

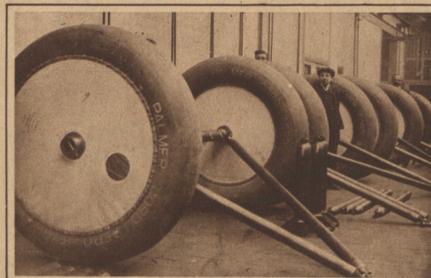
The Most Sensational Week in the History of Aviation. A Score of Selected Photos of Men and Their Machines That Interestingly Picture for You the Latest Highlights in Man's Conquest of the Air



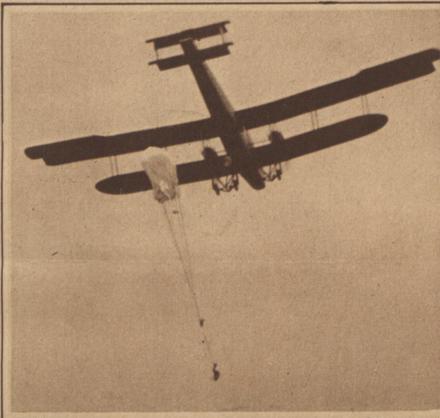
The Australian aviator, Harry Hawker (left) and his tiny Sopwith biplane (above), lost soon after leaving the Newfoundland coast for a desperate 2,100-mile dash across the Atlantic. Hawker, with Lieut. Com. Mackenzie Grieve as navigator, rushed off in the face of none too favorable weather in a last minute attempt to beat the American NCs to Europe. His Sopwith machine, only one-third the size of the NCs and one-quarter their weight, was equipped with a single twelve-cylinder Rolls-Royce engine, developed in g 375 horsepower and giving a speed of 106 miles an hour. The gasolene capacity was 400 gallons, estimated to last twenty-five hours. Not a message was received from the plane's wireless.



Underwood, Press Illustrating



Above—These great wheels belong to the landing carriage of a new British transatlantic flight aspirant, the Boulton & Paul airplane, now under construction at Norwich, England. Its control system insures holding a true course and the tanks carry two tons of fuel.



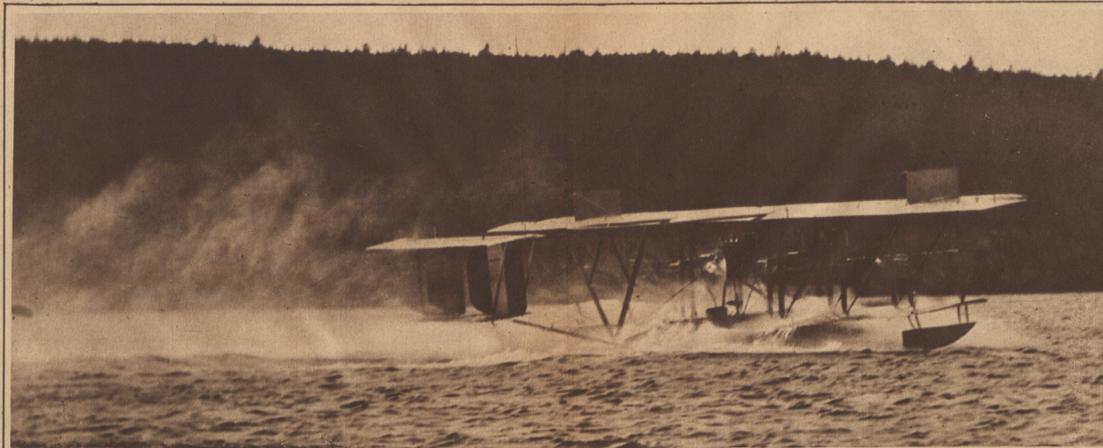
A remarkable photograph of Miss Sylvia Borden, Britain's daring parachutist, making a sensational leap from a giant Handley-Page plane at a height of over 1,000 feet. A similar Handley-Page Rolls-Royce plane arrived at St. John's, N. F., two weeks ago, where it is being assembled for a transatlantic attempt. The parachute in which Miss Borden made her successful descent is popularly known as the "guardian angel" type.



Right—A passenger steps into the comfortable and comparatively spacious cabin of England's first commercial airplane, the Bat. The engine of the plane is located forward of the passenger's compartment, while the pilot's cockpit is aft. A four-bladed propeller drives this single-engine air bus.

