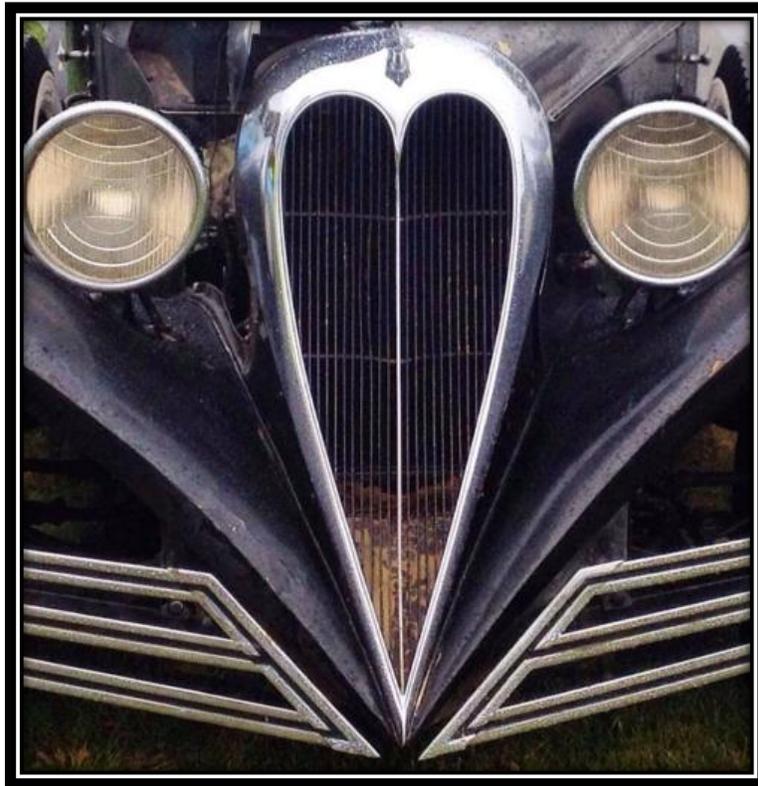


Early Aviation and Automobiles



Nat DesMarais Rare Books



The Imperial We have been gathering material for this catalog for the last two years. The catalog is heavy in European trade catalogs and aviation meet programs. While the Wrights claim the distinction of being the first aloft, actual airplane production in Europe far exceeded that of America during these early years. But there are numerous American and British publications as well. We have divided the catalog into three sections: Pre-1915 Aviation; Other Aviation of Note; Early Automobiles. Most items are not recorded by OCLC.. None of the items herein have been put online.

All items are subject to prior sale. Payment is due upon receipt unless other arrangements have been made. Anything is returnable for any reason provided it is within the first two weeks and the item is received in the same condition as when it left. We ship at cost although with a \$5 minimum. We accept checks, Visa, Mastercard and PayPal.

Nat Des Marais Rare Books, ABAA

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Pre-1915 Aviation

1) ADAMS, Clara. **Small Archive Concerning This First Lady of Flight.** 1914-21.

\$3,000

A pair of illustrated diaries by this well-known flight enthusiast. Two octavo journals. [388]; [168] manuscript diary and scrapbook pages, plus 9 additional loose leaves from other volumes. Liberally illustrated with hundreds of photographs, ephemera, and drawings. Original calf, minor wear, chipping to Adam's ms. cover labels; minor wear to contents. [Together with] A



framed piece of the doomed Graf Zeppelin presented to Clara Adams. [Together with] A TLS signed from the James Boring Travel Agency confirming Clara Adam's purchase of a ticket for a Zeppelin flight soon after the disastrous explosion of the Graf Zeppelin. (NY; 1937). N.p.: 1914-37. Very fine and informative diaries with much inserted material.

Clara H. [nee Grabau] Adams (1884-1971) was an Ohio native who married a wealthy Brooklyn leather-goods magnate. She took her first airplane ride in March 1914, and was hooked. Though she never trained as a pilot, she became perhaps the most famous air passenger of her day--the first woman to fly across the Atlantic as a ticketed passenger, and a passenger on the first flight of the Hindenburg. She set a record in 1939 for the fastest circumnavigation of the globe by

commercial flight. The two diaries run from July 17, 1914 to September 11, 1915. They are liberally illustrated with photographs, clippings, ephemera, and her original drawings on many pages. No diary entries were spotted which discuss aviation, but the scrapbook content on her aviation interest is substantial. After the 16 July 1915 entry is a photo of Adams and her sister on a plane at the Panama-California Exposition, captioned "San Diego Expo, Cal., 1915," probably from a trip to California she took in March 1915. Also included are 9 loose leaves from other

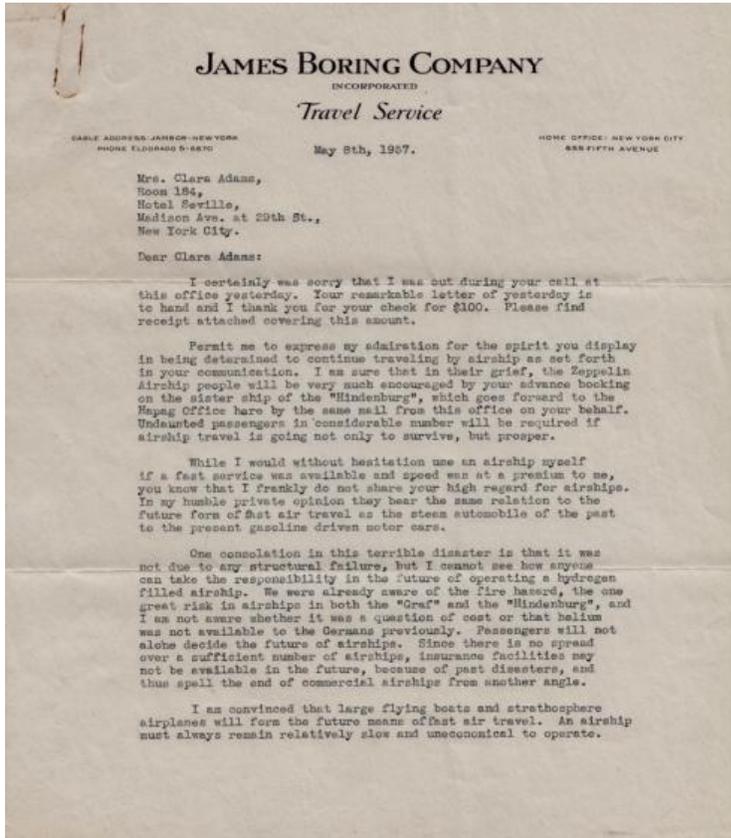


CLARA ADAMS' FIRST FLIGHT - \$10.00 the fare.
THOMAS FLYING BOAT - Wed Mar 14, 1914

diaries kept by Adams dated 1914 to 1921. On one of these leaves is a photograph of an airplane, captioned in manuscript "Lake Eustace, Florida, pilot Walter E. Johnson, Clara Adams' first flight, \$10.00 the fare, Thomas flying boat, Wed. Mar 14, 1914." Another sheet has 5 photographs of Adams posing with pilots in 1917 and 1920, including Walter E. Johnson, and the pioneering sisters Katherine and Marjorie Stinson. Also included is

an illustrated clipping from November 19, 1919, showing Adams in a hydroplane as a surprise greeting to her returning husband. The diaries also document numerous long vacations, including Lake George, Lake Placid, and Lake Oquaga, NY, and a two-week "staycation" in a Manhattan hotel. Laid down near the rear of the first volume is her membership card in the National Abstainers' Union, signed by William Jennings Bryan. Clara was fearless in her support of air travel. This is evidenced by the letter from E. Hill of the James Boring Travel

agency in which E. Hill acknowledges receipt of \$100 for a flight on another Zeppelin very soon after the famous and tragic explosion of the Hindenberg. He commends her on her decision and assures her that her booking passage will have a very salutary effect on the company. The envelope is with the letter and she or he has marked "\$100 deposit" in pencil on the front. The crash of the Hindenberg was on May 6, 1937 and the letter to the travel agency is dated May 8, 1937. She later recounted that "on the day after the destruction of the Hindenberg, I wrote out



my check for \$100 to be held as a deposit for the first ticket for the new dirigible, LZ-130... This I did to prove that I had not lost confidence in dirigible travel." That flight never took place. In 1929, husband George, 75, passed away. Clara, 44, became a wealthy widow, and one with continued enthusiasm for aviation. In July of that year, she met Amelia Earhart and recognized a kindred spirit. WWII put a damper on her flying and she ceased flight as a hobby after that though she did remain active on the lecture circuit. Her last flight was after her death in 1971, when her instructions to have her ashes scattered from a plane were carried out. Her resting place is vaguely recorded as "the ocean." "Wherever civilian aviation history was being made, there was Clara Adams," says aviation historian Tom Friedman. "She was the Forrest Gump of aviation history; she was everywhere."

2) (AVIATION ART) **Aviation Tapestry**. Paris: N.P., [ca. 1928].

\$500



Beautiful French woven tapestry, 50 1/2 x 19 inches, depicting the Spirit of St. Louis flight from NY to Paris, and

with oval woven vignettes of aviation pioneer giants, Charles Lindbergh, Richard Evelyn Byrd, Jr., Chamberlin, Ruth Elder, Francois Coli, and Charles Nungesser. The reverse stamped "Made in France." Overall good condition having a few small cuts on edge, wear on the edge, and right corner, some face wear but not affecting the image, three corners have minor fabric loss,

Francois Coli was a French pilot and navigator best known as the one-eyed flying partner of Charles Nungesser in their doomed attempt to fly the Atlantic Ocean on the aircraft known as L'Oiseau Blanc. Richard Evelyn Byrd Jr., was an American naval officer who was a pioneering American aviator, polar explorer, and organizer of polar logistics. Ruth Elder was known as the "Miss America of Aviation." Clarence Duncan Chamberlin was the second man to pilot a fixed-wing aircraft across the Atlantic."

3) (AVIATION ART) MONTAUT, [Marguerite] Gamy. **Circuit Europeen.** 1r Beaumont 2e Garros sur monoplan Bleriot, Moteur Gnome, Magneto Bosch, Helice Normale. Paris: Mabileau & Cie., 1911. \$500

First edition of this hand-colored pochoir print. 36 x 19 inches. Upper right blank corner with professional restoration (not into the image). A very good copy. This was created by French artist Marguerite Montaut, who was the wife of a famous French automobile illustrator Ernest Montaut. She specialized in aviation subjects, which she sometimes painted under the pseudonym Gamy, an anagram of her initials. The Aviation Tour of Europe (Circuit Européen d'Aviation) was an air



race held in June and July of 1911. A prize of 450 000 Frs was offered by the French daily newspaper Le Journal for the entire Circuit, with additional prizes for the individual stages. The race totaled 1 600 km (990 mi) in 9 stages from Paris to Liege, Spa Utrecht, Brussels, Roubaix, Calais, London and back to Paris. This

poster commemorates the winner of the race, Andre Beaumont in his Bleriot plane.

4) (AVIATION ART) MONTAUT, [Marguerite] Gamy. **Circuit de l'Est;** Paris, Troyes, Nancy, Mezieres, Douai, Amiens, Paris. Le Blanc le gagnant passe pres de Mars-la-Tour sur monoplan Blériot, moteur Gnome, magento Bosch.. Paris Mabileau & Cie. 1911. \$500



First edition of this hand colored litho by Gamy. 35 1/4 x 17 3/4 inches. Some professional restoration to edge but a very attractive print. The fanciful poster depicts the winner of this race Alfred Leblanc flying a Bleriot

monoplane over the French countryside. By the year 1910, aviation meets were steadily expanding and amidst the numerous exhibitions and demonstration flights, challenges like the

Daily Mail's flights around Britain and rewards for the first to fly across the English Channel attracted great interest both among pilots and among the general public. When the French announced the Circuit de l'Est, many expressed interest. The challenge was a long distance circular race that sent pilots out from Paris in a counter-clockwise route right to the borders of Germany, Luxembourg and Belgium and back again.

5) (AVIATION ART) MONTAUT, E[rnest]. **Bleriot Traversant la Manche, le Juillet 1909.** Paris: M.M., 1909. \$500

First edition of this hand-colored lithograph. 34 1/2 x 18 inches, Lower blank margin with a



short tear professionally repaired. A charming image of Bleriot's historic first crossing of the English Channel. Ernest Montaut is often considered the father of 'motor speed' and Mechanic Art. He invented numerous artistic techniques, such

as speed lines and the deliberate distortion of perspective through bending and foreshortening of the image, to capture speed and create the impression of movement in his paintings. Some of his techniques are still used by contemporary artists today. When he died at age 31, his wife, Gamy, continued the family practice."



6) (AVIATION ART). D'ERTAHIAL, W. **Monoplan Bleriot traversant le Pas-de-Calais.** Paris: Imprime par la Societe Industrielle de Photographie, 1911. \$350

First edition of this hand-colored lithograph depicting Bleriot on his famous flight across the English Channel. 29 x 19 1/4 inches. Back with a thin board and some light fading overall. Still, a powerful image of this epochal flight.

7) (AVIATION ART) RAMBERT, Charles **Grande Semaine d'Aviation Rouen**. Rouen du 19 au 26 Juin 1910. Rouen: Girieud, 1910 . \$3,250



First edition of this iconic aviation poster. Chromolithograph mounted on boards. 37 x 51 inches, Some mild marginal stains but a bright and attractive image

The Wright Brothers conquered heavier-than-air flight in 1903 and just seven years later "a rash of aviation meetings broke out in the spring of 1910 in places as diverse as Saint Petersburg, Vienna, Budapest, Bournemouth, Boston, Lanark and New York City," as well as Rouen (Villard / Allen p. 57). "Created by Charles Rambert, an artist of the Swiss school this imaginative, signed poster reveals the Slavic influence under which Renard worked. Born at Lausanne in 1867, he studied in Russia as a pupil of K. Kryshitsky, which suggested the mustachioed pilot could well be a Russian (though in fact it was Leon Moran who circled the spires of Notre Dame) The beauty, originality, and sly humor of

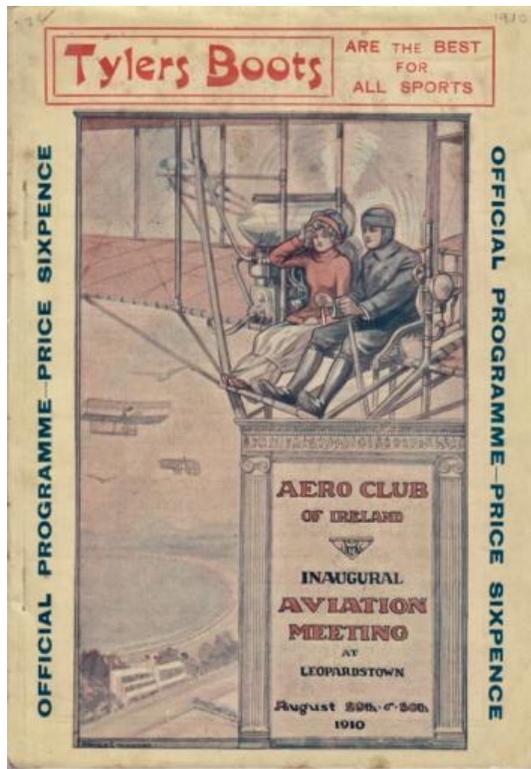
the artist's design [make this poster] a memorable work of art. Flying past the spires of the cathedral, then under repair, the pilot of a sprightly (though improbable-looking) monoplane cheerfully salutes two ecclesiastical statues in a niche who throw up their hands in amazement at the miracle of human flight" (Looping the Loop p. 59). "When the French Aero-Club published its list of sanctioned meetings in early 1910 one of the major ones was the one in Rouen in mid-June, with an announced prize fund of 200,000 francs. The meeting was organized by the Automobile-Club de Normandie, supported by the Ligue Nationale Aerienne and the sports daily L'Auto. The organization committee was headed by Marcel Debons, president of the Automobile-Club de Normandie, and comprised many members of the Automobile-Club and representatives from local industries and businesses. A suitable site was found, in the form of the military exercise grounds "Les Bruyeres", six kilometres southwest of the city centre, where a typical 1910 temporary airfield with all its installations and a three-kilometre course was built...The meeting attracted a quality field of twenty pilots, all except four

having participated in previous meetings. It was reported that a total of 50,000 francs had been paid as guaranteed appearance money. The biggest name was the famous Hubert Latham, but several others, like Joseph Christiaens, Charles van den Born, "Geo" Chavez, Bertram Dickson and Léon Morane had won big prizes at previous meetings, and Émile Dubonnet had recently made a highly publicized flight across Paris, winning the "La Nature" cross-country flight prize. Several new airplane types would for the first time be displayed at a meeting in France, for example the Hanriot monoplane. The new Breguet biplane would also be on display, as would the new two-seat Gnome-engined Bleriot, model XI-2 bis."(The First Air Races)."

8) (AVIATION: BOOKPLATES) **Bookplates from the Aeronautica Collection of Bella C. Landauer.** New York: Privately Printed at the Harbor Press, 1930. \$375

First edition. One of 60 numbered copies. Octavo. [8] pp. of text followed by 16 leaves bearing samples or reproduction of early aeronautical book plates (rectos only). Publisher's light green cloth with gilt cover lettering, glassine (largeley present). An excellent copy. This copy also comes with a presentation card from the author plus a 1930 issue of the Westchester Air News featuring an article and photo of the author's husband.

9) (AVIATION MEET) **Aero Club of Ireland. Official Programme Grand Flying Meeting.** Leopardstown Race Course. August 29 & 30, 1910. (Dublin): Aero Club of Ireland, 1910.
\$1,350



First edition with the cover title reading "Aero Club of Ireland Inaugural Aviation Meeting at Leopardstown. August 29 & 30, 1910." Octavo. 80 pp. including numerous photographs and ads. Each page with a red border. Publisher's charming color printed wrappers. Mild aging but really an astonishing survivor. OCLC locating only one copy. Together with Vol. III, No. 68 of The Aero Magazine with a long article on this meet as well as Vol. II, No. 36 of Flight Magazine, which also has a serious article on the Leopardstown Meet.

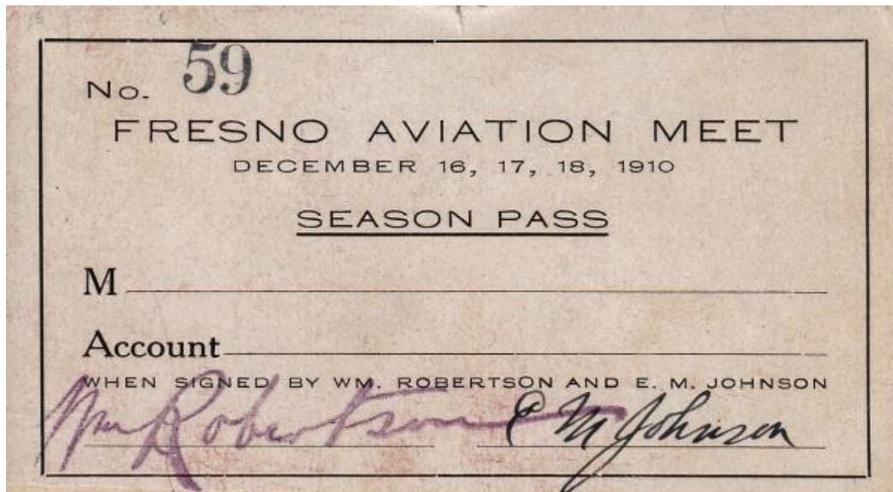
This was Ireland's first international aviation meet (though the text describes it as "purely and simply an exhibition of flying by skilled and experienced aviators). The Leopardstown show was the first opportunity most Irish people had to see aeroplanes, and they arrived at the racecourse in great numbers: the previous record attendance had been when Edward VII had attended the races there in 1903, but the air show surpassed even this. The Managing Committee secured the appearance of a few famous flyers and each participant is given a full page

portrait and a short biography within this pamphlet: Captain B. Dickson; Armstrong Drexel; Cecil Grace. Special note is made of Ireland's first aviator Harry G. Ferguson who flew a distance of 3 miles at Newcastle in 1910. Dickson and Grace had both brought Farman biplanes to demonstrate, and Drexel had brought two Bleriot monoplane aircraft. There is a long and fascinating article on the history of flight as well. No races were held. Of the three pilots who gave the Irish their first experience of heavier-than-air flight, only Drexel was still alive three

years later, and he was soon to abandon flying. Cecil Grace disappeared three months later over the English Channel while attempting the longest flight out of England in an English machine, and only a few weeks after the Leopardstown Show, Captain Bertram Dickson was severely injured in an air collision at an airshow in Milan: he never fully recovered, and died in 1913 at the age of forty..

10) (AVIATION MEET) **Season Pass for the 1910 Fresno Aviation Meet.** Fresno, CA: N.p., 1910. \$200

The season pass, printed on heavy stock, measures 3 x 2 inches and the text reads; No. 59 (stamped)/ Fresno Aviation Meet/December 16, 17, 18, 1910/ Season Pass/[two blank lines]/ When signed by William Robertson and E.M. Johnson (and with their signatures). Apparently this was given as a Christmas present as on the verso we read "Happy Xmas to my Bess,



Dolph." Light edge wear but very good. This meet has almost been entirely forgotten even though it advertised itself as the second aviation meet in the United States. It was held at the Fresno fairgrounds and was immensely popular in the San Joaquin Valley. Surprisingly, aviation history was made at this almost nonexistent fair:

"Glenn H. Curtiss, in the second day of Fresno's aviation meet, for the first time in the history of aviation, flew without a front rudder to his biplane. In an experimental flight today he removed that altogether and made a successful demonstration. He has on his new model dipping and rising planes attached to the rear rudder. "By removing the front rudder I expect to gain speed," said Curtiss today. "The trial was quite successful, and will mean much."" (Los Angeles Herald, Vol. XXXIII no. 78). OCLC has no records at all for anything to do with the Fresno Meet nor can it be found in any of the standard references. Perhaps the sole surviving piece of ephemera from that forgotten meet."

11) (AVIATION MEET) **Il Circuito Aereo di Brescia. Guida ufficiale del primo circuito aereo internazionale Italiano organizzato dalla città di Brescia.** Milan: Tipografia Operai Via Spartaco, 1909. \$1,000

First edition. Octavo. 183, [1], [6, ads] pp. plus a fold-out diagram of the circuit. Numerous photographic illustrations of the aviators and their machines. Ads throughout. Pp. 63-66 in facsimile. Publisher's printed brown wrappers with a laid down color illustration on the cover



(the same image that was used as the poster for the meet). Some erosion to top and bottom of spine, front color panel a bit rubbed, old and hardly visible (except for the last 5 leaves) tidemark in the lower blank margin in the last 30 pp. Overall, a very good copy. OCLC locates only one copy (part of the Penn-Gaskell collection).

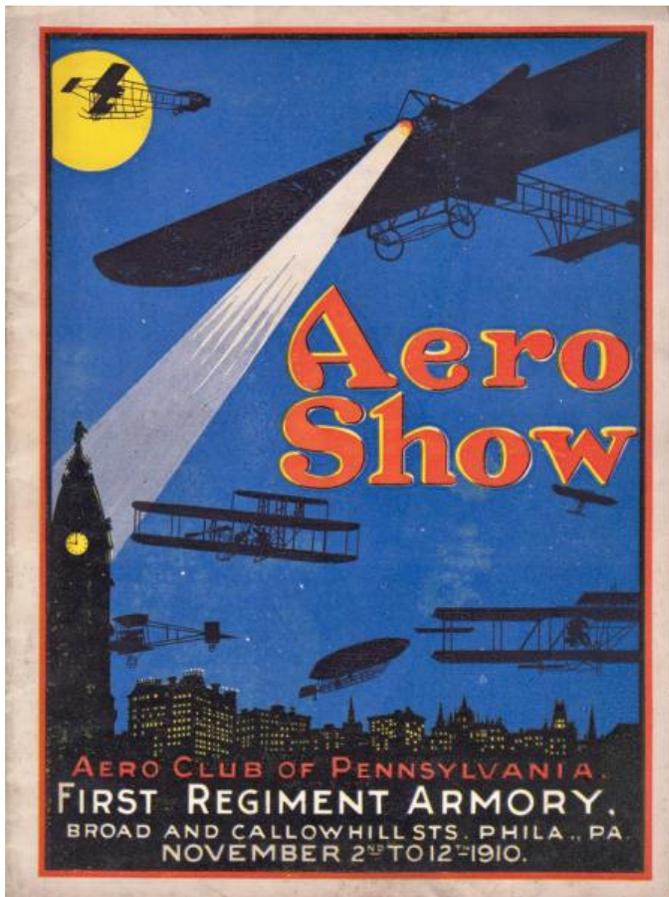
One of the most influential air meets of the time. "Brescia is a town in Lombardia in northern Italy. In the beginning of the 20th century it had around 70,000 inhabitants and a healthy industry. Brescia had a tradition of automobile racing going back to 1899, but competition from other races in neighbouring towns and difficulties in getting permission to use military personnel and getting access to railway crossings had resulted in the discontinuation of the automobile races after the 1907 event. It was considered that an air race would be a good replacement and plans were made already in January 1909. In the end of March a big delegation of notable aviation persons

from the French "Commission Aerieenne Mixte", including Ernest Archdeacon, Paul Rosseau, Louis Bleriot and Alfred Leblanc visited and approved the site. Bleriot promised that he would participate in the meeting, which would be held a week after the Reims meeting, in September 1909. The actual date turned out to be September 8th through the morning of the 20th. The entrants were a mixed group. Curtiss, Bleriot, Rougier and Leblanc were experienced flyers. They arrived by a special train directly from the Reims meeting... The rest were Italians, of which only Mario Calderara had any significant experience. He was a naval officer, Italy's first pilot and the Wright brothers' first pupil in Italy. The famous engine manufacturer Alessandro Anzani had bought a Voisin plane and equipped it with one of his own engines. As the grounds were new and partially unsuitable, the weather quite bad and it went on for far too many days, the meet was something of a failure. But intellectually it stuck a chord. Flight was a new and exciting thing so many artists and intellectuals attended; Gabriele d'Annunzio (Curtiss gave him

a short ride); Giacomo Puccini; Max Brod and Franz Kafka were all thrilled by the displays. "The Aeroplanes at Brescia" (German: "Die Aeroplane in Brescia") is a short story by Franz Kafka published, in slightly shortened form, in the newspaper Bohemia on 29 September 1909. It describes an airshow in the Italian town Brescia, which Kafka saw with two of his friends (Max and his brother Otto Brod) during their journey to Italy. "The Aeroplanes at Brescia" (German: "Die Aeroplane in Brescia") is a short story by Franz Kafka published, in slightly shortened form, in the newspaper Bohemia on 29 September 1909. It describes an airshow in the Italian town Brescia, which Kafka saw with two of his friends (Max and his brother Otto Brod) during their journey to Italy." (The First Air Meets).

12) (AVIATION MEET) **Official Souvenir Programme.. America's Greatest Aero Show. The Three-State Show to be held by the Aero Club of Pennsylvania...** November 2nd to November

12, Exclusive. (Philadelphia): (Aero Club of Pennsylvania,) 1910. \$1,150



First edition. Quarto. [16] pp. with numerous photographic illustrations. Publisher's wonderful pictorial wrappers showing six aeroplanes flying in the night sky by the light of the Moon. An excellent copy. No copies located by OCLC.

