

FEDERATION AERONAUTIQUE
INTERNATIONALE

AERO CLUB OF AMERICA
No. 38


The above-named Club, recognized by
the Federation Aeronautique Internationale
as the governing authority for the United
States of America, certifies that

Ferdinand E. de Murias

born 8th day of January 1884
having fulfilled all the conditions required by
the Federation Aeronautique Internationale,
is hereby licensed as Aviator.

Dated August 2nd 1911

James A. Blair President
G. F. Campbell Wood Secretary



[SEAL]

Signature of Licensee:
F. E. de Murias

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BABYLON PUBLIC LIBRARY

Aeronautics-History

UNITED STATES OF AMERICA

AERO CLUB OF AMERICA
29 WEST 39TH STREET,
NEW YORK CITY.

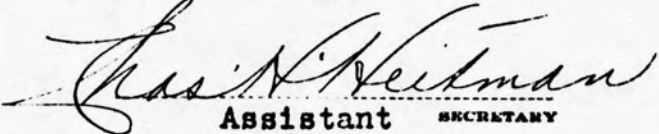
NEW YORK, August 24th, 1910.

F. E. de Murias ESQ.

DEAR SIR:

I HAVE THE HONOR TO NOTIFY YOU THAT AT A
MEETING OF THE BOARD OF GOVERNORS OF THE AERO
CLUB OF AMERICA HELD.....this day.....
YOU WERE ELECTED A.....Resident.....
MEMBER OF THE CLUB.

VERY RESPECTFULLY,


Assistant SECRETARY

UNITED STATES OF AMERICA

No	Name	Machine	Date of License
1	Glean H. Curtiss	Curtiss	8 June 1911
2	Frank P. Lahm	Wright	
3	Louis Paulhan	Farman	
4	Orville Wright	Wright	21 May 1910
5	Wilbur Wright	Wright	
6	Clifford B. Harmon	Farman	
7	Thomas S. Baldwin	Curtiss	17 September 1910
8	J. Armstrong Drexel	Blériot	
9	Toad Shriver	Curtiss	
10	Charles F. Willard	Curtiss	26 August 1910
11	James C. Mars	Curtiss	
12	Charles K. Hamilton	Curtiss	26 August 1910
13	John B. Moisant	Blériot	28 and 30 July 1910
14	Charles T. Weymann	Farman	6 June 1910
15	Arthur Stone	Blériot	27 August and 1 September 1910

260

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Aeronautics - History

<i>License</i>	<i>No.</i>	<i>Name</i>	<i>Machine</i>	<i>Date of License</i>
ber 1911	16	Harry S. Harkness	Antoinette	17 October 1910
ber 1911	17	Eugene Ely	Curtiss	5 October 1910
ber 1911	18	J.A.D. McCurdy	Curtiss	5 October 1910
nber 1911	19	Walter R. Brookins	Wright	18 October 1910
nber 1911	20	Ralph Johnstone	Wright	18 October 1910
mber 1911	21	Arch Hoxsey	Wright	18 October 1910
ry 1912	22	J. Clifford Turpin	Wright	18 October 1910
ry 1912	23	A. L. Welch	Wright	18 October 1910
ry 1912	24	John J. Frisbie	Curtiss	15 October 1910
ry 1912	25	Phillip O. Parmelee	Wright	
ry 1912	26	Frank T. Coffyn	Wright	24 October 1910
	27	Lincoln Beachey	Curtiss	7 May 1911
ry 1912	28	Lt. T. G. Ellyson, U.S.N.	Curtiss hydro	2 June 1911
ry 1912	29	Lt. H. H. Arnold, U.S.A.	Wright	6 July 1911
ry 1912	30	Lt. T. de Witt Milling	Wright	6 July 1911
ry 1912	31	Howard W. Gill	Wright	12 July 1911
ary 1912	32	Edson F. Gallaudet	Wright	15 July 1911
uary 1912	33	Harry N. Atwood	Wright	3 July 1911
1 1912	34	Lee Hammond	Curtiss	24 July 1911
1 1912	35	W. Redmond Cross	Wright	27 July 1911
	36	William Badger	Baldwin	30 July 1911
	37	Harriet Quimby	Moisant	1 August 1911
	38	Ferdinand E. DeMurias	Moisant	1 August 1911
	39	Capt. Paul W. Beck, U.S.A.	Curtiss	3 August 1911
	40	William C. Beers	Wright	4 August 1911
<i>License</i>	41	George W. Beatty	Wright	4 August 1911
1911	42	Hugh Robinson	Curtiss	25 June 1911
	43	Cromwell Dixon	Curtiss	6 August 1911
	44	Mátilde Eleanor Moisant	Moisant	13 August 1911
	45	Lt. R. Carrington Kirtland, U.S.A.	Wright	10 August 1911
1910	46	Oscar Allen Brindley	Wright	3 August 1911
	47	Leonard Warren Bonney	Wright	3 August 1911
	48	Lt. John Rodgers, U.S.N.	Wright	3 August 1911
tember 1910	49	Calbraith Perry Rodgers	Wright	7 August 1911
	50	Andrew Drew	Wright	8 August 1911
ust 1910	51	Louis Mitchell	Wright	8 August 1911
ust 1910	52	James J. Ward	Curtiss	8 August 1911
30 July	53	Charles C. Witmer	Curtiss	15 August 1911
	54	Shakir S. Jerwan	Moisant	26 August 1911
1910	55	Norman Prince	Burgess	26 August 1911
ust and 1	56	Glenn L. Martin	Curtiss	9 August 1911
ember 1910	57	Paul Peck	Rex-Smith	29 and 30 July 1911

MISS MOISANT LANDING AFTER HER FIRST
SUCCESSFUL FLIGHT.



1911



PHOTO AIDE

STUDENTS AT THE MOISANT AVIATION SCHOOL

Watching a flight of one of their number. From right to left: Messrs. Mortimer F. Bates, Fernando de Murias, Philip Wilcox, S. S. Jerwan, Chief Instructor Monsieur Andre Houpert and the Misses Moisant and Quimby.

