

Aug 25-13

CYCLONOPLANE HOPES TO FLY OVER HARBOR

Staten Island Inventors Prepare For
Flight of Greatest Hydro-
Aeroplane Ever Built.

BELIEVED TO BE CAPABLE OF
COVERING 400 MILES.

Circling over the harbor from Staten Island this week, if nothing goes wrong, a great flying machine will carry four passengers, besides the operator and his companion on the driving seat. It is called the cyclonoplane and is the largest hydro-aeroplane, so far as known, that has ever been constructed. The cyclonoplane was invented by T. M. Crépeau and C. F. Rummerich, of Staten Island, and was built by Messrs. C. and A. Wittemann, of Little Cove road, S. I. Mr. Wittemann hopes the machine will be capable of making, with safety, continuous flights of from four to five hundred miles.

The planes measure forty feet fore and aft and twenty feet across and the craft is fourteen feet in height. She has an installation of two 80-horse power motors and three propellers. Of the biplane type, her planes are shaped almost like a heart, and the danger of landing, it is said by the builders, has been minimized.

The new hydro-aeroplane has two working rudders, which are controlled independently, so that in an emergency in which one becomes useless the other may be swung into service. The range of control in balance both fore and aft is obtained exclusively by the use of the pilot wheel, dispensing entirely with the shoulder brace. This gives to the operator a greater freedom of motion and lessens the danger proportionately. The shoulder brace was used for lateral stability, permitting the operator to maintain his balance. This stability now is partly maintained automatically.

At the front of the two planes are two bow heads for distributing the air, and while large, the whole machine is compact and not unwieldy. Mr. Wittemann intends to make a flight himself this week.

The safety device for minimizing the danger in effecting a landing with the cyclonoplane is an arrangement of steel skids which will act in the event of the wheels breaking. In addition to this the wheels are equipped with an indestructible shock absorber.

The weight of the machine will be buoyed up by the driving propellers, of a new type, which are set back in a second twist in the centre of each blade. This gives to them about twenty-five per cent more efficiency, said Mr. Wittemann.

CLOTHING.

EVOLUTION OF THE CYCLONA-PLANE



A REVELATION IN AEROPLANES.

The most practical system by which aerial navigation will be commercially developed:

Swifter than the wind or a cyclone or slower than a Jersey ferry. Note the physical changes as it grew.

Passed through the kindergarten years ago.

Stands in a class by itself and fashioned after none.

Three machine in one—two single and one double (and all safe).

No limit to size or capacity from a pleasure craft to a dreadnaught. Carry two to 25 persons.

One to three motors may be installed.

It has perfect automatic stability and cannot upset in mid-air.

It is provided with three large propellers insuring speed.

It has twelve air brakes to use in reducing speed.

It is stronger than the strongest without increased weight.

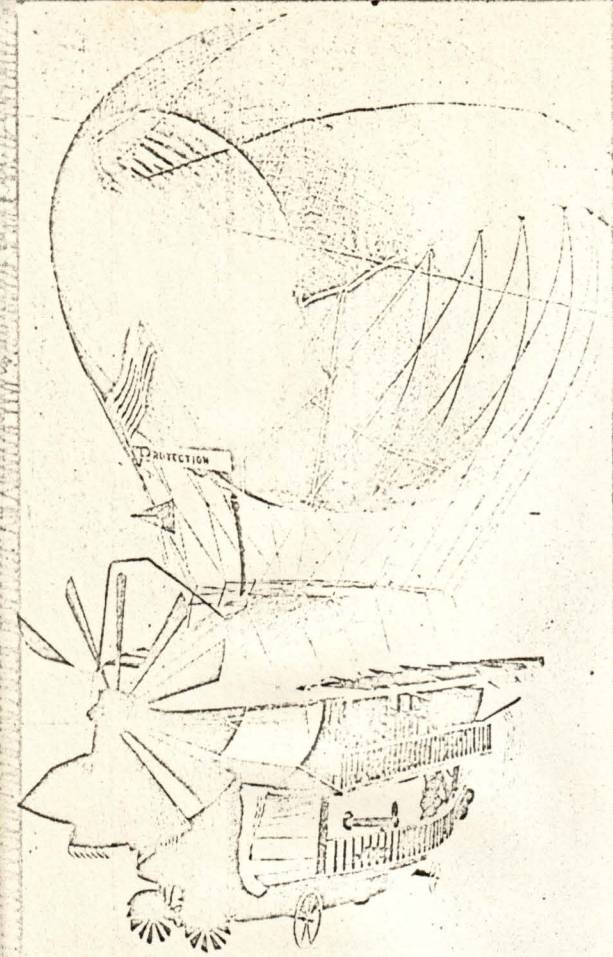
It has several times more lifting surface than other designs.

