

GREATEST OF AEROPLANES TO SKIM THE ATLANTIC

After Six Months' Labor and an Expense of \$11,000, Two New York Men Are Completing a 104 Foot Machine, To Be Driven by Most Powerful Battery of Motors Ever Installed in an Airship, in Which They Will Attempt to Cross Ocean.



ALLEN CANTON

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New York, Saturday.

DECLARING their intention of crossing the Atlantic Ocean this year and risking everything they have on the venture, two young men of this city are now putting the finishing touches on the largest hydro-aeroplane ever constructed and driven by

together measuring 70 feet over all, will support the greater part of the weight which will be attached. They have the sustaining curves of the Wright biplane and what seems a tremendous spread.

Each of the wings, which join at a double mast in the center, is 22½ feet long and 13 feet wide at the center. This width extends almost to the end, where it tapers down to a scant 11 feet at the tip. It is believed by the builders that these two planes will be sufficient to support the whole of the weight to be carried—engines, frame, gasoline, oil and a small quantity of food and clothing.

Six feet above the main wings is a smaller plane, which will give the craft stability and an added supporting efficiency. This is 40 feet long and 10 feet wide for its entire length. About fifty-five feet from the nose of the craft is its central plane, wing-shaped, and about 30 feet long and 5 feet wide. At the rear is a lifting biplane.

The double mast is 24 feet tall. Both of the plane surfaces are upbroken, except in the exact center of the mast, where there is a small hole, just large enough to admit of one of the men climbing through if it is found necessary to make any adjustment or to tighten up

made up twofold by an arrangement which is an original scheme of the inventors. It is a double compensating plane, abreast either side of the engine house, which is designed to offset automatically any sudden dip down or up and also to prevent a sudden swerving of the machine when going at a high rate of speed, if the engines on either side should go out of commission. These planes are five feet wide and five and a half feet long. They can be left to operate of themselves or can be so adjusted to the pilot's chair that he can manipulate them as he wishes.

In just exactly the same way that the differential gear, which is called the "chain" of the automobile, equalizes the unevenness of the pull on the two driving wheels, these compensating planes are looked to to aid the hydro-aeroplane in keeping an even keel. The designers declare with confidence that they have used them on smaller aeroplanes with perfect results, and they will work in exactly the same ratio in the larger craft. They believe that if either side of the power system becomes disabled through a suddenly developed flaw in construction, shortage of fuel or failure of the ignition system, the aeroplane will glide along without deviating from its course for a quarter of a mile or more.

The battery of engines in the New York is perhaps the most wonderful yet conceived by an aviator. The engine house is 6 feet 3 inches high, 6 feet wide and 22 feet long. The frame is made of aluminum channel rail, three inches by two, and is capable of sustaining a weight of 15,000 pounds or more. On all sides it will be covered with a fine wire screen. Over this, to a height of about fifty inches, will be a permanent waterproof canvas to protect the engines and carburetors. The top will have a permanent canvas roof, while the sides, for a space of about two feet at the top, will be so arranged that the canvas can be put in in stormy weather or kept down. Ample portholes are provided, precaution being taken that the operator's view will not be obstructed.

There will be six powerful motors. Four are of the six cylinder type, with an estimated rating of 125 horse power. One will be at the forward starboard side of the engine room and another at the forward port side. In the rear of the house will be a rear port engine and a rear starboard. Each of these will be connected separately to a large propeller without any attempt at synchronization. The inventors believe that as synchronizing of double propellers on a steamship detracts from the power, so it will in the air. Each of the main battery engines

the most powerful battery of motors yet installed in a craft of similar character. That they are in earnest is borne out by the fact that they are investing in the enterprise nearly every cent of \$11,000 they made through their own efforts, and have neither sought, accepted nor borrowed means from any other person. They have worked in all secrecy possible, keeping their own counsel, yet fashioning canvas, trimming supporting wires, fitting the frame and doing the numerous other things necessary in the assembling of an air craft.

