

TWO AERONAUTS, INSTRUCTOR AND NOVICE, KILLED

Inexplicable Dash to Ground Carries Two Army Men to Instant Death.

SAN DIEGO — Two intrepid navigators of the air, Lieutenants Hugh Kelly and E. L. Ellington, attached to the Camp of the First Aero corps, were instantly killed at North Island, Monday, when they fell from an altitude of about 80 feet in a dual control biplane. Within eight minutes after Lieutenant Ellington had waved his hand as a signal to the mechanics to get go the biplane, the army officer and his brother aviator were lying crushed and mangled corpses a mile away from the hangars.

Ellington Teaching Novice.

Lieutenant Ellington, a skillful pilot, occupied the instructor's seat in the biplane with Lieutenant Kelly by his side. The latter, a comparative novice at the flying game, was receiving instructions in handling the control levers. Owing to the general arrangement of the controlling wires, Lieutenant Ellington could be at all times absolute master of the machine.

The engine, one of six cylinders and 60 horse power, was working perfectly, and the two officers ascended 300 feet, circled, and then began a volplane which was to bring them back to the hangars. According to Captain Cowan, in command of the aviation post, the biplane glided at a perfectly normal angle for a distance of about 220 feet. Then the engine, which was throttled at the beginning of the volplane, was thrown open.

Reason Only Conjectured.

Whether at this instant the unfortunate aeronauts temporarily lost control of the machine, or whether the initial impetus of the revolving propeller, when the biplane was at so low an altitude, caused the machine to tip forward, can only be conjectured. But the spectators of the flight say that the biplane suddenly pitched forward, nose downward, and shot with lightning-like rapidity to earth. The impact probably killed both men, but the motor made death doubly sure by crushing their chests.

Aviator Lincoln Beachey, who has been flying at North Island telegraphed Monday night to Secretary Garrison that the deaths of Ellington and Kelly "illustrate radical mistakes in the government policy of aviation."

Beachey, in his telegram expressed willingness to go to Washington at his own expense and explain what he thinks should be done to render army aviation safer.

Speaking of the mishap, Beachey said that the apparatus used by army aviators here is unsafe, that the machines are old and the equipment poor.

He asserted that steps should be taken to "prevent the slaughter of these army and navy boys."

NARROW ESCAPE FROM FIRE.

Passenger Carrying Dirigible Becomes Unmanageable While in Air.

PASADENA, Cal.—Five passengers on a dirigible balloon trip of 20 miles to Los Angeles and return were given a final thrill just before landing here Monday. At a height of 1400 feet the engine suddenly stopped when a water pipe burst.

As the craft started to rise in the air Roy Knabenshue, the pilot, climbed along the dirigible's frail frame work to the bow, where his weight pointed the balloon toward earth again. Then more danger appeared in the shape of orange trees toward which the dirigible was heading. The passengers began throwing ballast bags overboard, and the balloon cleared the trees. A moment later spectators seized an anchor rope and towed the dirigible to its "drome." The 10-mile journey to Los Angeles was made in 20 minutes.