



Soaring High with Borrowed Wings

This is not a nightmare but the presentation of a daring flight—imaginary, it is true, but completely within the limits of possibility. An earth-born Ford, is carried aloft by the wings of a powerful modern warplane, conveying men, arms and ammunition to the point where they are needed. The plane then returns for another Fordful of men

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Using a Ford as an Airplane-Tender

It could be done if the tender were designed to offer the least possible resistance to the air

By Carl Dienstbach

FROM afar comes the rolling thunder of the field guns, heavy blasts marking the rhythm of the heavy artillery. The sharp staccato of the machine guns and the spiteful cracking of the rifles cannot be heard so far behind the battle line. Undisturbed by the distant din and turmoil the birds are singing, feeding and making love as if there were no such things as bloody war and destruction.

Suddenly their singing, twittering and chirping cease. Their sharp ear has heard a strange sound to which it has not yet become accustomed as it has to the distant din of battle. It is a whirring sound, at first faint, yet sharp and persistent. As it approaches it becomes louder and more terrifying. The birds flutter around and seek shelter.

A few moments later an airplane of a strange type appears above the treetops, makes a sharp curve and, with a graceful glide, comes to rest upon the clearing which crowns the top of the hill. It is a huge monster. Wings of great expanse and a tail in proportion rest upon a strange big body, streamlined and provided with wheels. The pilot and his machinist descend and from somewhere four other men, wearing soldiers' uniforms swarm out of the body of the big monster. There is some hurried activity and after a few minutes the big body is de-

tached from the airplane, which then, greatly lightened, is ready for its return journey. The pilot and the machinist clamber to their respective places, a hearty "Good luck!" a wave of the hand, and, with a short run the machine rises from the ground and quickly disappears behind the treetops flying in the direction from which it had come a short time before.

The body of the monster, relieved by the busy hands of the soldiers of its streamlining shell of canvas and aluminum, proves to be a Ford, carrying two machine guns and a load of ammunition and provisions, in addition to the gasoline required for a long trip. The shell is folded up and loaded on the car by three of the men, while the fourth is busy around the engine, putting it in shape for an immediate start. Five minutes later the Ford is mounted by the four soldiers and chug-chugs away in the direction of the battlefield.

The scene pictured in the preceding lines is merely imaginary, but it may become actual, if the suggestion of L. R. Carroll, of Roundup, Montana, is adopted and carried through by the government.

The giant flyers of today have ample lifting power to carry a Ford together with its cargo.

Aerial transportation does not balk at the weight to be carried, but at the indifferently

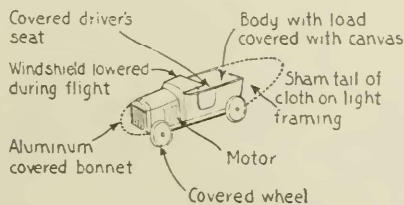


Diagram showing method of streamlining a Ford for easy transportation

shaped bulk of the load. A narrow motorcycle may be lashed to an airplane, as it is, but any ordinary automobile would kill the plane's supporting power by the inordinate head-resistance it offers to the air. Racing automobiles have recently been designed with great care, so as to reduce the resistance they offer to the air, a policy which, in racing, is as vital as in flying. A racing car may be lashed to an airplane as readily as a motorcycle.

But a Ford car is not built on racer lines. The Ford would first have to be thoroughly streamlined and its wheels would have to be changed to disks by spoke-coverings. The problem still remains of providing an extra set of wheels for the airplane on which to restart and to reland after it has dropped its load. But that does not seem impossible of solution, judging from the example of the large German seaplanes, which are transformable into land-planes. These carry a set of wheels that may be lowered at will.

The plan may be carried out with a Ford even more easily than with the seaplane, because the twin-engined planes have their landing wheels under each motor, and the Ford could be suspended between them. The wheels of the Ford could form a landing gear of its own, taking its weight in landing and

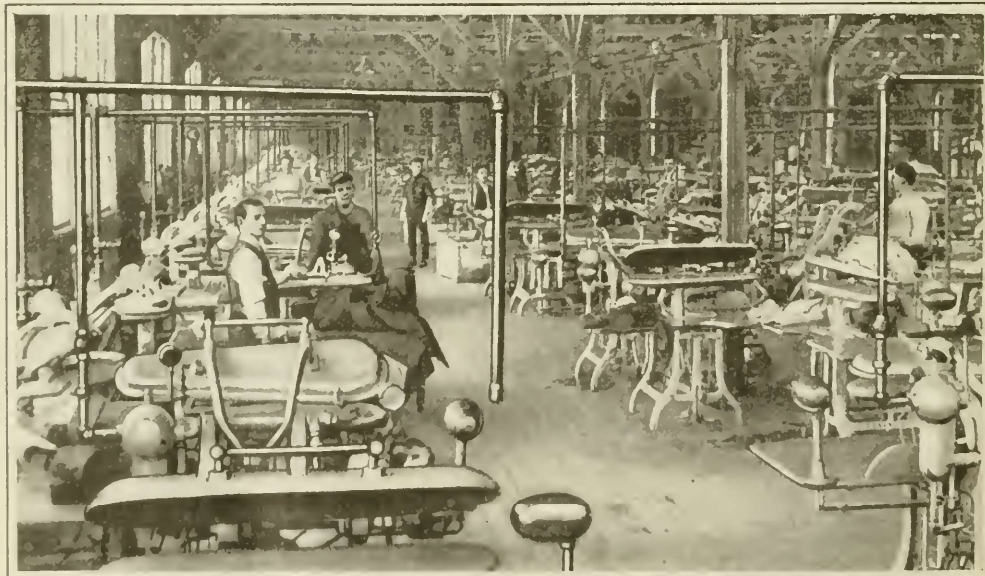
starting off the structure of the plane.

The Ford would require no redesigning. Light framings with canvas or aluminum covering could transform its outline into a perfect streamline, which would be materially aided by a long empty tail.

Doing the Washing for Forty Thousand Soldiers

ONE of the thousand and one problems which confront the military authorities of a belligerent country is the necessity of providing ways and means for maintaining the cleanliness of the troops in camps or cantonments. The soldiers wear shirts, socks and underwear and use handkerchiefs and towels. All these articles become soiled by use and must be cleansed by washing from time to time to keep the men in good sanitary condition. At Camp Upton, Yaphank, L. I., there are, at various times, from 25,000 to 40,000 men and to take care of their laundry work is a tremendous task.

The accompanying picture shows an interior view of the army laundry at Camp Upton and gives a good idea of the enormous size of the establishment. The machinery shown in the foreground is used for the ironing and pressing of the laundered garments.



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These pressing and ironing machines and many others are required to do work for the soldiers at Camp Upton, Yaphank, L. I. The laundry work for 40,000 men is a colossal undertaking