This event was more of a show than a meet. This from the website of the Aero Club of Pennsylvania - "The Aero Club of Pennsylvania's initial club grounds were at Clementon, NJ. There, members developed an airfield in 1910 that had been utilized by the Philadelphia Motordrome Association. The first decade was marked by much activity, predominantly with balloons. In these early years, four members owned aeroplanes, and others were building their own. Through the efforts of Henry M. Neety of the Aero Club, the largest aviation show ever held in America opened at the Armory in Philadelphia on November 3-10, 1910. Thirty thousand spectators attended the accompanying Air

Show that was held at the Philadelphia Driving Park at Point Breeze Race Track." (Aero Club). In the program offered here there is no mention of aero races or flight demonstrations so perhaps that aspect of the event had its own pamphlet. On the verso of the title page we find a floor plan for the Aero Show that was held in the Armory. There were eight aeroplanes on exhibit and 53 booths of ancillary interests (e.g. propeller, ball bearing and other aeroplane part manufacturers). The planes on exhibit were: Curtiss Biplane; Farman Biplane; Detroit Monoplane; Burgess Co.; Curtiss "Flying Fish"; Bleriot Monoplane; Demoiselle Monoplane; Harmon-Gage Tubular Monoplane; Wittemann Glider. Most of these planes are shown in flight in photographs in the text as well as with short histories. **Together with an original silver gelatin (6 x 8 inches) of famed flyer Claude Graham White giving a ride to heiress Eleanor Sears. Eleanor Sears bought her own biplane a month later.**

13) (AVIATION MEET) **Program of the International Aviation Meet, Grant Park, August 12-20, 1911.** Chicago: International Aviation Meet Association, 1911. \$950

First edition of this official souvenir program for one of the very earliest American aviation meets. Quarto. 80 pp. The entire program is filled with ads and illustrations. Publisher's pictorial color wrappers. Some light spine erosion. corners a bit thumbed. But still a very good copy. OCLC locates 6 copies only



The Aero Club of America, under the auspices of the Aero Club of Illinois, from August 12th to 20th, 1911, Chicago, Illinois, was host to the greatest aviation meet held in the U.S. during the Exhibition Era. Grant Park, a vast open area located between Michigan Avenue and Lake Michigan, was the site of the meet. The location was spectacular, the crowd watched the aerial acrobatics from bleachers that could seat as many as 75,000 spectators. One of the highlights of the event was Lincoln Beachey's altitude flight. He flew until he ran out of fuel, at slightly over two miles above Grant Park. He then began a long volplane (glide) back to earth, having won a world's record. Lincoln Beachey also won the Auditorium Hotel Trophy for the fastest 20-mile flight, which he made in 23 minutes and 12 seconds. This meet had a total purse of \$80,000; a considerable sum. But there was tragedy in Chicago as well. The below from the NYT: CHICAGO,

Aug. 15. -- Two airmen were killed here on this, the fourth day of the big aviation meet at Grant Park, after three days without a serious accident. The victims were William R. Badger, son of a wealthy Pittsburgh family, and St. Croix Johnstone of Chicago, both young men, and the double tragedy took place in the presence of 500,000 spectators."

14) (AVIATION MEET) **Great Aviation's Meeting of Nice, from the 10th to the 25th of April 1910.** [Nice]: [Aero Club of France], 1910. \$650



First edition. Tall narrow octavo. 16 pp. Printed in red and black. Illustrated throughout. Publisher's stapled wrappers with colorful aviation scenes on front and rear covers. Some light spoiling but very good. No copy located by OCLC.

This program is very unusual in that while the meet was in Nice the program was printed in English. It is likely not many were printed and surely most hit the trash can the moment the fair ended. There was a purse of 215,000 francs for this meet so this program is mainly concerned with the routes and the prize money. Leave it to the Americans to follow the money. "The budget for the meeting was no less than 800,000 francs, a large part of it provided by the town of Nice. An enormous lot of work was required in order to make an airfield of the wet beach flats. Construction of the airfield installations was delayed by rainy weather and during the last week preparations were going on around the clock, in the light of acetylene lamps during the nights. Sixteen hangars were built, several big grandstands and a music pavilion, apparently modeled on the famous casino pier on Promenade Anglais. The price fund was 215,000 francs. Thirteen flyers entered:

Charles Van den Born (Farman-Gnome); Jorge Chávez (Farman-Gnome); Arthur Duray (Farman-ENV); Michel Efimoff (Farman-Gnôme); Hans Grade (Grade); Hubert Latham (Antoinette); Rene Metrot (Voisin-ENV) Jan Olieslagers (Bleriot-Anzani); Alfred Rawlinson (Farman-Darracq); Frederick Van Riemsdijk (Curtiss); Charles Rolls (Wright); Henri Rougier (Voisin-ENV); Robert Svendsen (Voisin-Gnome). The unfortunate Hubert Le Blon had also entered, but he was killed when crashing into the harbour of San Sebastian on 2 April... The 1910 Nice meeting was a complete success, thanks to the combination of good weather, competent organization and several pilots who really wanted to fly as much as possible. The total distance of the officially recorded flights was announced as 3,265 kilometres, which by quite a margin beat the previous highest distance flown during a meeting, the 2,462 kilometres flown during the 1909 Reims meeting." (The First Air Races)

15) (AVIATION MEET) **The Daily News; Souvenir of the Bournemouth Centenary Fetes, July 6-16, 1910.** [London]: The Daily News, 1910. \$350

Large (9 1/2 x 7 1/2 inches) souvenir card that was sold at the famous Bournemouth aviation meet of 1910. It is almost entirely taken up with photographic portraits of aviators at the Meet;



Paulhan, Farman, Rolls, Graham-White, Grace and Cockburn. Also there are two portraits of city officials and three scenic views of the town. Unfortunately this meeting was also the place where Charles Rolls (a director and cofounder of Rolls-Royce Ltd.) crashed and died in his Wright brothers airplane (his image is on the right side of the card). His Wright flyer was built in England rather than by the American Wright company, and his crash was attributed to the inferior construction. In 1910 Bournemouth was celebrating its centenary, and as part of the festivities held an aviation meeting at Southbourne Aerodrome where 19 competitors could compete for cash

prizes. Categories included longest flight, speed, altitude and slowest speed. The world speed record at the time was just 47 mph. The prize for the leading flyer at Britain's first international aviation meeting went to Leon Morane flying a Bleriot aeroplane. This meet also saw Britain's first fatal flying accident involving a powered aircraft."

16) (AVIATION MEET) LALAU, Maurice (illustrator). **Grand Prix d'Aviation de L'Aero-Club de France.** Paris: Impressions d'Art Pierre Lafitte & Cie., 1912. \$1,250

First edition. Octavo. [2, ads], 20, [2, blank], [2, ads] pp. All pages with highly ornate a colored floral borders (likely by Laalu). Includes 4 full page maps of the routes and one double page map. Publisher's sewn color pictorial wrappers and in the original onion skin overlay with rear seal intact. Mild foxing to extreme edges of front wrapper and rear corner of onion skin overlay bent. A lovely copy. None located in OCLC or in the Bibliotheque National..

This is the official program (there is a notice on the onionskin reading "Seul Programme Officiel") for the 1st Grand Prix Race of the Aero Club of France. The Aero-Club de France was founded as the Aero-Club on October 20, 1898 as a society 'to encourage aerial locomotion' by Ernest Archdeacon, Leon Serpollet, Henri de la Valette, Jules Verne and his wife, André Michelin, Albert de Dion, Alberto Santos-Dumont, Henry Deutsch de la Meurthe, and Henry de La Vaulx. On April 20, 1909 its name was changed to Aero-Club de France. The Aero-Club de France originally set many of the regulations that controlled aviation in France. The first Grand Prix of Aviation of the Aero Club of France was held on June 16 & 17 of 1912. It was the first contest to judge the extent to which the airplane could be depended on as an instrument of war. It was held over a one hundred and fifty-seven kilometer triangle course between the towns of Anger, Cholet and Saumur in the region of Anjou in Western France. Thirty-seven manufacturers entered their machines and practically all the famous pilots of Europe were on hand, along with most of the military attaches stationed in Paris. On the first day a terrible



storm broke out with pounding rain and fierce winds. It caused many of the pilots and planes to drop out. Only Roland Garros stayed in the competition, winning the race in 15 hours, in his monoplane Bleriot. He won the grand prize of 50,000 francs awarded by the Aero Club de France, the first prize of 20,000 francs for speed, and a further prize of 5,000 francs for another event. The bravery evinced by Garros made him a living legend. On October 5, 1918, he was shot down and killed near Vouziers, Ardennes, a month before the end of the war and one day before his 30th birthday. For the 1912 competition, the rules were considerably elaborated. The flight had to be made over a course made up of three different circuits, each starting from the same point. The first and third, each of about 500 km (310 mi), had to have three or four compulsory landing-places, and the second, of 255 km (158 mi), one or two landing places. Refueling was only allowed at the starting point of each circuit. The circuits had to be covered in order, and if a competitor landed somewhere other than a nominated airfield, they had to start that circuit again. For every 75 kg of useful load carried apart from the pilot and necessary fuel, a bonus of 25% was allowed on the

time, up to a maximum of 100 per cent. The extra load could be made up of passengers or ballast. Competing aircraft had to carry a sealed barograph, and an average speed of at least 40 km/h (25 mph) had to be maintained. The front cover bears a beautiful color illustration by French artist Maurice Lalau depicting a beautiful French maiden setting some doves free from a basket. He is probably best known for his book *Tabubu*, published in 1928 and arguably the finest illustrated book of the French Art Deco period. The rear cover bears a color ad for a Renault car (naturally with a plane flying above).

17) (AVIATION MEET) **Semaine d'Aviation d'Anvers 23 Oct.-2 Nov 1909/De Vliegweek van Antwerpen 23 Oct.-2 Nov. 1909.** (Anvers): (Des Presses de l'Etab Van Os-De Wolf) 1909.
\$850

First edition of the brochure for first air meet in Belgium. Oblong quarto (11 1/2 x 8 1/4 inches). [4] pp. of text (including a birds-eye view of the ground on the last page) and [14] pp. of photographic illustrations, usually 3 to 4 images per page and printed on rectos only on high quality paper. Text in French and Dutch but photograph captions in French only. Publisher's printed blue wrappers, front cover with a fine art deco scene of a gathering at the meet after an original design by Alfred Joseph Auguste Van Neste. Blue cloth spine (probably a later addition but melds well). 4 copies located by OCLC. A very good copy. Together with two RPPCs of Baron de Caters in flight dated 1911. The real story of this meet is Baron de Caters, the first Belgian to be granted a pilot's license from the Belgian Aero-Club. It appears that none of

the premier aviators of the day participated in this meet so much focus is given to Belgian pilots and planes, chief amongst them being Pierre de Caters. Pierre Henri Marie Amédée Baron de Caters de Bosschaert was the son of an Antwerp businessman, from which he inherited his noble title in 1884. In his youth he practiced tennis, fencing, cycling and other sports, and after a



brief effort at a military career he started an electrical engineering education. In 1897 he unexpectedly inherited an enormous fortune, reportedly worth the then fabulous sum of six million francs, after a distant aunt. After winning a three-year court fight with his relatives over the validity of her will he started spending the money on cars, motorboats and aeroplanes...His interest then turned to aviation and he became Belgium's first pilot. In 1908 he ordered two planes from the Voisin brothers, one triplane and one biplane, and built a private airfield at the family palace in 's-Gravenwezel near

Antwerp. He made his first flights in the triplane which he soon abandoned, during the second half of October 1908. From the autumn of 1909 to late 1910 he participated in several meetings [foremost among them the one offered here] and bought four more Voisins. He also performed in several towns in Eastern Europe and in Turkey and Egypt. In February 1910 he started building his own planes under the name "Aviator", together with the brothers Eugène, Joseph and Isidore Bollekens, who ran a woodworking business and first learned to know him when repairing his planes after his several crashes during the 1909 Antwerp meeting. He also



participated in the training of the first Belgian Army pilots. In late 1910 he went to Asia together with fellow Belgian pilot Jules Tyck, flying in several towns in India and marketing his planes. By 1911 his inherited money had run out. He retired from aviation and was forced to sell his part of the Aviator company." (The First Air Meets).

18) (AVIATION MEET) **Grande Semaine d'Aviation de Rouen.** Album-Souvenir 19-26 Juin 1910. Rouen: G. Touflet, 1910. \$1,250

First edition, Tall octavo 10 3/4 x 7 inches). [20] pp. A very great many advertisements on every page along with a number of portraits and biographies of a few fliers. There is a score card in the middle and the previous owner must have attended the Meet as it has pencil marks next to the winners. Publisher's printed wrappers with the front showing airplanes above the city and near a large metallic structure. Old central crease but overall a very good copy of this very scarce program. One copy located by OCLC (Bibliothèque National).

This program is considerably scarcer than the famous poster for the event by Charles Lambert [also offered in this catalog]. Hosted by the Automobile-Club de Normandie, this was the first air meet in which races were held. The meeting attracted a quality field of twenty pilots, all except four having participated in previous meetings. It was reported that a total of 50,000 francs had been paid as guaranteed appearance money. The biggest name was the famous Hubert Latham, but several others, like Joseph Christiaens, Charles van den Born, "Geo" Chávez, Bertram Dickson and Léon Morane had won big prizes at previous meetings, and Émile Dubonnet had recently made a highly publicized flight across Paris, winning the "La Nature" cross-country flight prize. Several new airplane types would for the first time be displayed at a meeting in France, for example the Hanriot monoplane. The new Breguet biplane would also be on display, as would the new two-seat Gnome-engined Blériot, model XI-2 bis." (The First Air Races)

19) (AVIATION MEET) **Course Paris-Deauville (Hydroaeroplanes): Concourse d'Avions Marin.** Paris: Aero-Club de France, 1913. \$1,000

First edition of the official program. Octavo (9 1/2 x 6 1/4 inches). [32] pp with each page bearing a decorative border. Numerous illustrations and ads and a map of the race course. Publisher's string-tied wrappers with both covers bearing magnificent color illustrations, original onionskin overlays to wrapper with the original seal for Gnome Motors. An excellent copy. No copies located by OCLC.



This is a dual program; part for the Paris-Deauville Seaplane Race and part for the seaplane exhibition at Deauville. Nine pilots took off from the Seine in the race with 50,000 spectators watching. Because of the harsh wind conditions many pilots had to set down and wait. George Chemet, in his plane with a modest 80hp engine, won the race with an average speed of less than 56 mph. Francois Mollet came in second despite his having landed his plane for a leisurely lunch at Vernon. This appears to be the second seaplane race (the first having been at Monaco a few months earlier). The second part of this meet followed the basically standard routine; tests for duration, height, etc. Of course seaworthiness was added as a category. There were 13 participants in this event. After to winnowing the field to eight flyers the final event took place on August 29th (and after). "Although before the competition observers had been worried about the severity of the requirements, on the first day Molla's Leveque (plane) took the prize for the best average over 250 nautical miles with a speed of 53.18mph, including one stop. Moineau's Breguet won the prize for speed over 100 nautical miles

with 62mph" (Nicolaou: *Flying Boats and Seaplanes*). Eugene Renaux in his Maurice-Farman biplane won the award for distance. The engines that fared well were the non-rotary engine and overall the planes were more powerful than at the earlier Monaco meeting. There was an ulterior motive for this race as France wanted to decide on which plane to buy for its military (they chose the Breguet H-U3)." (The First Air Races)

20) (AVIATION: PERIODICAL) **The Aero. Vol. I, No. 9.** London: Iliffe & Sons. 1909.
\$125



First edition. Quarto. 127-144, [2, ads] pp. ell illustrated from photographs. Publisher's printed wrappers.

The leading articles are on the Antoinette aeroplane and the Humphrey aeroplane. But the chief item of interest are the musings about Latham's upcoming attempt to fly across the Channel. Arthur Charles Hubert Latham [was a French aviation pioneer. He was the first person to attempt to cross the English Channel in an aeroplane. Due to engine failure during his first of two attempts to cross the Channel, he became the first person to land an aeroplane on a body of water. Together with a September 8, 1910 issue of The Youth's Companion which features photographic illustrations from the Harvard-Boston Aviation Meet of 1910.

21) (EARLY AVIATION; PERIODICAL) **Flight. Vol. III, No. 27.** London: Royal Aero Club of the United Kingdom, 1911.
\$50

Quarto. [2, ads], 581-602, [2, ads] pp. Numerous photographic illustrations and ads, Publisher's printed mauve wrappers. Bit of spine rubbing but clean and tight.



The main article in this issue is about the race for the Gordon-Bennet Cup at Eastchurch. The Gordon Bennett Aviation Trophy was an international airplane racing trophy awarded by James Gordon Bennett Jr., the American owner and publisher of the New York Herald newspaper. Curtiss won the first Cup, Claude Graham-White the second and, as we learn from the issue, C. T. Weyman won the third cup (1911). Weyman was an American and flew a Nieuport aeroplane. Eleven pages are devoted to a detailed account of the race.

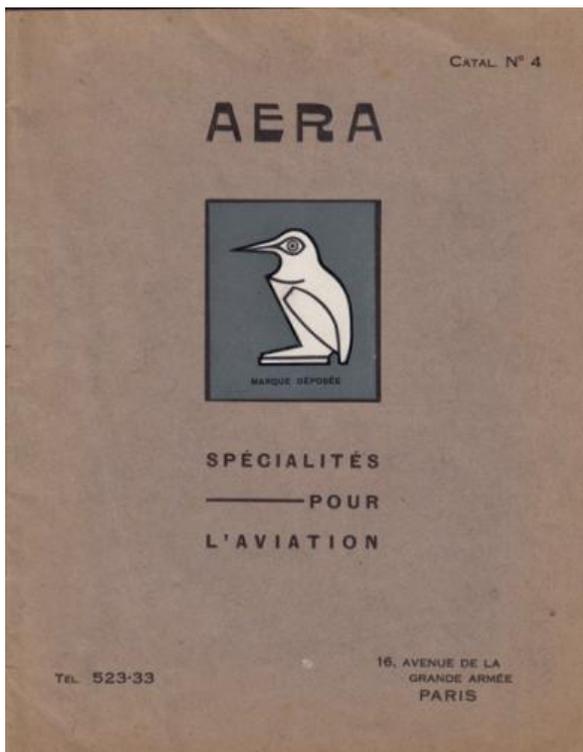


22) (AVIATION: TRADE CATALOG) Aviation Aera. Paris: Aviation Aera, 1910. \$350

First edition. Octavo. 48 pp. Printed in blue ink and with numerous illustrations of aviation supplies throughout. Publisher's stapled blue wrappers with cover lettering in darker blue. A bit of fading to edges of wrappers but an excellent copy of this extremely early aviation trade catalog.

Issued during the very infancy of flight, this catalog offers everything a potential aircraft builder or repairer might want. Propellers, rudders, hardware, engine, tools; all can be found herein. No copies located by OCLC or at the Bibliotheque National. Despite the achievements of the Wright Brothers, the French were the real impetus behind the burgeoning field of aviation. By the outbreak of the Great War in August 1914, French firms had built more than 2,000 aircraft, German firms had built about 1,000, and Britain slightly fewer. American firms had built less than a hundred, most of these one of a kind."

23) (EARLY AVIATION: TRADE CATALOG) Aera: Specialites pour l'Aviation. Paris: Aera Aviation, [1913]. \$500

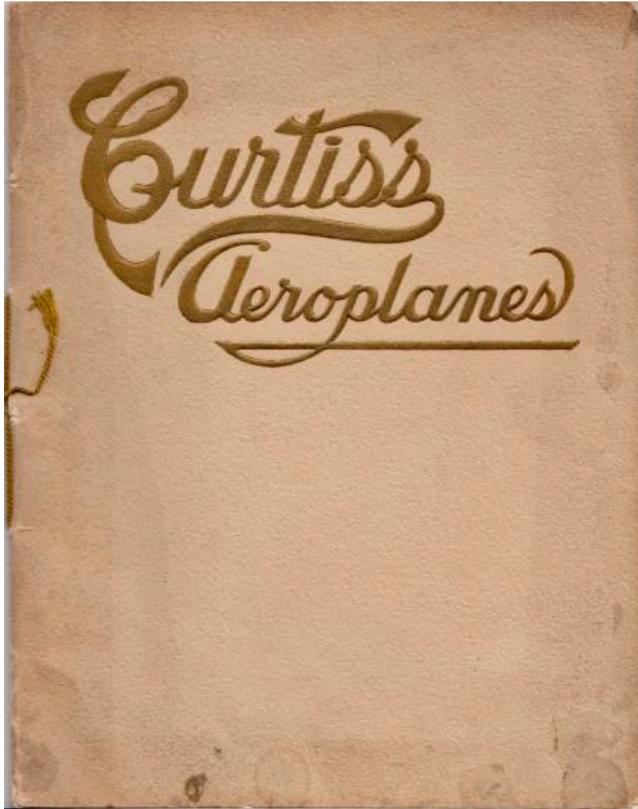


First edition. Quarto (8 1/2 x 10 3/4 inches). 45, [3, index] pp. Numerous illustration of aviation supplies throughout. Publisher's brown wrappers with black cover lettering and a green, white and black design of their logo (a bird). An excellent copy.

La Societe Anonyme d'Exploitation et de Representation Aeronautique (A.E.R.A.) was a French aviation supply company located in Paris at 16 Avenue de la Grande Armee. No copy of this located by OCLC or the BN but there is an OCLC record for Catalogue No. 5 and it is dated 1914. The company appears to have survived into the 1930s.

24) (AVIATION: TRADE CATALOG) **Curtiss Aeroplanes. [Catalog No. 2].** Hammondsport, N.Y.: Curtiss Aeroplane Co., 1912.. \$950

First edition of the second catalog to be issued by the Curtiss Aeroplane Company, Octavo. 28 pp. with photographic illustrations on nearly every page. Publisher's string-tied buff wrappers with raised gilt lettering. Minor soiling to wrappers but a very good copy. Only five copies located by OCLC.



This is considerably more than a sales catalog. This second catalog issued by Glenn Curtiss' company is also a history of his inventions, his historic flight, his design and his aviation awards. On the opening leaf the company has presented a photographic timetable of Curtiss planes; the June Bug of 1908; The Number 2 Biplane of 1909 in which Curtiss won the Gordon-Bennett Cup; the plane in which he won the Scientific American prize in 1910, the Hudson Flyer; the first hydroplane in 1911, the Model D. By the time this catalog was issued Curtiss was very busy designing and creating planes for the American military. In 1912, Curtiss produced the two-seat Flying Fish, a larger craft that became classified as a flying boat because the hull sat in the water; it featured an innovative notch (known as a "step") in the hull that Porte recommended for breaking clear of the water at takeoff. Laid into this copy is a flyer for the Curtiss Aeroplane Corporation stating "Aviator Wanted". They claim that they often receive requests for aviators but cannot fill them-

"America has about one hundred forty licensed aviator, France has over one thousand, and yet, the United States is eighteen times larger than France. The United States needs aviators, and especially hydroaeroplane. At this time there are just two competent operators of Curtiss Hydroaeroplanes outside of the Army and Navy. There is a big future for it. Etc."

25) (AVIATION: TRADE CATALOG) **Boland Tailless Aeroplanes.** Newark: NJ Boland Aeroplane and Motor Company, [1913]. \$750

First edition, Quarto, [8] pp. with six photographic illustrations. Publisher's self-wrappers with an image of a Boland plane above a warship on front and motor specifications and a photographic illustration of the rear. Very good. No copies located by OCLC.

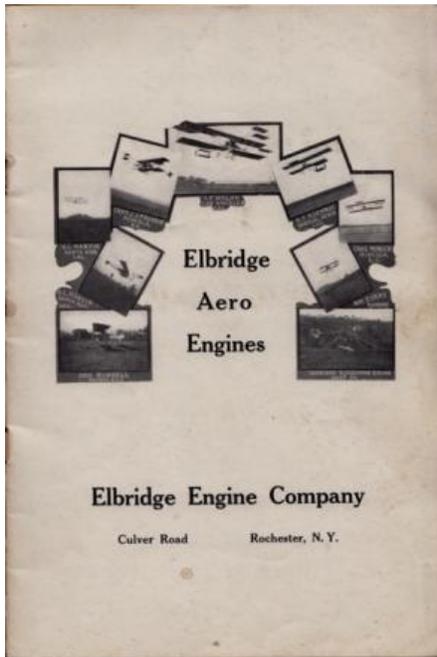
The Boland brothers, Frank, James and Joseph were all born in Rahway, NJ, and all suffered from a dire case of the need for speed. Early in life they took to bicycle racing and set records in that. They soon turned to automobiles and in 1904, Frank and Joseph, started a business servicing bicycles, motorcycles, and automobiles in Rahway. Naturally flight was next on their agenda. Frank was the main designer and he felt that tails on airplanes were superfluous so he developed a tailless aeroplane. The key to the easy handling of the Boland aeroplane was his



patented system of lateral control called the jib. Rudders, ailerons and wing warping had no part in Frank's design. Lateral control was accomplished by elliptically shaped surfaces, or jibs, mounted between the outer ends of the top and bottom wing. It mad control of the plane much like that of a car; turn your wheel to the right and the vehicle will turn right as well. Elevation control was provided by a curved control surface placed 14 feet in front of the plane. Unfortunately he was killed in on January 23, 1913 during an exhibition flight of his tailless plane in Trinidad. Their work with tailless aircraft made them early predecessors of the current flying wings. A scale model of their plane is in the Smithsonian. In 1914, the Aeromarine Plane and Motor Company of Avondale, New Jersey, took over the manufacturing rights of all Boland airplanes and engines. E.T. Wooldridge writes: "The Boland brothers were a relatively small, but extraordinary, part of early aviation history in the United States. Frank supplied the enthusiasm, ingenuity, and self-taught flying ability; Joseph provided the

mechanical genius to transform ideas into some tangible, workable form; and James had the business sense so often lacking in ventures of that sort.

26) (AVIATION: TRADE CATALOG) **Elbridge Aero Engines**. [Rochester NY] [Elbridge Engine Company], [1911]. \$425



First edition. Octavo. 24 pp. containing numerous photographic illustrations. Publisher's ochre wrappers with cover lettering in red. Some minor soiling on pp. 20 & 21. Very good. No copies located by OCLC.

The Elbridge Engine Company of Rochester, New York built light-weight, two-cycle marine engines. Several were sold to builders of aircraft such as Curtiss and Farman types between 1908 and 1910. In particular, they were used by flying schools to teach amateur pilots. Two cycle engines were not used very long because of high fuel consumption, and were replaced by reliable four-cycle engines within a few years. Elbridge engines were unique in providing an unlimited warranty on manufacturing defects. "In 1909, G. E. DeLong, Chief Engineer of the Elbridge Engine Company of Rochester, N. Y., redesigned their line of excellent two-cycle marine engines for aircraft. Named "Featherweight" to target aircraft builders, the Elbridge engines featured a modular construction that allowed them to be built in three, four and six vertical cylinder versions. The reasonably

priced Elbridge engines were extensively used by amateur aviators and were unique in having an unlimited warranty on manufacturing defects. This engine powered Clyde Cessna's first plane, the "Silverwing." (N. Hurley). On the title page there are numerous small photographic vignettes of famous aviators who used Eldbridge Engines."

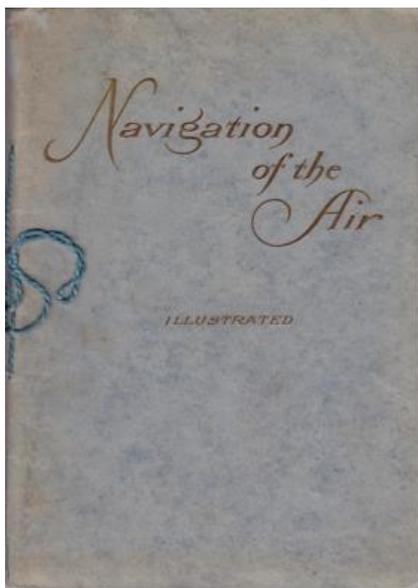
27) (AVIATION: TRADE CATALOG) **Maximotor, Aviation & Marine: "In a Class by Itself"**. Detroit: Maximotor Makers 1911. \$450

First edition. Octavo. 16 pp. with numerous photographic illustrations of planes and engines. Publisher's pictorial slate green wrappers with boat and plane designs on front with lettering in blue and black. A very good copy. None located by OCLC.