Their craft is to be called the New York. It is the largest ever built in the world. It measures 104 feet from the forward propeller to the tip of the rudder, and is 70 feet from wing tip to wing tip.

The builders, owners and pilots of the big aeroplane are John J. Meckler, twenty-three years old, who lives at No. 862 Hewitt place, the Bronx, and Allen A. Canton, thirty-five, whose home is a few doors away, at No. 864 Hewitt place. Both of them have had experience in air work and each has made a study of air craft for the last five years. They have made flights in monoplanes, biplanes and dirigibles. Their observation of the workings of the various types has given them the basis for what they believe will prove a perfect machine when it is in the air. They have been engaged in the construction of the craft for almost four months, working night and day, and expect to have it completed and ready for launching early next month.

In every feature the New York is the largest member of the family of aeroplanes known. Aside from its remarkable length and width, it carries a spread of 2,000 square feet of canvas and an estimated lifting capacity of 5,000 pounds, two and a half pounds to the square foot of canvas wings. The two main wings,

at once is the unusually small size of the rudder which is to guide this huge spread of canvas. It measures only four feet by three and half inches, equal to the task of manipulating the aeroplane. But the apparent loss of control here is

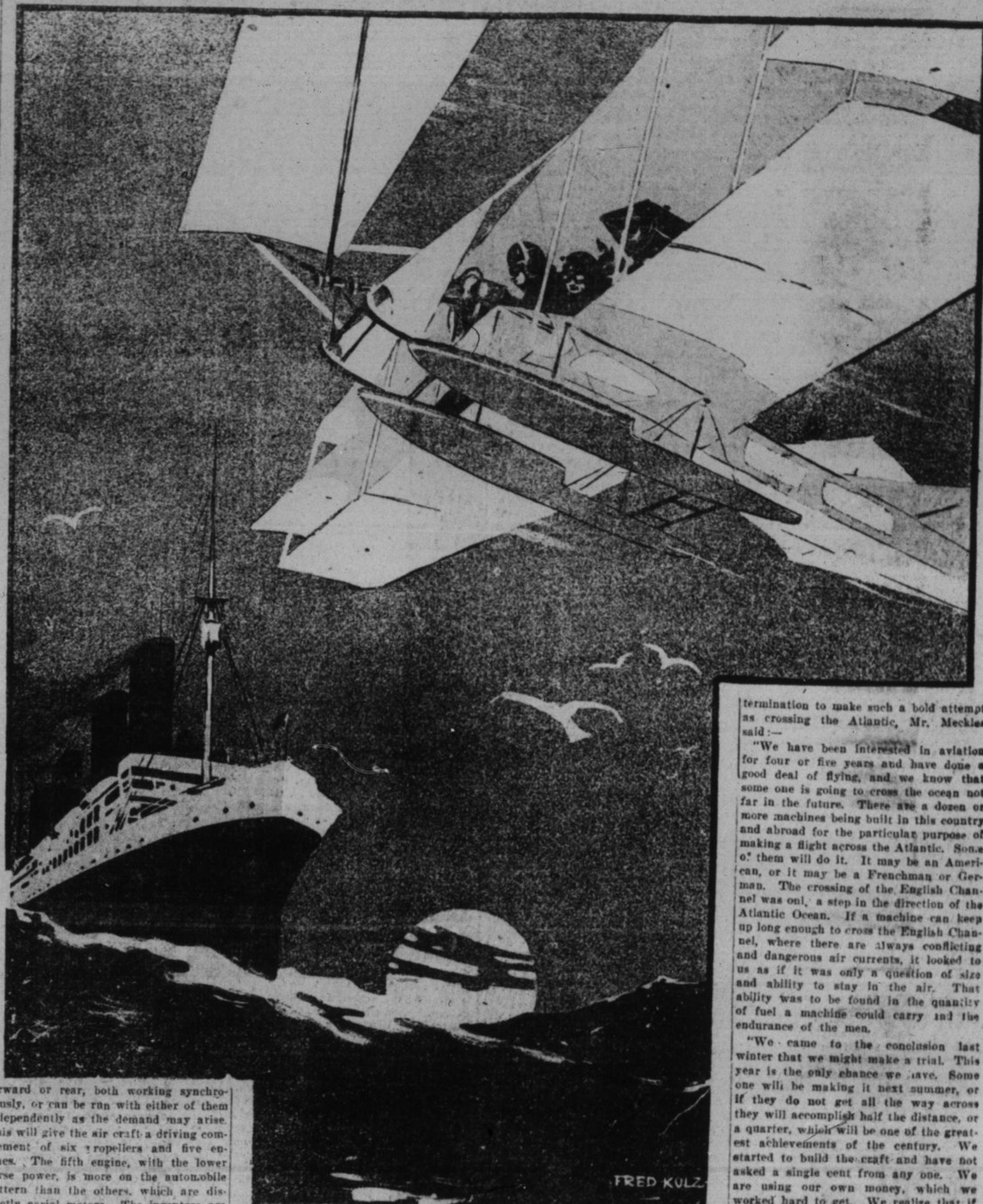
forward or rear, both working synchronously, or can be run with either of them independently as the demand may arise. This will give the air craft a driving complement of six propellers and five engines. The fifth engine, with the lower horse power, is more on the automobile pattern than the others, which are distinctly aerial motors. The inventors are relying on this for emergency in all sorts of weather and all contingencies when the others might not be able to meet the occasion.