AUGUST SEVENTEENTH, 1911



Our
Little
Pilot

PHOTO AIDE

MISS MOISANT GIVING THE SIGNAL TO START.

The mechanics release their hold on her machine, which has speeded up with sufficient velocity for a flight.

MIS

The first v
licens
M

MR. PHILIP
Besieged by the



The Greatest Aviation Motor of Modern Times
NOW COMING TO THE FRONT RAPIDLY

The World Famous

WHITEHEAD MOTOR

DESIGNED BY THE NOTED ENGINEER
GUSTAVE WHITEHEAD

Non-Bursting Cylinders : Vibration Negligible
Absolutely Nothing to Get Out of Order
4 Cylinders Vertical : 8 Port Exhaust : 2 Cycle :
Will Run Until Fuel is Consumed

PRICE

75 H. P., 200 lbs. - - - - - \$1,400
40 H. P., 145 lbs. - - - - - 1,150

Order Quick : 30-Day Delivery : Now is the Time

GEO. A. LAWRENCE, Mgr.

Astor Theatre Bldg. New York City, N. Y.
Exclusively adopted by C. & A. Wittenmann, Aeroplane Mfrs.

NAIAD Aeronautical Cloth

Manufactured Especially for Aeroplanes and used by Aviators of Prominence

LIGHT, STRONG, AIR-TIGHT

AND

MOISTURE-PROOF ON BOTH SIDES

Sample books, including data and prices, sent on request

THE C. E. CONOVER CO.

101 Franklin Street, - - New York

AEROPLANE WIRE WHEELS

Curtiss type in stock—20"x2" AVIATOR TIRE
—Weight complete : 7 pounds—Dead load, 600 pounds.

Monoplane tail wheels, 16" x 1 1/2"—Weight complete: 3 pounds.

Can furnish hubs any width and wheels any size to order.

J. A. WEAVER, Jr., Mfr.

956 8th Ave., bet. 56th and 57th Sts. New York



THE WARNER AERO-METER

THE FIRST AEROPLANE ACCESSORY

Tells the aeroplane just the force of the wind pressure against his planes, enabling him to guard against accident through diminished air resistance.

Built on the errorless magnetic principle which has made the Auto-Meter the Standard auto speed indicator.

It looks unlike the Auto-Meter but has the same honest "insides" and consequent capacity for "delivering the goods."

Warner Instrument
Company

4 WHEELER AVE., BELOIT, WIS.

SELLING BRANCHES:

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- INDIANAPOLIS
- CINCINNATI
- PITTSBURG
- LOS ANGELES
- PHILADELPHIA
- NEW YORK



AUTO-METER

F. E. de MURIAS

(Pronounced DE(L)IRIOUS—insert "M" in place of "L")

Babylon, Long Island, N. Y. Tel. 34 Babylon

Manufactures and also Pilots Aeroplane

Now making contracts for
Exhibitions during 1910

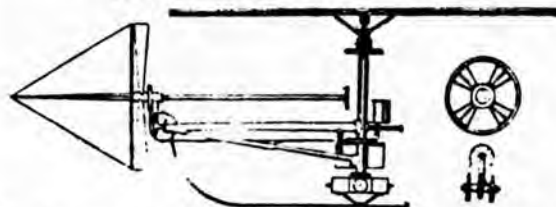
Flights positively guaranteed

Have the slowest-flying aeroplane in the world
Others for Speed

No infringements on the Wright Brothers' Patent

She's a Combined Helicopter, Parachute,
Gyroscope, Flywheel Monoplane.

YOU COULDN'T UPSET HER BY BOUNCING A HUNDRED-
POUND SHOT ON THE PERIPHERY.



Why imitate birds and bugs when the above arrangement solves the problem? If you want to see how this mechanism works, for safety, speed and capacity, durable.

JOSEPH ... Box 795, Pittsburg, Pa.

see Aeronautics
Nov 1910

AERO CLUB OF AMERICA

297 MADISON AVENUE

SECRETARY'S OFFICE

NEW YORK, August 2nd, 1911

Ferdinand E. de Murias, Esq.,
% Moisant Aviators,
Times Bldg., City.

Dear Sir:-

I take pleasure in informing you that at a meeting of the Executive Committee held this afternoon you were granted an Aviation pilot's license of the Aero Club of America. The book is all made up and lacks only the signature of our acting President which I shall obtain to-morrow morning.

Yours sincerely,

G. F. Campbell Wood,

Secretary.

GFCW/NM.

THE pioneer flights of garden city Estates,
New York 1911

Schoendorf

mile and a quarter track that has been laid out, the machines starting at intervals and timed, also adds interest.

SIXTY PLANES WILL BE ON THE GROUNDS

With the array of machines on hand and the management reports there will be sixty as some aviators fly two and even three different makes, there should be no dearth of flying even if there are accidents. With the excellent arrangements that have been made, however, it is only a failing motor or something happening to the plane itself that can cause any serious trouble.

The full list of aviators who will compete is as follows: Harry N. Atwood, Lieut. Henry Arnold, Thomas S. Baldwin, George W. Beatty, Capt. Paul W. Beck, Harold H. Brown, W. Starling Burgess, Ferdinand de Marius, Miss Helene Dutrieu, D.W. Dyott, Theodore E. Elliott, Eugene Ely, Howard Gill, Claude Graham-White, Charles K. Hamilton, Lee Hammond, Miss Blanche Scott, T.O.M. Sopwith, Andre Houbert, Lieut. Roy L. Kirland, Ladis Lewkowicz, J.A.D. McCurdy, James C. Mars, James H. Martin, George Mestach, Lieut. T. DeWitt, Milling, Miss Mathilde Moisant, Earle L. Ovington, Miss Harriet Quimby, Abraham Raygorodsky, Lieut. John L. Rodgers, Ignace Seminouk, Fred T. Schneider, Rene Simon, Ensign John H. Towers, Charles F. Willard.

Saturday, the opening day of the meet will be military day. Special events have been placed on the programme for the Army and Navy men who will compete. A feature is expected in the placing of troops in ambush in the vicinity and to let the birdmen find them. Major General Grant will be on hand, and he has accepted the invitation of Rear Admiral Ching Phi Kwang of the Chinese Flagship Hai Chi, which is now visiting New York, to take luncheon and proceed to the field by motor car. The foreigner will be accompanied by many of his officers.