Maximotors, known until 1911 as the Detroit Aeronautic Construction Company, was the creation of Maximillian Dingenfelter. Dingenfelter was very well known at the time as he was the designer of the famous Daimler engine used in the Mercedes of the era. He was the first man to drive a car in Detroit, preceding Ford by a long time. Prior to entering the field of aeronautics he designed marine motors and three times won the Detroit Marine Race. From 1908 to 1911 he spend most of his time researching and designing airplane motors. The Maximotor (70 hp) Model B-4 (discussed herein), and it was the last of several that powered Thomas S. Baldwin's Red Devil III aircraft. Maximotors were used on aircraft such as those built by Wright, Curtiss, Bleriot, and Farman and Antoinette. He also received a patent (991,770) in 1911 for stability and steering rudders. It is likely that this was his first aviation catalog. Laid in are tow postcards, dated January and March of 1912, from a Mr. K. Nakagawa of Kobe, Japan, requesting a catalog and thanking Maximotors for sending a catalog. Also laid in is a self-addressed stamped postcard to Maximotors. A customer merely had to fill out the card and mail it and he would receive a catalog.

28) (AVIATION: TRADE CATALOG) **Navigation of the Air** [cover title]. Savanna: Batson Air Navigation Company. 1913. \$575



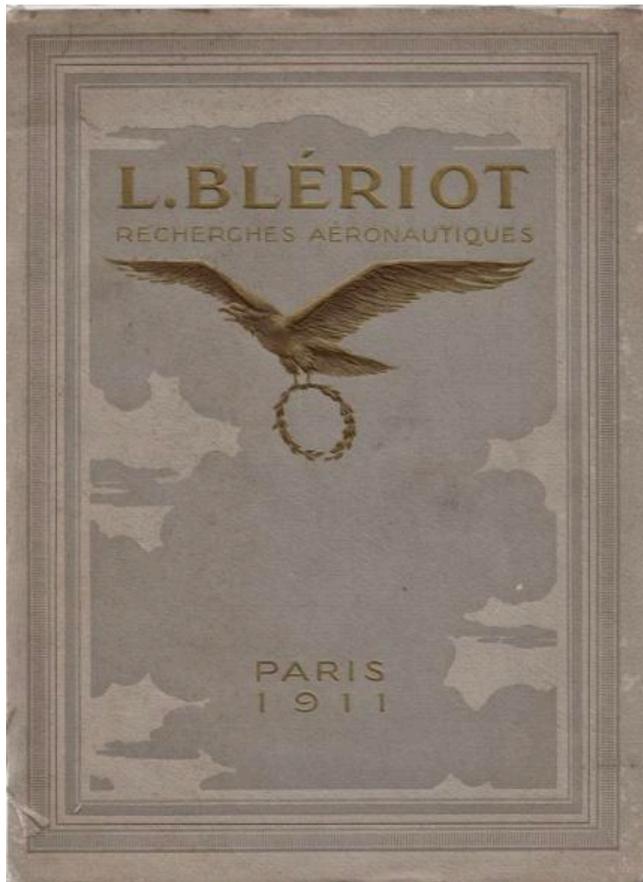
First edition. Small octavo, 20 pp. with 6 full page artistic rendering of the the six-winged air yacht. Publisher's string-tied blue wrappers with raised gilt lettering (Navigation of the Air) on the front. Laid in is a Financial Plan for the Batson Air Navigation Company in which Batson offers Preferred and Common Stock (he even included a case).A wonderful copy. OCLC only locates one copy.

The Batson Air Navigation Company began setting up its Dutch Island manufacturing facility in early 1913 and went to work straight away planning the Batson Aero Yacht. An early aeronautic visionary, Matthew A. Batson imagined building the boat-like aircraft to easily carry cargo, crew, and passengers across the Atlantic Ocean to Liverpool, England. Passenger fare would be no small amount at \$2,000 for the projected 36-hour flight. The airframe consisted of six forty-foot wings and a gondola type cabin, fixed with struts and braces to a seventy-foot pontoon. Powered by three 120 hp

Emerson six cylinder engines, On November 17, 1913, Batson's highly anticipated invention was finally afloat on the waters of the Herb River in its debut to reporters and spectators from near and far. Although there are mixed reports of exactly how and when it happened, while anchored in the river, the plane was damaged in an apparent accident. Not long after, it was announced that all Aero Yacht activities were suspended and a smaller version of the aircraft, later dubbed the Dragonfly, would be constructed to carry out all future trials. Pioneer aviators and engineers from around the world flocked to Savannah to inspect the planes and offer their assistance, but the fate of Captain Batson's invention seemed to have already been determined. Due to a lack of continued support, the Aero Yacht would never get off the ground to make its transatlantic flight."

29) (AVIATION: TRADE CATALOG) **L. Bleriot: Recherches Aeronautiques.** Levallois Draeger 1911.

\$650

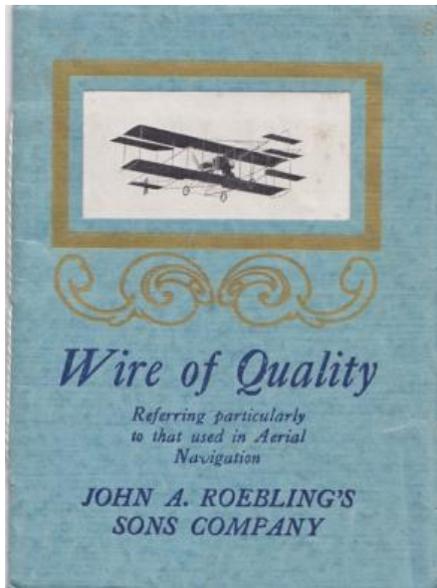


First edition. Quarto. [ii], 23[-24] pp. including a full page color illustration of Bleriot's famous crossing of the English Channel. Text in French but a goodly part of the publication is taken up with photographic illustrations; design committee, study committees, assembling the fuselage, six views of factory interior, numerous photographs of various different Bleriot on land and aloft. portraits of famous Bleriot pilots (Graham White, etc.), pilot school and two pages of all the flying awards bestowed upon Bleriot planes. Publisher's decorative gray wrappers with lettering and Bleriot insignia (eagle carrying an olive wreath) in raised gilt. An excellent copy. Only three copies located by OCLC.

Louise Bleriot was one of the five most famous aviators in the infancy of flight. The world's first international overseas airplane flight was achieved by French aviator Louis Bleriot in a monoplane on July 25, 1909. He took off from France and landed in England near Dover, where he was greeted by the

British police. He financed his aeronautical ambitions with the money he received from developing developed the first practical headlamp for trucks. Between July 1909 and the beginning of World War I in August 1914, the Bleriot factory became the industry leader and produced more than 800 aircraft, many of them Type XI monoplanes or variations of that design.

30) (AVIATION: TRADE CATALOG) **Wire of Quality: Referring Particularly to that Used in Aerial Navigation.** Trenton, NJ John A. Roebling's Sons Company. \$175



First edition. Small octavo. [24] pp. with a plethora of photographic illustrations. Publisher's sewn blue printed wrappers with a window in the front cover to display a biplane aloft. Small marginal tear not affecting any text. A very good copy. None located by OCLC.

The Roebling's history in Trenton dates to 1848, when John A. Roebling purchased 25 acres of land in Chambersburg. Best known today as the "father of the Brooklyn Bridge", Roebling (and the company he founded) supplied cables from Trenton to most of the major suspension bridges built in United States during the first half of the 20th century. Among the dozens of major bridges using Trenton-made cable are New York City's Williamsburg, Manhattan, and George Washington Bridges, as well as the Golden Gate Bridge in San Francisco. Roebling Lofts converted the "Clark Street Rope Shop" (Building 101), erected in 1917 during WW I. It was an ultra-modern facility for its time,

with massive windows and a fire resistant design. It replaced an older factory that burned down in late 1915, allegedly by German saboteurs. Building 101 specialized in light- and medium-gauge wire rope such as used in aircraft. Perhaps the factory's most famous customer was Charles Lindbergh, who specified Roebling wire for The Spirit of St. Louis, the plane he flew non-stop from New York to Paris in 1927. This has been called the single most influential flight in aviation history, excepting the 1903 first-flight by the Wright Brothers, who also used Roebling cables for bracing wings. Lindbergh used Roebling products for control cables, to brace the wings, for the ignition harness, and the plane's lightning rod. The testing lab for the aircraft business was located on the 4th floor of the Clark Street factory, including a massive machine designed to simulate stresses on wings. The machine survives in place on the 4th floor, and is being preserved in a lounge for use by residents of Roebling Lofts.



31) (AVIATION: TRADE CATALOG) **Clement-Bayard 1912** [cover title]. Paris A. Clement 1911. \$425

First edition. Octavo. [24] pp. with an illustration on nearly every page. The catalog is about evenly divided between dirigibles and aeroplanes. Publisher's sewn off-white wrappers, front cover with lettering in raised gilt and with a striking representation of an eagle in gilt on a perch above a valley. An excellent copy. No copies located by OCLC.

Clément-Bayard was an early French manufacturer of aircraft engines and lighter-than-air vehicles, with the earliest flights occurring in 1908. Clément-Bayard manufactured the world's first series production aircraft. The company worked with Louis Capazza to produce the 'planeur (glider) Bayard-Clément' which was unveiled in L'Aéroophile on 15 May 1908. The company also started working with Alberto Santos-Dumont in 1908 to build his Demoiselle No 19 monoplane that he had designed to compete for the Coupe d'Aviation

Ernest Archdeacon prize from the Aéro-Club de France. The plane was small and stable, but they planned a production run of 100 units, built 50 and sold only 15 for 7,500 francs for each

airframe. It was the world's first series production aircraft. By 1909 it was offered with a choice of 3 engines, Clement 20 hp; Wright 4-cyl 30 hp (Clement-Bayard had the license to manufacture Wright engines); and Clement-Bayard 40 hp designed by Pierre Clerget. It achieved 120 km/h. Pierre Clerget designed a range of Clement-Bayard aircraft engines including a 7-cylinder supercharged radial, the 4-cyl 40 hp used on the Demoiselle, a 4-cyl 100 hp used on 'Hanriot Etrich' monoplanes, and a V8 200 hp airship engine. In 1910 the Clement-Bayard Monoplane No. 1 was introduced at the Paris show. By 1912 Clément-Bayard built a biplane plus three different models of horizontally opposed aircraft engines. This catalog only advertises the monoplane despite the date of 1912 on the cover. In 1922, after the disastrous World War, the company was sold to Citroen.

32) (AVIATION: TRADE CATALOG) **The Cody Flyer**. Gale & Polden, Printers Aldershot, Hampshire [England], [1913]. \$400



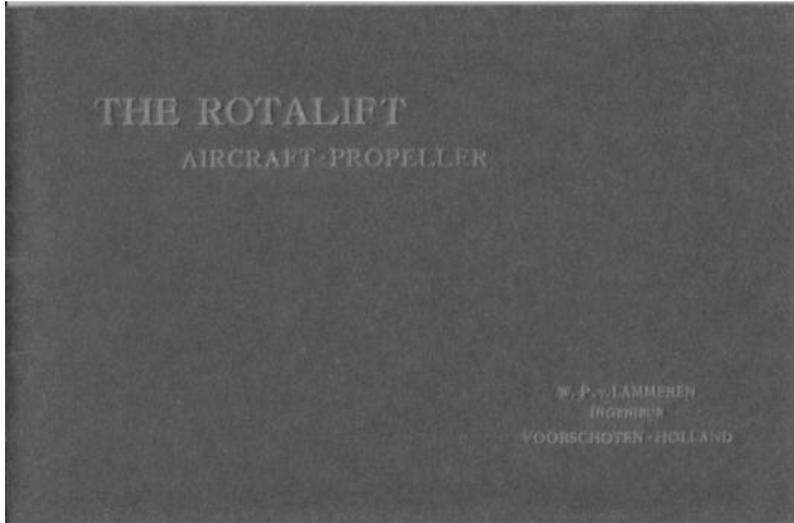
First edition, Tall octavo. [12] pp. including 11 photographic illustrations and one diagram of the Cody Monoplane. Publisher red wrappers with gilt cover lettering. In the original printed envelope. Aside from a bit of rust from the staples, an excellent copy. Only 1 copy located by OCLC This is mainly a sales brochure for the Cody Monoplane but the first two pages are taken up with his famous War Kite. Samuel Franklin Cowdery was born in 1867, in Davenport, Iowa, was a Wild West showman and early pioneer of manned flight. He changed his name to Cody at age 21 when he was part of a touring Wild West show (not to be confused with that of Buffalo Bill Cody). He is most famous for his work on the large kites known as Cody War-Kites, that were used by the British in World War I as a smaller alternative to balloons for artillery spotting. Financed by his Wild West shows, Cody's unusual interest in manned kites advanced significantly when he enlarged upon Lawrence Hargrave's double-cell box kite to increase its lifting power, especially by

adding wings on either side. He patented his design in 1901, and it became known as the Cody kite. Cody eventually managed to interest the British Army in his kites. In 1906, he was appointed Chief Instructor of Kiting for the Balloon School in Aldershot and soon after joined the new Army Balloon Factory down the road at Farnborough. The Factory would eventually become the Royal Aircraft Establishment. In 1908, the War Office officially adopted Cody's kites for the Balloon Companies he had been training. This group would in due course evolve into the Air Battalion of the Royal Engineers, No. 1 Company of which later became No. 1 Squadron, Royal Flying Corps and eventually No. 1 Squadron Royal Air Force. During 1907, he was given full authority as the designer of the the British governments dirigible understructure and propulsion system. On 5 October 1907, Britain's first powered airship British Army Dirigible No 1, and using Cody's engine, the Nulli Secundus flew from Farnborough to London. In 1907, the British Army decided to back the development of Cody's powered aeroplane, the British Army Aeroplane No 1. His flight of 16 October 1908 is recognized as the first official flight of a piloted heavier-than-air machine in Great Britain. He went on to win a number of aeronautical awards and started developing his own aircraft company. That company produced the Cody Flyer (a

monoplane), for which this pamphlet was issued. On 7 August 1913, he was test flying his latest design, the Cody Floatplane, when it broke up at 200 feet and he and his passenger, the cricketer William Evans, were killed.

33) (AVIATION: TRADE CATALOG) **The Rotalift Aircraft-Propeller.** Voorschoten, NL W.: P. van Lammeren, (1930). \$450

First edition. Oblong octavo. Signed by the publisher at the end of the preface. Text in English. [20] pp. with four illustrations. Publisher's string-tied brown wrappers, raised gilt lettering. Excellent. No copies located by OCLC.

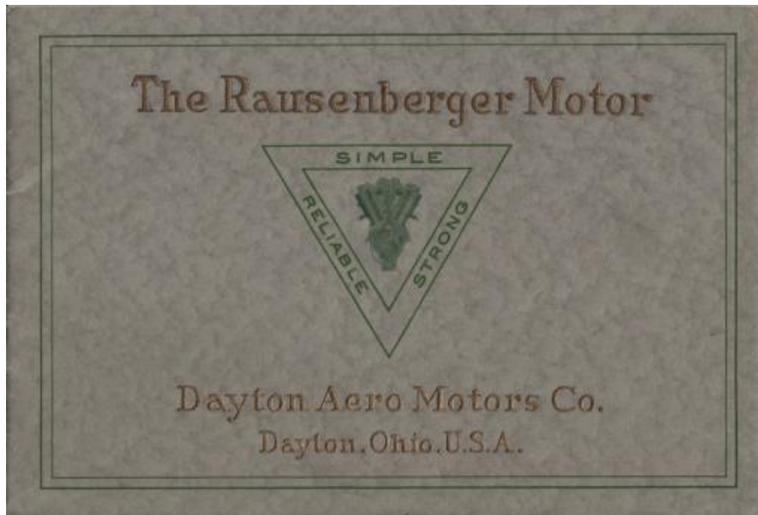


The Rotalift was an early version of a cyclogyro. The cyclogyro, or cyclocopter, is an aircraft design that uses cycloidal rotors which consist of airfoils rotating around a horizontal axis for both lift and thrust. They are capable of vertical take-off and landing and hovering performance like a helicopter, without the same

disadvantages.[citation needed] Although a number of cyclogyros were built in the 1930s, none were known to have successfully flown until 2011. The cyclogyro should not be mistaken for flettner airplanes, the unsuccessful and aerodynamically different aircraft designs using cylindrical wings which attempted to harness the Magnus effect.... Jonathan Edward Caldwell appears to have been the first to patent the concept, and invent the term. He filed a patent on the concept that was granted in 1927, but immediately moved on to an ornithopter design and appears to have made no effort to build a cyclogyro of his own. Several attempts to build a working cyclogyro were made by other designers. The earliest full-sized example appears to be the Schroeder S1 from 1930, which used the cyclogyro "wheels" for forward thrust only" (Cyclogyro Aircraft). As this was issued in 1930 as well perhaps they are the same thing. Basically a paean to Glenn Curtiss. On pp. 53-55 we find "A brief chronology of the inventions and accomplishments of Glenn H. Curtiss and his associates at Hammondsport, N.Y. between 1901 and 1913". It focuses on other aspects of Curtiss' life as well. On p. 7 we see a wonderful photograph of Curtiss as a race-winning motorcyclist. Probably the first published biography of this great aviator.

34) (AVIATION: TRADE CATALOG) **The Rausenberger Aeronautical Motor: Reliable, Simple, Strong.** Dayton [OH] Dayton Aero Motors Company [1914]. \$750

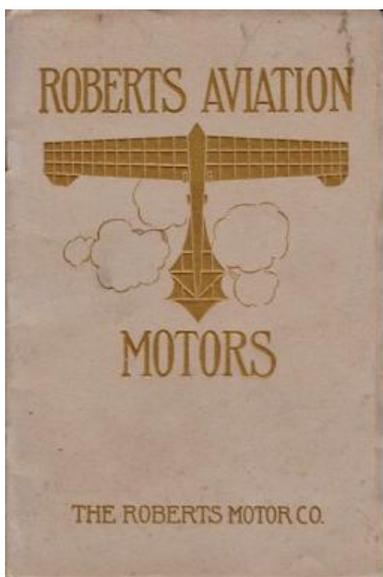
First edition. Oblong octavo (9 1/4 x 6 1/2 inches). 14, [1] pp. With numerous illustrations of the motor and one full page illustration of a plane in flight. Publisher's stapled green wrappers with gilt and green lettering to the front cover. An excellent copy. None located on OCLC or at auction.



This stylish brochure was issued to advertise Rausenberger's first v-12 aviation motor. Designed by L. E. Rausenberger and distributed by the Dayton Aero Motors Company, this engine was created to fill "the demand for aeronautical motors of higher power and more perfect balance than those now in use for heavier than air flight" (p. 3). It produced 150 HP and weighed a mere 590 pounds due to the use of aluminum. Rausenberger was already quite famous as an engine designer. In 1909 the Wright Company formed to produce

airplanes. The Model B was their first production airplane and it was powered by a 75 horsepower Rausenberger engine. He designed a total of 6 engines during his career. His last engine was the Rausie E6 and it powered the first plane to cross the Andes. "Larence Rausenberger (1887-1980) was one of Logan County's most distinguished native sons. Born on his family's farm in DeGraff, the young Rausenberger became very interested in machines and how they worked. As a young man, he restored a steam operated traction machine used to pull a thrasher through the fields. He also reconditioned a gasoline engine that he hooked up to the farm's well to pump the water so he would not have to pump it by hand. However, it was as an adult that Rausenberger's superior knowledge of engines impacted the world. Rausenberger developed several airplane engines that made aviation, still in its infancy, safer and more efficient. He built many of his engines at his workshop in Bellefontaine. Some of Rausenberger's engines included the "A-1", the "B-Series" and the "S/N-2." Rausenberger went all over the world to demonstrate, promote and sell his innovative airplane engines" (Logan County History Center).

35) (AVIATION; TRADE CATALOG) Roberts Aviation Motors. Sandusky The Roberts Motor Co. [1912]. \$250



First edition. Octavo. [36] pp. with photographic illustrations and drawings throughout. Each page with an aviation-themed border in orange and gray. Publisher's buff wrappers, front cover with gilt lettering and a large embossed design of an aircraft. Some faint waviness to extreme lower margin but no staining or tidemarks. A very good copy. Only four copies located by OCLC.

Only nine years after the Wright Brothers' first powered aircraft flight in 1903, this catalog boasted that the company's motors had "flown successfully three of the largest biplanes that have been built in the United States" and were already so popular that in 1911 "there were nearly twice as many Roberts Motors sold in seven months as any other make of American Motor in the entire twelve." The final page of the catalog illustrates their "Five Year Guaranty" policy, which covered most eventualities. The Roberts Motor Manufacturing Company sold their products all over the

world. The competitiveness of the market caused the company to discontinue airplane motor manufacture in 1918. It went out of business completely several years later. A number of famous pilots and plane manufacturers used Roberts aviation engines. The most famous of which is Beloist. On January 1, 1914, the world's first scheduled commercial passenger flight took place when Antony H. Jannus (1889–1916) piloted a St. Petersburg–Tampa Airboat Line Benoist Type XIV flying boat from St. Petersburg to Tampa, Florida. The passenger was St. Petersburg's mayor, Abraham C. Pheil. Over 3,000 people witnessed the departure. The engine in the Benoist biplane was a Roberts Model 6X."

36) (AVIATION; TRADE CATALOG) Roberts Aviation Motors. The Motors that Never Fail. Sandusky The Roberts Motor Co. [ca. 1913] 73417 \$375

First edition. Octavo. 24 pp. including numerous photographic illustrations in the text. Publisher's light brown wrappers with lettering and a planer design in raised gilt on the front cover. A very good copy. OCLC locates only 3 copies. OCLC also gives an erroneous date of 1924; the company ceased making aviation motors in 1919. The centerfold illustration in this catalog is of the Roberts Model 6-X. This engine became available in 1913. Aside from all the technical data in this publication there are also pictures of Farman and Bleriot aeroplanes with Roberts 4-X engines.

7) (AVIATION; TRADE CATALOG) **Aeroplanes Henri Coanda**; Seule Aeroplanes ayant vole avec 2 Moteurs. Paris: Henri Coanda, (ca. 1913). \$650



First edition. Octavo. [16] pp. with a photographic illustration all on nearly every page. Publisher's printed wrappers with an original wood block on the front of a man in a red sky watching a plane take off. Very good. No copies located by OCLC.

Henri was something of a renaissance man; the striking front cover illustration was by Coanda. "In 1910, in the workshop of Gianni Caproni, he designed and built an aircraft known as the Coanda-1910, which he displayed publicly at the second International Aeronautic Salon in Paris that year. The aircraft used a 4-cylinder piston engine to power a rotary compressor which was intended to propel the craft by a combination of suction at the front and airflow out the rear instead of using a propeller. Contemporary sources describe the Coandă-1910 as incapable of flight. Years later, after others had developed jet technology, Coanda started making claims that it was a motorjet, and that it actually flew. According to Charles Gibbs-Smith: "There was never any idea of injecting fuel; the machine never flew; it was never destroyed on test; and Flight noted that it was sold to a Monsieur Weyman." Gibbs-Smith

continued, "The claim said that after a disastrous crash (which never happened) Coanda wished to begin a 'second aircraft', but 'his funds were exhausted.' Within a year he was ... exhibiting (in October 1911) a brand new propeller-driven machine at the Reims Concours Militaire..." Other aviation writers accepted Coanda's story of his flight tests with the Coanda 1910. Coanda spent World War II in occupied France where he worked for the Nazis to help their war effort by developing the turbopropulseur (turbopropeller) drive system from his 1910 biplane into a propulsion system for snow sleds **Together with three original photographs of the Coanda 10; the world's first turbo-powered plane.**

38) (EARLY AVIATION: FATAL CRASH) **Three Original Photographs of Harold Bruner and His Curtiss Headless Pusher Prior to His Fatal Crash.** Erie [PA]: Adrian Studio, [1919]
\$700

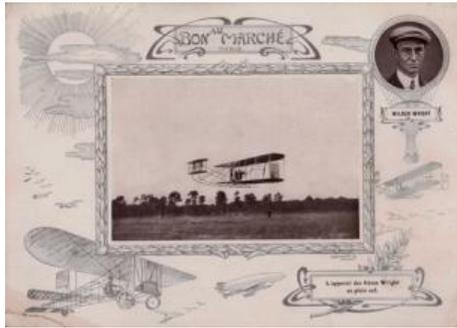
Three large silver gelatin of early aviator Harold Bruner and his plane. Each measures 13 3/4 x 10 1/2 inches in studio mounts (15 1/2 x 12 inches). Two of the photographs depict Bruner in the air and the other shows him on the ground in his plane. His plane was a Curtiss Headless Pusher. One of the photographs with some surface soiling and a mounted newspaper article on top of it. Wear to mount edges. A fascinating piece of history.



Aviation was still in its infancy when this tragedy occurred. Harold Bruner of Erie, PA, was an early enthusiast of flight. Born in 1897, he grew up in Pennsylvania and, after high school, attended the Williams School of Aviation in Fenton, Michigan. He became "one of the most expert flyers in the United States, often performing feats in midair, which none but the most daring pilot had ever attempted" (from affixed unattributed newspaper). He traveled the Eastern seaboard demonstrating the wonder of flight at various county fairs and meets. On September 11, 1919, he was scheduled to appear at the Dunkirk, NY, county fair. He

did perform at this fair but "Suddenly when the machine was about 50 feet from the ground it tipped over to one side and then plunged down like a shot, striking on the race ground" (Ibid). It was judged that the reason the plane crashed was the snapping of the elevator wire. The engine fell on him and he died instantly. Affixed the verso of one of the photographs is a remarkable article from the Erie Dispatch, September 12, 1919, about that accident claiming that Bruner's plane might have been sabotaged. The headline reads; "Was Young Aviator Foul Play Victim?." The article states that a month prior to the crash Bruner took Erie Dispatch reporter Merrill C. Borland for a flight at the Erie exposition grounds. Borland reported that at that time Bruner's engine overheated badly. Upon investigation he found that someone had purposely put some same hay and dirt in his radiator. The reporter then speculates that perhaps the cause of Bruner's death in Dunkirk was attributable to the same person, speculating that the elevator wire had been tampered with. Another fascinating detail of the article, and one which helps to date the photographs, is the following: "Before taking Borland in the air, a short flight was made for the benefit of F, J, Adams, a moving picture man." In the photograph of Bruner sitting in his Curtiss Pusher we can see attached to his plane a large motion picture camera. There is a rather dapper looking man standing behind the plane and this is, more than likely, F. J. Adams. The photograph was taken by the Erie photographer Adrian which also helps in pinning this

down. In all probability, these photographs were made during the visit of F. J. Adams to the Erie exposition field in August of 1919, a month before his fiery death.



39) (EARLY AVIATION) **Three Early Aviation Cards.**
Paris Le Bon Marche [1910] \$200

First editions. Three large promotional cards (9 7/8 x 7 1/8 inches) printed on thick stock featuring early aviators. The front of each card bears a small photographic vignette of the pilot and a large photographic image of his plane, all surrounded by fanciful aviation-themed borders printed in light green. The reverse of each card bears a short history of the pilot in question and a large picture of the Bon

Marche Department Store in Paris. The pilots are Wilbur Wright, Hubert Latham and Emile Dubonnet. The Dubonnet card with a 2 inch tear to lower margin (not affecting image). The Latham card has a bit of finger soiling. The Wright card is in lovely condition. These cards were probably given to visitors to the Le Bon Marche Department Store in Paris, the first department store in the world.

40) (EARLY AVIATION) **Salon De l'Aeronautique 1913.** Paris: L'Auto, 1913. \$100

First edition. Bifolio (16 3/4 by 24 inches). Now separated into two leaves but complete. Photographic illustrations. Very good. A free newspaper supplement detailing the 1913 Air Meet in France. The third page bears photographic illustrations of the winners and include; Monoplane Nieuport; Monoplane Morane-Saulnier; Biplan Breguet; Hydravion Borel; Biplan H. Farman; Monoplan Bleriot; Hydravion M. Farman; Hydravion Caudron. There are also photographic portraits of 10 pilots including one woman: Mme de Laroche. Born on 22 August



1882 in Paris, Elise Raymonde Deroche was the daughter of a plumber. She had a fondness for sports as a child, as well as for motorcycles and automobiles when she was older. As a young woman she became an actress and used the stage name "Raymonde de Laroche". Inspired by Wright's demonstrations of flight in Paris in 1908 she decided to become a pilot. "In October 1909, de Laroche appealed to her friend, aviator and aeroplane builder Charles Voisin, to instruct her in how to fly. On 22 October 1909, de Laroche went to the Voisin brothers' base of operations at Chalons, 90 miles east of Paris. Voisin's aircraft could seat only one person, so she operated the plane by herself while he stood on the ground and gave instructions. After she mastered taxiing

around the airfield, she lifted off and flew 300 yards. De Laroche's flight is often cited as the first by a woman in a powered heavier-than-air craft; there is evidence that two other women, P. Van Pottelsberghe and Thérèse Peltier, had flown the previous year with Henri Farman and Delagrangé respectively as passengers but not as pilots. On 8 March 1910, de Laroche became the first woman in the world to receive a pilot licence when the Aero-Club of France issued her license #36 of the Fédération Aéronautique Internationale (International Aeronautics Federation or F.A.I.)" (Wiki).