The larger motors have an approximate speed of 1,500 revolutions a minute, and the smaller engine 1,200. With this equipment the inventors estimate that they will be able to drive the New York at a speed of from fifteen miles an hour on a single engine up to as high as seventy-five miles an hour with all five of them driving to full capacity.

To carry the great quantity of fuel that will be required on such a journey as the young men announce they are determined to attempt, they have had constructed twenty-two gasoline tanks with a capacity of fifty gallons each. Seven hundred gallons will be carried. There will be two all tanks of forty gallons capacity each and one water tank of fifty gallons. They estimate that all of the engines will not be running much of the time, and that five hundred gallons of gasoline will be sufficient to get them across the Atlantic, and that sixty gallons of cylinder oil will be enough to lubricate the engines.

The gasoline tanks were built especially by a Fulton street manufacturer. Each weighs twenty-two pounds with fittings and valves. It is so constructed that it can support ten men without buckling. These are so connected to the frame that they form the pontoons, half of them being carried empty for that purpose.

Aside from the buoyancy provided by

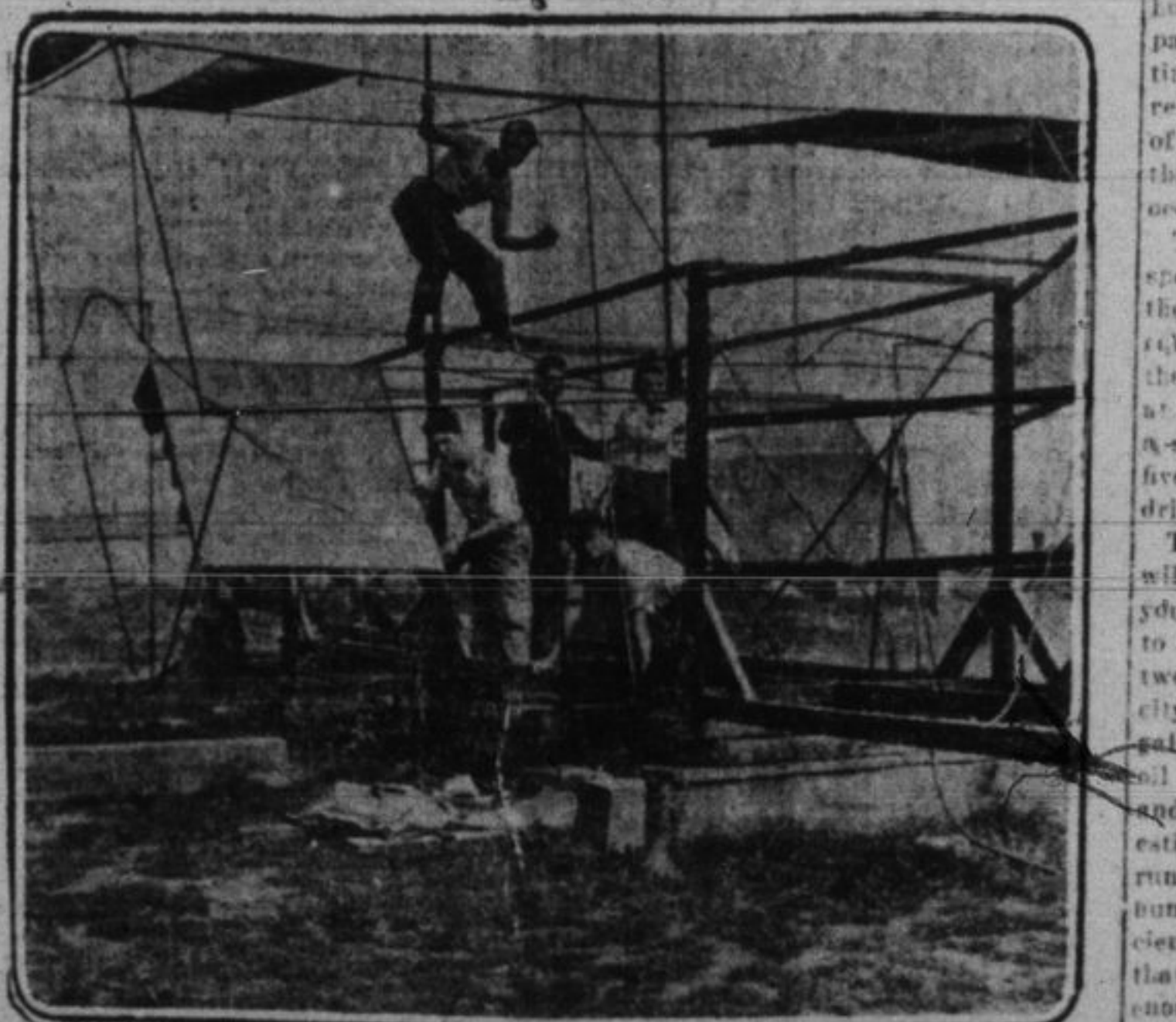


FRED KULZ

termination to make such a bold attempt as crossing the Atlantic, Mr. Meckler said:

