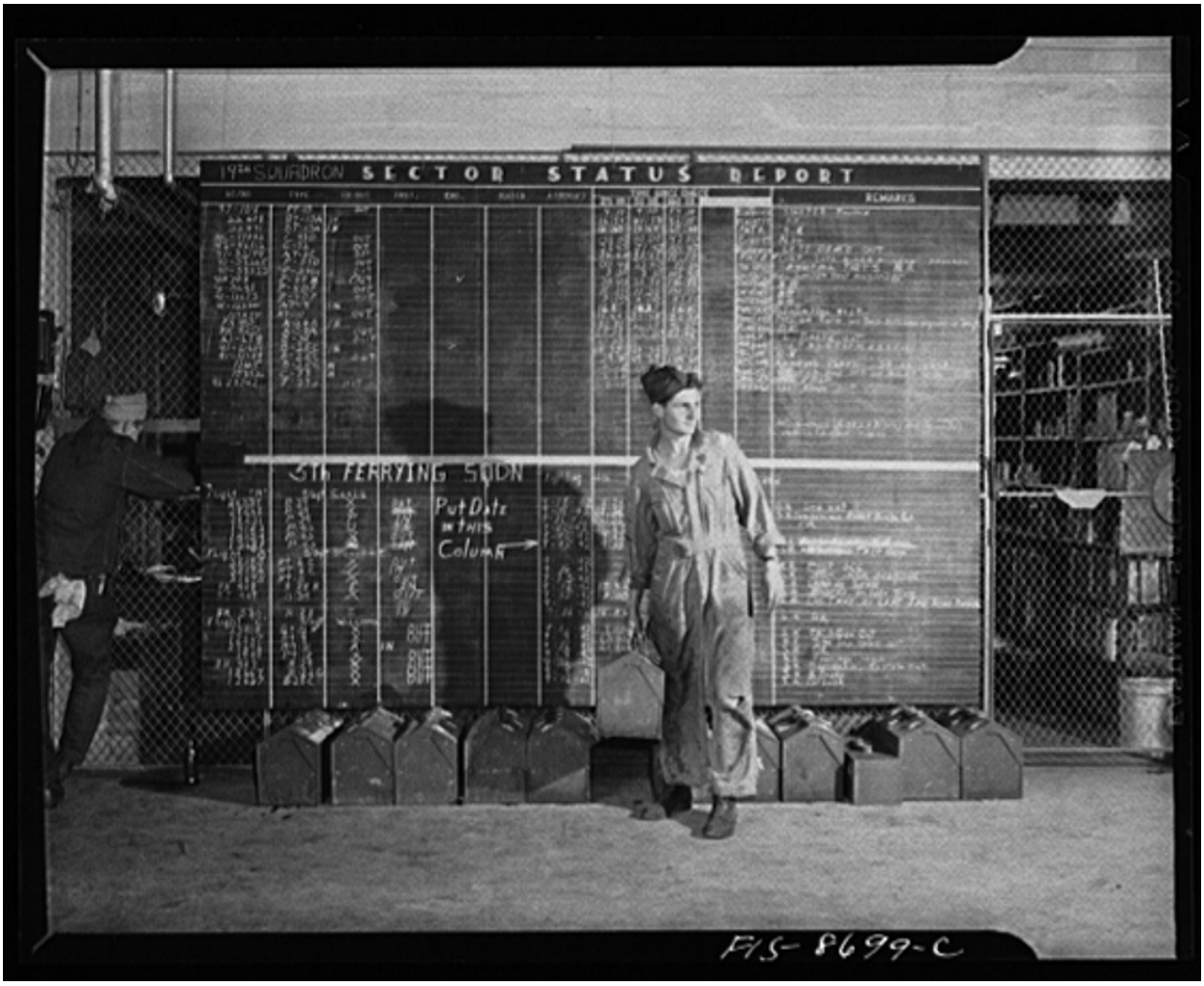
1) Left to right: Lt. C.M. Durgin, Chief of Aeronautical Chart Section; John J. Braund; Raymond K. Peck, compiling and drafting aeronautical charts (1937)

2) Martin A. Leibold, retouching and correcting negative of aeronautical chart (1937)

