MANY aviators have described their sensations while in flight in the last few years, but none more vividly than the French aviators, who are the acknowledged experts of the French Navy. Under the name of Andre Beaumont he has been the victor in no less than three of the interna-
tional cross-country aviation contests this year—the Paris-Rome, Circuit of Eu-
rope, and Circuit of England. In describing how it feels to recently Liset, Con-
sole said:

"On my return from my three great
voyages by air—the Paris to Rome race, the circuit of Europe, and the circuit of
England—I endeavor to set down the bird-
man's sensations and emotions which mark the
country flying race. It is difficult enough in all conscience to discern and analyze one's sensations, but to expression in words, in my opinion, is quite another matter.

"I gather up all my courage, then; I
spring into my monoplane; I switch on the
propeller; and, before I can control the
force of the wind before my eyes, I rise into the air in search of my impressions, scattered over the
recesses of my memory. I have visited Brussels and London. For my impres-
sions have wings, too, and I shall
never be able to separate the sensations and suppositions of my mind to grasp them in their flight.

"Here are three of them already on
my road through the air, always
the same, familiar to all airmen, varying in
intensity according to the day, the weather,
or one's state of mind—they are the anxiety at the start, the enthusiasm and
the ardor of the contest, the manifold
emotions of full flight, and, finally, the
immense joy, the involuntary cry of victo-
ry at the finish. The propeller files round
slowly; I give the signal, metaphorically, to
land, and the machine descends. I rub my
eyes, I rise into the air in search of my impressions, scattered over the
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"At last the pitiless hour has arrived.
Everything is ready. It is time to start.

"There are more roads, no bridges, nor
forests, marshes, and lakes
around the immediate vicinity of the
field. Then it hops and sud-

"Just look at aeroplanes when they are
about to go up. They do not speak, or

"First of all, then, let me remark, peo-
ple must remember that we who fly are
men like the rest. Therefore the sensa-
tions we have in accomplishing this
adventure are similar to all those that we are often incapable of under-
standing them. In point of fact I know
more than one aviator who would be for
less puffed to cover a hundred miles in
full flight—than to face an interview on this
delicate subject.

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