41) (EARLY AVIATION) **Original Photograph Album of French Aviation Pioneer Robert Savary; His Planes, Factory and Air Meets.** Chartres N.p. 1911-13. \$4,950

Original oblong quarto photograph album (10 x 7 inches). 28 leaves, french-fold to allow mounting of photographs into corner on both sides of each leaf. Containing 71 original silver gelatin photographs detailing the early history of Savary Aviation. 43 of them are 7 x 5 1/4 inches, 5 of them are 5 1/2 x 3 1/2 inches and 23 of them are 2 1/4 x 2 1/4 inches. Many with penciled captions. All housed in the original burgundy cloth album. Accompanied by 4 original Real Picture Postcards of Savary biplanes in flight and an original Savary sales catalog entitled "Aeroplanes". Sewn wrappers and in the original glassine. Original burgundy cloth album. A priceless view into early aviation and the largest archive of Savary material yet discovered.

This album was obviously assembled by someone very close to Robert Savary as it is quite personal. It is conceivable that Savary himself put it together. While Robert Savary seems to



have been largely forgotten his influence in the fledgling world of aeronautics was considerable. "One of the most interesting of the present day French aeroplanes at the present day is the Savary biplane. Practically unknown in this country; and, until recently, little heard of even in France, it is at present coming to a considerable prominence as a weight carrier. Robert Savary, the builder became enthused by the first flights of Wilbur Wright a Le Mans and immediately set to work to build [a plane] for himself. First at Le Mans and then at Chartres he worked steadily

away, wasting little energy on advertising or sensational flights, but devoting all his attention to building a machine in which the qualities of efficiency and safety should be pre-eminent. , When in 1911, at the military competition at Rheims the Savary biplane swept everything before it, not only carrying by far the greatest useful weight per horsepower,... but also showing the best speed on the biplanes, 100 kilos, an hour on a closed circuit of 5 kilometers, the aviation world began to take notice, and the recent considerable orders for Savary biplanes by the



French and Italian governments together with the with the decoration of M. Savary with the Legion of Honor are evidence that his machines are living up to the promise they then gave (L. B. . Holland, The Savary Tractor Biplane, in Aeronautics, July 1913). When the Societe des Aeroplanes Robert Savary was incorporated in June 1910, the assets included, with his patents from 1909, a biplane that was inspired by the Wright Flyer, but with elevators mounted in a rear position. However, the model shown at the 1910 Reims meeting was a much larger biplane, with 4 vertical shutters hinged to each of the 2 rear outer wing struts. Soon the

design would be modified again, with ailerons now built into all 4 wing panels and control surfaces hinged to the triangular tailplanes. 3 variants were built in 1911: a racer of 10-meter span, and a 2 and a 3 seater; the latter 2 were entered in the 1911 Concours Militaire. In addition to the aircraft manufacturer Robert Savary himself, his main pilots were Bruneau de Laborie, Lt Cammermann, André Frangeois; Joseph Frantz, André Frey, Paul Junquet, Henri Lecoutellec, René Level, G. Maréchal, Reichert, and E. Saulquin. Joseph Frantz on a Savary biplane set a new world record for the duration with passenger at the 1st military contest of Reims-Champagne on 17 November 1911. Later Savary supplied the French and Italian governments with planes



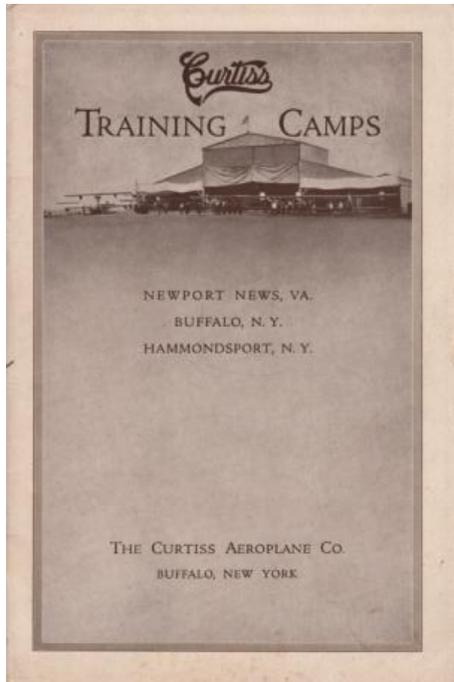
(Savary was solely an aircraft builder so he used engines manufactured by other firms). Robert Savary based his company in Chartres and in addition to his factory he operated a flying school that produced many illustrious graduates. In this album almost every image is concerned with either a Savary pilot, a Savary plane, the Savary factory or Savary himself. At least 10 of the large photographs concern Savary's participation in the Circuit of Europe, the first real international air race, started from Paris. The 994-mile circuit, from Paris to Liège (Belgium), Utrecht (Netherlands),

Brussels (Belgium), Roubaix and Calais (France), London and Dover (England), then Back to Paris, drew 52 entrants. Less than half that number completed the race and one contestant crashed and died. André Beaumont came in first with a winning time of 58 hours and 38 minutes. Many of these photographs show crowds on the ground and one particularly nice one shows his plane being transported on the streets on Paris. There are four portraits of his pilots in the aircraft, a few pictures which show his factory and hangar and numerous full page photographs of his planes, both aloft and on the ground. There are at least two portraits of Savary himself and he was quite the debonaire fellow. Included in the lot is a remarkable sales catalog of Savary planes called "Aeroplanes Robert Savary". It is a small octavo of 16 pages with much information and numerous illustrations of Savary planes (including one of a Savary plane flying over the cathedral at Chartres), and a price list. Savary planes came with your choice of three engine with the first being the least inexpensive: Labor, Renault and Gnome. Original printed wrappers, sewn. Original glassine still present and fine. As there are no copies located by the Bibliotheque National or OCLC we cannot be sure of the date but it was likely printed in 1911. Also include are three loose photographs probably meant for inclusion in the album and four Real Picture Postcards of Savary, his plane and his factory. One of them (a congratulatory stamped note by an automobile company with the ironic name of DesMarais Freres) was sent to Savary himself.

42) (EARLY AVIATION) Curtiss Training Camps. Newport News, VA. Buffalo, N.Y. Hammondsport, N.Y.: Buffalo Curtiss Aeroplane Co., [1916]. \$450

First edition. Octavo. 8 pages with photographic illustrations throughout. Publisher's stapled card wrappers with the front bearing a photographic illustration of the hangar at Newport News. An excellent copy of this genuinely rare item. No copies located by OCLC.

The Arthur Nutt Collection at the Smithsonian has a listing with no bibliographic details for an item with the same title but the imprint is different: Curtiss Aeroplane and Motor Corporation. This seems to have been issued to advertise the opening of the Curtis Flying School in Newport



News. Curtiss started the Atlantic Coast Aeronautical Station on a 20-acre tract east of Newport News (VA) Boat Harbor in the Fall of 1915 with Captain Thomas Scott Baldwin as head. It soon changed its name to Curtiss Flying School. With the outbreak of World War I in Europe in 1914, Curtiss had a very good reason to open another flying school. His existing schools in Hammondsport and Buffalo, N.Y., San Diego and Toronto were not only filled to capacity by would-be fliers from Canada, Britain and other countries but also straining to keep up with wait lists that numbered in the hundreds. Many civilian students, including Canadians, later became World War I flyers. Victor Carlstrom, Vernon Castle, Eddie Stinson and Gen. Billy Mitchell trained here. Students would work toward completing the Aero Club of America pilot's license. The initial cost was one dollar a minute for the four-hundred-minute course (\$8,600 in 2010 dollars). In 1917 the U.S. Army took over operations during World War I. After the war, control went back to Curtiss, who closed operations in 1922. This brochure states that all experimental work was done at the Virginia school. Instruction in sea and land

planes was offered at both Newport News and Buffalo but the Hammondsport school only offered land-based planes.

43) (EARLY AVIATION) **Aero Club of America Bulletin. Vol. I, No. 1**, January 27th, 1912. New York: Aero Club of America, 1912. \$800



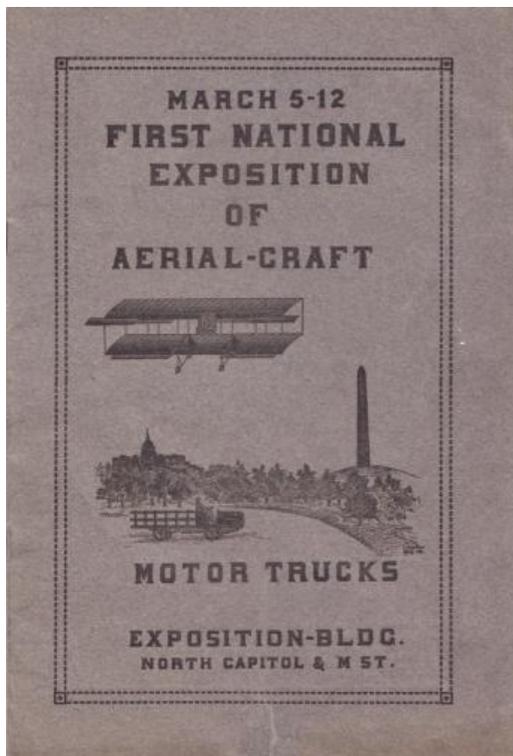
A special edition of Bulletin, v. 1, no. 1, with supplementary material, issued on the occasion of the 6th annual dinner of the Club at Sherry's, Jan. 27, 1912. Limited to 400 specially bound and numbered copies. Large quarto (12 x 9 inches). 54 pp. with numerous photographic illustrations and nine full page illustrations after George Wright, Henry Reutersdahl, Edward Penfield, J. Scott Williams, Wallace Morgan, John T. McCutcheon, A.L. Sherzer. E.W. Kimble and Henry Raleigh. Publisher's brown wrappers, front cover with gilt lettering and medallion device of the Club in gilt and blue. An excellent copy. Only three copies of this special edition located by OCLC and the only copy recorded by RBH at auction was in 1977. Together with the original menu for the banquet, designed by Franklin Booth; an Aero Club of America Membership Card for C. Gouverneur Hoffman; a stapled 24-page Seating Assignment for the Banquet (C. G. Hoffman present).

The presumed previous owner of this packet, C. Gouverneur Hoffman, was a Harvard and Oxford graduate and served in the Royal Flying Corps in WWI. The special part of this deluxe issue comprises pp. 1-36 with the remainder being what is usually found in this first issue of the Bulletin. There are numerous photographically illustrated articles about the present state of flight in the special edition that are not present in the usual edition. These include; The Evolution of Aviation in 1911 by Henry Woodhouse; The Gordon Bennett Cup by Stuart



Benson; Marine Flying by Henry A. Wise Wood and the First Annual Aeronautic Show by Stuart Benson. In the regular section is a long article about lighter-than-air flight as well as numerous photographs of the actual clubhouse. The guest list is quite impressive: President Taft (never one to miss a meal), Hon. J. Jules Jasserand (French ambassador), Hon. John Hayes Hammond, Orville Wright, Rear-Admiral Robert E. Peary, Lieutenant-General Nelson A. Miles, J. C. Montgomery, Charles Dana Gibson amongst others. The Aero Club of America was a social club formed in 1905

by Charles Jasper Glidden and others to promote aviation in America. It thrived until 1923, when it transformed into the National Aeronautic Association, which still exists today. It issued the first pilot's licenses in the United States sponsored numerous air shows and contests. In 1911, the Aero Club of New York put on the First Industrial Airplane Show that was held in conjunction with the 11th U.S. International Auto Show at Manhattan's Grand Central Palace, in New York City. In 1919, the club administered the competition for the Orteig Prize. The \$25 thousand prize was to be awarded "to the first aviator of any Allied Country crossing the Atlantic in one flight, from Paris to New York or New York to Paris". After many failed attempts this prize was finally awarded it to Charles Lindbergh for his successful 1927 flight in the Spirit of St. Louis."



44) (EARLY AVIATION) **March 5-12: First National Exposition of Aerial-Craft and Motor Trucks.** Washington D.C. National Aviation Company [1911] . \$800

First edition.. Octavo. [16] pp. with ads and photographic illustrations throughout. Publisher's printed brown wrappers with lettering and images of a biplane and a truck on the front. Lower margin with a one inch tear (not into image), repaired. A very good copy. No copies located by OCLC.

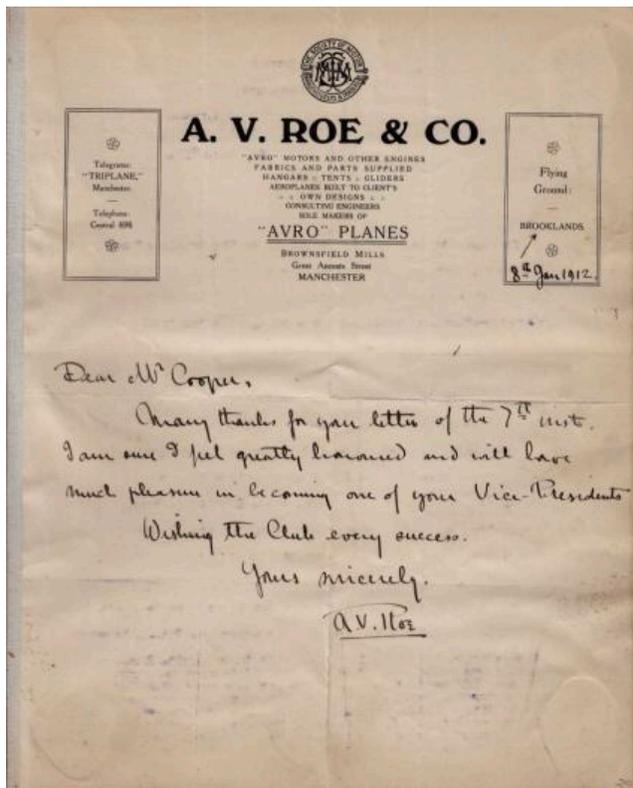
Inner and outer rear cover with ads for trucks and the inner front cover is an ad for the National Aviation School in Maryland. Also of interest is a full page biography and photograph of Glenn Curtiss, scheduled to become the director of the Aviation School for the National Aviation Company. The National Aviation Company, was formed to give instruction in Curtiss, Bleriot, and Wright aeroplanes and provide repairs for these machines. The National Aviation Company was the sole agent for Curtiss aeroplanes in the Washington, Maryland and Virginia

area. There is a page with a photographic illustration of Curtiss winning the Gordon Bennett Trophy at Rheims; a photograph of the Wright plane at Fort Myer; and an advertisement for

and a photographic illustration of the Rooney Multiplane (with three front and rear wings) and a photograph of Langley's Aerodrome on a houseboat in Virginia as well as a separate article on Prof. Langley.. There is also an ad for a distributor of Thor Motorcycles. "Washington will have its first national aeronautical exposition of March 5 to 12, inclusive. The exhibit will be held in Exposition Hall, one of the largest buildings in the country. which has just been completed at M and North Capitol Streets. At least ten machines, representing various types of monoplanes and biplanes, will be on exhibit for eight days. In addition to aeroplanes, models, gliders, aerial motors, propellers and hangars, aeronautical supplies of all kinds will be shown. Automobiles and motor trucks will also be exhibited" (Aeronautics, March 1911)"

45) (EARLY AVIATION) **Album Concerning the Early Years of British Aviation Pioneer A. V. Roe.** [Edinburgh]: N.p., 1910-1912 \$5,000

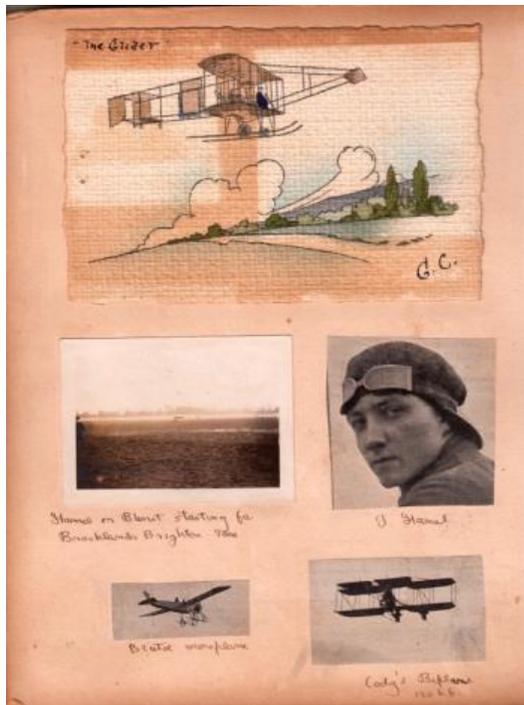
Original quarto album of 24 stiff leaves on stubs and the assembler has used both sides. Containing 14 original typed letters signed, 19 original photographs, and various pieces of ephemera. Half black roan over black cloth (spine perished but still sturdy). An intriguing look into the early years of British aviation.



This album was assembled by G. T. Cooper, a Scotsman and an instructor at Charterhouse Public School in Godalming, Surrey, one of the most prestigious English private schools. Cooper was obviously enamored of early aviation and has detailed his researches and communications in this album. By 1911, Cooper had designed and constructed the first glider successfully flown at a public school in England. The "Cooper" glider had a wingspan of 24 feet and was known to have successful flights of 60 to 70 yards at a height of 18 ft. By 1912 G. T. Cooper was secretary of the Edinburgh Aeronautical Society, the first in Scotland and offering all members use of a plane (his), a glider, a sand yacht, and an excellent library. There are three photographs of Cooper (presumably) in his glider in this album. Alliott Verdon Roe was a pioneer English pilot and aircraft manufacturer, and founder in 1910 of the Avro Company. He operated a very successful flying school out of Brooklands and his company produced

aircraft used by the British in WWI. In 1907 Roe began building his first full-size aeroplane, the Roe I Biplane, based on his winning model aircraft. He tested this at Brooklands in 1907-08, recording his first successful flight on 8 June 1908. After encountering problems with the management of Brooklands he moved his flight experiments to Walthamstow Marshes, where he rented space under a railway arch at the western end of the viaduct. Despite many setbacks, Roe persisted with his experiments and there is now a blue plaque commemorating his first successful flight (in July 1909) at the site. His aircraft, Avroplane, a triplane, is preserved in London's Science Museum. Among his other notable achievements were the Avro Monoplane, the first totally enclosed airplane, and the Avro Biplane, the first British airplane to take off from

water. He was later knighted and died in 1958. The album opens with two postcards of A. V. Roe and on the verso is a large (3 x 6 inches) sample of the wing fabric (known as "dope") used on his legendary triplane, the Avroplane. Soon after we find 2 signed typed letters on elaborate letterhead from Robert W. A. Brewer, manager of the fledgling aircraft company of C. Graham-White & Company, in response to Cooper's request for a flight on their Farnham plane. The price was to be 10 guineas and the flight was to be short. Apparently the company had only one plane at that time so scheduling was nearly impossible. Both of these letters are dated May of 1910. Roe and Cooper must have become friendly as, aside from the piece of original wing fabric sample from the Avroplane, there are seven signed letters from Roe to Cooper, all on A. V. Roe and Co. letterhead. The first one is dated December 4th, 1910 at the Brooklands Track and the last is dated August 13, 1912 at the Brownsfield Mills. They speak of many things including various aspects of glider design, Cooper's request for a flight, Roe's acceptance of an honorary position at the Edinburgh Aeronautical Society and advice on Cooper's plan to build a Hydro-Aeroplane (of this last Roe states; "There is no doubt about it at all that this is the line upon which future developments will take place"). The letterhead changes from reading "The



Aviator's Storehouse" to "Consulting Aeronautical Engineers." There are also two lists of secondhand aircraft being sold by Roe. A new Gnome-Farnham went for 650 pounds and an Avro Triplane went for 400 pounds. The album is also strewn with various newspaper and magazine cutouts concerning Roe and a number of plates of his various planes (many of which appear to be stand alone ads). There is also a letter from the British Federation of School Aero Clubs (July 1911), two from Charles G. Grey, editor of The Aeroplane Magazine (August 1911 and July 1912) and one from The Lakes Flying Company (September 1912). This last letter has a half-tone reproduction of the "Water-Bird" on its letterhead. The first product of the Lakes Flying Company was the Lakes Water Bird which first flew on 25 November 1911 but was destroyed in March 1912 when the Hangar collapsed in a gale. The Water Bird was the first successful British seaplane. G. T. Cooper was something of an aviation groupie as there are numerous keepsakes of various meets and

exhibitions in the album. Toward the beginning there are 11 photographs of planes and people at the Blackpool Flying Carnival of August 1910. A Flying Carnival organized by the Lancashire Aero Club took place on August 3rd 1910 which would prove to be the last aviation event hosted at Squires Gate as the land was leased to a syndicate who built a horse racecourse that opened in 1911 (but only lasted until 1914). The President of the event was the Earl of Lonsdale. Unfortunately, according to Flight Magazine, Roe lost two of his triplanes in transit to Blackpool so his contributions to the Carnival were minimal. Eight of the photographs are of the star of the meet Claude Grahame-White, two are of Blondeau in his Farnham and one of the 'Morning Post' airship. It is during this meet that Cooper may have finally obtained his flight as there is a tipped-in "Passenger Flight Ticket". Next, there are three original photographs of planes at the Brooklands-Brighton Race of May 1911. Photographs are of Pixton, Hamel and an Avro Biplane. Among the other bits of important historical ephemera are two original brochures of for Keith Prowse. Keith Prowse founded the world's first sales office for aeroplane flight tickets at Brooklands alongside the Bluebird restaurant and offered rides at 2 guineas for a five minute

ride. Two of his brochures are included herein (none previously known). Both are bifolios measuring 2 x 6 inches and both have the same art nouveau illustration of a biplane on the front. Interestingly, and contrary to accepted wisdom, in the first brochure Prowse's box office is shown; it is a small shack and nowhere near a restaurant. There are also two tickets for the Brooklands Motor Course dated January 21 and 28 of 1911. Cooper has annotated these: "Admission tickets on days of first two flights at Brooklands" (Brooklands was originally an auto course). There is also a two page "Results of the British Circuit". This 1911 race took place on July 22 and was a 1,010 miles (1,630 km) event with 11 compulsory stops and a circular route starting and finishing at Brooklands in Surrey. The winner was Jean Conneau (flying under the name of Andre Beaumont) in a Bleriot XI who took 22 hours, 28 minutes to complete the course, an average speed of 45 mph (72 km/h) and received the first prize of £10,000. The runner up was Jules Vedrines in a Morane-Borel monoplane with James Valentine, in a Deperdussin, third. Seventeen of the 28 contestants in this race were disqualified as either their plane did not start or only made it a short way. In one case, that of Lt. J. C. Porte flying his Deperdussin monoplane, the plane actually crashed. The final section of the album concern Cooper's involvement in the Aeronautical Society and include such things as a tipped-in copy of the by-laws and various printed announcements. Throughout the album there are numerous clippings and postcards having to do with Roe, aviation and planes. A highly idiosyncratic yet informative firsthand view of the development of aviation in Britain.

46) (EARLY AVIATION) A Collection of 68 Photographs Concerning Glenn Curtiss and the Aerial Experiment Association. [New York]: N.p., 1909-1917. \$3,950

A series of 68 original photographs concerning early flight, Glenn Curtiss, Alexander Graham Bell and the Aerial Experiment Association. All of these photographs are numbered and with a typed caption. Judging from the white margins, these were likely developed from negatives in the Curtiss factory and were likely intended for a publication concerning the subject. There are many images for which we can find no other extant. 14 of the photographs measure 8 x 10 inches and the majority of the remainder measure 4 x 6 inches. Many have the captions still paper-clipped to the image so there is resultant crimping. Some have lettering in the negative. A wonderful assemblage.



Subjects include; Three different photographs of the member of the AEA (including Bell, Curtiss, A. Post and Lt. Selfridge); Bell's Cygnet 2 tetrahedral kite, piloted by J. A. D. McCurdy at Baddeck, Nova Scotia; Curtiss and Henry Ford posed with a Curtiss flying boat; Several views of the Langley

Areodrome being prepared and flown at Hammondsport, NY; Thomas Scott Baldwin with the dirigible built for the US government; Baldwin and Curtiss together; Curtiss and his Flying Ice Boat; Curtis with his "Red Wing" ski plane; the trail flight of White Wings; the trial flight of the June Bug; McCurdy at the controls of the Silver Dart; female aviation pioneer Ruth Bancroft Law at the controls of her trick flying machine; Curtiss at Rheims in 1910; the Curtis-Bleecker

Areodrome being prepared and flown at Hammondsport, NY; Thomas Scott Baldwin with the dirigible built for the US government; Baldwin and Curtiss together; Curtiss and his Flying Ice Boat; Curtis with his "Red Wing" ski plane; the trail flight of White Wings; the trial flight of the June Bug; McCurdy at the controls of the Silver Dart; female aviation pioneer Ruth Bancroft Law at the controls of her trick flying machine; Curtiss at Rheims in 1910; the Curtis-Bleecker

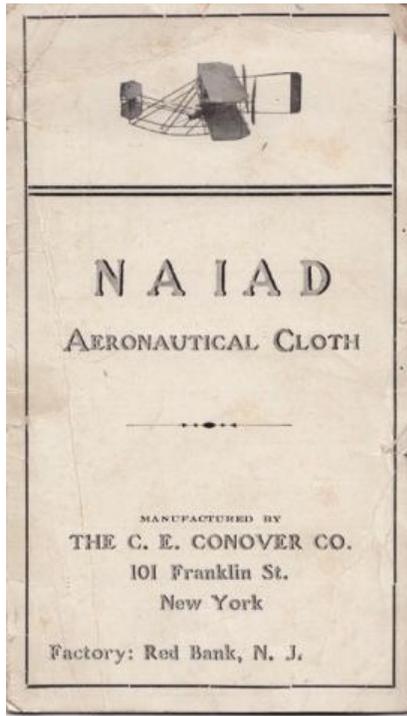


Curtiss and Flying Ice Boat. used to
determine Push on Prop. Blade. 2

helicopter; the Pfister Monoplane in flight; US Army training planes at the Curtiss Aviation School; the Gold Bug and other experimental craft; Lincoln Beachey at the controls of his exhibition plane; two images of aviator Victor Carlstrom; performing a loop trick and the other of the crash that killed him; Curtiss with the America flying boat; the christening of the America by Miss Katherine Masson; a Curtiss engine; the deathly wreck of Curtiss instructor Stephen McGordon; the wreck of seaplane mode R at Keuka Lake, NY; Glenn Curtiss at the controls of White Wing; and many more. Also included is a typed letter

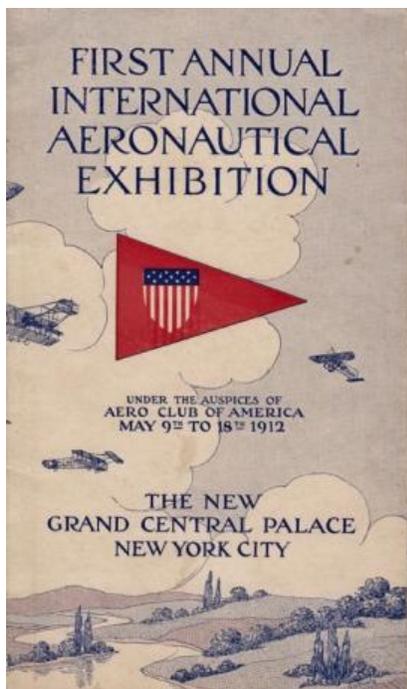
signed by the manager of Education and Sales Promotion on Curtiss letterhead, answering a request for photos of Katherine Stinson and her Curtiss machine Alexander Graham Bell made outstanding contributions to aviation through his development of tetrahedral kites, the investigation of their application to personnel carrying aircraft, and his enlistment of talented associates who aided significantly in the progress toward accomplishing powered flight. Although his greatest scientific accomplishment was the invention of the telephone, Dr. Bell deserves wide recognition for his promotion of aeronautics. His a summer home at Baddeck, Nova Scotia, afforded excellent conditions for his scientific interest in flying kites. Expanding upon the design of the rectangular-celled box kite that Hargrave of Australia invented, Dr. Bell developed a three-sided triangular form of cell which he adapted to various multi-cellular shapes. This research led to a large kite in which on December 6th, 1907, his associate, Lt. Thomas Selfridge, flew to a height of over 160 feet. Believing that the substitution of an engine and propeller attached to the kite might permit free man-carrying flight, dispensing with the tethering line, Dr. Bell and Lt. Selfridge secured the services of Glenn H. Curtiss. Curtiss helped them to construct a proper engine, and they also engaged the assistance of J. A. D. McCurdy and F. W. Baldwin. These five men formed the Aerial Experiment Association for the stated purpose of "getting into the air". Beginning with a parallel-surfaced biplane glider, this group developed successively improved airplanes whose flight performances advanced from a few hundred feet in 1908 to twenty miles in 1909. These airplanes achieved several feats, including the winning of the Scientific American Trophy for a flight of over a kilometer, the first flight in Canada, and a total flight distance of over a thousand miles. Their three most famous planes were the Red Wing, the White Wing and the June Bug (photographs of all herein). The group was also responsible for the development of the aileron. Although Dr. Bell's powered and manned tetrahedral aircraft did not fly, his place in aeronautics remains prominent due to the accomplishments of the group of which he was a vital part and an inspiring counsel."

