

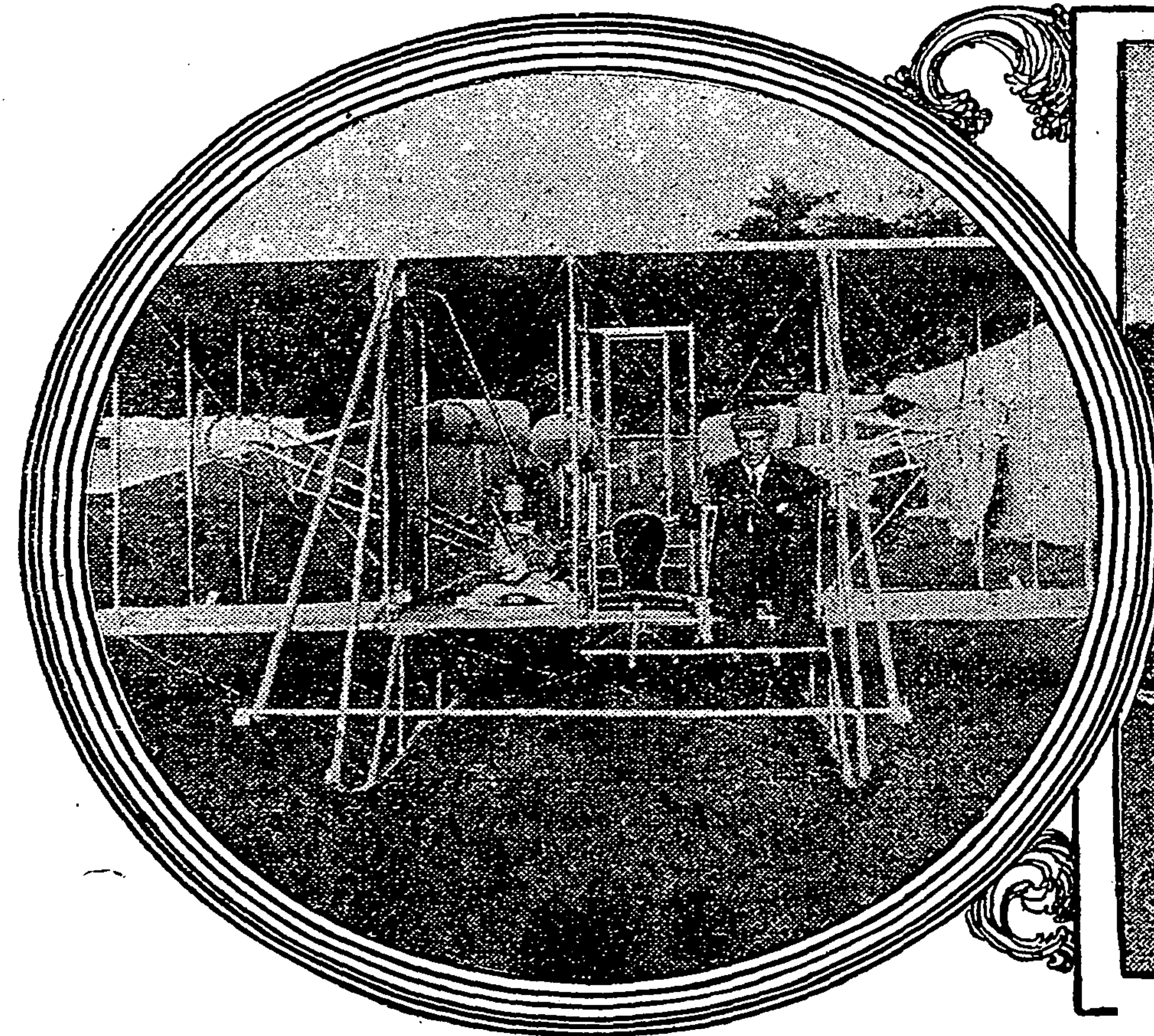
# THE NEW WRIGHT FIVE-PASSENGER BIPLANE FOR CROSS-COUNTRY FLIGHTS.

THE latest type of a flying machine is a creation by Wilbur Wright, who has invented a new five-passenger biplane which will probably be used in THE NEW YORK TIMES and Chicago Evening Post flight from Chicago to New York. This machine, which was assembled for the first time last week at Asbury Park, has many features different from the ordinary biplane. It is not intended that the new air craft shall be used for sensational trick work in the air, but in the development of the more practical aeroplane which the Wright brothers are striving to perfect.

