

AIRPLANES AND SAFETY

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Airplanes and Safety by Various

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VARIOUS

**AIRPLANES
AND SAFETY**

UNIV. OF
CALIFORNIA

Airplanes
and
Safety

*"Soon shall thy arm, unconquered Steam, afar
Draw the slow barge, or drive the rapid car;
Or, on wide waving wings expanded, bear
The flying chariot through the field of air."*

Erasmus Darwin. [1781]

THE TRAVELERS
HARTFORD, CONNECTICUT

TO VISA
AIRBORNE

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GIFT

PREFACE

BEFORE aircraft can be extensively utilized for private and commercial purposes, and before aerial navigation can be developed to a point where it will afford an attractive field to insurance companies, it will be necessary to effect a substantial readjustment of present-day conditions. The public, for example, will have to acquire a considerable amount of aeronautical knowledge before it will be prepared to admit the practicability of aerial navigation. There is also a crying need for a vastly greater number of official landing fields, laid out and managed in accordance with approved safety principles. It is likewise necessary to establish standard airways, duly provided with aerial lighthouses and wireless signal stations; and to pass uniform and stringent laws governing the licensing of pilots, the construction and use of aircraft, and the conduct of air-navigation generally.

• In the present stage of development it is impossible to discuss the subject of "AIRPLANES AND SAFETY" exhaustively and fully, and the present book does not attempt to do so. We are putting it forth, however, in the

belief that it will assist in promoting aerial navigation by presenting an elementary account of the construction and operation of airplanes, and by discussing some of the means by which flying may be made a safer mode of travel and transportation.

Rapid changes of many kinds are inevitable in connection with so new a subject,—changes relating not only to apparatus, but also to the training and licensing of pilots, to the insurance coverage, to the legal aspect, and to many other phases. With increasing study and experience the subject is sure to develop quickly, and it is quite within the range of possibility that fundamental modifications along any of these lines may be forthcoming within a year or two. If we had the gift of prophecy we should include all these future advances and improvements in the present book. Not having any such gift, however, we have merely endeavored to represent the subject as it stands to-day.

The text is based primarily upon our own experience and observation, though we have naturally consulted numerous books, pamphlets, reports, and technical journals. Furthermore, we have had friendly personal counsel from many eminent and qualified sources, and notably from Colonel E. A. Deeds of the Equipment Division, Air Service, U. S. Army; from Lieut.-Colonel H. M. Hickam, Major E. L. Jones, and L. D. Seymour, M. E., of the Information Group, Office of the Director of Air Service; from Lieut.-Commander Byrd and Mr. Lane Lucy, of the Navy Department; from Second Assistant Postmaster General Otto Prager; and from Nelson S. Hopkins, President of the Phenix Aircraft Products Company. But although we desire to express our fullest appreciation of the generous assistance we have received

from these gentlemen, it must be clearly understood that they have acted only in an advisory capacity, and that they are not in any way responsible for the statements that are made. The responsibility is wholly our own, and we accept it in full.

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