Ninety-five per cent. machine and five per cent. operator.

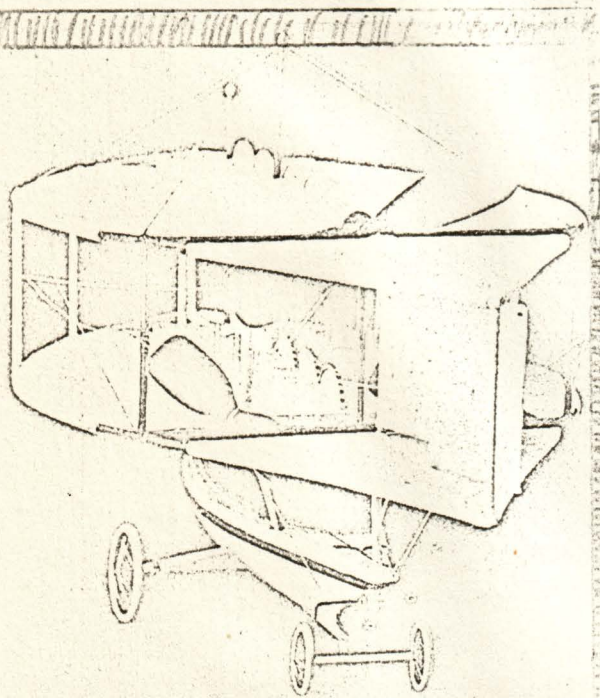
Its mechanism is so simplified that one person can operate any size machine.

It is as safe in the air as a boat is on water, and handsome as a floating palace.

The cyclona-plane is here, and like the automobile has come to stay. It has some friends and likewise a few enemies, but it has no apologies to make. It has been on its way for 18 years, but the inventor who has patiently toiled to make it what he has, preferred to turn out the finished product rather than to force it into the limelight before the last line was perfect. Its departure in aeroplanes is vastly different from any other kind, hence, it will be seen that it has been worked out upon independent lines. The inventor, who is an old-time transportation man, early foresaw the approaching demand that would in years to come necessitate some other means of traveling than by the slow, round-about process of steam cars, and immediately set about to discover in what way this could be accomplished. It soon became apparent, however, that traveling through space was not only the shortest and quickest, but the cleanest, beyond doubt, of all other ways. No roads to construct, no bridges to build, and last, but not least, no collisions to fear. This all looked very well, and if that was all, it would appeal to most anyone, but all those obstacles had to be overcome by years of ceaseless labor, first of all, and the most important, which is safety, then durability, then speed, then accidents caused by breakdowns, then economy, and even with all these embodied it would have been incomplete but for the graceful lines and curves which gives it the appearance of a flying greyhound.



AS IT WAS IN 1896.