"We have been interested in aviation for four or five years and have done a good deal of flying, and we know that some one is going to cross the ocean not far in the future. There are a dozen or more machines being built in this country and abroad for the particular purpose of making a flight across the Atlantic. Some of them will do it. It may be an American, or it may be a Frenchman or German. The crossing of the English Channel was only a step in the direction of the Atlantic Ocean. If a machine can keep up long enough to cross the English Channel, where there are always conflicting and dangerous air currents, it looked to us as if it was only a question of size and ability to stay in the air. That ability was to be found in the quantity of fuel a machine could carry and the endurance of the men.

"We came to the conclusion last winter that we might make a trial. This year is the only chance we have. Some one will be making it next summer, or if they do not get all the distance, or a quarter, which will be one of the greatest achievements of the century. We started to build the craft and have not asked a single cent from any one. We are using our own money, which we worked hard to get. We realize that if we can accomplish the entire distance, or



Engine Room and Compensating Planes

will drive a fourteen foot propeller with a three foot pitch. A fifth engine, with a rating of 65-horse power, will be set in the rear of the engine house connected to a propeller directly back and to a second in the front of the hydroplane. This engine can be coupled to either the

gasoline tanks, the bottom of the craft will be enclosed in thin sheet metal, so that it will form practically a boat both making history and that the future will be able to take care of itself.