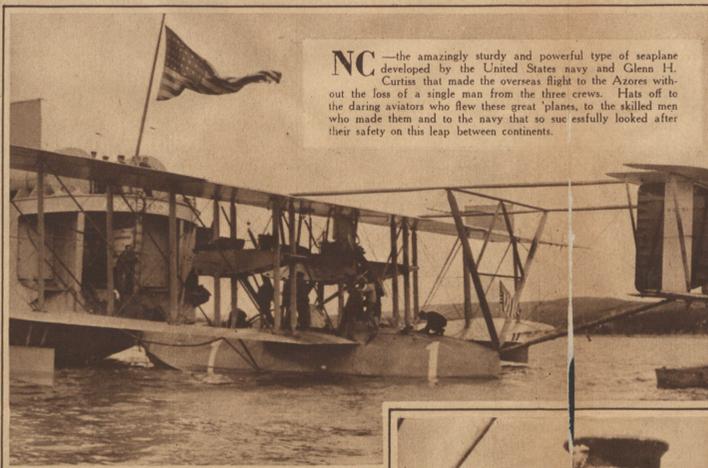


(Left)—The Martinsyde entry for transatlantic honors, which was wrecked in an effort to get away from St. John's, N. F., shortly after the Sopwith had put to sea. Her pilot, Captain Raynham, and her navigator, Captain Morgan (above), escaped with slight injuries.

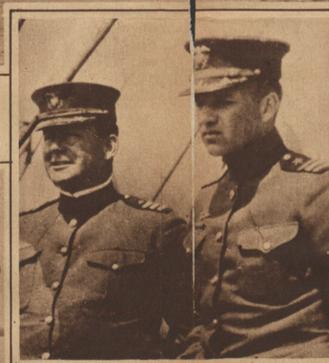


The NC-4 taxiing across Trepassey Bay on the gateway of her successful record-breaking hop of 1,350 miles over the Atlantic to the Azores. Commander Read's plane made the historic flight in just a little over fifteen hours, at the rate of 103 miles an hour.

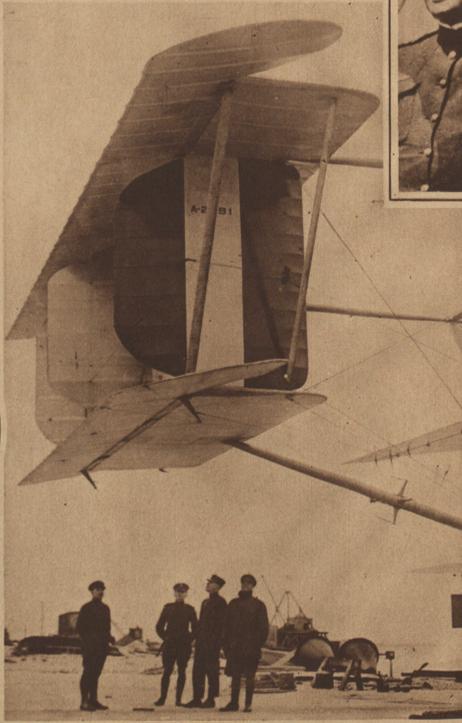
NC—the amazingly sturdy and powerful type of seaplane developed by the United States navy and Glenn H. Curtiss that made the overseas flight to the Azores without the loss of a single man from the three crews. Hats off to the daring aviators who flew these great planes, to the skilled men who made them and to the navy that so successfully looked after their safety on this leap between continents.



Lieut. Com. P. N. L. Bellinger's NC-1 taking on supplies from the stern of the U. S. S. Aroostook in Trepassey Bay, preparatory to making her sensational hop to the Azores. Fog forced the NC-1 into a disastrous landing 100 miles from her goal. Her commander and crew were rescued, but heavy seas made it impossible to salvage the plane, which filled with water and sank many fathoms.

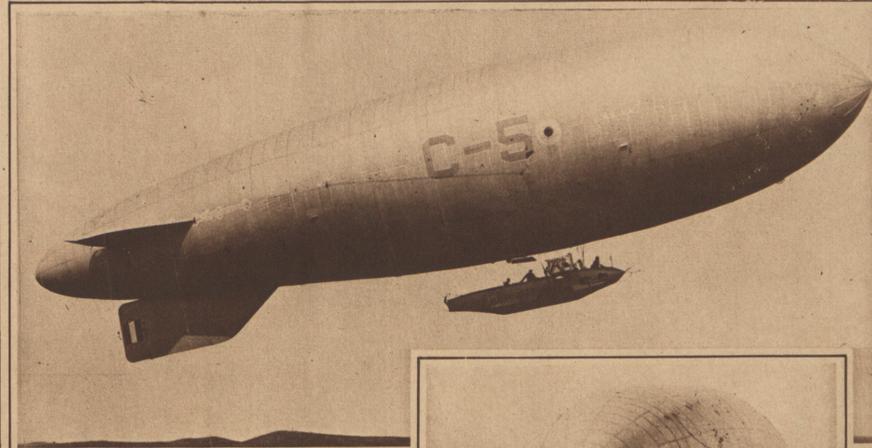


Commander John H. Towers, "admiral" of the navy's intrepid NC fleet, and on his right the pilot of the NC-3, Commander H. C. Richardson—both from a photograph taken aboard the supply ship Aroostook, in Trepassey Bay, N. F., just before their daring flight to the Azores.