LEWKOWICZ TAKEN TO HOSPITAL

Ladis Lewkowicz, the Polish aviator, will not be able to fly at the meet. He was taken to the Nassau Hospital yesterday and the doctors at the institution said that the birdman was suffering from symptoms of appendicitis. Lewkowicz had been working for weeks on a new monoplane which he expected to have ready for the meet. His sudden illness is to be regretted. In fact, ever since the foreigner flew over New York and landed in the Jersey swamps he has not had good luck. Lewkowicz was a favorite with the visitors at Nassau field, for there was not a point in the flying game he was not familiar with and he was always ready to talk in his broken English and give the questioners any information they wanted."

Brooklyn Daily Eagle, Sept. 24, 1911

WOMAN AVIATOR HALTED

Was One of Many Motorists Charged with Speeding on the Way to Meet Mlle. Helene Dutrieu of France, a woman aviator, who arrived in this country on Saturday morning was being driven in an automobile to the aviation meet at Nassau Boulevard when her car was stopped by Officer Wunsch and her chauffeur was served with a summons. Miss Dutrieu was a little late and she was urging her chauffeur, with an impatience that was typically French, to hurry. With

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the company's office,
to the opposite side
without provocation,
negro, knocking him
down cutting a severe
wound. A couple of
men went up the street to stop
Ott took to his heels
in a side alley.
at for Ott's arrest.

ARRIVALS.

are the latest arrivals
Home - Mr. and Mrs.
Miss Estelle Knowles,
D. C., J. de F. Len-
tillon, Mr. and Mrs.
er, of Louisville, Ky.;
ob and maid, of New

Mrs. John Darl-
ra, of Yonkers; Mrs.
ew York city; Mrs.
ghter, of Brooklyn;
lee, of Leesburg,

and A. M. Stephan,
with the prelimi-
reying for the local
opened an office in the
Main street, where
to engage in general
work and surveying.
and should re-
the business in this

A SUCCESSFUL RUN?

The run of the Babylon Yacht club
to Cherry Grove last Saturday was won
by Duncan Arnold's Dorothy in the
Q class. Mr. Cocky's boat finished
first in class P, and Duncan Arnold's
dory won in that class. Thirteen boats
made up the fleet. Fifty-two members
had dinner at the Cherry Grove club.
The yachtsmen returned home about
6:00 P. M.

BABYLON BOY AN AVIATOR.

Ferdinand DeMurias, son-in-law of
Frederick S. Bunce, of Babylon, was
granted on Wednesday a license as an
aviator, the thirty-ninth such honor
conferred within the United States.
He has been studying at the famous
Moisant school at Hempstead Plains
for some time past, and his Babylon
friends rejoice with him in his having
been thus honored.

The Choral society at its meeting on
Tuesday evening, presented Director
George W. Jarvis with a purse of \$25
in recognition of his services to the
society. It was voted to renew the
meetings the first Tuesday in October,
when plans for the season will be talk-
ed over and decided upon.

A wireless telegraph station is being
erected at Muncie Island.

*Aeronautics -
History*

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South
Side
Signal
4 Aug
1911

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Aviation

FLIES IN A THUNDER STORM

Moliant Pupil, Caught in Air, Braves the Downpour. 13 Jul 11

Special to The New York Times.

MARSAU BOULEVARD, L. I., July 12.—
With ex-Lieut. Gov. Woodruff presiding,
the first meeting of the Board of Govern-
ors of the Aero Club of New York was
held this afternoon under a large awning
which ordinarily shelters the club's guests
at aeroplane exhibitions. It was voted
to build ten more hangars at this place
and also to convert the Garden City Es-
tates Clubhouse into the clubhouse for the
new organization.

Later in the day Howard Gill of Balti-
more won his pilot's license before Red-
mond Cross, acting Chairman of the Con-
gress Committee of the Aero Club of
America, and J. Campbell Wood.

At the Mineola Field this morning
Ferdinand de Murias demonstrated that
an aeroplane can fly in a thunderstorm.
De Murias had been sent out with instruc-
tions to go only a certain distance. When
the storm broke he was in the air. Still
in the air, the pupil of the Moliant
school turned the machine and came fly-
ing back to the sheds right in the face
of the downpour.

de Murias
Babylon Village
resident-family
still in Village
2002

New York Times

13 Jul 1911

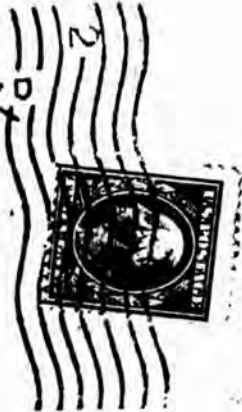
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Aeronautics History

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Mr. F. E. de Houwer

% W. H. Bluminger
49 Wall Street
City



New York Woman Are at Last Crowned with Success

After years of effort Miss M. Lillian Todd, of No. 111 West Twenty-third street, realized her ambition yesterday when she had the pleasure of seeing a plane the work of her hands and feet fly across the Garden City sky.

After having the machine built in less than a year, Miss Todd, about 100 months ago, announced that she had a biplane which she thought would fly. She then tried to get an engine, but met with repeated defeat, as the engines which she tried were not suitable. Finally a modified Rinek motor was declared at the factory.

A good sized crowd was on hand to witness the first attempt to fly the airplane. Mr. D. Masson was the aviator. He ran the machine across the ground, then went into the air for twenty feet and made a turn at the far end, returning to the starting place, where he was enthusiastically received by Miss Todd and the crowd.

The upper planes of the biplane were



MISS LILLIAN TODD
The bird's wings when the lower planes are level. The wings are five feet high.

this week. It is 36 feet span, and I estimated with operator, about 1,000 lbs. weight. A 50 H.P. engine lifted it. It has Curtiss ailerons + seat control.

I was going to give up the work in aeronautics and decided to sell the planes. The engine is not for sale.