47) (EARLY AVIATION) **Naiad Aeronautical Cloth**. New York: The C. E. Conover Company, [ca. 1910] \$575



First edition of this sample catalog. Small bifolioium (3 1/2 x 5 7/8 inches); 4 pp. On the cover is a photographic illustration of a Wright Model A in flight and using Naiad cloth for the wings. Inside are four actual cloth samples with their prices on the opposing page. The rear cover is taken up with an explanation of the various benefits of the four cloths advertised. Some edge wear but a very good copy of this extremely ephemeral piece of early aviation advertising. No copies have ever been recorded or sold.

C. E. Conover began his Naiad manufacture around 1906 in order to sell "Dress Shields". In the days before modern antiperspirants these shields were placed by women in the underarm in order to alleviate unsightly sweat marks. He soon realized that he had the machinery and know-how to manufacture cloth (known in the aviation world as "dope") for airplane wings in the nascent aviation market. Conover's cloth was very widely used and very well regarded. Among others it was used on the Herring-Burgess Model A, the Cooley Airship and many others."



48) (EARLY AVIATION) **First Annual International Aeronautical Exhibition under the Auspices of the Aero Club of America**, May 9th to 18th 1912 [cover title]. New York Aero Club 1912 \$500

First edition of this pamphlet advertising the Aero Club's exhibition in the New Grand Central Palace. Octavo (9 x 8 inches). [12] pp. with 7 photographic illustrations and 1 line drawing. Folding into wallet-style printed wrappers with covers bearing lettering in blue on a scene of many aircraft flying about. Very good. While this item is listed in the Bibliography of Aeronautics, 1909-1916, we cannot locate any copies sold or at OCLC.

At the time of publication, a come-hither for the event, no photographs inside Central Palace were available as the event hadn't happened yet. The promoters therefore used photographs from the Paris Salon de l'Aeronautique, stating that the Paris exhibition was the model they planned to use for the New York Exhibit. The exhibition occupied three floors of the Grand Palace and in conjunction with it flights were staged out of Long Beach. In late 1905, several members of

America's technological elite organized the Aero Club of America. It had already been operating informally for over a decade, but in November 1905 they adopted a charter patterned after the Aero Club de France. One of the purposes of the formalized ACA was to share and

disseminate information about the emerging field of aviation and aeronautics. Its very first undertaking was to stage a trade show at the 69th Regiment Armory in New York City, bringing together flight-minded folks from all over America and Europe. From January 13 through January 20, the Aero Club of America Exhibition of Aeronautical Apparatus showed the state of the flying art in 1906. It was the parent organization of numerous state chapters, the first being the Aero Club of New England. It thrived until 1923, when it transformed into the National Aeronautic Association, which still exists today. It issued the first pilot's licenses in the United States, and successful completion of its licensing process was required by the United States Army for its pilots until 1914. It sponsored numerous air shows and contests. Cortlandt Field Bishop was president in 1910. Starting in 1911, new president Robert J. Collier began presenting the Collier Trophy."

49) (EARLY AVIATION) **Aerial Yachting**. Hammondsport, NY: Curtiss Aeroplane and Motor Company, [1912] \$600



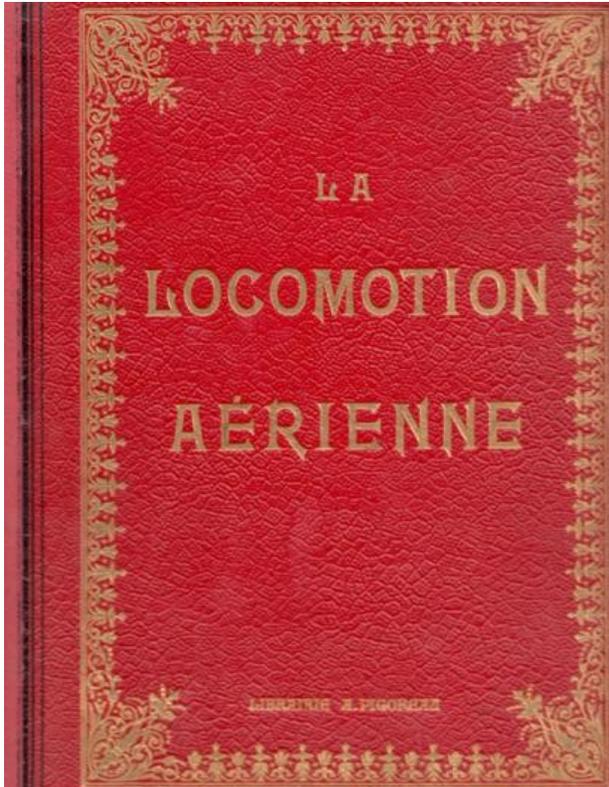
First edition. Oblong octavo. 12 pp. with 11 photographic illustrations (three of them being full-page illustrations of the trophies won by Glenn Curtiss: Gordon-Bennett, Scientific American and Collier). Publisher's printed blue wrappers with the front cover bearing an image of the Curtiss Flying Boat in flight. Light overall wear but a very good copy of this rarity. While we can find no copies of this sold or at OCLC we do know that the Glenn H. Curtiss Aviation Museum issued a facsimile of this in 1987.

Hoping to appeal to the boat enthusiast as well as the aviator, Curtiss' Flying Boats were biplane flying boats powered by a single engine mounted amongst the interplane struts and driving a pusher propeller. The pilot and a single passenger sat side by side in an open cockpit. The wing cellule was derived from the Model E landplane and was of two-bay, unstaggered, equal-span construction with large ailerons mounted on the interplane struts and extending past the span of the wings themselves. The earliest examples of this design were built and sold by Curtiss in 1912.

50) (EARLY AVIATION) *Rapport Officiel sur la Deuxieme Exposition Internationale de Locomotion Aerienne: Organisee par l'Association des Industriels de la Locomotion Aerienne au Grand-Palais, 15 Octobre-2 Novembre 1910*. Paris: Librairie Aeronautique, 1911. \$825

First edition. Quarto (9 x 12 3/4 inches). [88] pp. with aeronautical photographic illustrations on virtually every page. Publisher's bright red cloth with black borders, front cover bearing an ornate gilt frame with gilt lettering inside, light brown endpapers. Gilt signed on the lower front cover "Librairie A. Pigoreau". Only six copies located by OCLC. A wonderful copy.

There are chapters on the architecture of the exhibition, aerial photography, aeroplane motors and the physiology of flight but the most important chapter is that of the planes exhibited in Paris in 1910; They were: Antoinette, Astra, Bleriot, Breguet, Coanda, Deperdussin, Esnault-Pelterie, Fabre, Henri Farman, Maurice Farman, Goupy, Hanriot, Koechlin, Liore, Nieuport,

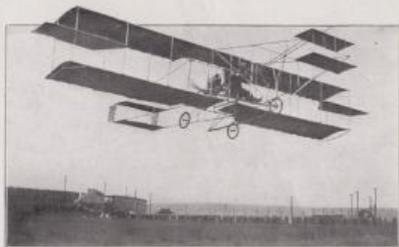


Paulhan, Pischoff, Santos-Dumont, Saulnier, Sloan, Sommer, Tellier, Vinet, Voisin, A full page is devoted to the description of each aircraft and each has a large photographic illustration. Some of these planes have the distinction of being aviation firsts: Henri Marie Coanda was a Romanian inventor, aerodynamics pioneer, and builder of an experimental aircraft, the Coanda-1910, described by Coanda in the mid-1950s as the world's first jet, a controversial claim disputed by some and supported by others. In 1910, in the workshop of Gianni Caproni, he designed and built an aircraft known as the Coanda-1910, which he displayed publicly at the Second International Aeronautic Salon in Paris that year. The aircraft used a 4-cylinder piston engine to power a rotary compressor which was intended to propel the craft by a combination of suction at the front and airflow out the rear instead of using a propeller. The weird-looking flying machine was called the "Turbo-Propulseur" by its inventor. Henri

Fabre showed his famous hydroplane for the first time at this exhibition. On 28 March 1910, Frenchman Henri Fabre flew the first successful powered seaplane, the Gnome Omega-powered Hydravion, a trimaran floatplane. On that day, he completed four consecutive flights,

the longest about 600 meters. the Hydravion has survived and is displayed in the Musée de l'Air in Paris. Henri Fabre was soon contacted by Glenn Curtiss and Gabriel Voisin who used his invention to develop their own seaplanes. Two of the planes shown, the Nieuport IV and the Bleriot, were the first planes used in war. The first use of airplanes in an actual war occurred in the 1911 Italo-Turkish War with Italian Army Air Corps Blériot XI and Nieuport IV monoplanes bombing a Turkish camp at Ain Zara, Libya.

Of these novices, Frisbie, Russell and Seymour joined the professional ranks and started on the road. There, however, they found conditions vastly different than when flying over the level plains of Long Island. They helped to prove that it is one thing to fly well over familiar and favorable surroundings, and quite another to be asked to jump out of long grass surrounded by a half-mile track, a high board fence, telegraph and electric wires, trees and buildings. Promoters and the cub reporters who cover aviation, seem to think that when a man enters an aeroplane that he is at once metamorphosed into a bird or at least the equivalent of Mark Twain's jumping frog. Almost every man who started



C. F. Walsh, winner of every prize, Los Angeles meet nineteen hundred and ten

out to do exhibition work on short notice has had to overcome, or succumb to, the same difficulties. Hamilton, Willard and Mars "busted up" as frequently in the spring of 1910 as did Frisbie, Joe Seymour and George Russell, during the later summer.

During the time that these men were flying at Mineola, reports of other successful novice flights were coming in from distant points of the country. Wm. Evans, of Kansas City, made what is in all probability the most remarkable novice flight ever accom-

51) (EARLY AVIATION) **American Amateur Aviation.** Rochester NY: [Elbridge Engine Company], [1910]. \$950.

First edition of this promotion piece for Elbridge engines. Octavo. 20 pp. with 23 photographic illustrations many of which show early airplanes in flight. Publisher's stiff purple wrappers with raised gilt cover lettering. Excellent. Only three copies located by OCLC.

While issued by the Elbridge Engine Company this piece is not a sales catalog but rather a history of Amateur aviators in 1909-10. It pictures many fliers and their machines and describes the flights and locations. In many cases it tells what designs they were using. It also covers the various air meets of 1910 and discusses such aviators as

Curtiss, Demoiselle, Farman, and others. Elbridge Aero Engines made more successful novice flights during 1910 than all other makes combined. A valuable reference work "It is not until after reading "American Amateur Aviation," a twenty-page booklet distributed of the Elbridge Engine Company, that one realizes how prominent a part these engines have played in the development of American novices during the past year. While the booklet mentions many men who have made flights with other power plants, it still furnishes plenty of evidence that most novice events and records were made last year with the "Featherweight" output. Of course, if this were not the case, it is unlikely that the company would have spent the time and money required to publish the record, but no matter what the motive of its production, the little book contains a great deal of interesting matter well worth preserving." (Aeronautics, Vol. 8, No.3)

52) (EARLY AVIATION) **The First Flight in Japan.** Yoyogi, Japan: N.p., 1911. \$200



Original vintage silver gelatin photograph measuring 6 x 4 /14 inches. Very good. This very rare photograph shows the plane on the field ready for take off with a number of cars behind it. On the verso we read in contemporary manuscript- "The first areoplane flight in Japan. Captain Tokugawa about to start in his monoplane at the army maneuver field.". Below that is a stamp - "Newspaper Enterprise Association (Pacific Bureau) Feb 6 1911". Tokugawa Yoshitoshi was the

son of Count Tokugawa Atsumori (1856–1924) (head of the Shimizu branch of the Tokugawa clan). Through his father, he was the grandnephew of the last shogun, Tokugawa Yoshinobu. While his father had been created a count in 1884, he had relinquished the title in 1899. In 1909, Tokugawa was sent as a military attache to France, specifically to study aeronautical engineering and military applications for the use of aircraft in combat. He purchased a Farman III biplane, which he shipped back to Japan. On 19 December 1910, Tokugawa flew Japan's first successful powered aircraft flight at Yoyogi Parade Ground where Tokyo's Yoyogi Park is now located, only seven years after the Wright Brothers' flight in the United States. On 5 April 1911, Tokugawa piloted the inaugural flight at Japan's first permanent airfield in Tokorozawa. Tokugawa came to be known in Japan as "the Grandfather of Flight". This is likely the flight at Tokorozawa. Obviously there is a disconnect between Wiki data and the wire service stamp on the back of the photo. The plane shown is absolutely not a Farman (they did build a monoplane 2 years later and it was much different in appearance). The date-stamp is a clear and unequivocal indication that this photo predates the Wiki account, and that the plane in question resembles a 1910 Grade monoplane but could be some other as yet unidentified machine.

53) (EARLY AVIATION) **Les Etapes de l'Aviation**. Paris: C.M.,[ca. 1911]. \$225

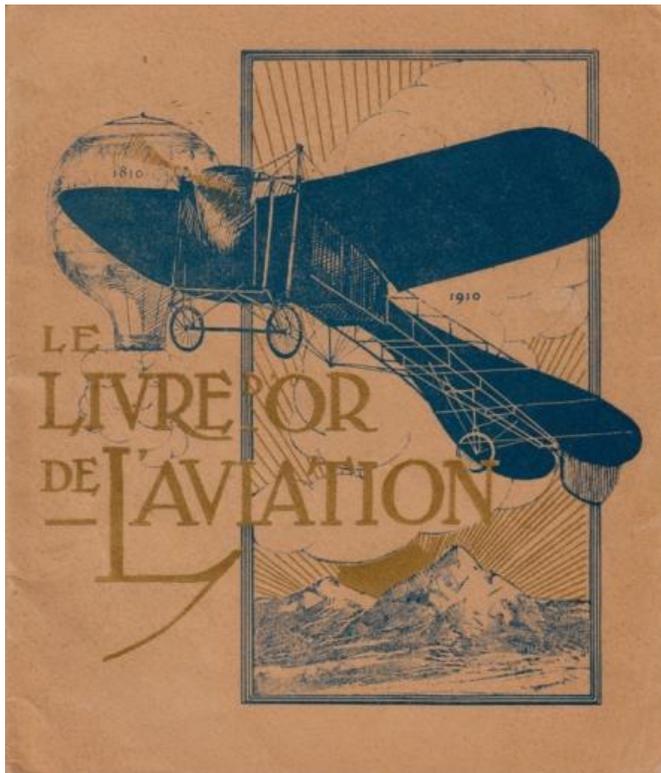


First edition. Oblong octavo consisting of 20 photographic illustrations of early aeroplanes, each with a caption beneath in French. All with tissue guards. Publisher's printed brown wrappers with the front bearing images of a biplane and a monoplane. No copies located by OCLC. A very good copy.

There is no information about this publication but likely it was meant to accompany "Les Etapes de l'Aviation: Conférence Faite le 12

Décembre 1909" by Mathieu Varille. The conference was held in Lyon perhaps in anticipation of their 1910 air meet.. Many of the (much monkeyed with) photographs herein are by M. Branger, a well known early aviation photographer.

54) (EARLY AVIATION) **La Locomotion Aerienne**. [Le Livre d'Or de l'Aviation; cover title]. [Paris]: P. Longuet, [1911]. \$100



First edition. French text. Square octavo. 43, [3, ads for pharmaceuticals]. Well illustrated with 100 photographic illustrations. Publisher's buff wrappers with gilt lettering and , on front, a large image in blue of a monoplane flying near some mountain. A very attractive copy.

This is a very good history of the beginnings of flight from Chanute and the Wright Brothers to 1910. There are photographs of all the best known aviators and their flying machines. What makes this publication a bit special is that at the rear there is a page devoted to and naming all the female pilots And all are pictured. In addition there are three pages listing "Heros Morte pour l'Aviation, 1908-1910". These are photographs of the 20 men who died for their dream of flight.

55) (AVIATION: TRADE CATALOG) **Bonnet-Labranche.**, Albert Aero-Office ABL: Paris: Typ. Chantenay 1910. \$250

First edition, Octavo. 77, [3] pp. Numerous photographic illustrations of planes and plane equipment. Publisher's printed wrappers with newer cloth tape spine. Some soiling to wrappers but overall a very good copy of this very rare catalog. No copies on OCLC or at the Bibliotheque Nationale.

A combination history of flight and sales catalog. The first 32 pages concern the history of flight. There are numerous photographic illustrations. The remainder of this publication is an illustrated sales catalog for Bonnet-Labranche aviation products, including their ABL planes.

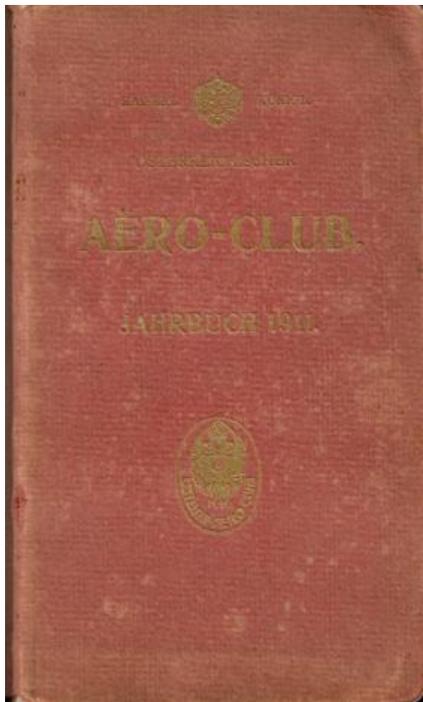


"Albert Casimir Marius Bonnet-Labranche was born in Toulouse on September 10th, 1883, the son of an architect and engineer. Aviation ran in the blood of Albert and his younger brother Émile. Their father had tried to build a flying machine already in 1869, and also built a balloon that was used in the 1870-1871 war. After finishing his studies and military service he moved to Paris and together with his brother formed "Aeroplanes Bonnet-Labranche". They designed and built their first machine already in 1907, a biplane with a characteristic big long-chord top wing that joined with the horizontal tail, but it never flew. In 1909 they partnered with Charles Roux of Saint-Die to form AVIA, who built several more or less unsuccessful designs. At the October 1909 Paris "Grande Quinzaine" Albert Bonnet-Labranche entered a monoplane, the fourth "ABL" design, but it was untested and only managed short, straight flights. This was his only appearance at an aviation meeting. The Bonnet-Labranche brothers were involved in all kinds of aviation-related business. They

established the "Aero-Garage" in Paris, where they bought, sold, built, repaired and shipped aeroplanes. In the end of 1910 they claimed to have 31 aeroplanes of different types in the 2,200 square metre halls of the "Aero-Garage", and their inventory of machines, engines and spare parts was valued at 512,000 francs. The brothers also published the fortnightly magazine "L'Aviation Illustrée" and manufactured and sold model airplanes. They started flying schools and built hangars at Issy-les-Moulineaux, in Orléans and in Oran in Algeria, and they had big plans for several more schools in France, Belgium and China, which in the end were never realized. They designed seven types of airplanes of different configurations. The last types, Bleriot-inspired monoplanes, were produced in several examples during 1911 and flown successfully in many meetings, particularly by Louis Janoir. Albert moved to Algeria around 1911 and ran the flying school there. It appears that the other Bonnet-Labranche aviation businesses were sold or wound down in the end of 1911, but the "Aero-Garage" reportedly still existed in 1913" (The First Air Races).

56) (EARLY AVIATION) HESS, Victor Franz. Osterreichischer Aero-Club Jahrbuch 1911. Wein: Verlag von L.W. Seidel & Sohn, 1912. \$250

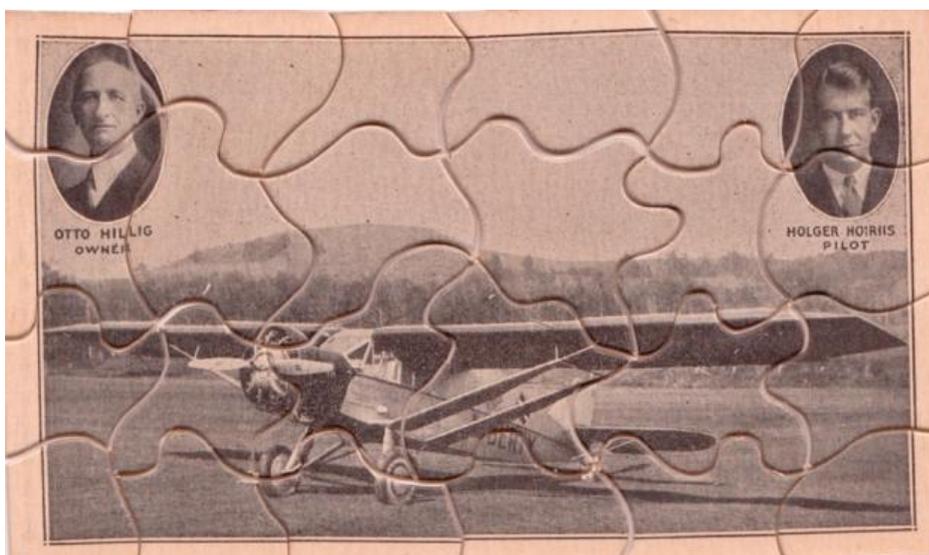
First edition. Narrow octavo. 238, [1], [12, ads for aviation products] pp. Illustrations from photographs. Publisher's flexible salmon cloth with gilt spine lettering. Some fading to cloth and tips a bit bruised but a very good copy.



Includes a list of members, list of competitions and awards and various articles relevant to flight at that time. The great engineer Alexander Cassinone was vice-president of the Aero-Club of Austria at that time. Of great note in this publication is an article on the groundbreaking experiments by Victor Franz Hess on cosmic radiation ("Aeronautische Radiumforschung" pp. 102-108). "In 1910 Theodor Wulf, making experiments on the Eiffel Tower, observed that the ionization of the atmosphere at a height of 300 meters above a gamma ray source is greater than that at a distance of 300 horizontal meters. He thus admitted the possibility of extraterrestrial sources for such radiation and suggested that this hypothesis might be confirmed by balloon experiments. A. W. F. E. Gockel, among others, attempted such experiments, but achieved no definite results. Hess took up the problem stated by Wulf in 1911. He first verified the rate of absorption of gamma rays and then, with the help of the Austrian Academy of Sciences and the Austrian Aeroclub, made ten difficult and daring balloon ascensions, collecting data with improved instrumentation. He reached a height of 5,350 meters, with striking results. He was able to establish

that to a height of approximately 150 meters above sea level, radiation decreased according to known laws, while at greater heights radiation increased steadily, following approximately the same laws. He found radiation at 5,000 meters to be several times greater than that at sea level, and also that radiation at all levels was the same night or day, and therefore not the result of the direct rays of the sun. He was thus able to conclude that the radiation he recorded at high altitudes entered the atmosphere from above and was, in fact, of cosmic origin" (Encyclopedia.com).

57) (EARLY AVIATION) HOIRIIS, Holger & Otto HILLIG. **Original Signed Photograph of Both Men and Their Plane "Liberty."** Liberty. [New York]: Hillig Studios, [1932]. \$650



Original albumen photograph, 7 x 5 inches on an original Hillig Studio mount (9 3/4 x 8 inches). Signed by Hoiris & Hillig in the image. With a contemporary small jigsaw puzzle with a photographic image of the Liberty and portraits of both men (in the original box). Sharp and clean image on clean original mount. The photograph itself is

not particularly rare but one having the signatures of both men is. The original jigsaw puzzle adds to the charm of this item.

A remembrance from the first transatlantic flight from New York to Copenhagen (tenth Transatlantic flight in history) on June 24-25, 1931 with Holger Hoiriis (1901-1942) aboard the Spirit of Liberty. "Besides being a highly successful photographer, Mr. Hillig had a venturesome spirit. He owned one of the first automobiles in the county and in 1916 he and



another local individual made a transcontinental trip across the country in an automobile, at a time when such a trip was practically unheard of. In the early 1920's he was one of the pioneers in aerial photography and as an outgrowth of his interest in aviation he purchased in 1929 a ticket for \$9,000 to be one of twenty-two passengers for a history making flight around the world on the German Graf Zeppelin. Unfortunately, his berth had been previously sold to someone else. Though he sued the Zeppelin Company, the

litigation was lengthy and by the time he settled out of court, he just about broke even. His next dream was to fly the Atlantic in his own plane. He found a young Danish pilot, Holger Hoiriis, and commissioned the construction of a Wright-powered Bellanca monoplane at a cost of \$22,000. The plane had a 300 horsepower engine and attained a top speed of 132 miles per hour. Painted red and silver, it was named "Liberty" in honor of his adopted hometown. The flight began from the Liberty Golf Course, touched down in Newfoundland and began the cross-Atlantic flight on June 24, 1931. Hoiriis and Hillig (later referred to as "the first trans-Atlantic backseat driver") had no radio, no life-saving equipment and little food. Because of a fog, they flew over Spain and France before they discovered where they were and landed in Krafeld, Germany with five gallons of gas to spare. Continuing on their trip, they received a tumultuous welcome from 60,000 Danes, another ovation from Hillig's hometown in Germany, and equally warm welcomes in New York City and back home in Liberty." (Sullivan County Historical Society). Holger Hoiriis emigrated to the U.S. in 1924, at the age of 23. He took flying lessons on Long Island then bought a plane. It didn't take long before he earned money by performing various acrobatic tricks or barnstorming. It gave him the nickname, hold your horses Hoiriis. People could also get a trip in his plane for a fee. A trip cost \$1.50 and, after some time, he owned several planes. Some years later he worked as a flight instructor at the Air Services of Bellanca Airfield and as a test pilot for the same company. He was one of the pioneer pilots of All American Aviation mail pickup service, and in 1939 he demonstrated the world's first night pickup service at Bellanca Airfield. The jigsaw puzzle is no doubt rarer than the photograph, although of considerably less value. It comes in the original box which doubles as a mailer. Postage on the front (this one never mailed) and a printed history of their adventure on the rear.