3) Assistant Secretary of War completes final plans with pilots for long air trip to Panama. Final plans were completed at Bolling Field, Washington, today for Assistant Secretary of War F. Trubee Davison, who will start on his long flight to Panama at daylight Sunday, March 11th. In the photograph, to right: Secretary Davison; Maj. Gen. James E. [...]et, Chief of Army Air Corps, who will accompany him; [...]ain Ira C. Eaker and Lieut. Muir S. Fairchild, who [...] pilot the planes (1928)

4) Wayne County Airport, a United States Army Air Corps air ferry command base sixteen miles from Detroit, Michigan. Lieutenant J. L. Halsmer 1942

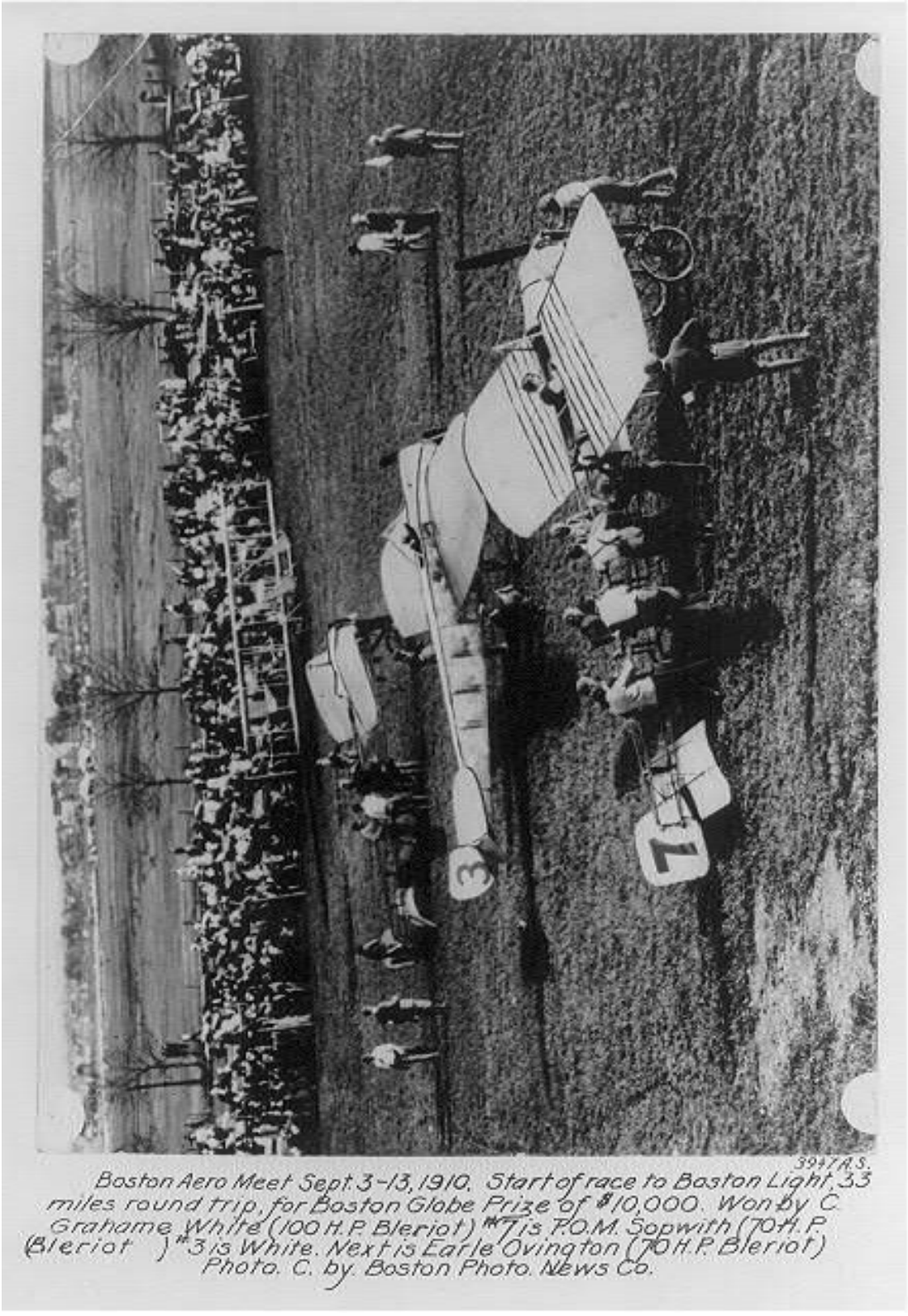


5) Wayne County Airport, a United States Army Air Corps air ferry command base sixteen miles from Detroit, Michigan. Sector status report. A mechanic is lifting a tool box 1942

6) Join the Army Air Service, be an American eagle (1917)

7) The JUNE BUG which won Scientific American trophy, July 4, 1908, with Curtiss, pilot. Hammondsport, N.Y

8) Beachey at Chicago meet, Aug. 12-20, 1911



9) Boston Aero Meet, Sept. 3-13, 1910 - start of race

10) Scientists for Uncle Sam awarded Magellan Gold Medal. Dr. L.J. Briggs, left, Assistant Director and Dr. Paul R. [Heyl?], Chief of the Sound Section of the United States Bureau of Standards, with the first successful experimental model of the earth inductor compass, which they developed for the Army Air Corps and for which they were awarded the Magellan Gold Medal by the American Philosophical Society. It was a model of this same compass that Capt. Charles Lindbergh used on his epochal flight from New York to Paris

11) URL:http://chroniclingamerica.loc.gov/lccn/sn83045462/1909-05-16/ed-1/seq-51/#date1=1836&index=7&rows=20&words=aeronautical+aeronautics+aeronauts&searchType=basic&sequence=0&state=&date2=1922&proxtext=aeronautical&y=0&x=0&dateFilterType=yearRange&page=1

Supremacy in the air is what the great' powers are now striving for, and the next international struggle will see aerial war vessels taking a prominent part. The barbarous warfare of the ancients will lie recalled w h e n modern aerial fighters meet in combat and hurl flaming projectiles at helpless communities and unprotected armies. The monster Dreadnaughts that are being added to the naval forces of the great nations will be powerless to repulse the attack of a giant Zeppelin. This latest instrument of destruction could be launched from the Atlantic ocean, within a few hundred miles of the American coast, and within a few hours reach Washington, where with the aid of powerful explosives aim destructive inflammable fluids, it could lay waste the nation's capital.