On its four trials this week, it was returned to the hangar without breaking a wire, or any part except the rubber shock absorber, which had been on some

time and had deteriorated. I am giving up at Minnola, and as, for some reason, I had not received the replies in answer to my advertisement, I gave orders to have the machine taken down + stored, and the work was far advanced today. You can, however, see a complete model + photograph at this address. Its record is told in the clipping. It is very strongly

Price complete without
motor or motor con-
trols \$300 cash.
Needless to say, it
has cost me much
more.

Yours truly,
E. L. Todd
(Abiss)

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SECTION
BY

131 West 23rd St.,
New York, Nov. 00, 1910
Mr. F. E. de Mouriac
% W. H. Blymyer
49 Wall Street
New York.

Dear Sir:-
I received your let-
ter but an hour ago, in
regard to aeroplane adre-
tised, which explains the
delay in reply.

The machine in
question is the one spoken
of in the enclosed clipping,
taken from the Herald.

62.1 MILES FIFTY MINUTES

Support Creates New Speed
for One Hundred Kilometres at Mourmelon.

Paris, France, Thursday. — Mena, the French aviator, made what is a new world's record for one hundred kilometres yesterday. Officially he did 62.1 miles in 50m. 4s.

He has been twice lowered since October's meet at Belmont. The same Graham-White won the World Cup last October at Belmont in 1h. 47m. 3s. Mena, Alfred of the French team, had made a faster time until he wrecked almost at the end of the race. Mena subsequently at Pau took a new hundred kilometre record by covering the distance in 44m. 53s. This was made on April 12 last, just one day before Mena, Leblanc using a 100-horsepower Gnome engine Bleriot mono-

... remarkable performance of

Thomas Sopwith, Famous Airman, Falls in First American Flight



Aeronautics - History
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MR. THOMAS SOPWITH.

Winner of England's \$20,000 Prize Escapes with Cuts and Bruises While Carrying a Passenger, but His New Tandem Bleriot Is Wrecked.

[SPECIAL DESPATCH TO THE HERALD.]
MINSOLA, L. I., Thursday.—After making two flights here this morning, Thomas Sopwith, the English aviator, fell while carrying Phillip Wilcox, of Garden City, as a passenger. Although the monoplane was wrecked, both men escaped with slight injuries, Mr. Sopwith sustaining a cut over his right eye and bruises about the right knee.

The machine was a new Bleriot monoplane, equipped with a seventy horse power Gnome engine and built with an extra seat for a passenger.

Though the machine went into the wind wall and at a height of three hundred feet began to make the first turn, when passing what is known as "the graveyard" it became evident that all was not right. Suddenly the monoplane dropped, but after falling one hundred feet, glided for a short distance, when it was thought Mr. Sopwith would make a good landing. At that instant, however, the machine tipped forward and shot straight for the ground.

The two men were buried in the wreck of the wings and it was feared they were killed, but Mr. Wilcox soon jumped out and waved his arms as a signal that they were all right. The engine had buried itself partly in the

ground and was completely out of business. The shaft and some of the cylinders were bent, and the entire engine will have to be sent back to France to the Gnome factory to be repaired.

Mr. Sopwith said he did not know what was the cause of the accident, as the monoplane was going well right up to the time it struck. "Had I had five feet further to go I would have righted her," he said, "as she was turning when we hit the ground."

The wrecked monoplane was the first tandem machine turned out by the Bleriot Company for 1911 and cost \$7,500. It was the lightest machine of its kind ever built and was brought into the country under a bond of \$30,000. Mr. Sopwith will obtain another from France as soon as possible.

Miss Quinby Flies.

Miss Harriet Quinby made a number of short grass cutting flights early in the morning, managing to get off the ground for a few feet.

Miss Quinby is a young woman of California parentage who is attached to the editorial staff of one of the Leslie publications. She does her aerial practicing usually early in the morning, heavily veiled and wearing knickerbockers and an aviator's regulation jacket. She says she is determined to win her aerial pilot's license. Ferdinand E. de Morias, a Cuban sugar planter, also made a short flight. James Gaffney, the son of a Manhattan contractor, was out in a Bleriot for grass cutting, and ran the machine across the field several times.

RABBI DEFENDS THE MUCK RAKERS

Dr. Wise Says "Muck Maker"
Person Who Ought to
Be Condemned.

At the Hotel Astor last night four hundred members of the American Jewish Congress Association held their banquet at the close of their convention. Stephen S. Wise, Daniel Frohman, Phillips Oppenheim were among the speakers.

"The theatre itself is in a splendid condition to-day from an artistic point," Mr. Frohman said, "but we need, and need badly, are plays of a kind that will attract popular attention. I would say that your opportunity may lie along the lines of dramatic writing, rather than novel writing. One knows what genius for play may be hidden among you. New plays are needed now more than they ever in the history of the stage."

"The other night," said Rabbi Wise, "my friend invited me to take lunch with him at his home on the following day when he reached home that night his wife he was going to bring home for dinner the following day. A good life wanted to know whether like it fried, broiled or braised."

Condemns "Muck Maker"

"For the last decade," he continued, "we have had in this country a degeneration of national corruption and a general rotteness. What we need is a religion—that is, a religion which principle above party and sternly condemn back of all that is good in our life."

"When we read about conditions existing in Ohio, where it has been openly that every man in a certain but one sold his vote from two times and that one couldn't do it he was ill in bed, surely we are living a disgraceful exhibition of our principle and proving adequately our need of religion."

"Of late we have heard a great deal of criticism of the muckraker, but with the muckraker that we quarrel. It is with the muck maker that we quarrel. It is the fellow that we want to follow who needs civic religion. He men should be such that they the muckraking and come out and amirched. There is one exalted least in our nation to-day that in public life for at least twenty years and no muckraker can do harm. He has passed through all the muck of hands and spoils. I present President of the Unit William H. Taft.

Refers to Governor Will

"The nation is not poor in any step out of private life and is thrown into the battle for civic religion evidenced by the conduct in Woodrow Wilson, Governor of New York."

The menu:—

Shinnecock Bay Clam
Cream of Fresh Asparagus



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EDOUARD NIEUPORT.