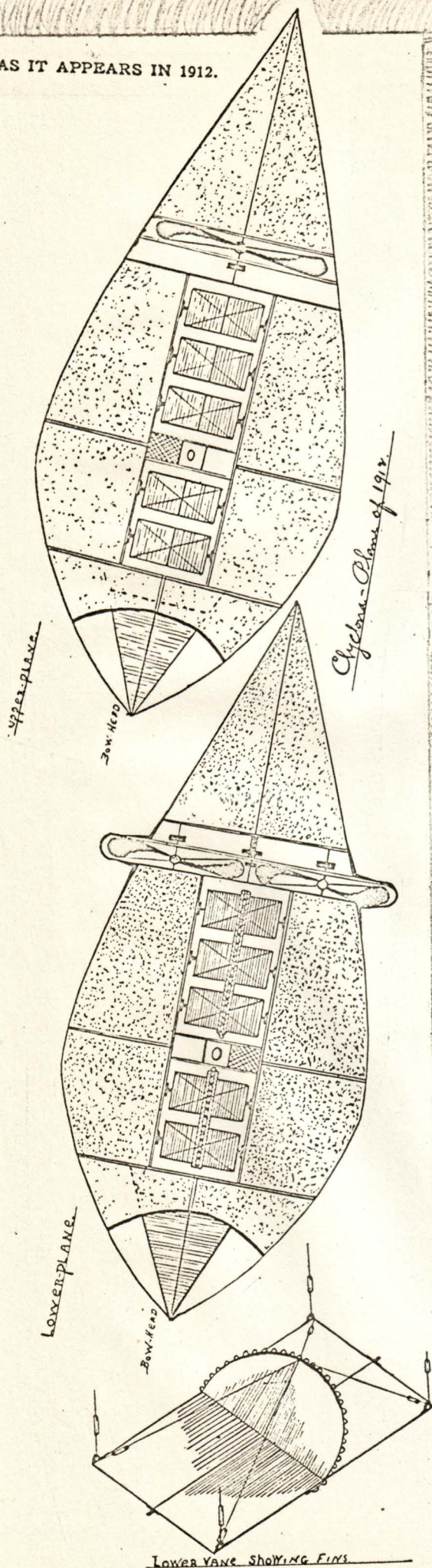
AS IT WAS IN 1910

In order to explain more fully what its claims are it will be necessary to review them one at a time. Its safety lies in its ability to maintain its equilibrium at all times, because of its perfect balance owing to the central openings in the planes where the rocker vanes may be tilted up or down and allow the air to pass upward through the center, preventing it from capsizing, similar to an open parachute with the weight beneath it, and even though you were not desirous of gliding to any great distance in case of disablement, one can gradually settle to the ground with scarcely a jar. This, however, will rarely, if ever, be found necessary, because there are three machines in one, so simple that a child can manipulate it. First of all, there are two bow heads at the front end of each plane, which are open at the top and rear. They are permanent fixtures and are never changed. These are sufficient to prevent the machine from diving downward while crossing treacherous air holes and cross currents, which have been the cause of so many aviators losing control of their machine and costing them their lives. These bow-heads act like the bow of a boat when it strikes a wave or swell, the boat rising and passing over it, and the bow head causes the machine to act in a like manner when it runs into bad weather, and besides, the machine being so long it will reach across any ordinary air-hole without the operator knowing that one had been passed. This feature alone is one of the most important factors in aviation.

Then we have two rows of rocker vanes all coupled in pairs, one row in each plane, the upper ones being coupled to those directly under them in the lower plane so that when the lower one is rocked the upper one acts exactly in the same manner. They are divided into two sets. The two front pairs of vanes ahead of the mast are in one set and the three pairs of vanes behind the mast are in another set. Each set is connected up by means of a sprocket belt in the lower plane, running to the mast, and connecting with wire cables down to the right and left side of the operator, and with a lever on the right side to manipulate the one set and another lever on the left side to manipulate the other set, it will be seen that by the simultaneous movement of both levers it will direct all the upper and lower, forward and rearward vanes in the same direction, which is to control the upward and downward movement of the craft upon an even or horizontal keel; this is called double straight. Then if a different movement is desired the machine can be sent either upward or downward, as the case may be, by simply reversing the levers, throwing one set of vanes upward and the other down, or vice-versa. This is double alternate. Then if one wishes to work the machine single and with one hand, use the forward vanes for traveling up or down while the rear vanes are set at normal with the planes, or, if desired, the forward vanes may be set at normal with the planes, and the machine operated up or down by the rear set of vanes with the other hand. These two last movements are termed single. The fins, which will be observed on the upper and lower sides of the ten vanes, are to prevent the sliding or lateral movement of the planes upon the air while making turns. In this way, the weight of the machine being nearly all in the car beneath, will allow the car to swing sufficiently out to an elevation or slant equal in proportion to the turn made, but never enough to cause trouble. These fins are in perfect alignment with the bow heads and act similar to the keel of a boat and prevents it from drifting or swerving from its course unless directed so by the use of its rudders. They also allow the sprocket belt to pass around them and cause them all to work uniformly even in addition to strengthening the vanes.

