



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Thomas DeWitt Milling Collection - Clippings

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Burgess-Wright company and told him of his landing. W. Starling Burgess of the company was also at Squantum and he accompanied Lawson at once to Medford to inspect the machine.

Atwood stated that he was forced to make a landing because he could not maintain altitude. This was due to the additional weight which the biplane had to support because of the presence of the elder Atwood.

After leaving the aviation field the machine rose to a fairly good height. Lawson, after talking with Atwood, estimated that the machine must have obtained an elevation of 1000 feet while passing over Boston and Charlestown. Then it began gradually to descend. Atwood made every effort to keep in the air, but he finally saw that his efforts were useless and he looked for a good place to land.

People who saw him approach the ground say that he came down gracefully. He circled two or three times
[[cut off]]

could not have a detail of men to keep the crowd back, and half a dozen officers with ropes and stakes were sent to the scene. They drove back the crowd, which had reached the proportions of 1000 or more, drove the stakes in the ground and roped the aviator and his machine in.

When Messrs Burgess and Lawson reached the scene a thorough examination of the engine and the machine itself was made. Lawson said that the engine was all right. Owing to the delay, however, Atwood decided he would withdraw from the race as he could not hope to finish in any sort of time.

It was different with Stone's monoplane. While it lay within 100 yards of the Mystic turnpike, there is a deep ditch in the marsh over which it could not be hauled to the road itself, so it had to be dismantled on the marsh and taken piece by piece to the roadway. It was then [[?]] to the aviation field.

When Stone [[?]] his monoplane was[[cut off]]

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