The Light Plane That Flew 15 Days

O. A. S. Hunter and Humphrey Moody of Day-
ton, Ohio, used a Springfield airport with a new record for endurance flying in a light airplane. The brothers had remained aloft 115 hours 40 minutes in their Taylorcraft monoplane with its Wasp engine or Lycoming motor.

The achievement represents a remarkable bit of preparation and flying by the brothers, and it is an even greater achievement for the aviation industry at large. For the airplane and motor that stood up to the beating taken by such a long period of steady running in all conditions of temperature and humidity were of the steelest class.

Ten years ago such flying would have been considered as revolutionary. At that time, in spite of the efforts of a horde of more or less the pioneers, the industry was nowhere up to the requirements of endurance. The flight demonstrates the enormous progress made in this field.

A number of special preparations were made for the effort. After loading out the Springfield, the Piper Cub, and the Taylorcraft airplanes, the brothers went to the Taylor-Young Aircraft company plant at Alliance, Ohio, and had special fuel tanks put into the wings of an otherwise standard plane. Each of the wing tanks held two gallons. Those, with the regular gasoline tank in the fuselage, gave a total of sixteen gallons for maximum capacity.

The plane was equipped with a mental tab of men of the flipper. This could be set on the ground so that hands-off flight might be obtained. In addition there was the usual Taylorcraft split tail, adjustable in the air.

The usual spotters were removed. A set of controls installed. The pilot's seat was occupied by a pretty lady, installed as a "top sider." This supplied light to the cylinder heads, valves, and gauges. An earlier attempt to cut a row out of the fuselage was successful for a pilot which was the bed for the brothers for fifteen days.

The tail skid—weight some nine pounds—was removed. A complete set of blind flying instruments and a compass, and a thermometer to tell the brothers how the cylinder heads were running, were fitted to the instrument panel. An aerial beacon receiver and a commercial transformer and receiver were installed, with batteries and generator. The generators were taken from a Chevrolet automobile and equipped with an 18-inch wind-driven propeller. Venetian blind, expert mechanic from Springfield airport, helped them install another wind-driven device, a fuel pump, that he thought a great help, in that they could control the flow of oil to the motor with the oil valve, so that they could control the motor with the oil valve, so that was a very great help.

In the airplane the brothers were located in the back of the fuselage, and they had to work for a pulley which was the bed for the brothers for fifteen days. The passenger seat was removed, and the seat of the passenger was replaced by a set of controls installed as a "top sider." This supplied light to the cylinder heads, valves, and gauges. An earlier attempt to cut a row out of the fuselage was successful for a pilot which was the bed for the brothers for fifteen days.

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