

BERNE, Switzerland, Oct. 14.—Hans Schmidt, an aviator, was killed to-day while making an exhibition flight. His machine fell 150 feet, the gasoline exploded, and the aviator was incinerated.

The progress in the science of aviation has been costly in human life. With the death of Hans Schmidt at Berne, Switzerland, yesterday the number of persons killed in aeroplane accidents has reached an even hundred.

Beginning with the death of Lieut. Thomas E. Selfridge, the first person killed in an aeroplane, in 1908, the list of fatalities has rapidly increased, especially in the present year, when the deaths almost doubled the combined number for the three preceding years. In 1908 one man lost his life, in 1909 four, in 1910 thirty-two, and to date for the present year sixty-three persons have been killed.

Aviation's victims include sixteen Americans: Lieut. Selfridge, Eugene Speyer, Ralph Johnstone, Walter Archer, John B. Moisant, William G. Purvis, Lieut. George E. M. Kelly, A. V. Hardle, William R. Badger, St. Croix Johnstone, J. J. Frisbie, Louis Rosenbaum, Frank H. Miller, Dr. Charles B. Clarke, and Cromwell Dixon.

France has contributed more victims to the list than the combined numbers of America, Germany, and Italy, her number totaling 37, including a woman, Mme. Deniz Moore, who fell at Etampes on July 21 of the present year. Another woman, the Baroness de la Roche, had a narrow escape at the Rheims meet in July, 1910, when she fell 160 feet, breaking her arms and legs.

German airmen who lost their lives number 12, Italian 8, English 7, and Russian 5. The others represented in the list were Belgians, Peruvians, Spaniards, Hungarians, and Dutch.

It has been pointed out that whereas in the earlier days only the most fitted, mentally and physically, dared flights, nowadays great numbers of amateurs do so. The deaths for the present year include a number of aviation pupils, the most recent being Dr. Charles B. Clarke, an amateur who had not obtained an aviator's license, but who made a flight in a borrowed monoplane against orders at the Nassau Boulevard, L. I., aviation meet. Dr. Clarke, whose real name was Charles Clarke Bunting, was once a famous bicycle rider, better known in vaudeville circles for his "Globe of Death" act. He had helped to construct aeroplanes in the Queen Aeroplane factory and he was anxious to learn to fly. During the Nassau meet a Queen aeroplane, equipped with a powerful Gnome motor, a different affair from which Clarke had learned to fly, had been entered by Earle Ovington, and it was in this machine that Dr. Clarke made the flight which cost his life.

Double fatalities, in which rider and passenger were killed, were common, seven having occurred, while on June 18 of the present year three Frenchmen, Capt. Princetau, T. Le Martin, and M. Landron, were killed near Paris at the start of the European circuit race, which was won by Lieut. Conneau, (Andre Beaumont.) Capt. Princetau's motor exploded in midair, flooding him with gasoline and burning him to death, and M. Landron met the same fate when the benzine in the reservoir exploded. M. Le Martin was killed when his biplane pitched into a tree, the motor of the machine crushing his head.

On two occasions aviators had been goaded to ascend by the jeers of spectators. On Sept. 1 last, at the Norton County (Kan.) Fair meet, J. J. Frisbie went up in a crippled biplane which had met with an accident the day before, driven by the taunts of the crowd. When up about 100 feet the machine tipped while making a turn and came down, crushing him underneath. Under the same circumstances Frank H. Miller, a Toledo aviator, was forced to fly at the Mansfield (Ohio) Fair by spectators, who called him a coward. Miller had barely circled the field, 200 feet up, when the gasoline tank exploded, setting fire to the machine, and burning its driver to a crisp.

Two other victims were lost while making flights and their bodies have never been recovered. They are Cecil Grace, a nephew of ex-Mayor Grace of New York, and Lieut. Bague, a French aviator. Grace disappeared in a fog over the North Sea on Dec. 22, 1910, while attempting a return flight from Calais to Dover for the Baron de Forest prize of \$20,000. He was never heard of again. His cap, glasses, and what was supposed to have been the wreckage of his aeroplane were picked up a month later in the North Sea off Maria-kerke, Belgium, and later, on March 14, a greatly disfigured body was brought to the surface at Ostend, Belgium, and was thought to resemble the lost aviator. The executors of Grace's estate obtained leave from the London Probate Court to presume his death on March 27.

