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QUIMBY, HARRIET

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180 ~~AERO~~ May 27, 1911.
 left side
 MISS QUIMBY ENCOUNTERS TROUBLE
 New York, May 13.—Miss Harriet Quimby, premier woman pupil of the Moisant Aviation School at Hempstead, while attempting to fly in a 30-horsepower Bleriot on Friday morning, met with an unusual accident. While running across the field at full speed she attempted to leave the ground, when the wheels of the running gear were wrenched off in a twinkling and the forks in one of the wings broken. The plucky girl, however, remained in her seat, shut off the power and then jumped. She was uninjured.

Miss Quimby, who is the dramatic editor of Leslie's Weekly, has been quietly taking lessons from the Moisant instructors since the last of April and in that time has really accomplished a few excellent flights. Until Thursday, when she made the best of her trips, her identity had been a secret, for she dressed in a tight-fitting aviator's suit and wore a deep hood. She and her instructor, Andre Hauptert, have done all their work shortly after sunrise in the mornings.
 [[both paragraphs right side bracketed]]

BERLINER'S ROTARY MOTOR TESTED
 Washington, D. C., May 22.—After a long period of experimental work, the rotating cylinder engine that has been designed by Emile Berliner, the telephone and graphophone man of this city, is rounding into shape. Washington is not a manufacturing city, but Berliner quietly went to work and built a factory here, equipping it with a small fortune in machine tools, and the motor is being manufactured, though not yet put on the market.

It is in general appearance much like the Gnome or its prototype, the Adams-Farwell, but this to the layman. Inside it is marvelously strong and simple. It has a mechanical inlet valve that utilizes the centrifugal force of the revolving cylinders instead of springs. It has oil shields on the bottom of the pistons that throw the lubricating oil out to the walls of the cylinders where it is wanted instead of blowing it out through the exhaust. It has used remarkably little lubricating oil in the trials, and this obviously is a good point in its favor.

It is said that one of the serious difficulties that was first met with in other revolving motors was that the cylinders, revolving always in one direction, were cooled unequally on opposite sides and thus distorted. The new engine obviates this cooling trouble very simply. Instead of successive cooling rings around the cylinder, the cooling flange is a continuous ribbon of metal around the cylinder, like a wide, deep thread on a screw. The tendency of this naturally is to force the cooling air all around the cylinder. It seems to work, too, for there has been no trouble from distortion.

The engine was tried out last week with a Paragon propeller and developed a thrust that fluctuated from 255 to 265 pounds. It is announced, however, that none of the engines will be marketed till they show a thrust of 300 pounds.

...
 Bids for the War Department hangars at College Park, Md., will be opened this week. There will be four of them, 45 by 45 feet on the inside. The word inside is going to be underscored in the contract. When the contractor built the hangar for the Wright machine that was housed at College Park a year back, he mistook the inside dimensions for the



outside and the result was they came near not getting the machine indoors at all. The work on the aeroplane sheds is going to be started in a week or so, and at the rate contract work is usually done for the government here, the hangars ought to be available as skating rinks by next winter. Hangars with roof-truss construction and no posts in the way ought to make good skating rings, too.

...

The Rex Smith Aeroplane Company has started work on a factory building at College Park. They are to try out a Hall-Scott aviation motor on a new aeroplane shortly. Rex Smith says the new machine will be a world-beater. It may not be that, but it promises to be a mighty good machine.

MOISANT MEN NOW IN IOWA

Atlantic, Ia., May 15.-The International Aviators opened an exhibition here to-day which attracted a great number of people from the surrounding country. Rene Simon, in the last flight of the day, found himself at a good distance from the field with a thunderstorm approaching, so he brought his machine to earth in a field a mile from the grounds. The ground was soft, but the machine was uninjured. The meet continues to-morrow.

BUSY DAYS AT SAN FRANCISCO

San Francisco, May 17.-The Curtiss biplane belonging to Clarence H. Walker, the amateur aviator, is at the shop of the California Aero Manufacturing and Supply Company in this city undergoing repairs after sustaining minor damages from a slight accident which Walker met with in attempting a flight at Fourth Avenue Heights, in Oakland, last Sunday. The wind was too strong for flying and Walker again attempted to leave the ground against the advice of his assistants. He made a short flight, but was obliged to land, and in doing so broke a number of ribs and bent a V.

...

P. J. Butler is the latest addition to the ranks of aviation instructors on the Pacific Coast. Butler has completed a Curtiss-type biplane and is about to install a Detroit aeromotor in it. He will use Knight's race track at Vallejo as an aviation field and will open a school for the instruction of aviators in the near future.

...

The Hall-Scott Motor Car Company, of San Francisco, reports an unusual run on propellers during the past week. Blades were sent to Clarence Walker, Fred Wiseman, now at Seattle; Pacific Aviation Company, of Portland, and C. F. Walsh, and three standard blades were shipped to New York. The company reports the delivery of a four-cylinder 40-horsepower aviation motor to M. A. Heimann, of St. Louis, for use by Hillery Beachy; an eight-cylinder 60-horsepower aviation motor to the Hearne Motor Company, of Chicago, and an eight-cylinder 80-horsepower motor to Washington, D. C.

...

C. F. Walsh has accepted a contract from the Pacific Aviation Company, of Portland, for a six months' tour of the ~~Northwest~~.

R. C. Robinson and ~~D. H. Brown~~, of 25 Carl street, San Francisco are constructing a Curtiss-type aeroplane from the plans published in AERO.

Messrs. Lanterian and Maupin, of Black Diamond, Cal., have purchased a four-cylinder 60-horsepower two-cycle "Aero Special" Elbridge engine through the agency of the California Aero Manufacturing and Supply

Company, of San Francisco. They will install it in a Curtiss-type biplane which they are constructing. Capt. Maupin, who it is understood will be the pilot, intends to make an attempt to fly to the summit of Mount Diablo during the coming season.

FT. SMITH ENJOYS CURTISS SHOW

Ft. Smith, Ark, May 16.-The people here were so pleased with the aviation exhibition given Saturday and Sunday, May 13 and 14, by James K. Ward and C. C. Witmer, Curtiss aviators, it is now proposed to re-engage them for another exhibition next fall. By a conservative estimate there were 15,000 people at the field on Sunday afternoon. the second day, and Saturday's crowd numbered 5,000. The flying was the usual exhibition program, with good weather to help the aviators deliver the goods.

On the first day six flights made the afternoon's work, giving the aviators three chances each. During one of Ward's flights he got up 5,300 feet and stayed in the air 18 minutes. Witmer's flights, as a rule, were shorter and not so daring as those of his brother aviator. Sunday's program was equal in length to that of the first day and it ended with both the fliers in the air. On both days Ward ended his last flight with a spiral descent.

I read AERO weekly and consider it a very valuable paper.
-W. J. Bauman,. Lock Haven, Pa.

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