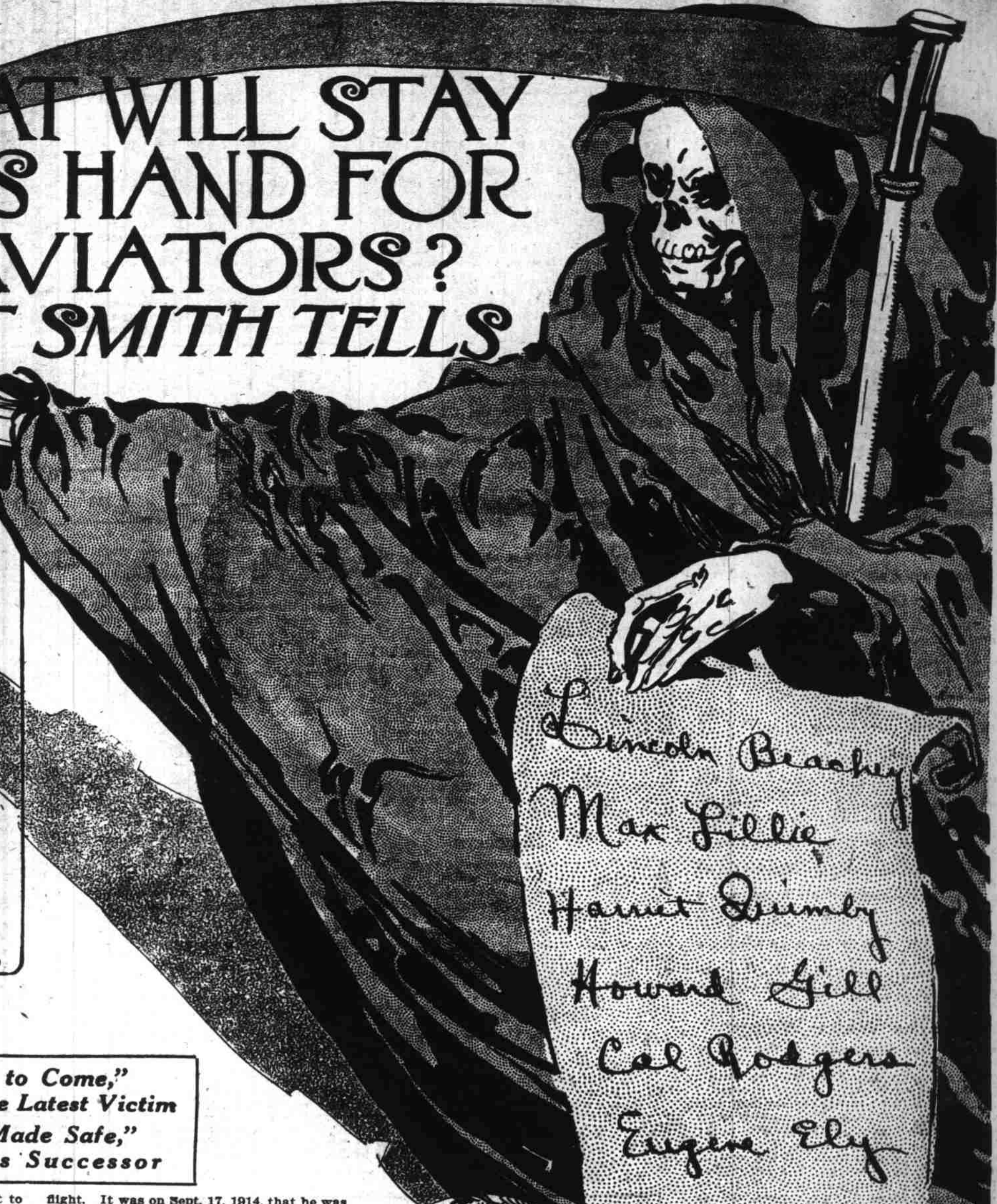


WHAT WILL STAY THIS HAND FOR AVIATORS? ART SMITH TELLS



Lincoln Beachey
 Max Gillie
 Harriet Quimby
 Howard Gill
 Cal Rodgers
 Eugene Ely
 Ralph Johnstone
 Dan A. Kreamer
 St. Croix Johnstone
 John Fairbro
 Phil Parmelee
 Wm. A. B. Cooke

Art Smith, Accepted as the Successor of Lincoln Beachey in Supremacy of the Air.

BY DELIA AUSTRIAN.

WHAT will stay the hand of death for airmen?

The list of fatalities has grown yearly in this country and Europe until a perusal of it is heartsticking.

The fateful words of Lincoln Beachey, whose plunge to death at San Francisco made him the latest victim of spectacular aviation, hold nothing but doom for his successors.

"There have been others, and I might as well add my own name to the list, for it is bound to come."

That was the statement he made last summer. Three weeks ago he realized for a moment the dreadful truth of it. And although daring to an extreme, Beachey was looked upon as a man who knew what he was about when he was in the air.

But now comes the man who will succeed Beachey as a daredevil of the sky—Art Smith. Says Mr. Smith: "Beachey was wrong, and so are they all wrong who look upon air navigation as a mere tempting of fate. I have no idea that I will be killed, and I shall loop just as many loops as ever Beachey did. I helped build my own machine, and that is what every man must do who wants to do stunts in the air."

"It's the machine, not fate, that causes all the catastrophes in aviation. I shall set just as fast a pace now as any flyer ever did and if aviators want to follow me let them do it at their own peril, unless they heed this tip: Know every nut and bolt in your machine and either put them together yourself or see them put together."