The inventors believe that they can cross the Atlantic in fifty-five or sixty hours. They will drive mostly at a fair speed and endeavor to keep about fifty feet above the surface of the ocean, so that in the event that they do have to come to the water they will not be forced to hit it so hard as to cripple any of the wings.

Preparations are being made by the inventors for only a few days' trip. They will take no large amount of food or clothing, changing to win everything on success or lose everything in failure. They will carry a small quantity of canned foods, as they will not risk the danger of trying to cook anything in the air. They have had too many examples of disaster from this cause and are determined to eliminate this danger entirely.

Clothing will be the last thought. They will go in working clothes, packing in suit cases only enough extra clothing to put on if they ever get to the other side. They are building without any thought of a return trip. They frankly believe

that if they succeed in accomplishing what they are setting out to do, or half of it, or even one-quarter of it, they will be able to take care of themselves.

They count on having their aeroplanes ready for launching within the next two weeks. It will then be run out of the yard at Clason Point, where it is being finished, and will have several hard tests on the Sound. If the engines are working well and everything is properly keyed, without any public announcement they will take a spin to Sandy Hook, both on a clear day and on a stormy day, to observe the behavior of their craft under the different conditions. If their trip to the Hook proves all they hope for, it they will then pack up their suit cases, take aboard the eight hundred gallons of gasoline, the eighty gallons of oil and a few cans of food and start.

Both of the young men are electrical engineers and have studied aeroplanes in several of the leading American and French machines, making flights in Troy, can send a message 1,000 miles, and an instrument for detecting the presence of

of Rear Admiral Banes, commander in chief of the North Atlantic fleet. During the war he served on the cruiser Prairie. More fleet manoeuvres and battle drills were conducted than at any time until the cruise of the battle ship fleet around the world, during which Captain Osterhaus commanded the flag-ship Connecticut. Hence when Rear Admiral Osterhaus in due season hoisted his two starred blue flag over the most powerful American fleet so far organized he had had the benefit of much of the manoeuvring experience of the service during the preceding fifteen years. He ranks high as a "salor man." Members of the class of 1895 recall with admiration the way he handled the old Monongahela in Lynn Haven Roads during a Naval Academy practice cruise.

His German ancestry makes Rear Admiral Osterhaus a stickler for detail and a master of it.



JOHN J. MECKLER

only two or three hundred miles before we tumble into the water, we will have done something worth while.

"We have several things in the equipment that are not found on other air ships. We have a searchlight of 10,000 candle power; we have electric lights all

tween the two operators, a wireless equipment which, by using a series of powerful magnets connected with the engine, can send a message 1,000 miles, and an instrument for detecting the presence of

REAR ADMIRAL HUGO OSTERHAUS A POWERFUL

WHEN Rear Admiral Hugo Osterhaus, commander in chief of the Atlantic fleet, was a commander he called one day on the President at the White House. The President was "delighted" to see him.

"Are you any relation to my old friend General Peter Joseph Osterhaus?" he asked.

"I am his son."

"Indeed! I am delighted to hear that. And are you by any chance a relative of Lieutenant Osterhaus, who is on my staff?"

"I am his father."

Later on the officer remarked:—"I have been known as the son of my father, but this is the first time I have become known as the father of my son."

General Osterhaus was the first of the fighting line to come to America. He acted in St. Louis, and his first work as

a soldier is given in detail by General William T. Sherman in his "Personal Memoirs."

"I remember going to the arsenal on the 9th of May," he writes, "taking my children with me. Within the arsenal walls were drawn up four regiments of the Home Guards, and the activity there showed me very plainly that they were preparing for trouble. The next morning I went up to the railroad office in Bremen, as usual, and heard at every corner of the street that the 'Dutch' were moving on Camp Jackson. People were barricading their houses and men were running in that direction."

