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A FLYING MACHINE AT LAST THAT REALLY FLIES

A Journal Reporter Succeeds in Flying with One of Inventor Lilienthal's New Flying Machines.

FLYING as a sport has been tried by the Journal and found to be a success. Attention to the art, it has been demonstrated by careful experiments, are as practicable as anything on this planet.

There is no reason why there can't be 100, 200, or even 300 yard flights, for above the heads of spectators at January trial this Summer. Practicers of wing should hereafter not quite as important a figure in the world of sport as Bicycles of Kind.

Otto Lilienthal, of Berlin, who has acquired an international reputation as the "flying man," is the inventor and maker of what the only flying machine in the world that does. After years of careful research he perfected a machine upwards, constructed on upon the principle of a bird's wing. It will carry a man of average weight, about distances, provided a wind is made from some elevation, the higher the better, and provided also the weather is calmer the wind.

But this is as far as Lilienthal has got. He has not been able to build a machine that will sail great distances or in every direction. He is far from supposing that his wings, although they afford the means of setting and stay of soaring in the air, possess all the desirable and subtle qualities necessary to the performance of the art of flight. He is satisfied, however, that his experimental work that it is worth while to prosecute the investigations further.

ATTRACTS AVERAGE MEN.

With this idea in view he called upon the editorial of the Sunday Journal, and said that it presented a great opportunity to obtain aerial. It is could service, he said, for greater purposes for such purposes. He would be able to go on and carry the work forward. He pointed out, too, that there was nothing more fascinating than flying, while it offered infinitely more opportunities for skilled amusement than the bicycle.

Lilienthal is not after money. He makes power, not profits. He only wants to have his studies of the mechanics of aerial navigation continued and perfected.

The Journal, acting upon Lilienthal's suggestion, determined to try the machine and discover if the claims of the inventor were well founded, as no other was given the Omnibus for a part of his wings.

The apparatus was constructed according to the inventor's latest model, and is so clear in this sketch a week ago. It covered the Omnibus between Berlin and Dare Tech, without mentioning a search. It resembles a gigantic sea gull. Upon a monstrous umbrella and not it appears a half and you will have a fairly good representation of one of the flyer's wings. It is made almost entirely of steady cotton cloth, supported with cellulose or similar substance in all, and attached upon a 20 feet of with bamboo, which has been found to be the lightest and strongest material for this purpose. In some instances the wings are

THE POWER OF GRAVITY.

The wing of a bird is divided into three parts, corresponding to the shoulder joint, the forearm and the hand and finger of the human frame. The two former, comprise nearly of bones, muscles and tendons, are comparatively heavy, and their rapid movements demand the expenditure of considerable dynamic force. The last contains almost entirely of "pin feathers" or feathers which move in a certain manner automatically. In the larger birds—the "eagles" or "ravens"—the deer are never seen, with their manner under motions, the automatic power and the force of wind, being at the greatest distance from the shoulder, or axis of motion, the chief power exerts them. The construction of such machine is peculiarly adapted to its special purpose, and it is this which Herr Lilienthal has endeavored to imitate.

In the machine into current or vertical wings were constructed to assume their Lilienthal was not so only by the construction of a great variety of natural wings, and by theoretical deduction, but by actual experiments. The means adopted for this purpose were legitimate and simple. He filled up the apparatus by the form of the fly. He found in Dark now coffee houses, with two long arms revolving horizontally in the midst of which numbers of different kinds and degrees of curvature could be affixed in any required position. The motive power was furnished by a weight and motor of exactly measured. There was also an adjustment which enabled the observer to measure the lifting force of various surfaces, moving at different angles of incidence through still air.

By this means, Lilienthal was enabled to mark constructions which were of great value to him in the construction of his flying machines, and the most important of these was that the most effective form of wing was that whose curvature, or concave by the vertical axis of the air, showed an amount of the breadth of the wing of the length of the curve connecting the opposite edge.

STUDIES BY A PAS-DE-CALAIS.

Other leading features of the machine include a vertical rudder, shaped like a huge paper bird fan, which acts as a vane in keeping the bird always forward the wind, and a flat horizontal rudder, which is under the feet for effect, to prevent sudden changes in the equilibrium.

Well, Lilienthal believes the two wings in a circular form, through which the upper air passes, the equivalent to the wings. From tip to tip the machine measures 18 feet, and it weighs 50 pounds.

As before stated, it is always necessary to do from some high elevation, a hill or some living rather and lean. A hill should fixed for the experiment was found in the town facing the manufacture company near Dare Tech, Dare Tech, Dare Tech, and Dare Tech, Dare Tech, Dare Tech,