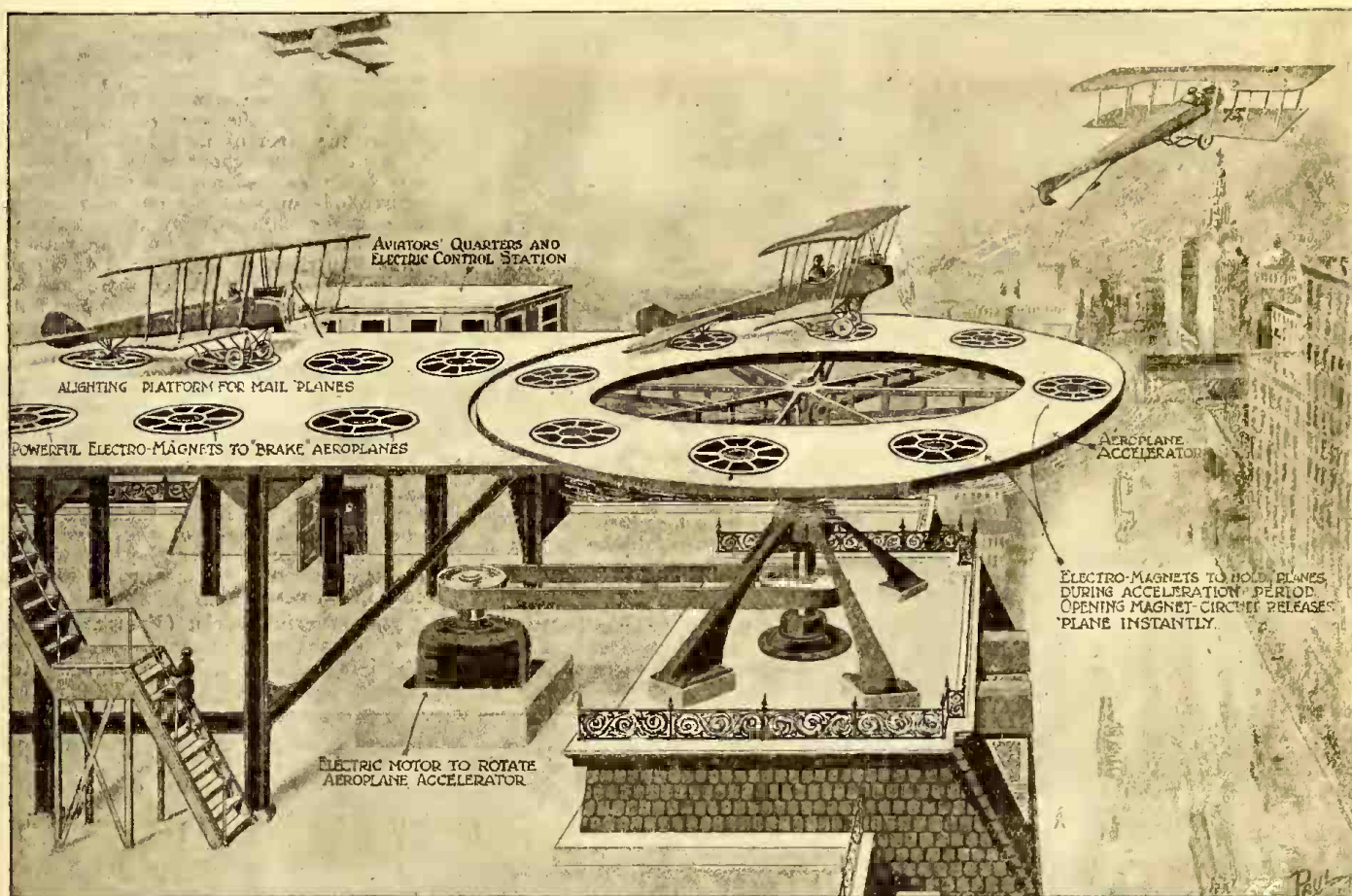


# Electric Whirling Disk to Start and Stop Aeroplanes

**N**OW that we have instituted a daily aerial mail service between New York and Washington and also between New York and Philadelphia as well as Boston, the matter of making sure that the mail-planes start off on their journey on time is a critical problem and moreover, the Post Office authorities at New York have bethought themselves that it is really going around the bush to send the aerial mail sacks via train to a flying ground, located fifteen miles from the Post Office in the center of the city. It has

be picked up by machines starting to Washington or Boston. He further stated that representatives from several aeroplane concerns had measured the roof of the New York Post Office and reported that in their estimation it was entirely feasible and practicable for the mail-planes to start and alight on the roof thereof. They proposed to build an aeroplane accelerating and decelerating machine for starting and stopping the aeroplanes in such a space, at a cost of something like \$50,000. The proposed scheme is illustrated here-

might be employed; the first working on the principle that the rotating disk be driven in an opposite direction to that of the aeroplane, which will in this case tend to quickly decelerate and come to a stop. The second arrangement would be to use large electro-magnets as shown herewith, and in this case the revolving disk could be driven in the same direction as that followed by the alighting plane, and by applying the current to the magnets gradually, and thus increasing their strength, the speed of the alighting plane and its attached iron arma-



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The Aerial Mail Has Arrived at Last. Every Day the Mail-planes Soar Thru the Air from New York to Washington, and Vice Versa, as Well as Between Boston and New York. At New York, Owing to the Many High Buildings, the Planes Cannot Leave the City Post-Office at Present. It Has Been Proposed to Erect a Gigantic Merry-go-round Accelerator Device, Such as Here Pictured, for the Purpose of Speeding Up the Planes at Starting and to Decelerate Them as They Land from the sky.

recently been suggested in the daily press by various writers that some scheme should be available whereby the mail-planes can fly directly over the city and alight on the Post Office building itself, and in this way save several hours daily in delivering the aerial post, as well as gaining a considerable amount of time in starting on their journey.

It was stated by Superintendent of Mails, E. M. Norris, in regard to these suggestions, that it was entirely feasible for aeroplane mail to be dropt on the roof of the New York Post Office, and provided the high buildings of the metropolis would permit the aeroplanes to fly sufficiently low, that the mail could be easily dropt as suggested, on the roof of the Post Office under most conditions, but that it could not

with, and as can be seen, it possesses many novel points. It resembles in general a carousel or merry-go-round, by which means the aeroplanes are supposed to be spun around in starting until their propellers have attained sufficient speed and then be suddenly released, when they will be thrown off the disk tangentially by centrifugal force by means of a quick-acting release clutch or better still, by the utilization of powerful electro-magnets arranged around the electric motor-driven disk as proposed by Mr. H. Gernsback in the June issue of the ELECTRICAL EXPERIMENTER.

This remarkable apparatus is also supposed to prove efficacious in decelerating or gradually stopping aeroplanes as they alight from the air.

In this case there are two schemes which

ture would be reduced by co-action with the electro-magnets in such a way as to simulate mechanical friction of gradually increasing magnitude.

It thus becomes evident that those in charge of the plant, and stationed in an observation tower on the roof, may readily exert perfect control over the accelerator, both as regards the speed of the electric driving motor, the direction in which the disk is rotated, the strength of the electro-magnets, the moment of breaking their circuit, etc. A storage platform for extra or disabled planes is arranged at one side of the accelerating machine, and this can be supplied with electro-magnets for holding the planes securely as shown in the illustration. It is possible that the device may be soon tried out.