Lieut. Bague started from Nice on June 5 for a trip to Corsica, a distance of a little more than 100 miles, but nothing had ever been heard from him again. Torpedo boat destroyers sent out to search could find no trace of him. Bague carried carrier pigeons with him, and it is supposed that the aeroplane capsized so suddenly that he was unable to set them loose. Just three months before his disappearance, on March 5, Lieut. Bague had established a new record for an over-sea flight by flying over the Mediterranean from Antibedes to the little island of Gorgona, a distance of 124.5 miles.

Conflicting currents in the atmosphere which cause upward and downward motions of the air and which have been described by experts as "holes in the air," have been responsible for many of the fatalities. It is the downward currents that are particularly dangerous to aviators and which cause the airman to make a sudden drop from a great height to within a few feet of the ground or death. Observers on THE TIMES's special train which followed Glenn Curtiss in his flight from Albany, noticed that on several occasions he dropped from a height of more than 150 feet to within 5 feet of the ground. Wilbur Wright stated that in his flight up the Hudson during the Hudson-Fulton Celebration, there were times when the air seemed to boil and was full of bumps like a rough road.

The month just ended has been a record-breaking one for aeroplane fatalities, 16 deaths having been recorded for September, two better than the previous record of 14, which occurred in May, 1911. Here is a list of those killed:

1908.

1. Sept. 17.—Lieut. Thomas E. Selfridge, Signal Corps, U. S. A., killed at Fort Myer, Va., while flying with Orville Wright in a Wright

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biplane; Wright had a narrow escape and was badly injured.

1909.

2. Sept. 7.—Eugene Lefebvre, a French aviator, killed at Juvisy, France, while flying in a Wright biplane.

3. Sept. 22.—Capt. Louis F. Ferber of the French Army killed at Boulogne, France, while flying a Voisin biplane.

4. Sept. 22.—Ena Rossi killed in a machine of his own make while flying near Rome.

5. Dec. 6.—Antonio Fernandez, a Spanish aviator but a French citizen, killed at Nice, France, while trying a machine of his own construction, designed after the Wright model.

1910.

6. Jan. 4.—Leon Delagrangé, one of the most famous French aviators, killed in a Bleriot monoplane near Bordeaux, France.

7. April 2.—Hubert Le Blon, another well-known French aviator, killed near Sebastian, Spain, while driving a high-powered Bleriot monoplane which turned turtle.

8. May 13.—Hauvette Michellin, another French aviator, killed at Lyons, France, in an Antoinette monoplane.

9. June 2.—Aindan de Zoselley, a Hungarian aviator killed by fall from a machine of his own construction at Budapest.

10. June 17.—Eugene Speyer, a seventeen-year-old boy, killed by fifty-foot fall at San Francisco.

11. June 18.—Thaddeus Robl, a German aviator, formerly a professional bicycle rider, killed near Stettin, Germany, while flying a Farman biplane.

12. July 3.—Charles Wachter, a French aviator, killed at Rheims, France, in an Antoinette monoplane.

13. July 10.—Daniel Kinet, a Belgian aviator, fell at Ghent, Belgium, while flying a Farman biplane.

14. July 12.—The Hon. Charles Stewart Rolls, youngest son of Lord Llangattock, killed at Bournemouth, England, while flying a Wright biplane.

15. Aug. 3.—Nicholas Kinet, a brother of Daniel, killed by fall of 650 feet at Liege, Belgium.

16. Aug. 20.—Lieut. Marquis Vivaldi of the Italian army, killed near Rome in a Farman biplane.

17. Aug. 27.—Van Maasdyk, a Dutchman, was making a cross-country flight in a Sommer biplane when the motor stopped, causing the machine to turn turtle.

18. Sept. 23.—George Chavez, a Peruvian, had flown over the Alps from Brigue, Switzerland, for a prize of \$20,000 for a flight to Milan. He tried to make a landing within thirty miles of Milan. He was within thirty feet of the ground when the wind caught his Bleriot machine and dashed it to the ground. Chavez died Sept. 27.

19. Sept. 25.—Edmond Poillot, a Frenchman, killed at Chartres, France, while flying with a passenger, who escaped with slight injuries.

20. Sept. 28.—Flockmann, a German, had a fall of 150 feet at Muhlhausen, Germany. He died the next day.

21. Oct. 1.—Herr Haas, another German, killed at Weilen, Germany.

22. Oct. 7.—Capt. Maziewitch of the Russian Army, fell 1,640 feet at St. Petersburg.

23. Oct. 23.—Capt. Madlot of the French Army, fell 100 feet at Douai, France.

24. Oct. 23.—Lieut. Mente of the German Army killed near Magdeburg, Germany.

25. Oct. 26.—Fernando Blanchard, a Frenchman, killed at Issy-les-Moulineux, France. He was preparing to land at the finish of a 140-mile flight from Bourges. He was going at a great speed, 120 feet up, when he lost control of his monoplane.