Durability has not been lost sight of, as any workman can see the many advantages the cyclone-plane has for bridging and wiring it as strong as a bicycle.

AS IT APPEARS IN 1912.



To those of the stone age it matters not, but in this day of ours and the future, speed is equivalent to money, and in this we are equipped with three large propellers, and ordinarily not less than two motors, and in some cases, three, depending upon the nature of the voyage, thus it will readily be seen that the only solution of time and distance lies in the fact of its being able to annihilate both. A little further back will be found two rudders in tandem form placed between the two main planes where there is no possible chance for them to get broken off or torn. They serve three purposes: in case one should get out of order the other will take its place, the forward one can be used in making short turns, the rear for long, slow turns, and when both are employed a much quicker turn can be made than with one. When both are set parallel with the bow-head and fins the craft will follow its course for hours as straight as an arrow. Some might imagine the operator would have to pull hard on the steering-wheel to turn the machine but in this they have the wrong idea, as the machine will respond almost immediately to her rudders with scarcely any effort. When the rudders are turned it does not swing the head end of the machine around, that would be impossible, as the bow heads are spiked to the air with thousands of pounds of pressure behind them, but like an ice-boat the rear end glides around as easily as a three-wheel tricycle with the third wheel at the rear. With so many safeguards it would be almost impossible for a complete disability unless fate was entirely against one.

The economical part of it is that less repairs are likely to be needed because of its peculiar construction and easy access through narrow quarters and less likely to come in contact with objects than a square machine, whose deflector-planes are almost continually being broken or made unsafe, while the vanes of the cyclona-plane are all double and shielded on all sides by the framework. Without shutting off its motors the cyclona-plane can reduce its speed to about ten miles per hour by the use of its ten vanes thrown flat against the air in the direction in which the machine is traveling. If more brakes are needed one rudder can be turned to the right and the others to the left making a total of twelve air brakes which have already answered several other purposes. Could you imagine anything so simple, yet not one other machine has any provision for it. Soon as the vanes are dropped to normal the speed begins to take place again.

While the speed can be reduced to about ten miles an hour the inventor hopes and expects to see 150 to 200 miles an hour made as safely as could be desired. The time will never come when it will be used for interurban traffic, but for long journeys, pleasure trips, exploring parties, carrying mail and parcels post, transporting passengers and other traffic into the frozen lands of the North, where thousands of miners are isolated for months and years, when they might return in a day, but only because of the time consumed to get in and out necessitating their long absence from civilization. The time for this traffic is ripe and the machine is here to deliver the goods.