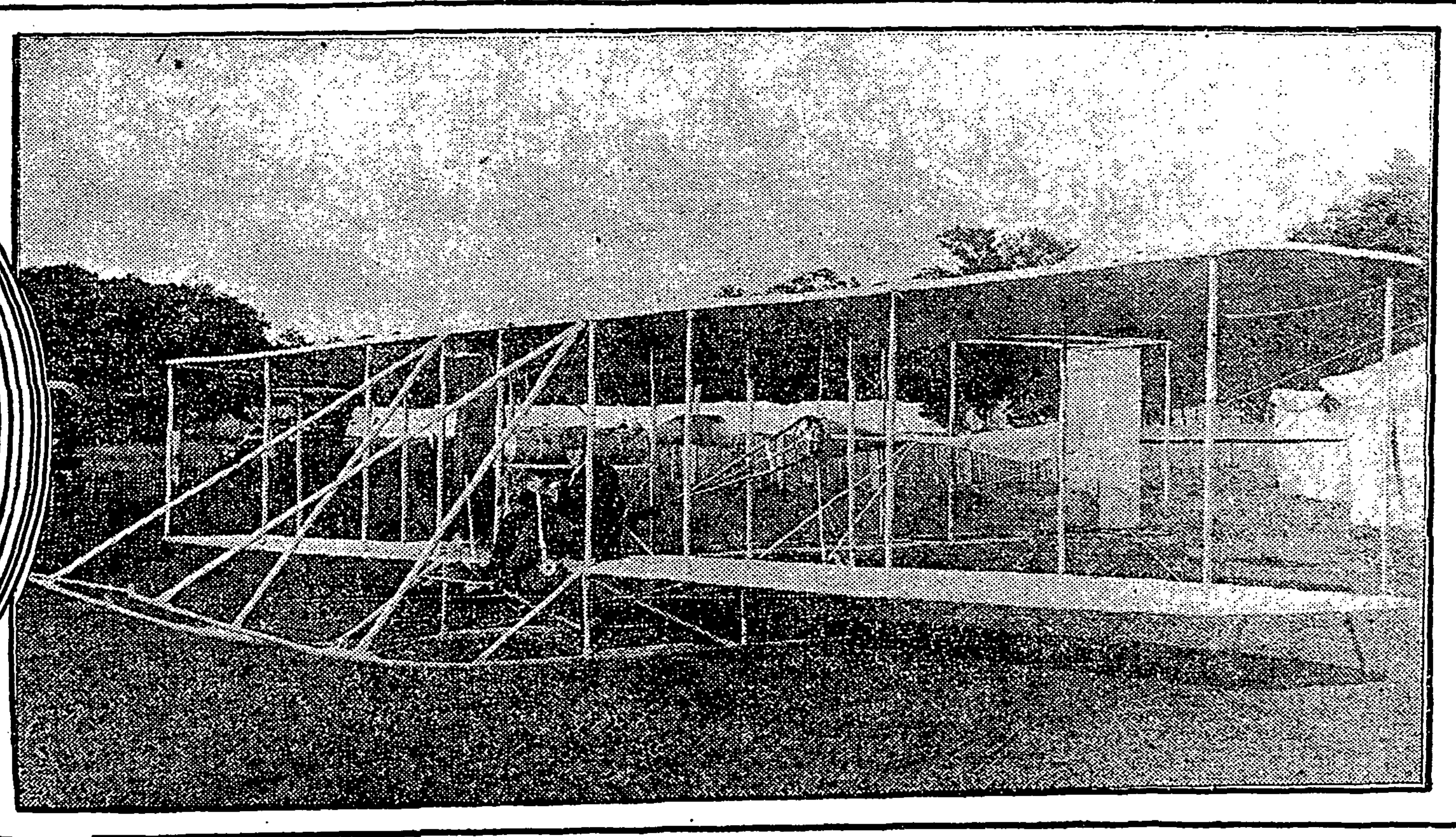
The fact that a five-passenger flight will shortly become an accomplished fact has interested the aviation world. In the new craft there is nothing in front of the driver's seat. The front elevating planes are gone, and the two main planes catch the air in initial contact, so far as the aeroplane is concerned. The elevating plane—there is only one—is behind the rear rudder, and thus one of the earliest features of the aeroplane passes out of existence in this new type.

It is the first American effort to build a cross-country car. It will carry four passengers besides the driver. One of the peculiar features of this new air craft is that it completely overcomes the billowing motion that was conspicuous on Wilbur Wright's first flights on the Eastern seaboard, but it sacrifices the ready mobility needed in an exhibition machine for regular meets. For that reason it is not intended to eliminate completely the small planes in front of the main one, but to begin a work of differentiation, in which aeroplanes for particular purposes will be built along special lines.

The first experimentation made by Wilbur Wright toward the production of the new type was accomplished after he had made his trip up the Hudson from Governors Island to Grant's Tomb and return. On that occasion he billowed his way along as if he were fighting a rolling sea of air, and when he next established himself as a teacher of the Government aviators at College Park he began a process of correction for the difficulty. He found that two elevating planes in



The Intricate Apparatus of the New Wright Aeroplane Is Shown Here.



The Latest Thing in Airships—The Wright Five-Passenger Flyer.

the front were not needed and that one of them would work practically in the rear. That eliminated much of the rolling and pitching motion, and his later flights at College Park were made with this deviation from his original type.

Just when he decided that an aeroplane would be safe aloft with no "neck leathers" whatever in front of its main planes is not known. No announcements had been made indicating that the new machine would differ in any way from the standard type familiar to all who have seen the Wrights in the air.

The Wright brothers have learned a lot about the air and the method of conquering it in recent months. They have been busy for five years teaching the American and German Government purchasers the use of their planes, and they are just beginning to turn again to further laboratory work, and the machine of a year from now will be vastly different from any thing the public has become accustomed to.

The advancement of aerial travel has been remarkable during the last year, but it is expected that the developments in the near future will outstrip those of the past. The desire to construct a practical aeroplane such as can be used with some degree of safety by amateurs, is the object of all manufacturers engaged in building aeroplanes.

Wilbur Wright says that the new craft comes nearer to his ideal than anything that has yet been seen in the air. He condemns the spectacular side of aviation and advocates the practical end. He explains that the absence of front elevating planes—a feature which has excited the curiosity of other airmen—was the result of a new system of control with which he and his brother have been experimenting.

Wilbur Wright said that great danger was probable to aeronauts in testing new apparatus.

"It takes the quiet concentration kind of work," said Mr. Wright, "that my brother and I did at Kitty Hook to advance the progress of the science. While we have never gone in for the spectacular and sensational flying, the kind we did was the most dangerous because we flew in a machine that had never been tried out. This kind of experimenting we expect to continue until we reach a state of perfection with our machine."