26. Oct. 27.—Lieut. Saglietti of the Italian Army, killed at Centoselle, Italy. The aeroplane tipped and Saglietti was unable to right it.

27. Nov. 17.—Ralph Johnstone, flying partner of Hoxsey, fell 800 feet at Denver. He was making a spiral glide when the lower left plane of his machine broke.

28, 29. Dec. 3.—Lieut. Cammarata of the Italian Army, while flying with a soldier near Rome in a Farman biplane, lost control of the machine and it dropped. Both were killed.

30. Dec. 4.—Walter Archer, killed at Salda, Col.

31. Dec. 22.—Cecil Grace, a nephew of ex-Mayor Grace of New York, disappeared while flying on a return trip across the English Channel from France. He was flying a Wright biplane.

32. Dec. 25.—D. Piccollo killed in an Antoinette machine at Sao Paulo, Brazil.

33, 34. Dec. 28.—Alexander Laffort fell 200 feet at Issy, France, on what was to have been the start of a flight to Brussels in company with M. Pola, who owned the machine. The latter was also killed.

35. Dec. 30.—Lieut. Gaumont of the French Army Aviation Corps fell sixty feet while testing a new monoplane at Versailles, France.

36. Dec. 31.—John B. Molsant killed at New Orleans, La., while trying for the Michelin prize.

37. Dec. 31.—Arch Hoxsey, the famous Wright aviator, killed at Los Angeles, Cal.

1911.

38. Jan. 9.—Edouard Russijan, killed at Belgrade, Servia.

39. Feb. 6.—Lieut. Stein of the German Military Aviation Service, killed at Doberitz, Germany, by a fall of 65 feet.

40, 41. Feb. 9.—Noel and Delatorre killed while conducting trial of military aeroplane at Douai, France. Noel was aviator and Delatorre passenger.

42. March 8.—Arturo Villate, killed at Madrid, Spain.

43. March 28.—Joseph Col, killed by 2,200-foot fall at Puteaux, France, while attempting a flight over the Seine.

44. April 14.—French Naval Lieut. Byasson, killed by fall at Chevreuse, France.

45. April 18.—French Army Capt. Carron, killed by fall of 250 feet at Versailles, France.

46. April 20.—Louis Liere, killed at Mourmelon, France.

47. April 25.—William G. Purvis, died at Baton Rouge, La.; fell on March 5.

48, 49. May 1.—Matievitch and brother, killed at Sevastopol.

50. May 4.—Cacheux, killed at Kiewit, Belgium.

51. May 6.—Rene Vallon, French aviator, killed by fall in Shanghai, China.

52. May 10.—Lieut. George E. M. Kelly, U. S. A., killed by fall at San Antonio, Texas.

53. May 11.—Hans Bockemueller, killed at Johannisthal, near Berlin.

54. May 17.—A. V. Hardle, an amateur aviator, killed by 100-foot fall at Los Angeles.

55, 56. May 18.—Lieut. Paul Dupuis and Pierre M. Bournique, fell 250 feet at Rheims; both killed.

57.—May 21.—French Minister of War Henry M. Berteaux killed on aviation field at Issy-les-Moulineux, near Paris, by Aviator Train's aeroplane.

58.—May 23.—Laemmlin, killed by 200-foot fall at Strassburg.

59.—May 25.—Benson, aviation pupil, killed while attempting turn at Hendon, England.

60.—May 27.—Smith, British aviator, killed by fall of 125 feet at St. Petersburg.

61.—May 28.—Cirri, Italian aviator, killed when aeroplane catches fire at Voghere, Italy.

62.—June 3.—Quarez, killed at San Pablo, Brazil; fell on June 1.

63.—June 5.—Marcel Pennot, died at Havana fell on June 1.

64.—June 5.—Lieut. Bague, a French aviator, lost while attempting flight over the Mediterranean from Nice to Corsica.

65.—June 8.—Marra, killed by fall of 800 feet at Rome.

66, 67.—June 9.—Schendel and Mechanic Voss fell over 6,000 feet at Johannisthal; both killed.

68.—June 9.—Vincenz Weisenbach, killed at Weimer Neustadt, Austria.

69, 70, 71.—June 18.—Capt. Princetau, T. Le Martin, and Landron, killed near Paris at start of European circuit race. Princetau and Landron were burned to death in midair.