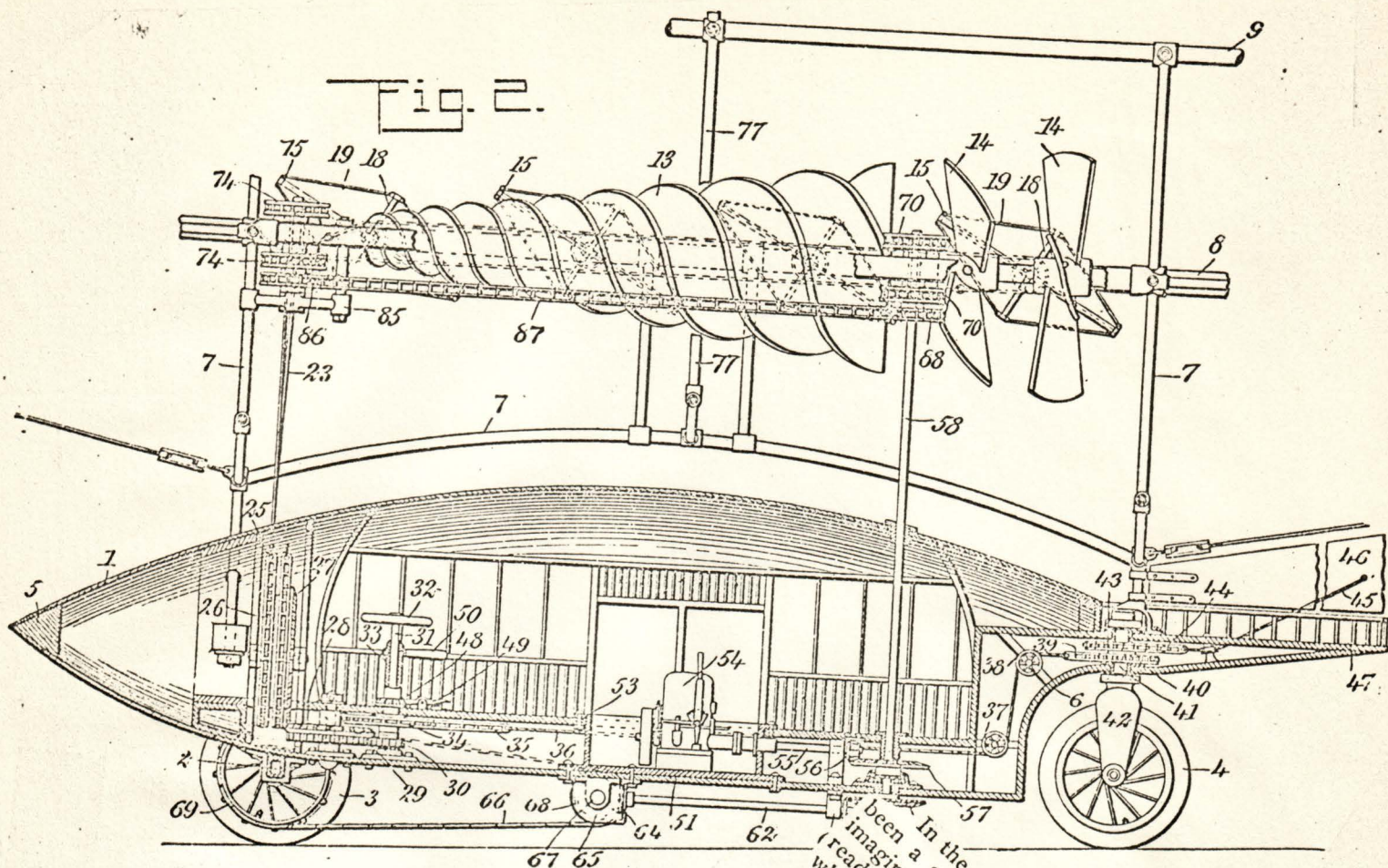
The cyclona-plane is protected by three substantial American patents of 49 claims and infringes no others; does not require a costly establishment to manufacture, and no amount of unnecessary material has to be carried in stock. They can be produced almost as cheaply as the glider and sold for a very much higher price, returning to the stockholders more profits than one would dare to imagine, as it can be made in sections and shipped, knocked down in crates to any point, it is only necessary to find a location friendly to such an undertaking. This style of aeroplane is destined to be one of the permanent vehicles of the future, and your opportunity to become identified with it early will be the only one in which you will have to get in on the ground floor, for as soon as money enough has been subscribed to properly finance it, the doors to investors will be closed for all time. It has been demonstrated beyond all arguments that heavier-than-air machines are practical, but a chain being only as strong as its weakest link, the question now is of the safest and sanest, and that's the place to plant your dollars and watch them grow.