58) (EARLY AVIATION) MORRISS, Bud. **Original Photograph and Stickpin.** Chicago and Grand Rapids: Bud Morriss Airplane School, 1916 \$275



Original photograph of "Bud" Morriss, and his chief engineer Tony Stadlman, at the controls of his flying boat. Photograph measures 3 x 2 1/2 inches. It is in the original frame and with the original label on the verso which reads; "This is an authentic photograph taken in Grand Rapids, 1915, of P. G. B. (Bud) Morris at the controls of his Benoist Flying Boat, accompanied by his Chief mechanic Tony Stadlman, who later became Superintendent of the Lockheed Airplane Company of Burbank." Together with an original stickpin for the school in brass and blue and with an image of a biplane. It reads "Bud Morriss Airplane School Chicago 1916." The original celluloid covering the photograph is still present. Rare

mementos of an early and influential aviator and his aviation school.

Percival George Brockhurst Morriss (1884-1944), a native of England, learned to fly at Brooklands racetrack in 1909. Soon after that he came to the United States. A former assistant engineer in the Marconi Wireless Telegraph Company, he championed the use of wireless to communicate with airplanes in flight. Later the same year he learned to fly a Bleriot in England, and then joined the Curzon aviators. In 1914 he operated a flying boat service on the Chicago lake front, and in the same year was managing editor of *Aero & Hydro*, an aviation weekly paper. In 1915 he opened the Bud Morriss Flying School in Chicago. His next venture was with the Benoist Aeroplane Co. of St. Louis, serving successively as assistant pilot and instructor, Chief instructor, and finally as vice-president and sales engineer. In 1917 he served as a member of the Chicago Aero Commission. During the First World War he enlisted as a seaman in the Navy, in which he served for 18 months. Upon discharge Morriss was executive officer of aviation schools at a naval air station. Anthony Stadlman was in 1886 in Bohemia. He emigrated to the United States from his home in what was then Czechoslovakia in 1906, inspired by news of the aviation work of Orville and Wilbur Wright. By 1910 he was helping to build flying machines at the Chicago School of Aviation. For a short while he was chief engineer at the Bud Morris Aviation School. The Lockheed Aircraft Corporation, originally called the Loughhead Aircraft Manufacturing Company, was organized in the summer of 1916 by brothers Allan and Malcolm Loughhead. Their plant was located in the rear of a garage on State Street in Santa Barbara. Tony Stadlman met Allan Loughhead on a Chicago airfield and became superintendent of manufacturing when the company changed its name to Lockheed in 1927."

59) (EARLY AVIATORS) **Les Rois de l'Air**. Paris: Imp. de Vaugirard, [ca. 1912] \$300

First edition of this very obscure publication. Octavo. 44, [2, ads] pp. Photographic illustrations and ads throughout. Publisher's stapled wrappers with the front cover bearing photographic portraits of ten famous flyers and with green lettering and art nouveau borders and devices. A very good and clean copy. No copies located by OCLC.



Basically this little publication in French is compendium of the famous aviators of the day with short biographies and photographic portraits of the flyers and their machines. Naturally it starts with that great French hero Louis Bleriot; then on to F. De Baeder, Bregi, Etienne Bunau-Varilla, Le Lieutenant Calderara, Baron de Cators, Le Colonel Cody, Glenn H. Curtiss, Leon Delagrange, R. Esnault-Pelterie, Henry Farman, Maurice Farman, Henry Fournier, Jean Gobron, GradeComte de Lambert, Hubert Lathan, Alfred Leblanc, Le Blon, De Lesseps, Moore-Brabazon, Paulhan, Rogier, Santos-Dumont, Les Freres Voison, Roger Sommer,, Tissandier, Wilbur Wright and lastly Orville Wright. This is an irreplaceable source document; many of the aviators and the planes they flew have been lost to history but they can be foud herein."

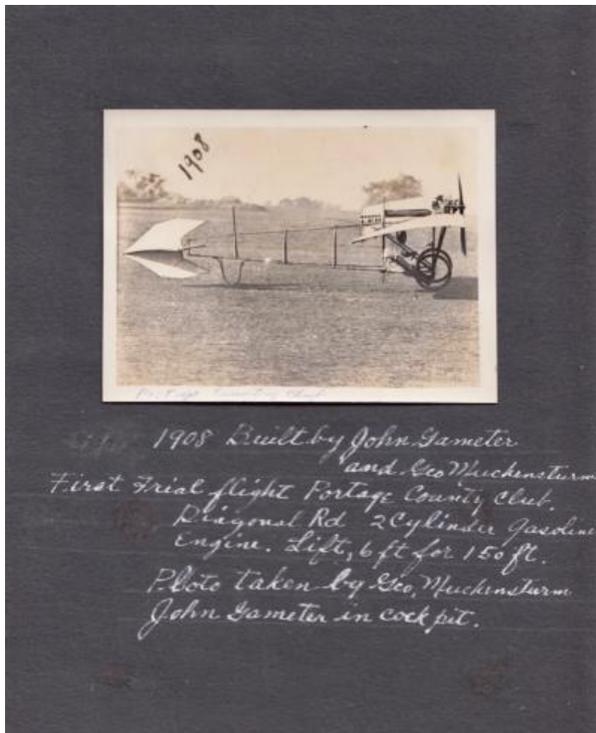
(EARLY AVIATION) Roberts Motors 1912. The Motors that Never Backfire. Sandusky The Roberts Motor Co. [1912] 73326 \$200

First edition. Octavo. 36 pp. with a wealth of photographic illustrations. Publisher's pictorial wrappers. Some minor edge wear but a very good

copy. E.W Roberts claimed to have designed some 150 engines before starting his own "Roberts Motor Company" in 1906 in Clyde, Ohio. By 1908 the Roberts Motor Company was moved to Sandusky, Ohio. The company made both aeronautical and marine engines.

60) GAMETER, John [aviator.] **Original Photograph of John Gameter in His 1908 Plane.** [Akron, OH], 1908 . \$225

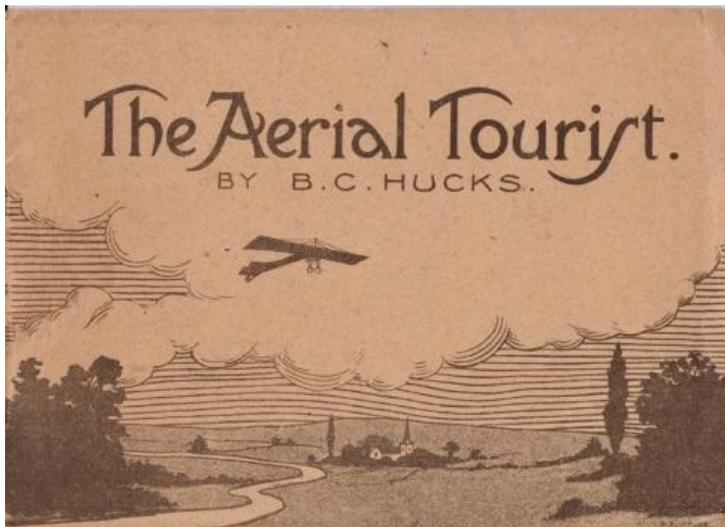
The photograph of Gamater in his plane ready for take off is 4 1/4 x 3 1/4 inches. It is affixed to a sheet of thick black craft paper. The long manuscript caption below the photo reads: 1908 Built by John Garameter and George Muckensturm. First Trial Flight Portage Country Club, Diagonal



Road. 2 cylinder gasoline engine. Lift; 6 ft for 150 ft. Photo taken by Geo Muckensturm. John Gameter in cock pit. Fine condition. This photo of two rank amateurs building their own plane and flying it was taken only 5 years after the Wright Brothers historic flight. The Portage Country Club is in Akron, Ohio. Many of the early developments in flight took place in Ohio. And the field on which Gameter's plane sits certainly looks like a golf range. Goodrich employee and golf enthusiast, John Gameter, invented the automatic golf-ball winding machine, which used two threads simultaneously and mechanized the whole ball-making process. A born tinkerer."

61) HUCKS, B. C. **The Aerial Tourist.** W. & T. Gaines: Leeds & London, [1912] \$1,000

First edition. Small pamphlet measuring 4 x 3 1/2 inches. [1-2]3-16[17-18] pp. including two full page photographic illustrations. Publisher's self wrappers with an idyllic aviation scene on the front. Excellent condition. No copies located by OCLC but there was a reproduction made in 2002.



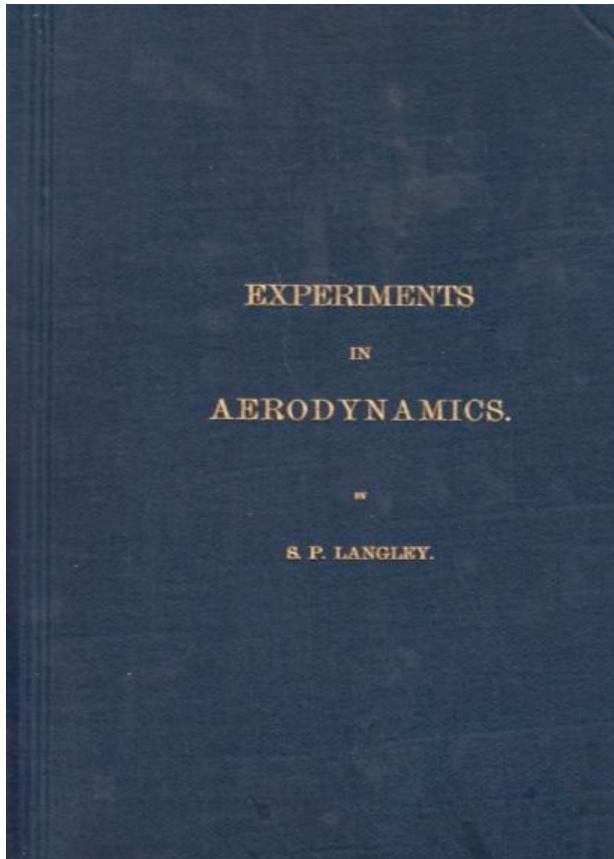
Essentially a piece of self-promotion and braggadocio in which Hucks tells of his wonderful and exciting feats of flying. Bentfield Charles Hucks (1884 – 1918) was an aviation innovator in the early 20th century. As well as test flying numerous aircraft types, he was the first Briton to perform a loop in an aircraft, which he performed in his Bleriot at Hendon airfield in September 1913. He is especially honored by the Welsh as the first person to fly across the Bristol Channel. spending 40 minutes in the air before returning to Weston. Hucks also carried the first letter to arrive by

air in Cardiff, addressed to T S Fairgray, the Cardiff Postmaster, from R C Tombs, ex-Controller of the London Postal service. Together with an unused RPPC showing Hucks in front of his trusty Blackburn monoplane and with an official contract between Hucks and one Edward Eyre for Hucks to perform looping-the-loop flights at "The Home Close" in Coventry. The contract is

typed on quality paper and was witnessed and signed by both Hucks and Eyre. Eyre was acting on behalf of the Golden Cross Philanthropic Society. The event took place on April 13, 1914.

62) LANGLEY, S. P. **Experiments in Aerodynamics**. Smithsonian Contributions to Knowledge 801. Washington, [D.C.]: The Smithsonian Institute, 1891. \$350

First edition. Tall quarto. 115, [1] pp. plus 10 full page diagrams and illustrations of which 6 are double-paged. Small errata laid in. Publisher's blind-ruled green cloth with gilt cover lettering. Minor extremity wear. A very good copy; bright and clean.



"Samuel Pierpont Langley (1834 - 1906) is often used as a contrast to the Wrights. Unlike the two brothers, Langley was highly-educated and had more than ample funding in support of his efforts to develop an airplane. His stature at Secretary of the Smithsonian Institution lent great credibility to his efforts to build an airplane, as did his success with the unmanned aerodromes. In particular, his Aerodrome No. 6 flew 4,200 feet at about 30 mph on November 28, 1896. This unmanned tandem-wing craft employed a lightweight steam engine for propulsion. The wings were set at a distinct dihedral angle so that the craft was dynamically stable, capable of righting itself when disturbed by a sideways breeze. There was no method of steering this craft, nor would it have been easy to add any means to control the direction the craft flew. From the success of No. 6, Langley was able to convince the War Department (a.k.a. Department of Defense) to contribute \$50,000 toward the development of a person-carrying machine. The Smithsonian contributed a like sum towards Langley's efforts. Charles Manley developed

an extraordinary radial-cylinder internal combustion engine that developed 52 horsepower for the man-carrying Great Aerodrome. Langley felt it would be safest to fly over water, so he spent almost half of his funds constructing a houseboat with a catapult that would be capable of launching his new craft. The Great Aerodrome might have flown if Langley had chosen a more traditional means of launching the craft from the ground. The pilot still would have lacked any means of steering the plane, and so faced dangers aplenty. But it might have at least gotten into the air. Unfortunately, Langley chose to stick with his 'tried-and-true' approach of catapult launches. The plane had to go from a dead stop to the 60 m.p.h. flying speed in only 70 feet. The stress of the catapult launch was far greater than the flimsy wood-and-fabric airplane could stand. The front wing was badly damaged in the first launch of October 7, 1903. A reporter who witnessed the event claimed it flew "like a handful of mortar." Things went even worse during the second launch of December 9, 1903, where the rear wing and tail completely collapsed during launch. Charles Manley nearly drowned before he could be rescued from the wreckage and the ice-covered Potomac river" (Mississippi State University)."

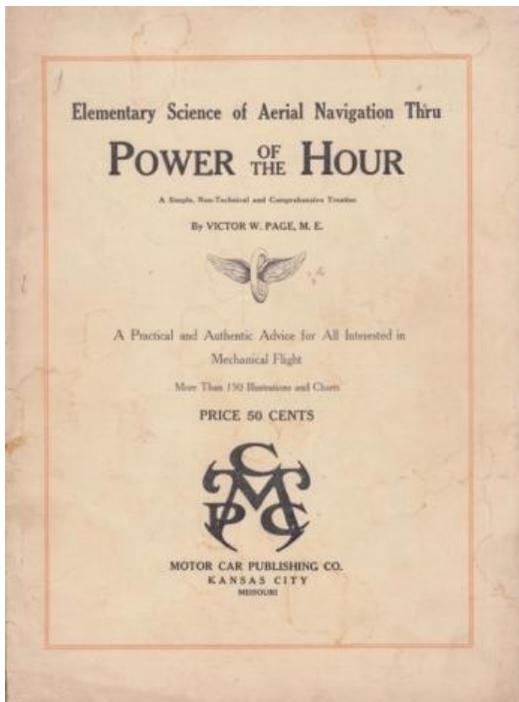
63) (LAW, Ruth) **Panorama Photograph of the Clarendon Airship**. Sea Breeze,, FL: N.p, [1912]. \$250

Original silver gelatin photograph measuring 9 1/4 x 3 inches. Caption within the plate read "Hotel Clarendon Clarendon Airship Photo by LeSesne." In it we can see the hotel with the pusher biplane in front of it on the sand with people and cars surrounding it. Ruth Law was the pilot. Old crease (hard to see). Framed and glazed. Very good.



Ruth Law enrolled in Burgess Flying School in Boston in late June of 1912 and made her first solo flight on August 1st. After receiving her pilot's license she took a job with the Clarendon

Hotel for the Winter of 1912. There she made daily exhibition flights and carried tourists for brief flights. By the summer of 1913 she had her own plane and signed up for the same kind of employment at a Newport Rhode Island resort. The photographer, Richard LeSesne, was mainly noted for his photography of land speed record attempts on Daytona Beach, Florida, in the 1920s and 1930s (although he was active as early as 1897)."



64) PAGE, Victor W. **Elementary Science of Aerial Navigation thru Power of the Hour; A Simple, Non-Technical and Comprehensive Treatise**. Kansas City, MO: Motor Car Publishing Co., [1910]. \$250

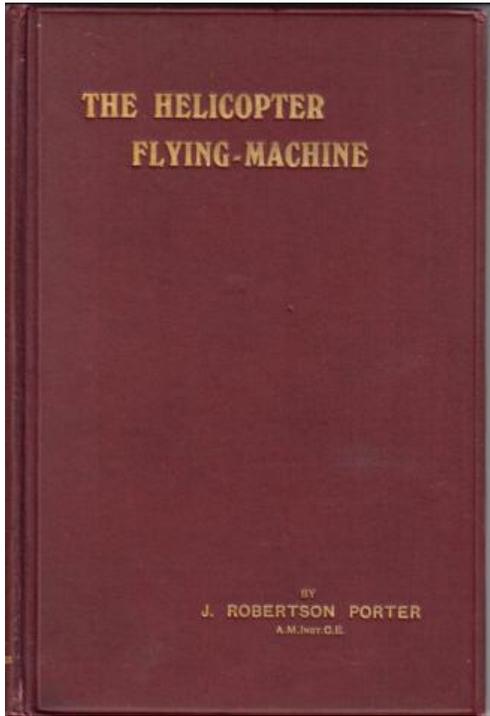
First edition. Quarto (8 x 10 1/2 inches). 80 pp. Well illustrated from photographs. Publisher's printed cream wrappers with the back cover having a tinted ad for the Kansas City Automobile Supply Company. Minor soiling but a very good copy. Only 1 copy located by OCLC.

The first 17 pp. are devoted to dirigibles with the remainder of the book concerned solely with heavier-than-air flight (airplanes). It is indeed comprehensive with chapters on early aviation history (rare in a 1910 publication), design, construction, engines, etc. Victor Page was a gear-head of the first order and was involved with early aeroplanes, cars, motorcycles and boats. But his first love was cars Victor W. Page was a talented engineer and inventor who designed an American Automobile called The Victor Page and The

Utility. Victor W. Page began his automotive career in 1905 when he and his brother Arthur A. Page produced The Page automobile in 1905. From 1921 to 1924 he operated his own automobile company called the The Victor W. Page Corporation in Farmington, NY. One can

see traces of his interest in flight as late as 1921 when he named one of his cars the Victor Page Aero-Type Four.

65) PORTER, J. Robertson **The Helicopter Flying-Machine;** An Account of Previous Experiments, Including an Analysis of the Author's Turbine Machine, with Theory and Deductions. London Offices of "Aeronautics" 1911 \$400



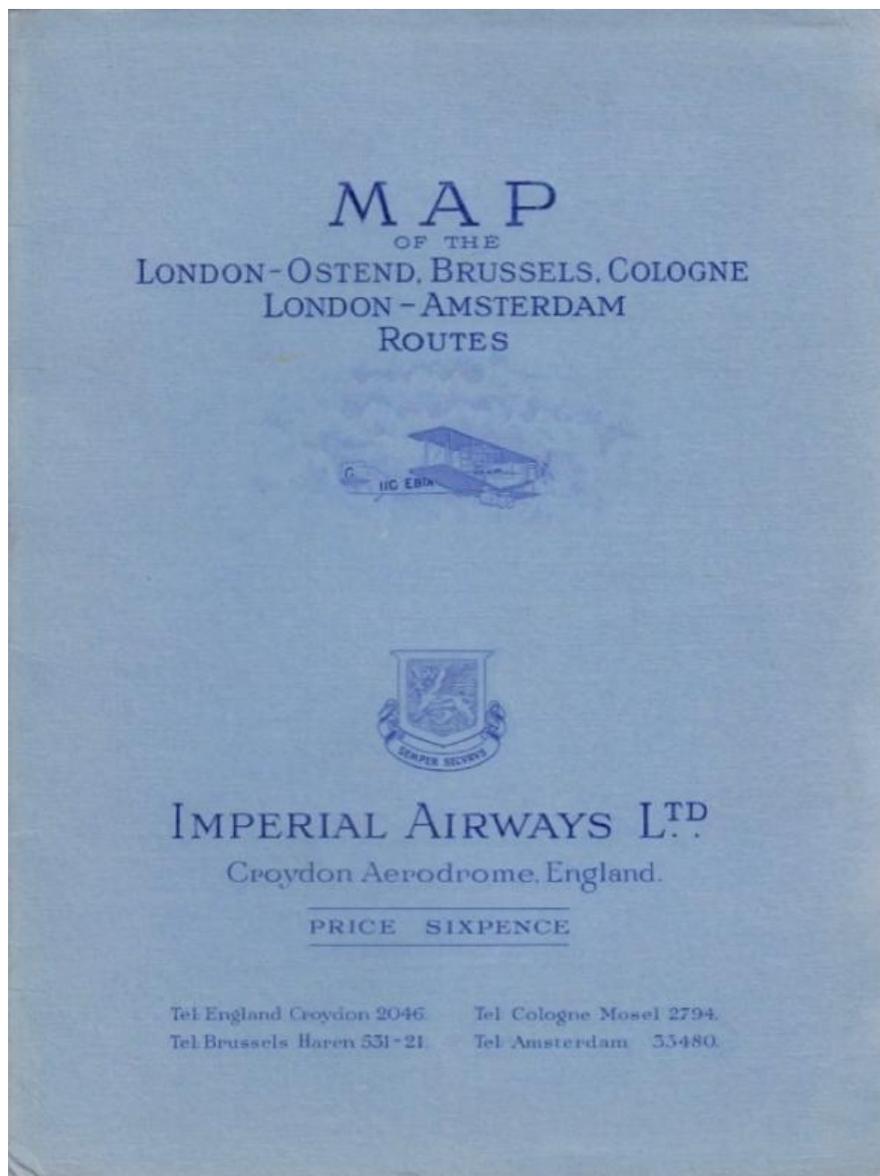
First edition of the first book solely concerned with helicopters. Octavo. viii, 80 pages including numerous photographic illustrations, tables, and diagrams. Publisher's burgundy cloth with gilt spine and cover lettering. Typographic bookplate of the Aeronautic Library of New York. An excellent copy.

Some copies, as this one, bear the stamp of the American distributor Van Nostrand. "Mr. Porter deserves great credit for the clear and concise way he has analyzed the most important experiments with lifting-screws, and his book, which at present stands as the only English work on the subject, should find a place in every student's library" (Nature, Volume 88, 1912). While there were numerous attempts to make a helicopter early in the 20th century the first operational helicopter was not built until 1936.

Other Aviation of Note

66) (AVIATION) **The Air Way; Official Handbook Describing the Activities of Imperial Airways, Ltd.** [With] Map of the London-Ostend, Brussels, Cologne; London-Amsterdam Routes. London Imperial Airways, Ltd. [1928] \$450

First edition, Octavo. 68 pp. including numerous photograph illustrations and ads. Publisher's printed blue wrappers with darker blue lettering. Some foxing to to wrapper edges, else a very



good copy.[With] Map of the London-Ostend, Brussels, Cologne; London-Amsterdam Routes. London: Imperial Airways Ltd., [1928].

First edition. Folding color printed map measuring 30 x 20 inches. Folding into publisher's blue printed folder measuring 8 1/2 x 10 inches. An excellent copy. OCLC records two versions of this handbook; one of 68 pp. and the other of 80 pp. Presumably the shorter one was issued first. There are six records for the longer version and only three for the shorter. OCLC only locates one copy (Virginia Tech) of the map. A fine look into early passenger service in Britain and Europe in the 1920s.

Imperial Airways was formed in 1924 to compete with the heavily subsidized airlines of France and Germany. It

was formed out of the merger of the four leading British airways; the Instone Air Line Company, owned by shipping magnate Samuel Instone, Noel Pemberton Billing's British Marine Air Navigation (part of the Supermarine flying-boat company), the Daimler Airway, under the management of George Edward Woods and Handley Page Transport Co Ltd. While it was formed to compete in the European market, one of its main goals was to facilitate overseas settlement by making travel to and from the British colonies quicker, and that flight would also speed up colonial government and trade that was until then dependent upon ships. Typically there were fewer than 20 passengers aboard a flight. In the handbook we can see that wicker chairs were used for seating. For the short hops Handley Page aircraft were usually used. Their home port was Croydon. In 1940, Imperial was subsumed into British Airways. Maggs Brothers has a full page ad on p. 43."

67) CHAMBERLIN, Clarence. Signed Photograph of Chamberlin and His Plane. N.p.; [ca 1934]



\$175

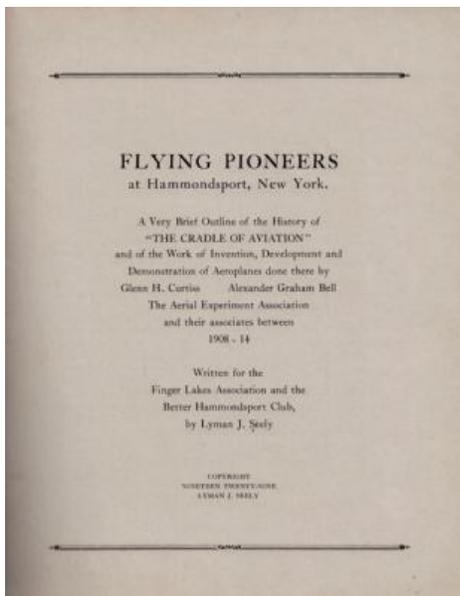
An original photograph of Clarence Chamberlin's Condor airplane with an inset of his face. Signed at lower margin. 8 1/2 x 6 1/2 inches. Matted and with a mylar window. Very good.

Clarence Duncan Chamberlin (1893-1976) was an American pioneer of aviation, being the second man to pilot a fixed-wing aircraft across the Atlantic Ocean, from New York to the European mainland, while carrying the first transatlantic passenger. He was a very

respected early aviator who trained as a pilot for WWI at the School of Military Aeronautics at Champaign, Illinois. In 1927 he broke the aviation endurance record by recording a time of 51 hours, 11 minutes, and 25 seconds, exceeding the previous record by nearly 6 hrs.

68) EARHART, Amelia. **The Fun of It.** Random Records of My Own Flying and of Women in aviation. New York Brewer, Warren & Putnam, 1932. \$1,000

First edition. **Signed by Earhart on the front endpaper.** Octavo. [X], 218, [1, ads], [1, blank] pp. With thirty-one full page illustrations. Publisher's brown cloth with white spine and cover lettering. In a facsimile dust jacket but with **the record in the rear pocket (seal unbroken).** There is some peculiar worming to the lower blank margin of pp. 55-70 . Otherwise a very good copy.



69) (CURTISS, Glenn) SEELY, Lyman J. **Flying Pioneers at Hammondsport, New York:** A very brief outline of the history of "The cradle of aviation" and of the work of invention, development and demonstration of aeroplanes done there by Glenn H. Curtiss, Alexander Graham Bell, the Aerial Experiment Association and their associates between 1908-14. Auburn, NY: Fenton Press, 1929.

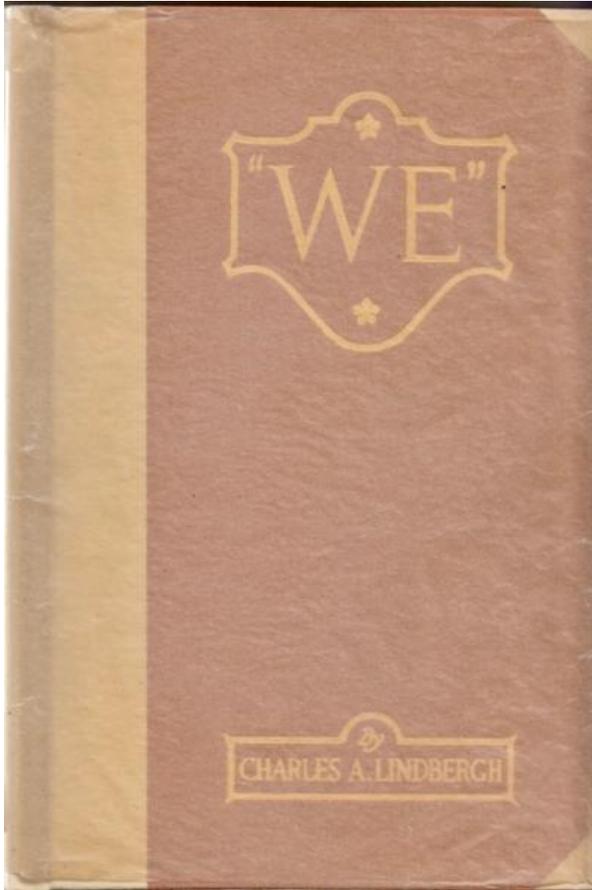
\$225

First edition. Square octavo. 55, [1] pp. with numerous photographic illustrations. Publisher's decorative brown wrappers with gilt cover lettering. An excellent copy.