Edouard Nieuport's best time for one hundred kilometres was 50m. 14s. 4s. as the record for the distance. Mena, Leblanc lowered it a month ago.

AND TO SEE MIMIC AIR BATTLE

Aviators Will Take Part
to-day in Spectacle at
Hendon.

[SPECIAL DESPATCH TO THE HERALD VIA CABLE COMPANY'S SYSTEM.]

HERALD BUREAU,
No. 100 FLEET STREET,
London, Friday.

will be a battle in the air at Hendon to-day as a practical demonstration of the value of aeroplanes and in war time.

Graham-White, Mena Bleriot, and Captain Cody and other aviators will show by bomb dropping

When L.I. Held Its First International Air Meet

By Don Wieta

At the start of this century, Long Island was a rather tranquil place. It was noted for its lush farmlands, beaches, boating, fishing and mansions on the sprawling estates of the rich. However, soon a new and livelier dimension was added to this scene. The air age had arrived and many of early aviation's key events were destined to take place here.

Last year, Belmont Park was 75 years old. Yet one of the most exciting happenings to take place there during all these years had nothing to do with horse racing. It was the International Aviation Tournament that was held at the then five-year-old race course from October 22 through 31 in 1910.

Thirty of the world's greatest aviators had gathered to compete for \$75,000 in cash prizes, a very considerable sum in those days. The leading fliers of America, Great Britain and France with an amazing array of flying machines would perform in daily altitude, distance, speed and cross-country events. Aviation pioneers Orville and Wilbur Wright, Glenn Curtiss and others from Europe were



INTERNATIONAL AVIATION TOURNAMENT BELMONT PARK
OCT. 22-30 (Inclusive)
DAILY at 1:30 P. M.
\$75,000—CASH PRIZES—\$75,000

Thirty of the world's greatest aviators in competition with monoplane and biplane for the world's championships.
Hours: 11:30 a. m. to 4:30 p. m. daily.
Special Train Service from New Pennsylvania Terminal
Parking Space, Boxes, Reserved Seats at Tournament Headquarters, Hours 11:30 a. m. to 4:30 p. m. at 215th Avenue Building, Broadway and 215th Street, or at any other leading ticket office.

General Admission, One Dollar

attending the meet with their newest aircraft.

The spectators flocked to the track from the city and the Island by train, trolley,

horse and buggy and motor car. In Manhattan, the flying fans boarded special Long Island Rail Road trains at the new Pennsylvania Station

which took them right to the park.

It rained on opening day. This caused the planes with conventional engines to be grounded. However, those with the unique rotary engines were able to fly. (The entire engine revolved and gas threw off the water.) Even daring pilots flew despite the low ceiling and poor visibility.

In the newspapers, accounts of the activities in the air and on the ground at Belmont Park quickly moved from the sports pages to the front pages. The New York Times, along with other papers, carried a box-score listing of the previous day's winners and their earnings in the different events.

A big day was Saturday, October 29th. Englishman Claude Graham-White won the \$5,000 prize in the prestigious Gordon Bennett International Aviation Cup race—the Grand Prix competition of the air. In a Bleriot monoplane powered by a 100-horsepower engine his speed averaged 69 miles an hour.

The most spectacular event of the entire tournament took place on the next day, Sunday the 30th of October, when over 75,000 flying fans packed the park. It was a speed race to the Statue of Liberty and back to the track that brought them out. It featured a \$10,000 prize for the winner.

As the three contending aviators flew along the widely-publicized route, many residents of Queens, Brooklyn and Manhattan waved to them. At Battery Park, about 10,000 were on hand to watch the planes bank and turn around Mias

Liberty. Then, braving the gusty winds of the harbor, each aircraft headed back via Coney Island.

Late-starting American John P. Moisant won the dramatic race, flying at a mile a minute in a plane he had sat in only for the first time. He had purchased the 50-horsepowered Bleriot just before the contest to replace his plane that was wrecked several days before. The elapsed times of both Moisant and second-placer Graham-White were so close that the latter protested the judges' decision, but to no avail.

Throughout the meet on-lookers had been treated to an exciting competition between two Americans, Arch Hoxsey and Ralph Johnstone, in the daily altitude contests. The determined duo had been dubbed the "Heavenly Twins." Late in the afternoon of the last day of the tournament, they took off again in their Wright biplanes. The plucky fliers circled upward, higher and higher—even as the sun was going down.

It was meant to be Johnstone's day. His plane spiraled out of sight in the darkening sky. Then, at dusk, he glided down skillfully and landed before the Wright hangar. The skyscraping airman had set a new world's record of 9,714 feet. He won the \$3,000 prize, but lost out on a \$5,000 one by not reaching 10,000 feet. However, he did win for America its second big honor of the ten-day event.

The first of two international air meets that were held on Long Island was a huge success. Many leaders

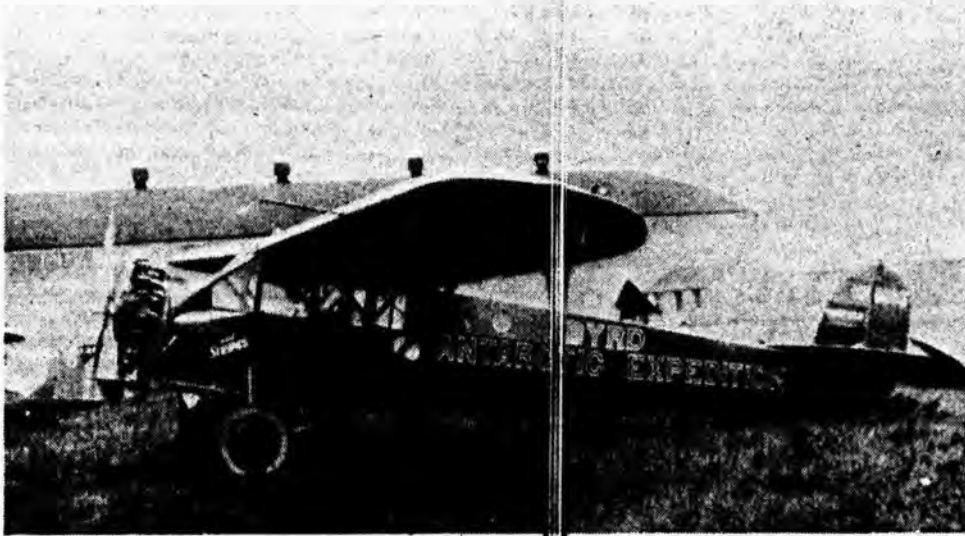
of business and government—particularly the military—were impressed by the potential of the new and popular aerial sport.

