

WANT FLYING SHIP AS TYPE FOR NAVY

Seek to Develop Model to Ride Out Storm.

SEE LESSON IN OCEAN 'HOPS'

Defects of Boats of the NC Pattern Studied by the Naval Experts in Washington—To Play Its Full Part in Naval Strategy Seaplane Must Become an Independent Unit as Modern Destroyer or Submarine.

Flying ships, instead of flying boats, will be the logical evolution of navy seaplanes, navy experts believe, as a result of the first air trip across the Atlantic. First impressions of the lessons taught by that trip had already taken definite shape in the minds of the men who conceived and built the NC machines, one of which Lieutenant Commander A. C. Read maneuvered to a safe mooring at Plymouth, England. It was the experience of the NC-1, lost off the Azores, and the NC-3, battered out of usefulness by heavy seas before she made port at Ponta Delgada, that the inventive genius of the department turned for inspiration, rather than to the NC-4.

Experts are convinced that to play its full part in naval strategy the seaplane must become an independent unit as a modern submarine or destroyer. It must be able to keep the seas in heavy weather, riding on the surface. It must be able to lift itself into the air or to plane down to a safe landing, even when tall seas are running, and it must provide for its crew, safety, shelter, and reasonable comfort under very adverse circumstances, for the efficiency of the plane depends upon the efficiency of its men.

To fulfill its function as a scout the seaplane of the future must be able to communicate at all times by radio.

Plan Flotillas of the Air.

The answer to all of these requirements in the minds of the experts is larger craft, veritable flying ships. The vision toward which the designers are looking is that of flotillas of seaplanes relying wholly upon their own power for transportation on the surface or in the air and operating from swift "mother ships," as submarines and destroyers now operate.

As battleships have developed from 11,000-ton pre-dreadnaughts to the 43,000-ton monsters for which the navy is now contracting, so, naval officers say, seaplane evolution will come type by type and year by year, each ad-

vance being based on results obtained with preceding types. This is the program laid out by the navy department as the basis for the request recently made to congress by Secretary Daniels for \$45,000,000 for aviation development in the next fiscal year.

Part of this appropriation, if granted, will go into lighter-than-air development. The general board is expected to recommend the immediate purchase of a British rigid dirigible for personnel training and the construction of a similar vessel on American designs as a pilot ship of a fleet of air cruisers. The purchase of the British Zeppelin would permit the training of a crew to handle the first American craft when completed.

The navy department is said to be ready to proceed with Zeppelin construction on its own plans whenever congress grants authority and appropriations. The ship, it is understood, would not be patterned exactly on the British modifications of German Zeppelin construction. The discovery of noncombustible helium gas to inflate the bags is said to have pointed the way to some radical changes in design. Details of what is contemplated have not been disclosed.

Naval experts point out that in both seaplane and dirigible development one of the most important elements to be considered is that of getting efficient power. The Liberty motors have proved highly satisfactory so far as endurance goes on the transatlantic flight, but no means have yet been evolved to get the full benefit of their power. The problem is the same as that encountered with steam turbines in surface craft.

Testing Reduction Gear.

The navy has been working for months with a reduction gear system to go between the engine and the propeller. A similar device has permitted destroyers to use turbine engines, but it has been found a difficult task to design a lightweight reduction gear for seaplanes or other craft. Should this device be worked out, the NC seaplanes could be made much more efficient and their cruising radius could be greatly increased.

As to the sea-keeping qualities of the NC planes, the experiences of the NC-1 and NC-3 indicate to experts that some way must be found to get the plane surfaces lighter out of the water. This would save them from battering into the sea when riding the surface.

New gasoline motors for lighter-than-air craft have been worked out and received their first test on the flight of the dirigible C-5 from Montauk Point, L. I., to St. John's, Newfoundland. So well did they function that decision had been made to attempt a direct flight to Ireland with the C-5 before the ship was blown to sea and wrecked. Another attempt to cross the Atlantic will be made as soon as similar engines can be installed in another aircraft of the "C" type.

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When I asked the doctor to tell me the reason for this switch around in the popularity of the two types of the male form divine, he said tuberculosis, once the dread of the thin man, has been far outclassed in fatality by other organic diseases, especially of the heart, which are apt to affect the more rotund.

Truly, every dog has his day.

Cynicism.

We are reminded that resentment, doubt and cynicism are so easily mistaken for the wisdom of disillusionment that there is double reason to guard against them. Many a hurt soul fancies it is growing wise in the ways of the world when in truth it is only growing hard and bitter. An acquaintance with mankind does not mean merely learning humanity's seamy side and being on guard against it. A wider study will bring a far different and more hopeful knowledge.

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