L

70) LINDBERGH, Charles A. **We: The Famous Flier's Own Story of His Life and His Transatlantic Flight**, together with His Views on the Future of Aviation. With an Introduction by Myron T. Herrick, U.S. Ambassador to France. New York G.P. Putnam's Sons 1927

\$1,750



First edition, one of 1,000 numbered copies signed by Lindbergh (# Autograph Edition"). Large octavo. 308, [2, blank] pp. plus inserted signed limitation page and fifty-two full page illustrations. Publisher's half parchment over terra cotta paper boards, gilt-stamped front board and spine. Pastedowns with an image of a flying plane. Original glassine (a few short tears). Publisher's note and small six-page prospectus laid in. Publisher's numbered two-part box (joints to top split but still attractive). A beautiful copy and with all of the paraphernalia.

71) REYNOLDS, Zachary Smith. **Log of Aeroplane NR-898W: Experiences, Comments, Impressions of a Flight from England to China**, 1931-32. New York: Privately Printed, 1932.

\$1,500

First edition. One of only 31 numbered copies printed by William E. Rudge's Sons on Leyden handmade paper. Octavo. [6], 59, [1] pages including frontispiece (portrait). One leaf of Reynolds' actual manuscript log bound in. Publisher's full blue calf, with gilt ruling and lettering, top edge gilt, map endpapers detailing the route Reynolds took. With a paperback reprint. Mild rubbing but a very good copy. OCLC only locates 2 copies and according to RBH there have been no copies at auction.

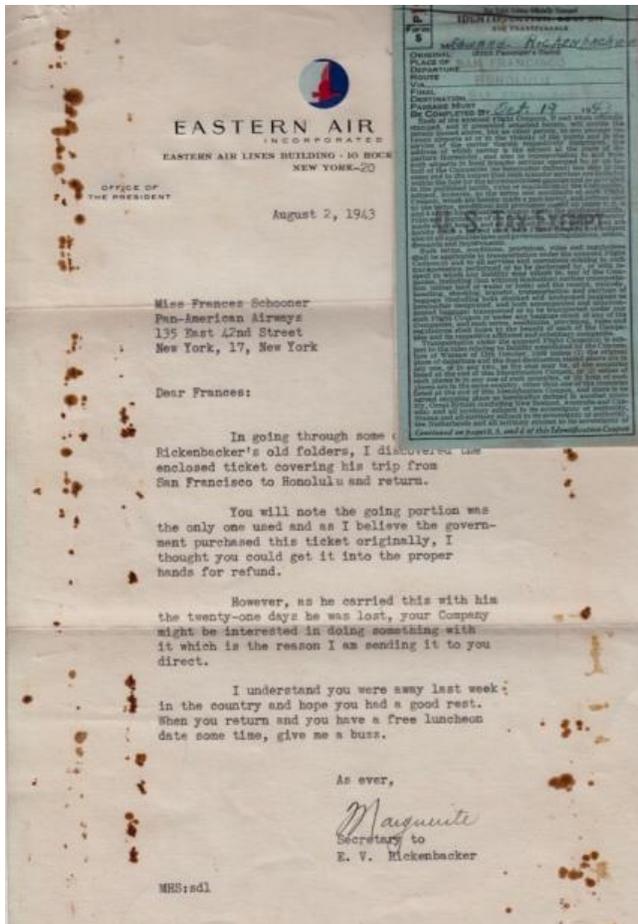
So I might say the 2000 miles from
Naples instead of from Tunis.

Date	Time	Place
Feb. 5, 1932	-30	test flight at Helioptis

After spending one week of
visiting the pyramids and seeing
Cairo in general, I made a
test flight to-day preparatory
to taking off for Kutbah on
the 8th. I have had my motor
carefully checked by two R.A.
F. mechanics, and also the plane
was checked over in general.
You pay these boys what ever
you think the job is worth.
I am not too eager about
Cairo. The weather has been
moderate - overcast at night
and sometimes in the day - but
one thing annoys me tremendously
i.e. Everyone is either trying
to sell you something or other,

Zachary Smith Reynolds
(November 5, 1911 - July 6, 1932)
was an American amateur aviator
and younger son of tobacco
tycoon R. J. Reynolds. He is
mainly remembered today as the
victim of a high society murder
and his story was the basis for two
movies, *Reckless*, starring Jean
Harlow, and the popular 1950s
classic, *Written on the Wind*. In
addition, the 1933 film *Sing,
Sinner, Sing* was loosely based
upon the allegations surrounding
Reynolds' death. Zachary was the
youngest son of tobacco tycoon R.
J. Reynolds and was raised in a
life of privilege. Early in his life he
became a serious enthusiast of
flying and by the time he was
16, in the same year Lindbergh
made his triumphant flight across
the Atlantic Ocean, Smith had
earned his private pilot's license.
He was one of the earliest licensed
airplane pilots in the nation. At
age 19 Smith set out on a solo
flight that carried him from

England to Hong Kong, thus joining the ranks of accomplished and courageous sports pilots in the Golden Age of aviation. Smith bought a S.56C amphibian biplane built by American Aeronautical Corporation in Port Washington, New York under license from Italian manufacturer Savoia-Marchetti in the spring of 1931. It was customized for him to have a single seat and extra fuel capacity as he planned to fly it around the world. After a couple of abortive starts, Reynolds began his long-distance flight (London to Hong Kong) in December 1931 right after his marriage to famous torch-singer and actress Libby Holman. He landed in Hong Kong in April of 1932. His flight journal survived and Zachary's sister, Nancy Reynolds, arranged for this small edition publication of the log as a memorial of sorts to be given to family and good friends. In his introduction to the reprint, Robert Murdoch states "I realized this was more than a log. It was the journal of a tour undertaken by a lone aviator who visited places many could only dream about seeing; North Africa, the Middle East, India, China- at a time when those places were more remote, and travel by air in the United States was far from commonplace." Unfortunately Zachary Smith Reynolds did not. Reynolds died under mysterious circumstances from an automatic .32 caliber Mauser pistol shot through his head on the early morning of July 6, 1932, after a 21st birthday party for his friend Charles Gideon Hill, Jr. The death was originally ruled a suicide, but a coroner's inquiry subsequently ruled the death a murder. Both Walker, Zachary's good friend and likely Holman's lover, and Holman were considered suspects in his death and were both indicted for first-degree murder of Reynolds—Holman for the murder itself and Walker as an accomplice. The murder attracted national attention but the trial never took place. Given the confusing and circumstantial evidence against the defendants the district attorney decided not to prosecute the case; .



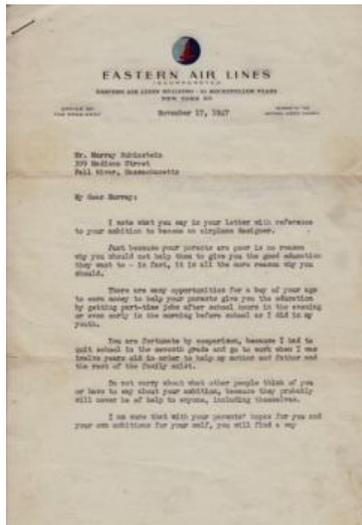
72) RICKENBACKER, Captain Edward V.
 Seven Came Through. Garden City:
 Doubleday, Doran and Co., 1943 73187
 \$1,750

First edition. Octavo. 118 pp. Publisher's blue cloth. In a very handsome dust jacket with minimal edge wear. Chemised and in a quarter morocco slipcase. A wonderful copy.

Inscribed by Rickenbacker to esteemed book collector and author Marjorie Wiggin Prescott (her book collection came up at Sotheby's in 1981). This copy accompanied with Rickenbacker's airplane ticket for his fateful flight of October 1943, of which this book tells. Also accompanied by a letter from Rickenbacker's secretary at Eastern Air Lines, Marguerite Shepherd, to Miss Frances Schooner of Pan-American Airways. Famous World War I Ace Eddie Rickenbacker was an important person in American aviation history. In 1938 he bought Eastern Air Lines from GM for 3.5 million dollars. He transformed it from a small local airline to one of the great airlines of the 20th century. One of Rickenbacker's most famous near-death experiences

occurred in October 1942. Secretary Stimson sent him on a tour of air bases in the Pacific Theater of Operations to review both living conditions and operations, but also to deliver personally a secret message of rebuke to General Douglas MacArthur from the President for negative public comments MacArthur had made about the administration and disparaging cables sent to Marshall. Rickenbacker took a Pan-Am flight to Honolulu. After visiting several air and sea bases in Hawaii, Rickenbacker was provided by the government an older B-17D Flying Fortress as transportation to the South Pacific. The bomber, (with a crew of eight) strayed hundreds of miles off course while on its way to a refueling stop on Canton Island and was forced to ditch in a remote and little-traveled part of the Central Pacific Ocean. For 24 days, Rickenbacker, Army Captain Hans C. Adamson, his friend and business partner, and the rest of the 8 crewmen drifted in life rafts at sea. Under Rickenbacker's leadership, all of the men survived. The letter from Shepherd, on Eastern Air Lines color stationery and date August 2, 1943, reads "Dear Frances; In going through some of Captain Rickenbacker's old folders, I discovered the enclosed ticket covering his trip from San Francisco to Honolulu and return. You will note the going portion was the only one used and as I believe the government purchased this ticket originally, I thought you could get it into the proper hands for refund. However, as he carried this with him for the twenty-one days he was lost, your Company might be interested in doing something with it which is the reason I am sending it to you direct..." Also included is the actual Pan-Am ticket made out to Mr. Edward Rickenbacker for Oct. 19, 1943. The ticket staples have rusted and this rust has lightly stained the letter and the front endpapers of this book in which it rested for many years.

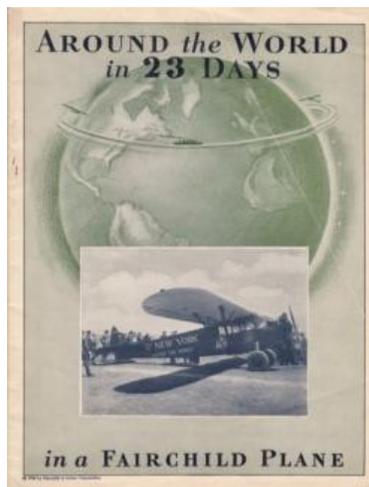
73) RICKENBACKER, Eddie V. **TLS to an Aspiring Airplane Designer.** New York Eastern Airlines; 1947. \$650



Two-page typed letter, signed by Rickenbaker and date 1947. Typed on Eastern Airline letterhead and in Eastern Airline envelope. The letter is dated November 17, 1947 and is written to Mr. Murray Rubinstein. Envelope a bit soiled but the letter is fine. A fine glimpse of a magnanimous hero. In the letter Eddie Rickenbaker is counseling Murray to keep up with his school work and to keep his part-time jobs if he truly wants to become an airplane designer. "There are many opportunities for a boy your age to earn money to help your parents give you the education by getting part-time jobs after school hours in the evening or even early in the morning before school as I did in my youth." Rickenbaker goes on to explain that he had to leave school in the 7th grade. The most telling statement comes soon after - "Do not worry about what other people think of you or have to say about your ambition, because they will probably never be of help to anyone, including themselves." Murray

Rubinstein went on to become a journalist and he specialized in aviation. He wrote a book entitled "The Story of the Israeli Air Force."

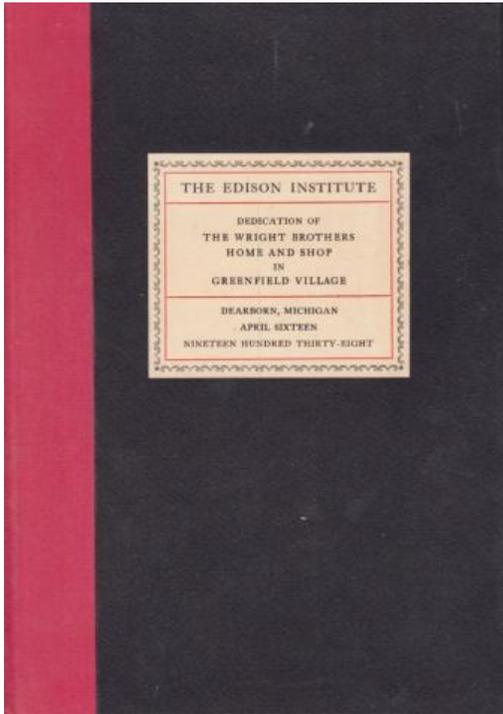
74) COLLYER, C[harles] B[ascom] D[rury]. **Around the World in 23 Days in a Fairchild Plane.** New York: Fairchild Air Corp., 1928. \$400



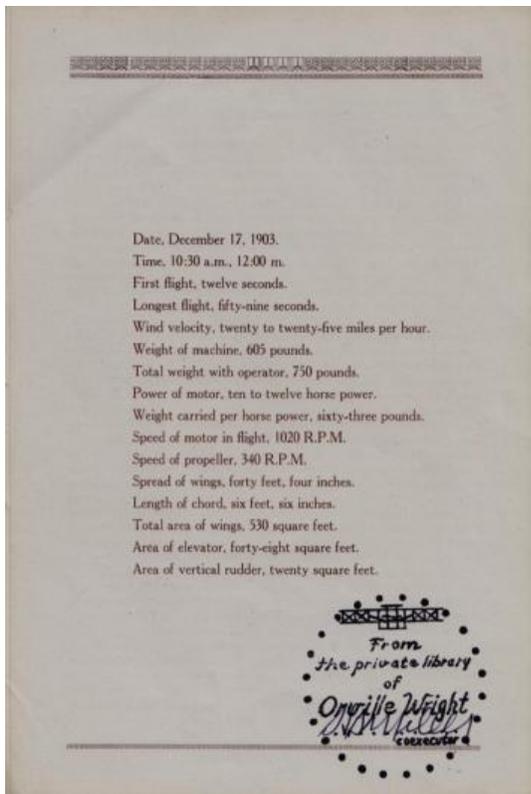
First edition of this special edition of "The Fairchild Aerogram" bearing the account of the round the world trip made by Charles B.D. Collyer and John Henry Mears in 1928. 18 pp. including a double-page route maps and numerous photographic illustrations. Publisher's photographic and pictorial wrappers. Very good.

"The year 1928 was a busy and fateful year for Collyer. From June 28th to July 22, 1928, John H. Mears and Collyer flew around the world from New York and back in 23 days 15 hours 21 minutes to establish an FAI record (p.78 of the Canadian Aviation Historical Society Journal, "Thrills of a Round the World Flight" by C.B.D. Collyer). The airplane they used was "The City of New York," the Fairchild NX5501 that he and his passengers flew through Tucson in September. Although they didn't fly all the way around the world (they crossed the Atlantic and Pacific by ship), their circumnavigation was completed faster than a lunar cycle, which made it into the newspapers as their, "race with the moon." Collyer placed second in the 1928 National Air Race's Transcontinental Class C Race, winning a purse of \$2,500.00; with Harry Tucker, a New York-Los Angeles flight done in 24 hours 51 minutes also in 1928. Collyer went on to found Air Canada. John Henry Mears appears to have been a well-to-do playboy of the period. His wealth was made on Broadway. He set the record for the fastest trip around the world both in 1913 (by sea) and in 1928 (with Collyer by air).

75) (WRIGHT BROTHERS) **Dedication of the Wright Brothers Home and Shop** in Greenfield Village, Dearborn, Michigan. Dearborn: Edison Institute, 1928. \$75



First edition. Octavo. 62 pp. plus frontispiece of an tipped-in actual photograph, developed from the original negative, of the only known photograph of the Kitty Hawk's first flight in 1903. Also with two portraits of the brothers. Title page printed in red and black. Publisher's quarter red cloth over black cloth, printed paper cover label. No issues. A very good copy



76) (WRIGHT, Orville] **The Beginning of Human Flight**. New York: The Wright Company, (1916) \$250

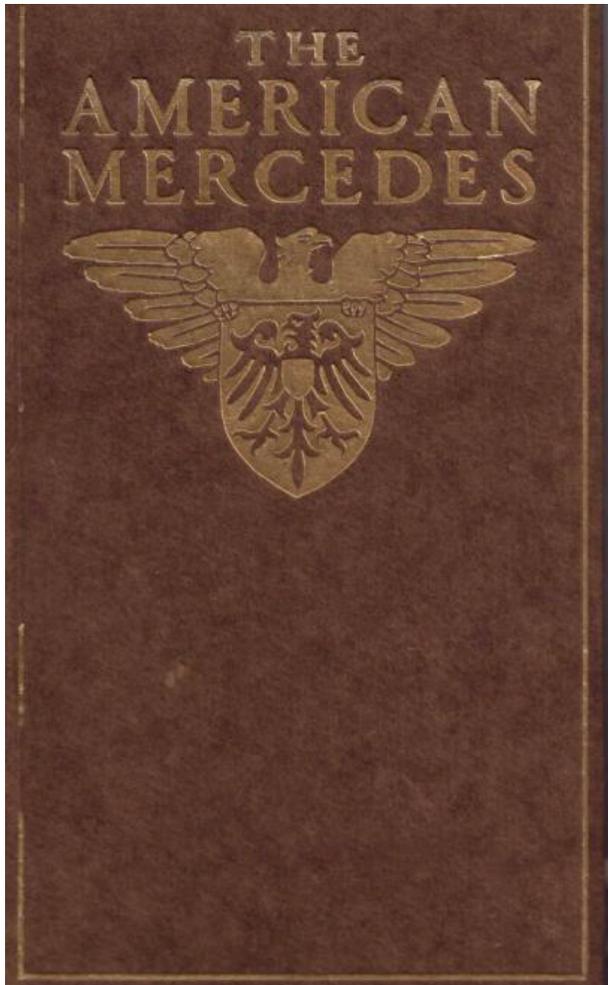
First edition. Octavo. [4] pp. with an illustration of the Kitty Hawk flight on the cover. From the library of Orville Wright with stamp attesting to that fact signed by his executor Harold Miller (Orville's niece's husband). Very good.

Prepared for distribution at the exhibition of the Wright 1903 aeroplane at the Massachusetts Institute of Technology, Boston, Jun 11-13, 1916. This was the first public viewing of the famous Wright Flyer.

Early Automobiles

77) (AUTOMOBILE HISTORY) **The American Mercedes.** Long Island City: Daimler Manufacturing Company, 1906 \$2,500

First edition of this legendary publication. Thin octavo. [32] pp. with 10 tipped in illustrations. The first is an artistic rendering of a beautiful woman, in color, sitting in the rear seat of an American Mercedes; the second is an illustration of the 45 HP American Mercedes; the remaining 8 illustrations deal with body and engine parts. Printed in red and black on fine paper. Publisher's brown boards with gilt fillet borders, front cover with large gilt lettering and a large gilt crest, pattern endpapers in an American Eagle design, top edge gilt, original ribbon bookmark, original glassine (somewhat wrinkled). An excellent copy.



The American Mercedes was made by Daimler Manufacturing Company of Long Island City, New York, USA from 1904 to 1907. They were licensed copies of German Mercedes models. The company was in direct competition with Mercedes Import Co. of New York, which handled the imported Mercedes for the United States. There was an exact reprint of this catalog done in 1961. "Gottlieb Daimler died on March 6, 1900. Daimler-Motoren-Gesellschaft stood proudly in his tradition – the company was still very keen on manufacture in America. And finally, the Mercedes brand, created in 1900, was able to establish itself in the American market with its ultra-modern and reliable designs. However, high shipping costs and customs duties of 45 percent were an obstacle for imports on a substantial scale – it was clear that local production would give the vehicles a more competitive edge. And finally, in early January 1905, the "American Mercedes", manufactured by Daimler Manufacturing Company, was presented at the National Automobile Show in New York. It had been derived from the 45 hp Mercedes and had a four-cylinder engine with a displacement of 6.8 liters, a four-speed transmission and a top speed of around 80 km/h." (Serious Wheels). "[The book] is a great look at the dawn of the automobile age, early

advertising and some American culture as well. The cover says The American Mercedes above the Daimler Manufacturing Company's logo, which appears to have combined German and American eagles into a single crest. The brochure is illustrated with very nicely executed drawings of the car and major components, and stresses the high level of quality of the Steinway made American Mercedes. Of note is the fact that the brochure stresses that all critical

components of the car were made from imported German ores and steel, not what they regarded as inferior American metal with less strength and greater weight. It also stresses that the car would be “an exact reproduction of the ... foreign Mercedes”. It would still be a couple of years before master machinist Henry Leland would make Cadillac the standard of the world and change the reputation of American automotive engineering. Though it touted the car’s European origins, the brochure stressed that the royalty they were paying the Daimler company was less than import duties would be on the same car if imported from Germany” (The Truth About Cars)”

78) (AUTOMOBILE HISTORY) SERPOLLET, **Leon** *Generateur Serpollet: Exposition Universelle 1889*. Paris: Eug. Unsworth & Cie., 1889. \$2,250

First edition. Oversize trade [or display] card (7 1/8 x 4 7/8 inches). French. Recto printed in red and black; verso in black. Four illustrations. A beautiful survivor.



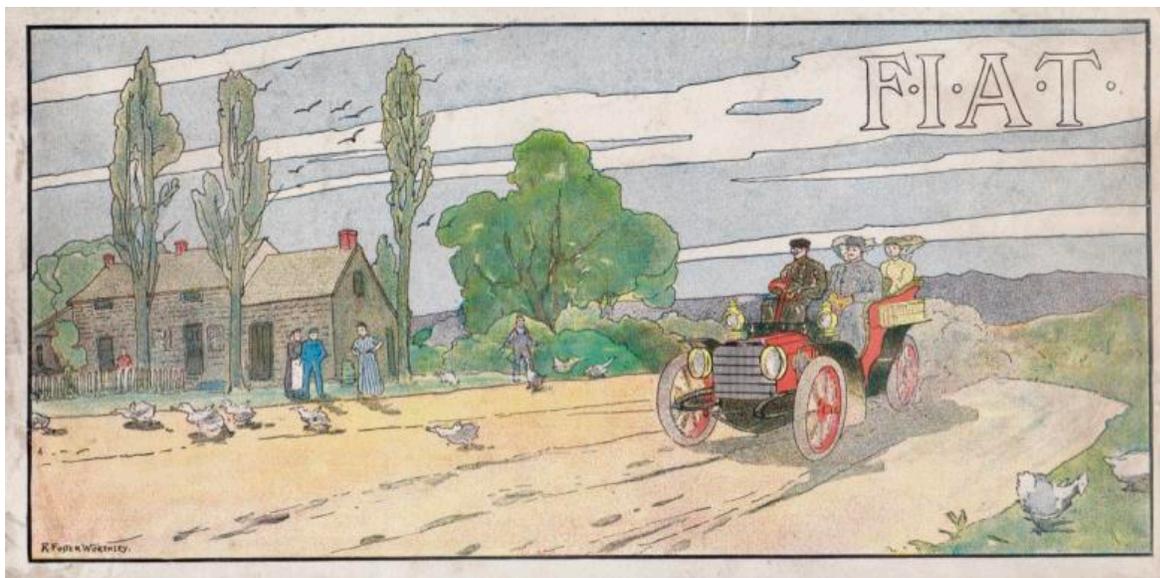
The front of the card bears woodcut illustrations of the four applications for Serpollet’s new steam engine; boat, generator, tricycle and car [Phaeton a Vapeur], The rear bears contact information, capitalization, list of applications and general information. One of the addresses has been professionally redacted (Pagasins; 5, Avenue de l’Opera). Serpollet called his company the "Societe des generateurs a vaporisation Instantee" This appears to be the sole surviving item of

ephemera from Leon Serpollet’s early career. Nothing remotely akin to this can be found in OCLC or in the Bibliotheque National.

Leon Serpollet and his brother Henri, early French steam car pioneers, worked together to perfect the flash tube boiler that introduced an efficient and new way to produce steam. The exact date that their innovative system was first built appears to be unknown, but after further development it went on to make steam power in an automobile more practical because of its advanced design and quick steam output. “In 1887 Serpollet had caught Armand Peugeot’s attention when he had built a single-cylinder steam engine almost entirely of scrap parts and fitted it to a pedal tricycle. Armand subsequently provided financing to Serpollet to create the world’s first steam-powered tricycle. In 1889, at the World’s Fair in Paris, Serpollet introduced his invention [as presented in this card], making Peugeot one of the pioneers of the proto-automobile” (S. E. Ante, *Creative Capital: Georges Doriot and the Birth of Venture Capital*). At that Fair, Leon Serpollet saw Karl Benz’s Motorwagon 3, now acknowledged to be the first automobile. Realizing the importance of the car, Serpollet changed direction. In 1898 the brothers met a wealthy investor named Frank Gardner, and together they formed the Gardener-Serpollet Company. Shortly afterwards, they introduced one of the best-engineered early steam cars to be found in the automotive marketplace. Serpollet’s flash-tube or mono tube boiler as it is also known, turns a small quantity of water into steam quickly and it also has the ability to

provide a continual supply to the engine when correctly designed. The new boiler also reduced the long period of time it took to get a conventional unit up to a useable pressure. Linking it to the advanced four cylinder engine Serpollet designed, resulted in a fast and powerful performer. The Gardener-Serpollet success story soon resulted in Leon Serpollet setting a new World Land Speed Record at 75.06 mph on April 13, 1902, driving the "Easter Egg" in Nice, France. By this time the road near Paris had become too rough and too short for the speeds being reached, so Serpollet used the now famous Promenade des Anglais at Nice. He had already been successful in racing, and took several of his best cars to Nice in 1902. A contemporary report said the car looked like a boat turned upside down. However odd it looked he covered the kilometre in 29.8 seconds and was credited with 75.06 miles an hour. He then turned his attention to producing the Gardner-Serpollet and the Serpollet Steam Tram until his death in 1907."

79) (AUTOMOBILE HISTORY). F.I.A.T. 1904 F.I.A.T. Sales Catalog. New York: Hollander & Tangeman. [1904]. \$1,750

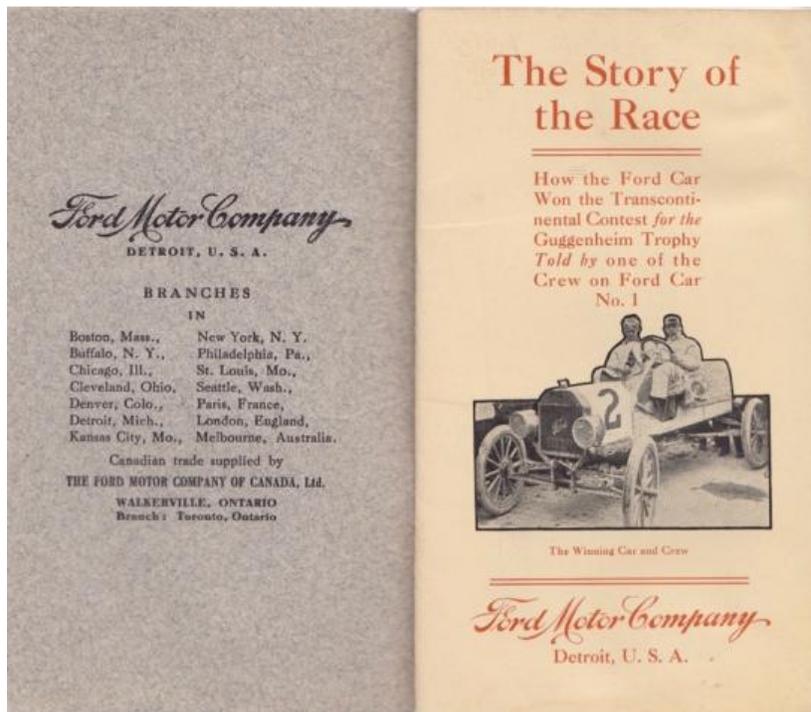


First edition. Oblong quarto (11 x 5 1/2 inches; 28 x 14 cm). [24] pp. with seven pages bearing photographic illustrations, five of which are of various high-end Fiat cars. Numerous diagrams and line drawings. Title page printed in red and black. Stapled wrappers with front cover bearing an art nouveau color illustration of a car on the road by R. Foster Worthley. Some mild aging but a very good copy.

