

TO FLY SLOW IS NOW THE AIR PROBLEM.

Lilienthal, Who Says Wrights Owe Him Royalties, Thinks He Has Solved It.

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(Special Cable Despatch to The World.)

BERLIN, Feb. 21.—Gustav Lilienthal, formerly a railway engineer for the Australian Government, who with his brother Otto invented the curved aeroplane surfaces adopted by the Wrights, believes that he has patents which would invalidate the Wrights' claims.

He now announces that he has perfected a machine which can be operated by one-third horsepower and in which a man can launch himself from a house-top like a bird.

"My attorney believes I have a good case against the Wrights," said Mr. Lilienthal to-day to The World correspondent. "He thinks we can collect royalties on our 1894 patent, which they infringed. But I am convinced the process would be so expensive as to be prohibitive.

"At any rate the Wrights have not very materially progressed along the lines we developed. Anything with wings will fly if sufficient motor power is supplied. The problem is to fly slowly. My brother and I were working on the problem of flight with minimum horsepower when he was killed. I have pursued the experiments ever since. I believe now that I have constructed a machine which has solved the question. The apparatus is now undergoing its final weight tests. It can be operated by one-third horsepower. This means that it can be driven by one-man power. To my mind it is the solution of flight.

"I was led to my solution by watching the albatross, which cannot rise when the wind is low. It gets up into the air by canting the curved wings forward to the proper angle to get the wind pressure. When the wind pressure is sufficient I raise the wings of my machine in the same way, without muscular or motor energy, just like a bird. No energy is exerted to raise the wings. The downward beat of the bird's wings is produced by the action of the operator's feet.

"The Wrights adopted the curved wings, which was half the problem. Where they failed to progress is in failing to further pursue the problem of wing adjustment.

"The best flyer is he who can fly the slowest. This is nature's ideal. The Wrights are nearer it than any one else because they have been able to use less motor power."