

SAN DIEGO AVIATOR IS SOUGHT BY PROMOTERS OF 3 CITIES

Oregon Town Would Engage
Walsh's Services for July
4th Meet

EASTERNERS ASK TERMS

St. Louis and Philadelphia
Make Flattering Offers
for Flights

Offers of remunerative contracts for exhibition flights are already being received by Charles F. Walsh, the local aviator, who has been experimenting with a biplane of the Herring-Curtiss type for the last several weeks at the aviation camp near Imperial Beach.

Walsh received a flattering offer from the Fourth of July celebration committee of Baker City Ore. for an exhibition there on that date. Requests for terms have also been received from Philadelphia and St. Louis, the promoters of each city specifying exhibitions lasting two days. However, it is improbable that Walsh will accept any of the offers, as he is desirous of securing contracts for flights in cities nearer San Diego in the beginning of his work on the road.

Scouts Long Road Jumps

"The expense of transporting the biplane and traveling expenses of myself and assistants would consume all the profits of exhibitions given in cities so far distant," said Walsh last night. "I expect to soon close several contracts with aviation promoters nearer home, and the chances are that I shall be ready to start on the road within a few weeks."

"I have practically rebuilt the machine within the last month. New steel-rimmed wheels, much stronger than those with which the biplane was first equipped; a new propeller of the latest scientific design, made in an eastern factory, and a 'box tail' are the principal improvements made on the machine, and there is now nothing to prevent me from making flights of any reasonable length.

Improving Machine Balance

"The last named improvement was made necessary on account of the extra weight of my engine. While the machine was at first built on the same lines and dimensions as the Curtiss biplane used here by Charles K. Hamilton, there is a big difference in the weight of the engines, mine being much heavier and thus giving the machine a tendency to 'tail' downward after leaving the ground. By changing the plan of the tail from a single plane to a box, or double plane, I believe I have completely overcome this difficulty, the additional sustaining surface in the rear giving that part of the machine sufficient buoyancy to offset the additional weight of the engine.

"I expect this week to begin trying for prolonged and altitude flights, and as soon as the new parts of the biplane have been thoroughly tried out, I am confident that I shall cause San Diegans to give a little more attention to the Imperial Beach aviation camp than they have in the past."

Roehrig Buys Big Engine

B. F. Roehrig, the other San Diego aviator, who is trying out a new biplane of the Farman type at the Imperial Beach field, has abandoned the use of the small Cameron engine with which he equipped his new machine. The engine proved too light for the work required of it, and will be displaced by a 90-horsepower Elbridge engine, which is now en route to San Diego by express from Rochester, N. Y. The big engine will turn the eight-foot propeller about 1300 times a minute, and each revolution will mean five feet of headway.

The big engine is one of the finest that ever came to the coast, and is built for flying machines only. It weighs 225 pounds, but has the power to carry its own weight and much more as fast as the average aviator cares to ride. Roehrig paid \$2000 for the new engine.