"An instrument of death is what the aeroplane has been termed by the general public, but I have always disagreed with people who never go more than a few feet above mother earth and then only when they climb the steps to an elevated train or step into a lift in a high building."

Safe Transportation.

"The aeroplane, in my opinion, is a safe vehicle of transportation providing the man at the helm—and up to this time he is usually the only passenger—has studied not only aviation but the secrets that are concealed in every puff of wind and every cloud and, most of all, knows the construction of the plane which is to convey him safely thousands of feet above the ground."

"I do not mean that an aviator who either constructs or supervises the construction of his heavier than air craft is immune from death, but I do insist that the knowledge that his machine is perfectly built and that all chances of a wire brace breaking or of the motor going wrong are removed instills confidence and makes the flyer devoid of fear of the grim reaper."

"The majority of the aviators in this country seldom construct their cars, but depend upon the manufacturer to furnish them with machines that are ready to take them

into the clouds as soon as they have obtained the license. These factory aeroplanes are all right providing the owner takes them down and then reconstructs them, testing each and every part so as to be able to determine the exact strain the craft can stand.

"I would never advise a man to construct a machine entirely himself, however. Especially unless he has had years of practical experience in mechanics and has made a hard study of all the angles of aviation."

"Several of my unfortunate compatriots have lost their battles to the grim reaper by giving him a big handicap. I mean by that that they have attempted to escape paying fees to men holding the patent rights and thereby have been forced to use machine parts which were not capable of standing the strain. As a result they left the ground in a machine which was weakened before the struggle began."

Military Sacrifices.

"If one will looked through the list of aviators killed during the last three years he will find many names of army and navy officers who have offered up their lives not in battle but in trial flights with United States aeroplanes. Now, I can safely say that the majority of the men killed while wearing the straps of the service were men who were well trained in the art of flying but who knew little of the construction of their mounts."

"Of course, the army officers do not try the famous 'loop the loop,' but their accidents happened mostly when a brace gave way or their motors stopped, and this proves my contention that preparation is more than 50 per cent of the game."

"I have too much respect for the dead to indulge in criticism of their faults. But many of the brave boys responsible for advances in aviation died because they were men of nerve who took a few lessons in how to get off the ground and met the various dangers as they came, not preparing for them in advance."

"In my opinion, Beachey met his death not because of his daring stunts in the air, because others have gone farther than Beachey did on that fatal day, but because of faulty construction in his machine. Beachey was not a man to watch details."

"Again, I think that Beachey's machine was too light for the terrific strain he must have known would be placed upon it. The little monoplane weighed only 550 pounds. The strain placed upon this machine in a perpendicular drop must have been twice what the wings of the plane could stand."

"Of course, there is a great deal of daring connected with the art of flying. But daring is found in every walk of life, and nine out of ten of the feats that the onlooker thinks hair-raising are mere play for the capable aviator."

"It is in the knowing—not the daring—that the aviator is successful, and I hope before long to convince every man, woman and child that my contention is correct. Among the birdmen who have given their

"Death is Bound to Come," Predicted Beachey, the Latest Victim "Flying Can Be Made Safe," Says Art Smith, His Successor

lives to aviation is Cal Rogers, the first to make a transcontinental flight from New York to San Francisco. This was done in a Wright biplane. Later he was exhibiting at Long Beach when a sea gull got into some of the wires and stopped his control. This was an accident pure and simple.

"St. Croix Johnstone was another of our American aviators who met an untimely death, and nobody knows the real cause. He was one of the old-time flyers. It was while he was flying his fifty horse power Moisant monoplane at Grant Park, Chicago, that his machine gave a sudden lurch and he was thrown from many hundred feet to his death."

"Among the few women who have attained an international reputation is Harriet Quimby. She was the first woman to be given a license and made several record flights. She was carrying a passenger in her monoplane when a puff of wind upset the guest, who sat behind her. His falling upset the balance of the car and she was killed."

"Foremost among the English aviators is the name of Gustave Hamel. He was lost in a fog while crossing the channel. Hamel

flight. It was on Sept. 17, 1914, that he was exhibiting at Pueblo, Colo. A crowd was enjoying his brilliant flights, when he suddenly plunged 2,000 feet to his death. The fatality was caused by a weakness in his car.

"When Eugene B. Ely made the unprecedented feat of landing on the deck of the cruiser Pennsylvania after a flight of twelve miles he excited the greatest interest among naval and military officials. An aviator had made a flight from a ship's deck, but none



-ELY-



-BEACHEY-



-KREAMER-



-GILLIE-



-RODGERS-



-GILL-



-JOHNSTONE-



-COOKE-



-FAIRBROTHER-



-PARMELEE-



-JOHNSTONE-



-FAIRBROTHER-

left Le Crotoy for Hendon one Saturday, when a fog came up and he lost his bearings. Torpedo boats and hydroplanes made a thorough search for him, but only the wreck of the machine was found.

"Weldon B. Cooke was another experienced aviator killed in an exhibition

had effected landing from the shore. Ely, in a Curtis biplane, left Selfridge field near San Francisco and flew twelve miles over the open ocean. He landed without jarring the delicate machinery of his craft. He was killed in October, 1911, in Alabama.

"Then there was Phil Parmelee, who was one of the best in the game. He first used a Wright car and later he made one of his own design to avoid paying the patent rights. He was killed by being caught in an air-pocket while testing his car."

Some of the Victims of Sky Navigation.

A score or more of others might be added to this death list, and in nine instances out of ten the fatalities can be attributed to some weakness of their craft. So it would seem that Mr. Smith knows what he is talking about when he says, "It's the machine, not fate."