Not long afterwards, major prizewinner Moisant and his brother started what was probably one of the earliest civilian flying schools in the United States at the Hempstead Plains Aviation Field. Their first woman student was Harriet Quimby. In 1911, at Mineola, she became the first American aviatrix to earn a pilot's license.

On Long Island, aviation flourished as nowhere else. This ideal place for flying had the earliest airfields. Here, over the years, many firms manufactured aircraft. And this island of ours was the scene of countless records setting flights and history-making flying events.

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1928 Antarctic Expedition Plane Housed on Long Island



The airplane used by Adm. Richard Byrd in his first Antarctic expedition in 1928 has been acquired by Nassau County's Cradle of Aviation Museum.

The plane, a Fairchild FC-2W2, better known at the time as the Stars and Stripes, was taken by ship to the polar explorer's base on the Bay of Whales, and then flown to the Antarctic base camp at Little America where it was used to transport cargo and fly photography missions.

The plane is being given to the Nassau facility on a permanent loan basis by the National Air and Space Museum of the Smithsonian Institution. The Cradle of Aviation museum staff, working with regular volunteers, will restore the plane to its original

operating condition, a process expected to take about two years.

The Stars and Stripes was left behind at Little America when the first polar project was terminated. It was weighted down with blocks of ice in the hope it would survive intact for future use.

When Byrd went to the pole again five years later, the plane was still serviceable. After a light overhaul, it resumed flying short-range photo and transport missions. It was returned to the United States in 1935 and used in various specialized jobs before its acquisition by the Smithsonian in 1961.

The museum already houses Lindbergh's first plane, a JN-4, plus a sister ship of the Spirit of St. Louis,

the plane Lindbergh flew on his historic flight to Paris. Other acquisitions include a 1918 Thomas Morse Scout, an exact replica of the Wright Flyer, a mock-up of Grumman's Lunar Module and many other historic planes and aviation artifacts.

The Cradle of Aviation Museum is located in two hangars at the former Mitchel Field Air Base in Garden City, only a few hundred feet from the point where Lindbergh's trans-Atlantic flight originated. The museum is now open for tours only on a reservation basis from May through September. Tours may be arranged by calling 292-4348. It is expected to open to the general public on a full-time basis in mid-1982.

ALL AIRSHIP RECORDS BROKEN BY CURTISS BIPLANE IN MIAMI

Flying Boat Carried Six Men On
One Flight and Five On
Another Over the Bay
During Day

Total Weight of Passengers Was 900
Pounds, with Gasoline and Oil Ad-
ditional.—New Propeller Used on
Flying Boat for First Time.—Vis-
itors Made the Flights.

American records for number of
passengers carried in a flying boat,
and it is believed in any type of air-
ship, were broken this morning when
the Curtiss bi-plane, flying boat type,
which has been making regular
flights here, carried six men on one
trip and five men on another, the
flights observed and recorded by F.
E. de Murias, of the contest com-
mittee, Aero club of America. Nine
hundred pounds weight, not includ-
ing gasoline and oil sufficient for an
hour's flight, was carried.

The time for the first flight with
five men was three minutes, twelve
and four-fifths seconds, with twenty
seconds' time required to leave the
water; that for the six men flight was
one minute, six seconds, and thirty
seconds required to leave the water.
C. C. Witmer was the aviator. Those
who made the six men flight were
J. G. M. Glassner of Chicago; G. L.
Landis of Philadelphia; A. F. Key-
eney, Brooklyn; W. Cotton, Niagara
Falls; George Hallett and C. C. Wit-
mer. The weight of each man av-
eraged 150 pounds which made sixty
pounds overweight carried, for the
calculation on which airships are
built provides for only 140 pounds'
average weight.

Used New Propeller.

The trip was made to make a fin-
al and thorough test of the C. M. O.
laboratory propeller designed by Dr.
C. M. Olmstead of Buffalo, N. Y., who
arrived here recently to put the final
touches on the test of his invention.
He was delighted with the results as
obtained this morning.

"This is the result of many years
of patient effort," he said. "That
propeller was worked out in a lab-
oratory, scientifically and with math-
ematical exactness. I believe that it
now meets with all of the present re-
quirements." This propeller is rad-
ically different from the ordinary type.
The distribution of the surface is
much changed as you will see the
blades are unusually wide near the
center and taper toward the tip. This
makes it much more efficient. For
instance, with this propeller, a hun-
dred horse power engine does as

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Aviation

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"This is the result of many years of patient effort," he said. "That propeller was worked out in a laboratory, scientifically and with mathematical exactness. I believe that it now meets with all of the present requirements." This propeller is radically different from the ordinary type. The distribution of the surface is much changed as you will see the blades are unusually wide near the center and taper toward the tip. This makes it much more efficient. For instance, with this propeller, a hundred horse power engine does as much work as a 125-horse power engine with the usual type of propeller, and at the same time does away with the extra weight of the larger engine and the increase in fuel required.

"Our speed tests have shown that this propeller drives the boat much faster than the ordinary one, notwithstanding the fact that it develops about 85 pounds more 'thrust' when the flying boat is held stationary. The result of the increased thrust is that the boat flies stronger at all stages of the flight. While in the air this morning, Mr. Witmer noticed that the machine was flying particularly strong."

About two weeks ago Mr. Olmstead came here to try out the device, and to think that with it a record has been broken is a source of great pleasure to him.

"I am not sure that a world's record, officially made, has been broken today," declared Mr. de Murias. "It has, unless some figures have been made since I came down here. I know of one instance where seven passengers were carried in a machine, but that was not an official flight."