The Zeppelin V. which is of the rigid type, recently made a trip of 150 miles in four hours, carrying twenty-six men. Experts have figured out that Germany could build enough airships of this type in two years to transport an army of 200,000 men across the English Channel in a single night. Covered with a frame work of aluminum alloy, which, in turn has a coating of vulcanized silk and rubber, this monster airship is hard to see during the hours of darkness, and would offer a difficult mark in broad daylight, if necessary to avoid the tire of the enemy. The ship can be taken to a height of five or ten thousand feet, from where it could carry on its work of destruction with equal effect. It is for the latter purpose, rather than that of transporting armies, that the usefulness of these aerial destroyers will he demonstrated.

When airships become numerous, commercially and in warfare, the wireless telegraph is bound to play an important part in maintaining communication between ships and the earth. Steps have been taken in this country and abroad to establish intercity lines of airships, and wireless communication will be the only possible means of preventing the aerialcrafts from swerving from their course or coming into collision with other airships. While the wireless will be of in
valuable assistance to airships, the latter will be of no less assistance in the further development of the wireless telegraph.

The Wright brothers will not install their new motor in the machine which they will deliver to the government, even though they shall have completed their experiments by the time they reach Fort Myer. It is understood that they have made a contract with the British government which is based principally upon the results which they will attain in their efforts to perfect this motor. They will carry on their experiments at Dayton, Ohio, where they first began their attempts at flight, and will come to Fort Myer some time during the month of June. They are to receive the Aero Club medals at the White House on the 10th of that month.