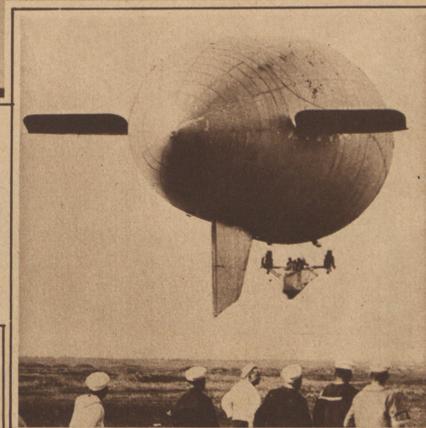


Left—The massive quintuple "box" rudder planes of an NC. The two horizontal rudders control the rise and descent of the plane, while the other three turn the great flying boat to either the right or the left.

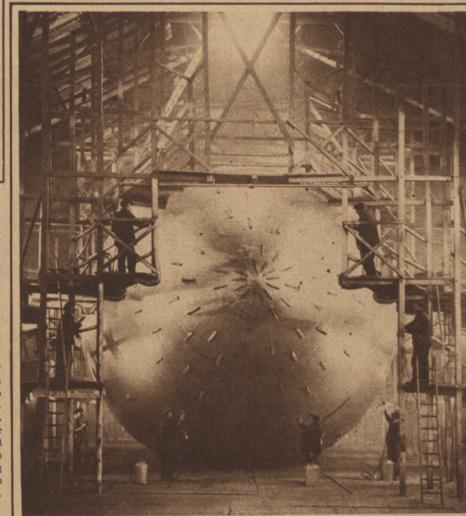
(Right)—Lieutenant Commander F. N. L. Bellinger, commander of the sturdy NC-2, adjusting the direction flares and testing the flares on the bow of an NC. These powerful lights are ignited by electricity from the pilot's seat in the cockpit, and are used both for illumination in case of a forced night landing and for signalling purposes.



Above and to the right—The navy's runaway blimp, the C-5, takes off at sunrise from Montauk Point, L. I., on her record breaking non-stop flight of 1,000 miles to St. John's. While being put in shape at Newfoundland to make the audacious overseas attempt she broke away from her moorings during a gale and joined the U. S. S. collier Cyclops in the port of missing ships. Her sister craft, the C-4, probably will take her place in an effort to emulate the wonderful performance of the NCs.



Lt. Newton D. Loewenstein, former New York Boy Scout, lately returned from seven months' flying service overseas, plans to fly over Manhattan, spilling tons of the President's Boy Scout Week proclamation to help along the Boy Scout drive for 1,000,000 associate adult members.

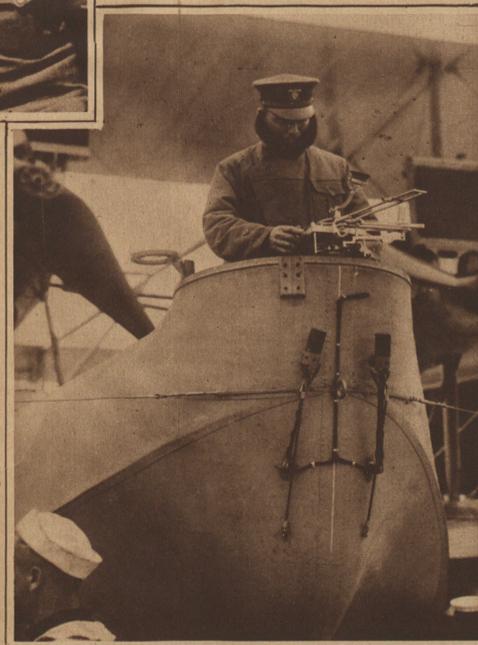


Right—Workmen busily spraying the envelope of a British dirigible with a coat of aluminum paint. The British dirigible giants, the R-33 and R-34, are reported as being put through their final tests preparatory to attempting a transoceanic flight from Plymouth to Atlantic City.



Above—Tireless mechanics overhauling the great 400-horsepower Liberty motors of Lieutenant Commander N. C. Read's indomitable NC-4, the first of the navy's three giant planes to cover the 1,350 miles to the Azores and the only one to do so without interrupted flight.

Right—The Magnavox telephone, wonderful invention of three San Francisco geniuses, with which the navy's NCs were equipped for their transatlantic flight. Inter-communication with the crew is instant, each airman wearing the apparatus constantly. The noise of the engines, so great as to render ordinary voice communication impossible, is completely excluded.



Looking aft from the bow of a navy seaplane of the single-motor type, flying over the Rockaway section of Long Island. A sister plane can be distinguished in the distance, with the Atlantic beyond. Note the helmeted and bogged pilot and his observer behind their abbreviated windshields.