Mr. Witmer expressed himself as greatly pleased with the experience of the morning and the passengers were delighted to have taken part in this affair. Mr. Cotton of Niagara Falls is somewhat of an aviator himself.

**CORDS BROKEN
PLANE IN MIAMI**

AT HOME

Aerospace Industries



Photograph courtesy of the Cradle of Aviation Museum
The Grumman F6F Hellcat was a mainstay of the U.S. Navy during WWII.

LI aviation history forges ahead

By Valerie Kellogg

In 1929, Army flier James Doolittle made the first blind flight at Mitchel Field using instruments made by Sperry Gyroscope Company in Great Neck, (now a part of the Unisys Corporation) and two other Long Island manufacturers. The flight's success paved the way for pilots to fly in bad weather and at night.

In the 1930s, Grumman and the Republic Aviation Corporation (later known as Fairchild Republic, now defunct) produced the two greatest and most-produced Army and Navy aircraft in World War II: the Hellcat and the Thunderbolt.

In 1969, Grumman's work on the lunar module took people from one world to the next. "It was the most historic vehicle made on Long Island," says Joshua Stoff, director of the Cradle of Aviation Museum in Garden City.

It is the 88th anniversary of the first powered flight in America — a reminder that the future of Long Island — said to have the most heavily trafficked skies in the country — lies in its past.

Or so say members of the Long Island Association, the publisher of Long Island Business News and some Federal Aviation Administration officials seeking to develop the Grumman jetport at the Calverton Naval Weapons Industrial Reserve Plant into an international civil aviation center.

The proposal is also the centerpiece of Gov. Mario Cuomo's five-year plan to improve Long Island's economy.

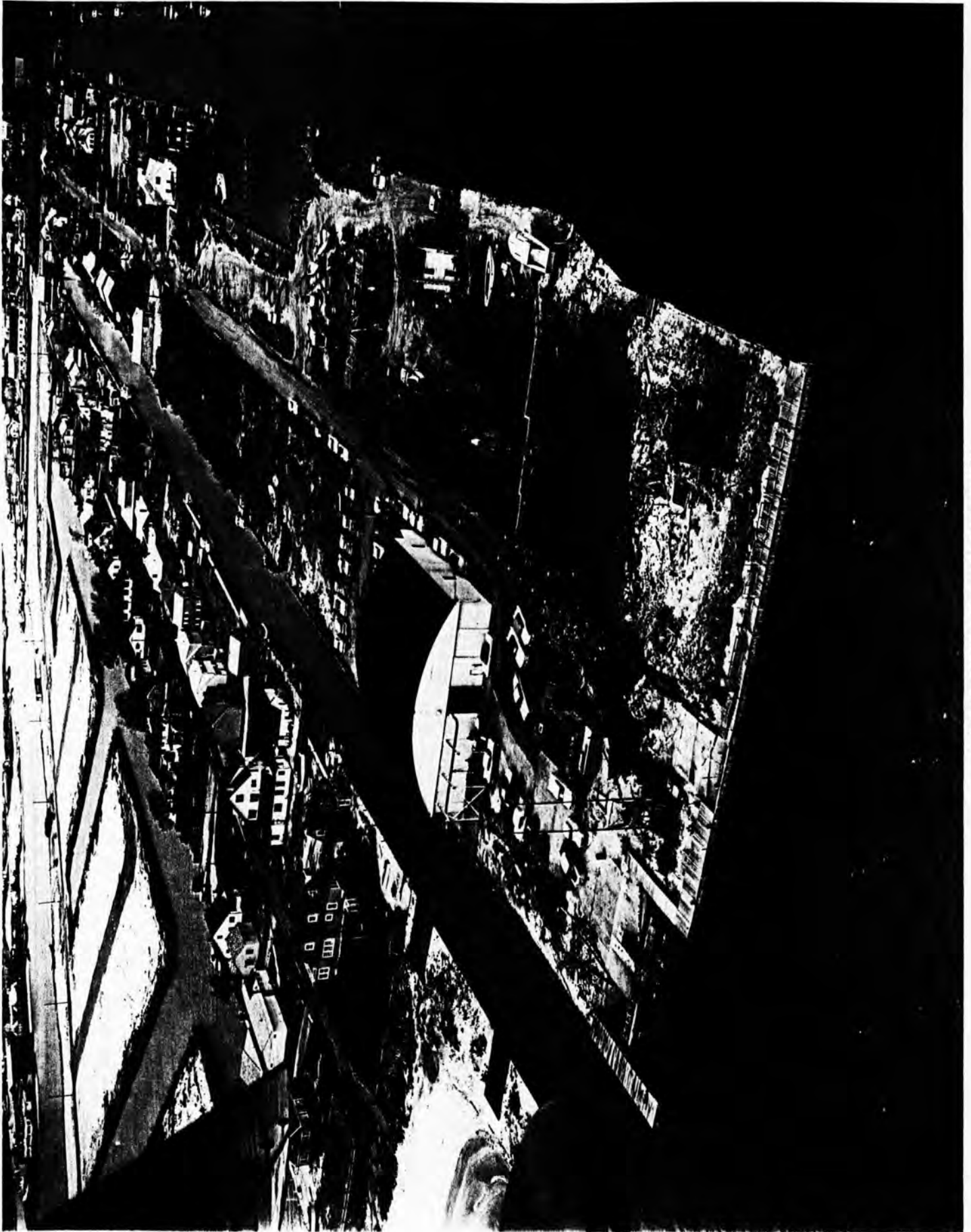
The exact use of the jetport is currently under scrutiny in a \$486,000 study financed by the FAA and the Long Island Association. Possible uses may include making it into an air cargo facility, a general commuter airport, an aircraft repair and maintenance facility, or some combination of these and other projects.

