

# AEROPLANE SKIMS FALLS OF NIAGARA

**Biplane, Driven by Lincoln  
Beachey, Thrills Crowd  
of 150,000.**

**Drops From Height of 2,000  
Feet and Swoops Un-  
der Bridge.**

## **SHUTS HIS EYES AT ARCH**

**Nerve Shaken by Roar of Cataract,  
and Blinded by Clouds of Billow-  
ing Spray, Aviator Holds His  
Course Thirty Feet Above Tum-  
bling Waters and Rises to Com-  
parative Safety—Machine Driven  
Sixty Miles Hour as Gorge Yawns  
for Its Hurling Prey.**

BY PLAIN DEALER'S LEASED WIRE.

NIAGARA FALLS, N. Y., June 27.

—The whir of his biplane motor drowned in the roar of the cataract, man and machine obscured in the mist and the spray, Lincoln Beachey late this afternoon flew over the falls of Niagara.

It was the first time that a bird man had cut through the swirling currents of air, through the mist clouds and leaping foam caused by the cataract and rapids that have lured so many to death. One hundred and fifty thousand persons witnessed the performance.

Just before 6 o'clock the aeroplane appeared in the sky to the east of the city. Rapidly it flew toward the river and gorge. High over the American falls it appeared to be a great bird, moving over the crest toward Goat Island. Then crossing over the gorge, it flew into the dominion of Canada.

**Sails Over and Under Arch.**

Down along the line of the gorge, high over the upper steel arch, Beachey soared, and then, turning back, he hovered over Victoria park, sailing about until, suddenly dipping his machine down, down, down, between the rocky cliffs, he sped like

### **Three Aviators in Jail.**

BY PLAIN DEALER'S LEASED WIRE.

MARION, Ind., June 27.—Rene Simon, Capt. Frisbie and Rene Barrier, aviators who are making a tour of the United States, were arrested here this afternoon, with their managers, because of their failure to make ascensions as advertised. All are in jail.

lightning under the arch of the great steel bridge. A tremendous cheer from an admiring multitude nearly drowned the roar of the falls, so intense was the appreciation and admiration.

To add to the difficulties of Beachey's flight, a light rain began to fall as he took his seat in the biplane shortly before 6 o'clock. The start was made from a baseball diamond on the American side and he got away nicely. He mounted upward, moving always in the direction of the cataract, and when he crossed the American falls, he was about 2,000 feet in the air. In a great sweeping circle, he swung toward the north and over the Horseshoe falls.

**Flies Fast Over Horseshoe.**

Down the river he flew, almost to the lower steel arch bridge two miles below the falls, then coursed to the west and then south again, always dropping as he circled. On his second circle, he went well to the southwest before beginning his low flight toward the upper steel arch bridge under which he was to pass. Swinging again to the north and traveling about fifty miles an hour, he came on, probably not more than 200 feet over the Horseshoe and swishing through its spray.

Once over the cataract, he lowered his plane and rushing with the wind at a speed estimated at sixty miles an hour, he dipped quickly under the arch. As he did so, he caught some of the wash of the outlet of the power tunnel which shoots out from the rocky side of the precipice at that point. At no time, from his final dip until the time he was clear of the structure, was the biplane more than thirty feet above the spume.

The space through which he flew is 168 feet in height and barely 100 feet from side to side. The distance from the brink of the falls to the bridge in which he made the dip is about 400 yards. Beachey will repeat the flight tomorrow. Today's crowd was estimated at 150,000 people.

"It was the most exciting trip of my life," said Beachey after he had landed safely. "I shut my eyes as I flew toward the arch, for into my face the spray cloud of the waterfall was driven as I descended into the gorge. I was fearful that I might strike, but they tell me I took it in a beautiful manner. I am glad not to have disappointed such an appreciative crowd."

Beachey has been engaged in aviation for nearly ten years. He first became interested in dirigible balloons and for several seasons sailed his air craft at many fairs in Ohio and Michigan. His last dirigible was wrecked at Toledo, O.

In October, 1910, he sold his balloon to Charles Strobel of Toledo and became a driver of an aeroplane. Since then he has entered in many competitive events, but his achievement today is the greatest of Beachey's life. In fact, it is considered perhaps the most daring performance in the history of aviation.