72.—June 29.—Lieut. Trochon, killed while making first trip as pilot at Chalons-sur-Marne.

73.—July 14.—French aviator Edouard Paillole killed making exhibition flight at Algiers.

74. July 21.—Mme. Deniz Moore, a French woman, killed by 150-foot fall at Etampes, France.

75. July 23.—Joly, killed at Juvisy while making a flight in biplane.

76. July 25.—M. Shinansky, a passenger, killed at Tsarskoe-Seleo, Russia, while flying with M. Slusarenkos; the latter was badly injured.

77. Aug. 1.—Germal Napier, English aviator, dashed to ground at Brooklands, England; passenger escapes with injuries.

78. Aug. 15.—William R. Badger, crushed to death by his machine at Chicago aviation meet.

79. Aug. 15.—St. Croix Johnstone falls into Lake Michigan from height of 1,000 feet during Chicago aviation meet.

80. Aug. 18.—Theodore Ridge, an English aviator, killed at Aldershot.

81. Aug. 29.—Lieut. Zolotnechin, a Russian military aviator, fell at St. Petersburg.

82. Sept. 1.—J. J. Frisbie killed by fall at Norton (Kan.) Fair Ground; went up in a crippled machine because spectators called him a faker.

83. Sept. 2.—Lieut. Jacques de Grailly, a French army officer, burned to death in his

machine, which caught fire in midair, at Rigny-la-Nonnelse, France.

84. Sept. 2.—Capt. de Camille, another French army officer, crushed by his monoplane at Nangis, France.

85. Sept. 3.—French Airman Maron killed by fall near Chartres, France.

86. Sept. 4.—M. Leforresier, French aviator, fell 200 feet while flying in Spain.

87-88. Sept. 7.—Lieut. Newmann, a German military aviator, fell with passenger, M. Leconte, in Germany; both were killed.

89. Sept. 7.—Carlos Tenaud dies of injuries received last February in Peru.

90. Sept. 12.—Lieut. Chotard of the French Army fell 300 feet at Villecoublay, France.

91. Sept. 16.—Edouard Nieuport, the French Army aeronaut, dies of injuries; fell at Verdun, France on Sept. 15, when wind capsized his aeroplane.

92. Sept. 17.—Lieut. R. A. Cammell of the British Aviation School, killed while making a flight at Hendon, England.

93. Sept. 19.—Louis Rosenbaum killed by 600-foot fall at Dewitt, Iowa.

94. Sept. 22.—Frank H. Miller burned to death in his machine at Troy (Ohio) fair grounds; crowd jeered him into the air.

95. Sept. 22.—Tony Castellane fell 500 feet at Mansfield (Penn.) fair grounds.

96. Sept. 25.—Dr. Charles B. Clarke, once a famous bicycle rider, went up in a borrowed monoplane at Nassau Boulevard (L. I.) aviation meet.

97. Sept. 29.—Capt. Englehardt, a German pioneer aviator, killed at Johannisthal meet; passenger escapes with fractured skull.

98. Oct. 2.—Cromwell Dixon, "boy flier," who flew over the Rocky Mountains on Sept. 30, killed by 100-foot fall at Spokane fair grounds; cross-current of air upset machine.

99. Oct. 14.—M. Levee fell at Rheims with machine when 250 feet in the air.

100. Oct. 14.—Hans Schmidt incinerated at Berne, Switzerland, when making an exhibition flight. His gasoline tank exploded and his machine fell 150 feet.

Besides the above list, four persons have been killed and dozens injured by aeroplanes getting beyond control of aviators and falling among spectators. On Oct. 18, 1909, M. Blanc, a French aviator, fell among the crowd at Juvisy, France, mortally wounded a woman and injured a dozen other persons. On Aug. 1, 1910, Mme. Franck, a Parisian airwoman, while flying a biplane at Sunderland, England, struck a flagpole and the machine was dashed to the ground, killing a boy. Mme. Franck suffered a broken leg. A girl was killed at Limoges, France, on Oct. 15, 1910, when M. Baillod steered his monoplane into a crowd, besides injuring several other persons.

On May 21, 1911, the French Minister of War, Henri Maurice Berteaux, was killed and three other persons, including Premier Monis and his son, were injured when Aviator Train lost control of his aeroplane at the start of the Paris to Madrid race. James Kinney, on Oct. 11, 1911, was struck and instantly killed at Joplin, Mo., by a biplane built by the Joplin High School boys and piloted by Harold Robinson.