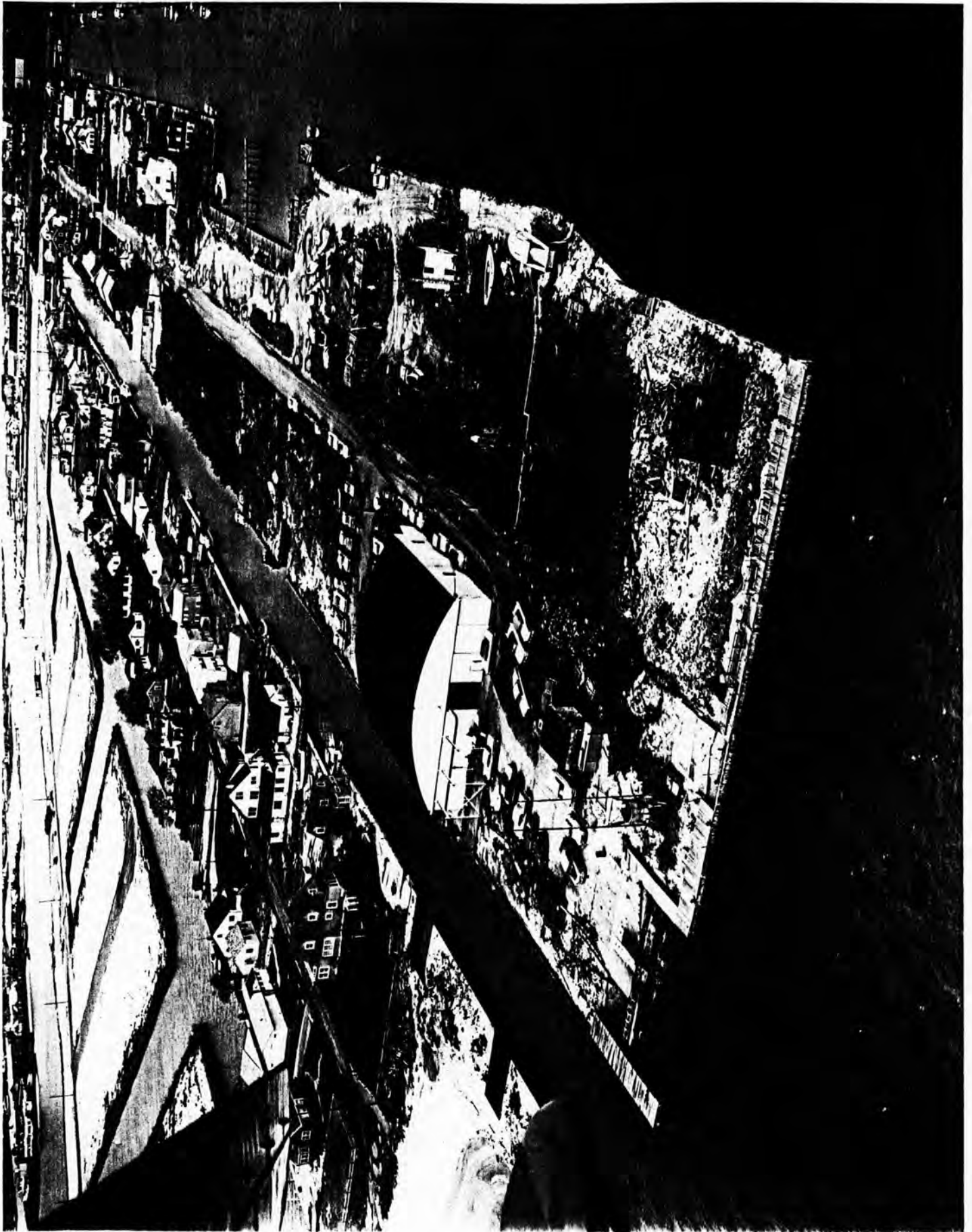
Calverton, which is used by Grumman to test warplanes, was built by the Navy in 1952. It contains 7,000 acres, is surrounded by 20,000 open acres of land, and is located near Wading River, which is on a Long Island Rail Road main line.

Supporters of the Calverton project say its development could benefit Long Island by creating 200,000 jobs by the year 2020, says Paul Townsend, editor of Long Island Business News, and by boosting the regional economy by becoming an international transfer airport of some kind. The second advantage would be in line with the changes under way within the European Economic Community and the Middle East.

But the idea of bringing anything commercial to the area is garnering harsh criticism from environmentalists and residents of surrounding communities. Concerns over possible noise pollution and damage to the environment have people reeling, prompting them to call for further study of the effects of development.

So, 88 years after the Wright brothers flew Kitty Hawk in North Carolina, the Cradle of Aviation — as Long Island is called — continues to forge ahead in an effort to maintain and sustain its tradition above.





... AFTER HER FIRST FLIGHT.



1911



PHOTO HAYS, DETROIT

MISS HARRIET QUIMBY OF LESLIE'S WEEKLY.
The first woman in America who has won a pilot's license from the Aero Club. She drives a Moisant monoplane, 50 horse-power.



PHOTO WHITE

MISS MATILDA MOISANT.
Sister of the late J. B. Moisant, a world-famous aviator, the first to cross the English Channel, is making rapid progress in the art of aerial navigation.



PHOTO AIDE

MOISANT AVIATION SCHOOL.

From right to left: Messrs. Mortimer F. Bates, Fernando Swan, Chief Instructor Monsieur Andre Houpert, Miss Moisant and Quimby.

... NINTH, 1911



PHOTO AIDE

MR. PHILIP WILCOX, FIELD MANAGER.
Besieged by the students who want to peep at the record chart after the lesson is finished.

FOUR o'clock in the morning! The light is just dawning as the telephone at the Garden City Hotel summons me to rise. The birds are chirping. The air is heavy with the odor of the fields, the trees and the flowers. It is the time when nature seems to be at rest, and is, therefore, especially adapted for a lesson in flying. This is the reason why the students at the Moisant Aviation School must submit to the penalty of an early contemplation of nature, whether they appreciate it or not.

The student of aviation must be the earliest riser of all students in search of knowledge, for the lessons can be given only while the air is still and while the little signal flag on the field clings close to its mast.



PHOTO AIDE

See Little Dito

... FINAL TO START.
... which has speeded up with light.



PHOTO AIDE

PROFESSOR HOUPERT.
... res the velocity of the wind before sending his assistant to the field with the signal flag, which indicates the landing of the student fliers.

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