THE AMERICAN CYCLONA-PLANE,

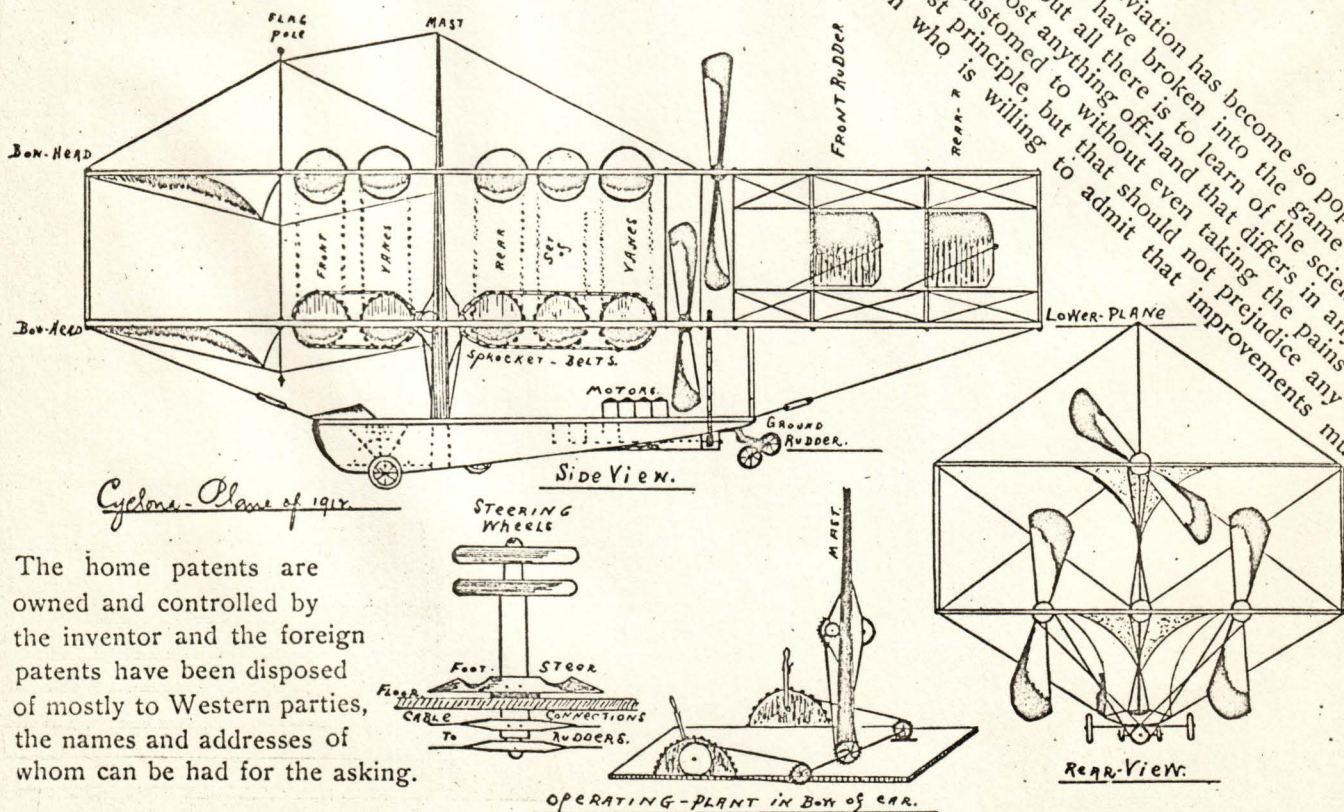
Green River, Vermont.

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P. O. Box 44.



AS IT APPEARED IN 1908.



The home patents are owned and controlled by the inventor and the foreign patents have been disposed of mostly to Western parties, the names and addresses of whom can be had for the asking.

AS IT APPEARS IN 1912.

In the short time that aviation has become so popular there have been a great many who have broken into the game who perhaps (ready to condemn most anything off-hand that differs in any way to what they are accustomed to without even taking the pains to investigate the first principle, but that should not prejudice any fair-minded person who is willing to admit that improvements must come.