Jackson was nominally a State camp of instruction, but in reality had become a sort of headquarters for Confederate sympathizers. The Home Guards were regiments composed almost entirely of Germans and were called the "Dutch." General Osterhaus, who had been an officer in the Prussian army,

was at the head of one of these regiments.

"I turned in the direction of Camp Jackson," General Sherman goes on to say, "my boy Willie with me still. At the head of Olive street, abreast of Lindell's Grove, I found Frank Blair's regiment in the street with muskets open and the Fort Jackson prisoners inside. A crowd of people was gathered around calling to the prisoners by name, some encouraging them, some cheering, some cursing them. Jeff Davis and others encouraging the troops. I passed along till I found myself inside the grove, where I met Charles Kwing and John Hunter, and we stood looking at the troops in the road leading toward the city."

At this point General Sherman says a drunken man started to make trouble and a sergeant pitched him over an embankment. "By the time he had picked himself up," writes General Sherman, "and had again mounted the embankment, the regulars had passed and the head of Oster-

haus' regiment of Home Guards had come up. The man had in his hand a small pistol, which he fired, and I heard that the ball struck the leg of one of Osterhaus' men; the regiment stopped, there was a moment of confusion, when the soldiers of that regiment commenced firing over our heads in the grove."

Although several persons were killed or wounded in this affair, General Osterhaus' regiment conducted itself in a soldierly manner on the whole. They were not troops and unconcerned to actual fighting.

It is not recorded what the intimates of Major General Peter J. Osterhaus called him. But his son came out as "Dutchy" Osterhaus, which his classmates call him to his face and others behind his back. And his grandson was graduated "Dutchy" Osterhaus in 1900, so long as there is an Osterhaus in the

service he will be called "Dutchy." It is a way they have at Annapolis, just as midshipmen of a certain surname are always called "Spuds" and of another are ever known as "Mike," even if their Christian names are Charlemagne and Samuel.

The Midshipman Osterhaus of 1865 saw the beginning of the end of the great civil war fleet. He served on many ships and many stations and frequently at the Naval Academy, where he was a great success as a discipline officer and an instructor in seamanship. Among other things he is responsible for some of the young officers who are doing big things in the service to-day. Always there was a sharp distinction between his personal and official relations with the midshipmen. Those upon whom he "spooned"—that is, in Annapolis lingo, those whom he liked—were most sure to receive donations at his hands.

Making his inspection rounds at the Academy the then Lieutenant Osterhaus entered the room of a midshipman toward whom he was especially friendly—in a personal sense. He opened the wardrobe door, reported him for certain violations and regulations, shifted, and passed out. A moment later the midshipman heard a knock on the door. Lieutenant Osterhaus entered, smiling.

"By the way," he remarked, "Mrs. Osterhaus and I would like very much to have you come to dinner to-night."

Lieutenant Osterhaus was obliged to leave dinner early to discharge his duties as a discipline officer. The midshipman returning to his quarters passed him, Lieutenant Osterhaus' keen eye swept over the youngster's uniform and detected the absence of an overcoat button. The offense was promptly reported.

Just before the Spanish-American War began he was flag lieutenant on the staff

of Rear Admiral Banes, commander in chief of the North Atlantic fleet. During the war he served on the cruiser Prairie. More fleet manoeuvres and battle drills were conducted than at any time until the cruise of the battle ship fleet around the world, during which Captain Osterhaus commanded the flag-ship Connecticut. Hence when Rear Admiral Osterhaus in due season hoisted his two starred blue flag over the most powerful American fleet so far organized he had had the benefit of much of the manoeuvring experience of the service during the preceding fifteen years. He ranks high as a "salor man." Members of the class of 1895 recall with admiration the way he handled the old Monongahela in Lynn Haven Roads during a Naval Academy practice cruise.

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