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SNAPSHOTS DEVELOPED AND PRINTED

THE TRANSCONTANTIL FLIGHT NOT TO BE A CIRCUS STUNT

It is Designed to Show Canadians the Possibilities of Aircraft and Demonstrate That Aviation is Safe, Sane and Reliable—Planes Arrive in Halifax and Leave Next Day.

(Halifax Chronicle.)
The H S 2 L Flying Boat piloted by Major A. B. Shearer which left here at 2 p. m. Monday on what was presumably the first leg of the Trans-Canada flight returned to its "hangar" at Eastern Passage yesterday afternoon at 4:40 o'clock, accompanied by the Fairey Seaplane flown by Col. R. Leckie with Major Basil Hobbs as reserve pilot. In an interview with the representative of The Morning Chronicle last evening Col. Leckie stated that the flight from Fredericton to Halifax was devoid of incident except that they ran into a fairly thick mist crossing the Bay of Fundy. The "Fairey" behaved very well and gave every indication of being in first class condition in spite of its troubles at Fredericton. Col. Leckie is convinced that he has been the victim of ill fortune on the way to Halifax, but expects to have better luck on the Trans-Canada Flight, now that he has the machine

working properly again. The floats which were taking in water at Fredericton have been repaired and the engine trouble which was due to the Magnetos being damp has been overcome. Col. Leckie stated that he will leave Halifax for Riviere de Loup as soon as the weather permits, further that the object of this flight is to show Canadians that Vancouver and Halifax are really not as far apart as the actual distance would lead one to believe.
The Trouble at Fredericton.
With regard to the delay at Fredericton, the Colonel stated that coming down the St. John River he ran into a heavy fog and was forced to descend. Shortly afterwards it commenced to rain and the machine not having suitable protection was exposed to the storm with the result that the "mag's" got wet and the engines could not be started. After this defect had been remedied the floats began to take in

water and the machine nearly sank. "We managed to lift her out of the water under" Fredericton Bridge and pumped the floats dry. As for the heaviness, the machine was built in England for this flight and was not tested there with its full load, the spare petrol tanks are too far aft and when filled to capacity make the machine practically impossible to take off the water."

Col. Leckie has arranged for another large machine to meet him at Riviere de Loup and he will continue his journey across Central Canada in that. Col. Leckie would use the Fairey seaplane all the way but for the fact that the petrol tanks can only be filled with sufficient juice to keep the machine in the air for eight hours if the tanks are filled to any greater capacity the machine becomes tail-heavy and practically impossible to fly.

It is very essential that a fine day be obtained for the flight from Halifax to Riviere de Loup which Col. Leckie and Major Hobbs expect to make in one flight, because the crossing of the Bay of Fundy and the trip up the St. John River is very likely to be beset by fogs which are extremely perilous to the aviators and it is to be hoped that the ill fortune which has so far dogged their footsteps will leave them to continue on their remarkable adventure in peace.

Col. Leckie who, as well as being one of the best pilots of the age is a remarkable executive and has also great foresight and ability along general lines, stated that the purpose of this flight was to show the possibilities of air craft to Canadians, to give the public an idea of an aeroplane's capacity for distance and to demonstrate the fact that aviation is safe, sane, and reliable. This flight across Canada continued Col. Leckie, is not a "circus stunt" but is calculated to prove beyond doubt that Cross Country flights of great magnitude are feasible and that Canada has an Air-Board, Pilots, and machines, capable of successfully carrying out the longest flights.

"It is impossible at present, to estimate the amount of time required to travel from Halifax to Vancouver, but I am confident that after starting and given an even break on the weather the flight will be accomplished in remarkably fast time."

"The airplane of the present day," continued the Colonel, "is built to stand up to its work under the hardest possible conditions and the perfection to which the building of Aero Engines has attained is nothing short of marvelous. The two Rolls Royce engines in the Fairey Seaplane which is now moored at the Air Station at Eastern Passage, and in which I will 'hop off' from Halifax as soon as weather conditions permit, are remarkable examples of the designers' and builders' art. They combine the necessary requirements of strength and lightness. It is very essential that an aero engine should be strong and as light as possible considering its horse power. Weight for horsepower has been the bug-bear of designers right through the history of aviation, but they have succeeded in turning out engines with the remarkably low weight of two and one-half pounds per horsepower."

Fly Around a Storm.
Colonel Leckie on being asked about

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Lima Beane says the fellow who spends most of his time boasting of his ancestors is trying to get through life on a punched ticket.

A Chicago woman shot and wounded her husband because he wouldn't go to work. It is a poor method. Now he has a real excuse for loafing.

Our modern educational system leaves much to be desired. Not a single course in domestic science, so far as observed, gives the slightest instruction in home brewing.

the effect of a rainstorm on an airplane in the event of running into one, remarked that as a rule a pilot was at perfect liberty to fly around a storm as most storms were generally covering a very small area. If, however, the storm were too large to fly around it could be easily circumvented by climbing and passing over the top of the clouds. To a pilot of Col. Leckie's calibre this no doubt is quite an ordinary feat. As for the actual effect of rain on an airplane, it is generally very slight, merely stinging the Pilot's face and in some instances scarring the propellers. There is not much to be feared from rain if the magnetos are well protected so as to prevent any water from getting into them.

Why A Seaplane.

Asked about the reason for using a seaplane on the Trans-Canada flight he maintained that it was the logical machine because the air route across the Dominion lay chiefly over the great waterways, and that it was always possible to get down on the broad sheets of water when it would be impossible to land on terra-firma on account of the absence of or obstructions in suitable fields.

The machine in which Col. Leckie will start is being tuned up at Eastern Passage and will be in the best possible condition to fly from Halifax to Riviere de Loup which will be the first landing place.

McLEAN STUDIO

The McLean Studio has re-opened at the Howie Building, 352 Queen Street, next to Yexxa's Grocery Store.

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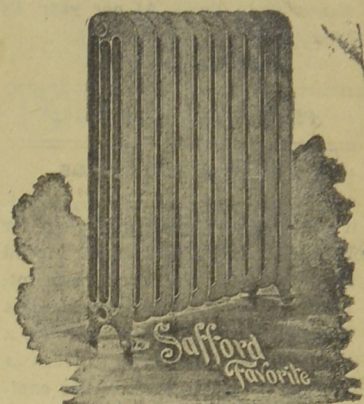
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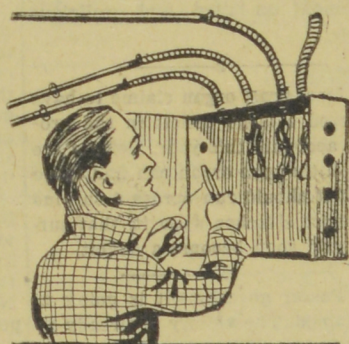
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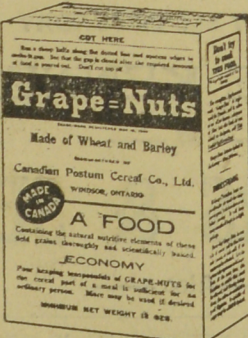
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