As the Wrights have instructed various men abroad, "it is not expected that they will have much difficulty in teaching the army aeronauts the manipulation of their aeroplane…. The Wrights will have a new device on the machine which they will use at Fort Myer. This is a part of their invention for controlling the equilibrium of the aeroplane automatically, and consists of two vanes placed, one at each and on the rod between the two planes. When in flight one of these vanes assumes an oblique position to the wind, and while the Wrights have made no thorough explanation of the effect of this device it is believed that It aids in keeping the machine on an even keel. The patents for this were recently issued to the brothers in England. The machine which was wrecked at Fort Myer in September was forty feet from tip to tip of the wings, and the two superimposed planes were of an average width of six feet.

Military experts believe that the aero plane for war purposes will be confined largely to carrying dispatches and observing the position of the enemy. While the development of the aeroplane may eventually permit the carrying of twice or three times the weight which a Wright machine now carries, even the most sanguine aeroplanists do not claim that their weight-carrying ability will ever become a factor in warfare. The Signal Corps will give its attention principally to the advantages of the aeroplane as a means of maintaining communication and for signaling purposes.

12) URL: http://chroniclingamerica.loc.gov/lccn/sn83045462/1911-06-18/ed-1/seq-30/#date1=1836&index=6&rows=20&words=Aeronautical+aeronautical&searchType=basic&sequence=0&state=&date2=1922&proxtext=aeronautical&y=0&x=0&dateFilterType=yearRange&page=1

An aeroplane can be as expensive a toy as a steam yacht. Although this question comes up almost daily, it is difficult to give more than an approximate answer to it; for the aeroplane has not yet been commercialized to the extent of the automobile. If no man can by "taking thought" add "a cubit to his stature," neither can any man by reading aeroplane catalogues learn exactly to the dollar what it is going to cost him to fly.

Of course the first thing to do is to get an aeroplane. I am not here going into the much mooted discussion as to whether a monoplane or a biplane or a multiplane is the best kind of aircraft. Personally I incline to the biplane, believing that it is easier to operate and less treacherous. As yet no American monoplane has made any marked success.

Abroad, the best known types, perhaps, are the Bleriot monoplane and the Farman biplane. These may be bought at the factory for twenty-five hundred and five thousand dollars. The duty on aeroplanes is very high, forty-five per cent., and in addition you must calculate, if you desire a foreign machine, on spending about five hundred dollars to bring it over the ocean. This amount takes account of the services of a mechanician to put the machine together on this side. The imported machines come pretty close to costing not far from five thousand dollars for the twenty-five-hundred dollar machine, and eight thousand for the one listed at five thousand dollars. My Farman biplane cost me ten thousand dollars. After six months' use I sold it for six thousand.

The Curtiss and the Wright aeroplanes are the two principal types of American biplanes. The former sells for seven thousand dollars, the latter for five thousand. The Curtiss people also make a one passenger aeroplane that can be ought for five thousand dollars, which is similar in construction and pattern to the one used by Mr. Curtiss in winning "The Scientific American" trophy in 1908.

I see the claim made by an aeronautical journal that "Aviation is the coming profession. In three years the demand for experienced aviators and mechanicians will be as great as the demand for chauffeurs and auto experts is today."

The Wright brothers have two schools, one at Dayton, Ohio, and the other, used mostly during the winter, at Augusta, Georgia. The charge is twenty-five dollars a lesson, and the instruction is given by one of the Wright fliers. At the Curtiss school, just opened at San Diego, California, five hundred dollars is charged. Mr. Curtiss gives the instruction himself, and this is credited toward the purchase price of an aeroplane should the student decide to purchase one.

Three men can easily be kept busy as an aeroplane crew. An experienced woodworker who knows something about machinery can be secured for twenty-five to forty-five dollars a week. You will need, in addition, acouple of helpers. Seventy-five dollars a week is not too much to keep such a crew working together harmoniously. Add sundry expenses to the pay of your mechanician and helpers, and you'll be fortunate if you keep your crew going for one hundred dollars a week. This amount takes account of ground rent. It does not, however,reckon on serious repairs, such as propellers, which are easily broken and cost from fifty to one hundred and twenty-five dollars each.

Images:
http://www.loc.gov/pictures/item/hec2009009076/
http://www.loc.gov/pictures/item/hec2009009075/
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