This hitherto unrecorded catalog helps elucidate the early history of Fiat automobiles in the United States. OCLC records a similar catalog for 1904 but it is only 8 pp, and measures 8 1/2 x 6 inches. Giovanni Agnelli, with several investors, founded the Fabbrica Italiana Automobili Torino (F.I.A.T.) in 1899. Its acronymous name was changed to upper- and lower-case Fiat in 1906. The catalog offered here still bears the original moniker of F.I.A.T.. Agnelli led the company until his death in 1945. If one researches the history of Fiat cars in the United States we can read that Fiats were first introduced into the US in 1908 ("In 1908, the Fiat Automobile Co. was established in the country and a plant in Poughkeepsie, N.Y." Wiki). But by this it is meant that Fiats were first manufactured in the United State in 1908. Prior to that date, starting in 1902, the firm of Hollander & Tangeman of New York City held the sole license to import Fiats into the country. In the beginning years of the 20th century Fiats were considered amongst the most

luxurious of automobiles (as opposed to their thrifty image of recent decades). An average Fiat in 1908 cost \$4000 as compared to a Ford Model T which only cost \$850. In this 1904 catalog we can see that Fiat was anxious to be seen as a luxury automobile. They named almost all of their cars after royalty. The five models shown are the Queen Margherita, the Princess Laetiza, the King of Belgium, the Leopold and the Touring. All but the Queen Margherita were driven by the 16-20 HP Fiat engine (with the Queen having the 24-30 HP engine). "The year 1903 was a watershed for FIAT, as its early automatic, inlet-valve motor was replaced by a new T-head, four-cylinder engine, whose cylinders were arranged in pairs. FIAT principal Giovanni Agnelli had by then arranged to license Mercedes' successful honeycomb radiator design, which allowed for reliable power under the stress of hill climbs and sprints, at which the small range of cars was proving to be increasingly proficient. In many respects, FIATs were more technically advanced than their Mercedes counterparts, which was particularly evident in their superior oil lubrication systems. A year later, FIAT mated the recent engine redesign to a new frame made of pressed steel, commencing a gradual transition from the wood frames that were standard to this point. This resulted in a car that was both more durable and less prone to flex, which was ideal for the competition forays that were becoming the company's increased focus"

(Sotheby's). Hollander & Tangeman had their shop (a view of which is in this publication) at 5 West 45th Street in Manhattan. C. H. Tangeman was the son of George P. Tangeman whose company, Royal Baking Powder, was worth \$10 million in 1895. Hollander & Tangeman was also involved in the power boat market, again with Fiat engines. They were very active in the racing scene and a list of awards can be found on the final page. They changed the name of their company to the Hol-Tan Company in 1906 when they announced that they had given up the Fiat license and would now concentrate on selling American cars only. In fact, Fiat had revoked Hol-Tan's license, in preparation for the launch of Fiat production in Poughkeepsie. The Hol-Tan Company selected the cafr produced by the Moon Motor Company of St. Louis and branded it the Hol-Tan to replace the imported Fiats. They then sold the Hol-Tan to their fashionable clientele in New York, Boston and Philadelphia."



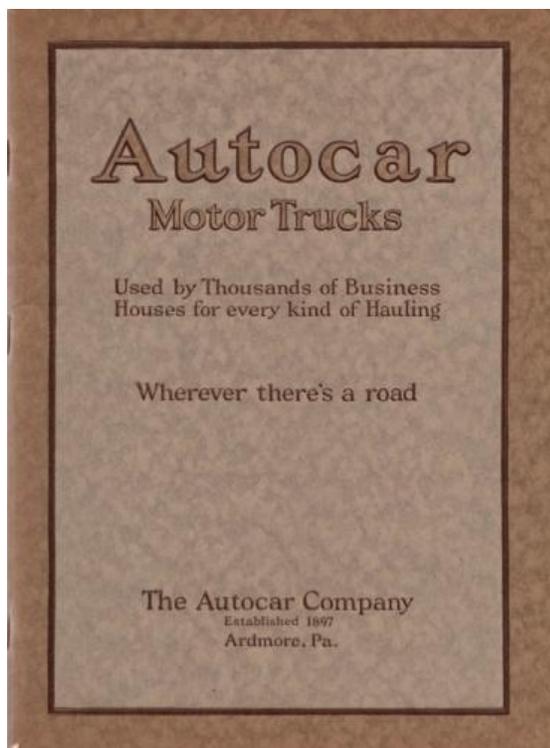
80) (AUTOMOBILE: RACE)
 The Story of the Race: How
 the Ford Car Won the
 Transcontinental Contest for
 the Guggenheim Trophy
 Told by One of the Crew on
 Ford Car no. 1. Detroit: Ford
 Motor Company, (1909).
 74131 \$500

First edition (not the 1969 reprint). Small octavo (3 3/8 x 6 inches), 32 pp. with photographic illustrations on every page and a fold out map at rear. Publisher's gray wrappers with red lettering. Faint old tidemark to lower corner of last five leaves but overall a very attractive copy of this legendary item. No copies located by OCLC.

The Ocean to Ocean Automobile Endurance Contest was a transcontinental automobile race held in 1909. The race began in New York City on June 1, 1909 and the first car reached Seattle on June 23. The race was held in conjunction with the Alaska–Yukon–Pacific Exposition, a world's fair held in Seattle, and both events began on the same day. The race was co-sponsored by the Automobile Club of America, the Seattle Automobile Club, the Alaska–Yukon–Pacific Exposition and Henry Ford. The prize money and the trophy were donated by M. Robert Guggenheim. The first place prize was \$2000.00 and the second prize was \$1500.00. The route was surveyed in advance by a designated pioneer car, a Thomas Flyer that had won the 1908 New York to Paris Race. It took two months for the Thomas car to establish a practical route, emphasizing the poor condition of roads at that time. East of the Mississippi River, the race was an endurance run. The cars could operate only during daylight hours and had to observe local speed limits. West of the Mississippi, where roads were more primitive, the competitors had no limits on either speed or hours of operation. The Ford No. 2 car, a stripped down Model T, was the first to cross the finish line after 23 days on the road. This was the second year of Model T production, and Henry Ford immediately advertised the race results heavily, and the Model T went on to be the best selling car in the first half of the 20th century.

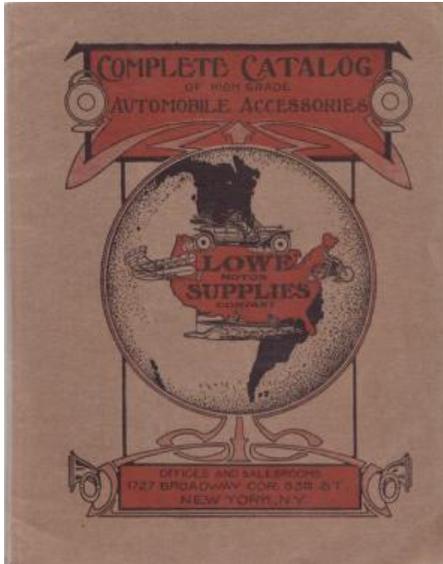
81) (AUTOMOBILE: TRADE CATALOG) Autocar Motor Trucks; Used by Thousands of Business Houses for Every Kind of Hauling. Ardmore, PA: The Autocar Company, 1920. \$300

First edition. Quarto. 80 pp. with a plethora of photographic illustrations. Publisher's printed brown wrappers. An excellent copy; flawless. The first twenty pages deal with the history of the company, photographs of its outlets and products and general boosterism. Pages 21-69 is



comprised of a very long alphabetical list of every company in America that uses Autocar Trucks. It is interspersed with photographic illustrations of the trucks. Many hundreds of companies are listed. The last 10 pages show photographic illustrations of the various models of trucks sold by the company. Considering the longevity and power of this company it is surprising to see that OCLC only locates one copy. The Autocar Company is an American specialist manufacturer of severe-duty, Cab Over Engine vocational trucks, based in Hagerstown, Indiana. Started in 1897 in Pittsburgh, Pennsylvania, as a manufacturer of Brass Era automobiles, and trucks from 1899, Autocar is the oldest surviving motor vehicle brand in the Western Hemisphere. The last cars were produced in 1911 and the company continued as a maker of severe-duty trucks (as in this pamphlet). In 1953 Autocar was taken over by the White Motor Company which made Autocar their top-of-the-line brand. White was taken over in turn by Volvo Trucks in 1981 with Autocar continuing as a division. In 2001, Autocar was acquired by GVW Group, LLC, which revived

Autocar as an independent company. Autocar now builds three models of custom-engineered, heavy-duty trucks and has regained leading positions in several vocational segments.



82) (AUTOMOBILE: TRADE CATALOG) **Complete Catalog of High Grade Automobile Accessories.** New York: Lowe Motor Supplies Company, [ca. 1915] \$200

First edition. Octavo. 144 pp. Profusely illustrated.

Publisher's printed brown wrappers with the front bearing an image of a Brass Age Car and a Wright plane. Together with the Trade Price List No. 16. Thin octavo.

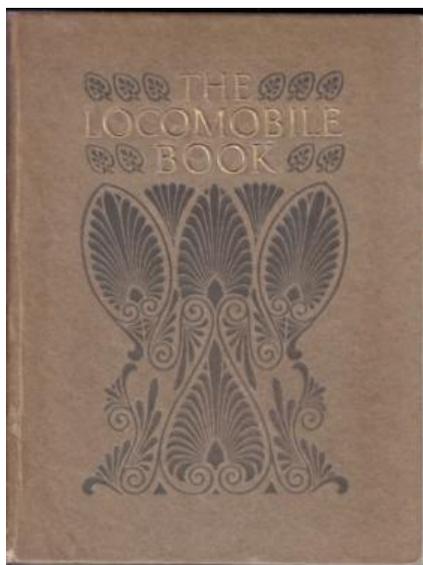
Approximately [50] pp. no illustrations, just prices. Bound in the same manner. Excellent.

83) (AUTOMOBILE: TRADE CATALOG) **The Passing Show.** Akron The B. F. Goodrich Company [ca. 1918] \$225



First edition. Octavo. [20] pp. with photographic illustrations on every page. Publisher's pictorial color wrappers with an art nouveau design on front. Excellent condition. The giant in the tire industry uses this pamphlet to boast on how many cars are equipped with their tires in car shows across the country. Each page features a different show and bears an illustrations of all the cars under one roof and all appropriately festooned. Some of the shows; Fourth Annual Show of Pittsburgh; Louisville Dealers' Show; Third Annual Show in Minneapolis; Tenth National Show in Madison Square Garden (this a double-page spread); First Annual Dealers' Show of Des Moines, etc. OCLC only records one copy.

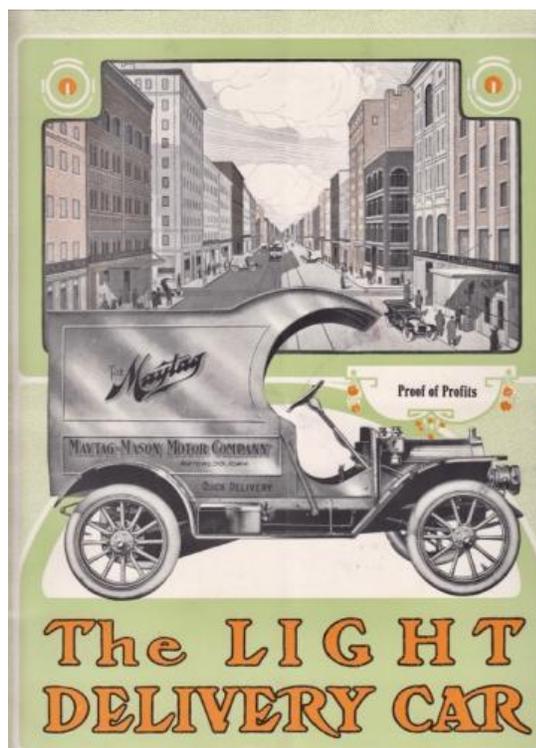
84) (AUTOMOBILE: TRADE CATALOG) **The Car of 1911. Being the Latest Edition of the Locomobile Book,** which Illustrates and Describes 1911 Locomobile Models and Sets Forth by Word and Picture the Many and Varied Advantages of the Locomobile. Bridgeport, CT: Advertising Department of The Locomobile Company of America, 1911 74136 \$200



First edition. Octavo. 254 including numerous line drawings and many full page photographic illustrations. With the small card calling attention by the Locomobile Company to an article borrowed from Harper's. Publisher's brown board, front cover decorated in a green floral patten and with raised gilt lettering, spine with same (but with a slight amount of rubbing). A very good copy. The Locomobile Company of America was a pioneering American automobile manufacturer founded in 1899, and known for its dedication to precision in the pre-assembly-line era.[1] It was one of the earliest car manufacturers in the advent of the automobile age. For the first two years after its founding, the company was located in Watertown, Massachusetts. Production was transferred to Bridgeport, Connecticut, in 1900, where it remained until the company's demise in 1929. The company manufactured affordable, small steam cars until 1903, when production switched entirely to internal combustion-

powered luxury automobiles. Locomobile was taken over in 1922 by Durant Motors and eventually went out of business in 1929.

85) (AUTOMOBILE; TRADE CATALOG) **Maytag-Mason Motor Company; The Light Delivery Car.** Waterloo, IA: Maytag Mason, [ca. 1912] \$300



First edition. Quarto. A rather luxurious brochure of 8 glossy pages with most of the illustrations being concerned with the Delivery Cars but with one page showing all their pleasure cards as well. Publisher's printed wrapper with the front showing a highly detailed Deliver Car with the city of Waterloo above and lettering in orange. Someone has written three lines of technical information in ballpoint pen on the lower edge of the rear cover, else very good indeed.

The Maytag-Mason Motor Co. built a popular American Automobile called the Maytag from 1910 to 1915. The Maytag was named after the founder, Fred L. Maytag. In 1893 F. L. Maytag started his first business producing farm equipment and in 1907 the well known Maytag washing machine. In 1910, Fred L. Maytag purchased the Mason Automobile Co. of Des Moines, Iowa which produced the American Automobile called the Mason. The Maytag succeeded the Mason with very little change in the automobiles themselves. The Maytag automobile is most famous for its connection with Fred S.

Duesenberg who was production superintendent for

a short time. The successful American Automobile built by Fred L. Maytag and his Maytag-Mason Motor Co. also built Maytag Business Cars, Maytag Commercial cars and Maytag Delivery Cars. These Commercial Cars or Trucks were very popular among businessmen, farmers and others from 1910 to 1915. Priced from \$1,250 to \$1,750, and available in several models shown below. Maytag called these vehicles "Light Delivery Cars" and most were used in

the transportation of merchandise. The Maytag's were equipped with a two cylinder 24 horsepower engine and had a 96 inch wheel base and could travel at a top speed of 45 miles per hour. Approximately 1,500 of the Maytag automobiles and trucks were manufactured by 1911 in Waterloo, Iowa."

86) (EARLY AUTOMOBILES; Trade catalog) Amortisseurs Pneumatiques "BP." Suspension des Vehicules. Paris: J. Bernard & J. Patoureau, [ca. 1905]. \$250

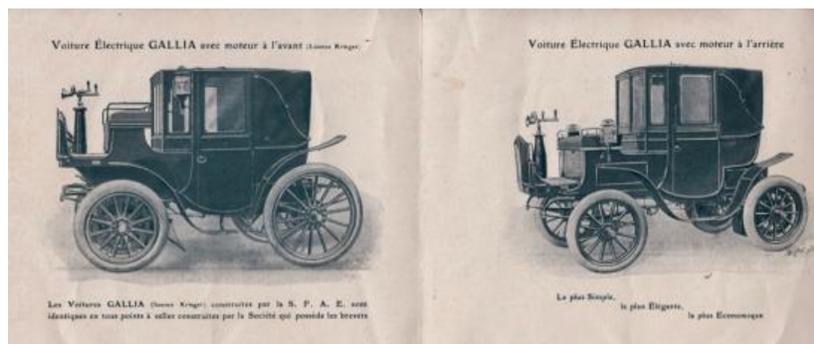


First edition. Octavo. [16] pp. including 5 full page illustrations (Voiture de Tourisme; Voiture de Livraison; another Voiture de Livraison (this one with "Grands Magasins du Louvre" printed on the side of the truck; Camion de Transport; view of the BP suspension system). Publisher's string-tied wrappers with lettering and illustrations on front and back in blue. A very good copy. No copies located on OCLC. This early automotive company specialized in pneumatic brakes

for trucks. Their device consisted of an inflated cushion interposed between the spring and the body of the vehicle. This company seems to have left no record of themselves."

87) (EARLY AUTOMOBILES; Electric) **Voitures Electriques "Gallia."** Paris: Societe Francaise d'Automobiles Electriques, [ca. 1898]. \$300

First edition. Small (6 3/8 x 5 inches) 4-page brochure for this very early electric car produced in France. The front and rear pages contain descriptive and company text and the inner two pages each have a fine green-tinted illustration of a Gallia. Couple of faint old creases but overall a very good copy. No copies located by OCLC..

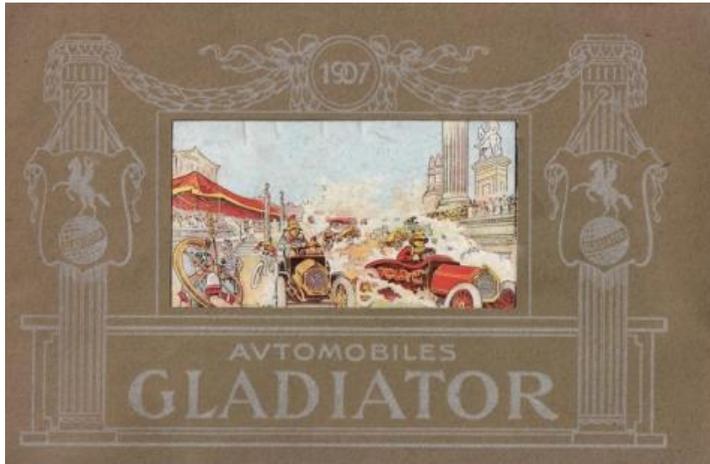


The Societe Francaise d'Automobile Electriques started in 1898 with just two cars [as in this brochure] in a garage in Levallois. In 1902 when it planned to move to a central location in Paris it was in charge of 80 vehicles. In their new location the garage became the showroom.

Customers bought a Gallia without a battery and SFAE supplied the battery and the driver. The engine was in front and it was considered a luxury automobile. They remained in their central location from 1904-1915. This brochure still lists the company's address as rue Gravel, Levallois.

88) (EARLY AUTOMOBILES) **Automobiles Gladiator**. Pre-Saint-Gervais: Cycles et Automobiles Gladiator, 1907. \$250

First edition. Oblong quarto. [32] pp. Well illustrated. Each page with a floriate gold art nouveau border. Publisher's brown wrappers with whitecover lettering, tipped-on color illustration of a Gladiator to front. Traces of an old wave but a very attractive copy.

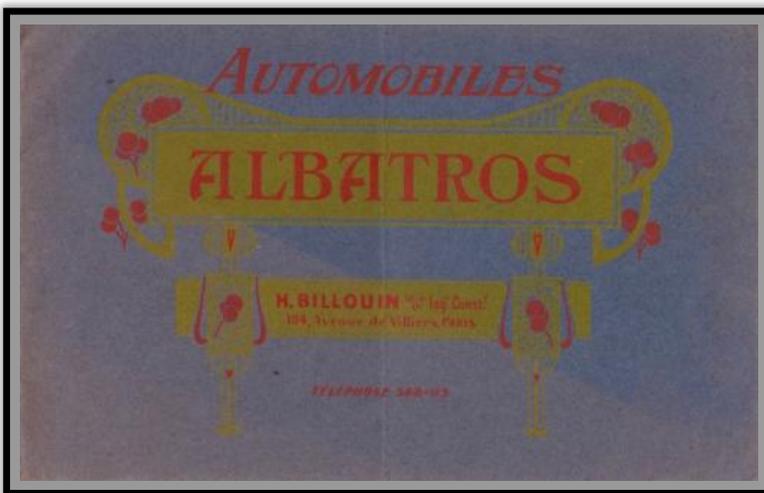


Luxurious brochure for French-made early automobile produced by Cycles et Automobiles Gladiator of Le Pre Saint-Gervais, France. The Gladiator Cycle Company, Clément-Gladiaator (from 1896), was a French manufacturer of bicycles, motorcycles and cars based in Le Pré-Saint-Gervais, Seine. From 1901 Clément-Gladiaator cars were built at the Levallois-Perret factory and by 1902 production was over 1,000 cars per annum, 800+ of which were sold in England. Some of these cars were equipped with engines manufactured nearby in Saint-Denis

Paris by Aster in single, twin or four cylinder configurations. The Clément name was dropped in 1907 and in 1909 another French manufacturer, Vinot et Deguingand, took over Gladiator and transferred production to Puteaux. At this time the Pre-Saint-Gervais factory reverted to making bicycles (which they do to this day).

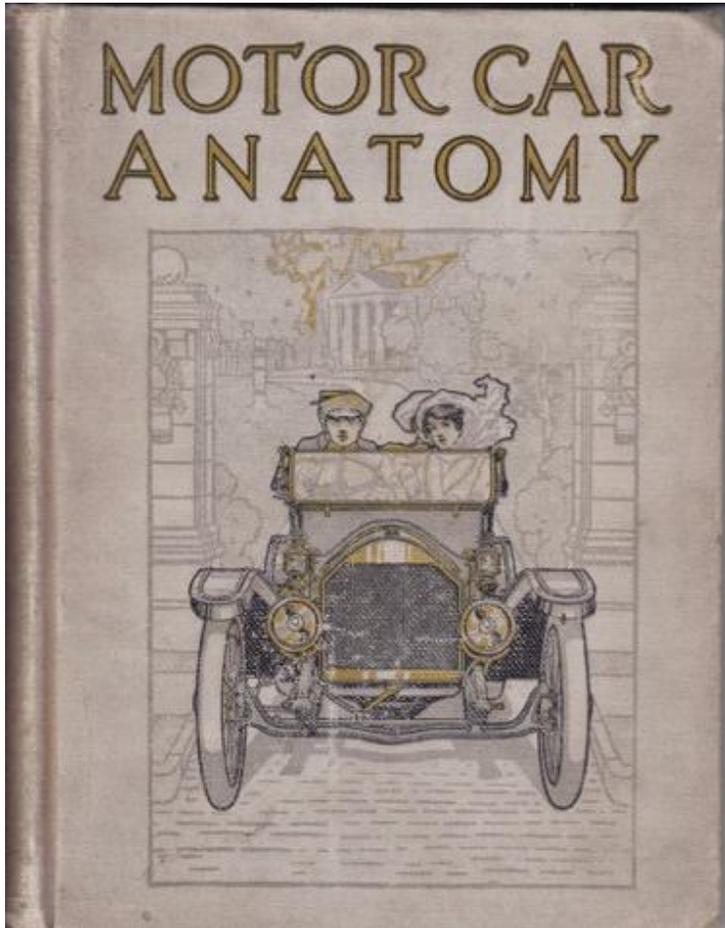
89) (EARLY AUTOMOBILES) **Automobiles Albatros**. Paris: H. Billouin, [1912]. \$250

First edition. Oblong octavo (8 3/4 x 5 1/2 inches). 16 pp. with numerous photographic illustrations. Publisher's art nouveau blue wrappers with designs and lettering in red and yellow. Old crease down the middle, else and excellent copy.



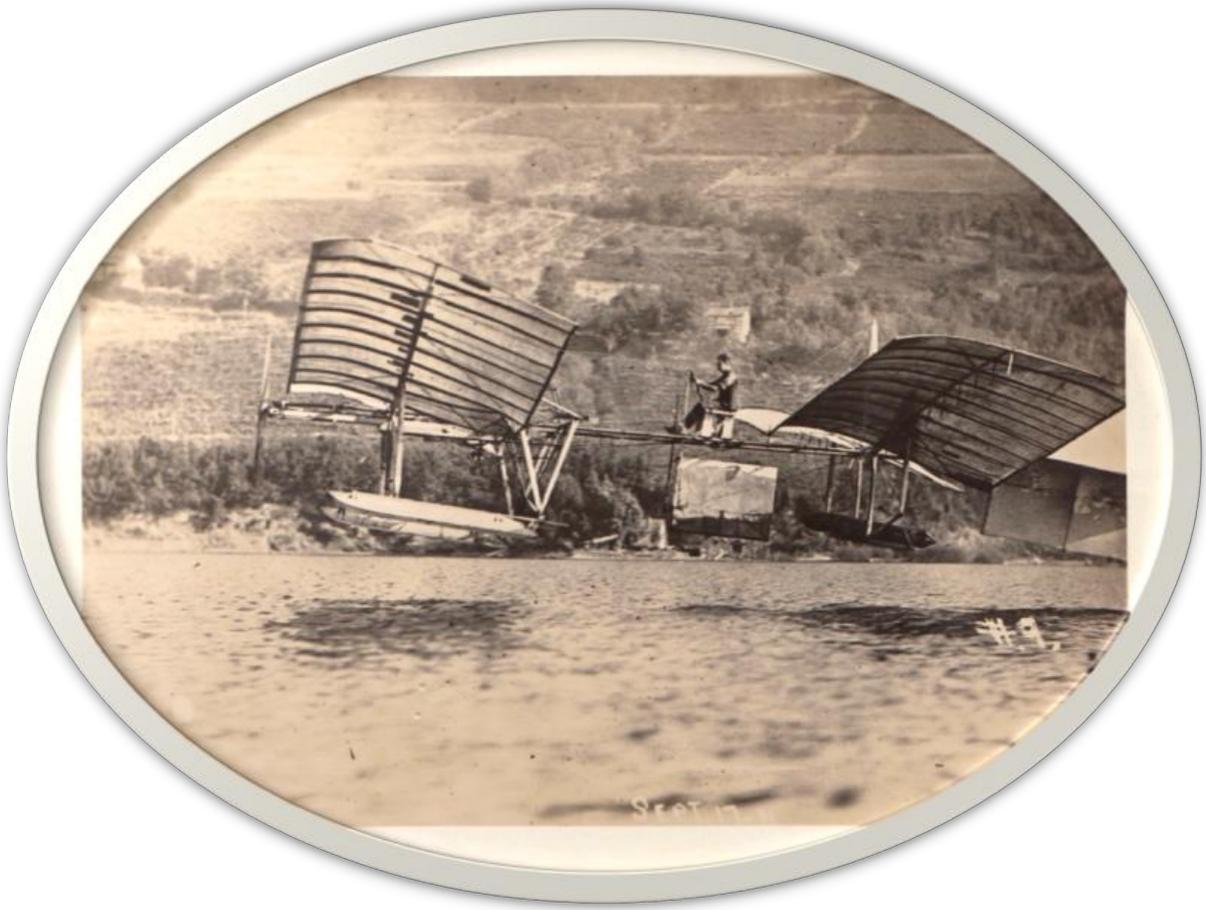
The Albatros was built by Henri Villouin of Paris in 1912. His company made mostly cycles and motorcycles, but did build a light 4-cylinder car. Apparently he did not produce cars for more than a year and made only three models. This appears to be the only extant copy of his only automobile catalog.

90) PIERCE, Franklin. **Motor Car Anatomy**: Being a Book of Valuable Information for the Prospective Purchaser of an Automobile. Dayton, OH: Otterbein Press, 1912 .\$.250



First edition. Small octavo (4 1/2 x 6 inches). 106 pp. well illustrated, some in color. Publisher's pictorial gray cloth with an image of a car gracing the front. Light general soiling and tips a bit bruised but a very attractive copy. This is a thinly disguised advertisement for Lambert Motor Cars. The first 80 pages are taken up with general information about the workings of an automobile and illustrated with numerous drawings and diagrams; the remaining pages are virtually an advertisement for Lambert Motor Cars. This section is printed on glossy paper and has numerous half-tone illustrations. B. F. Lambert's chief goal was the "Production of a Perfect Medium-Prices Automobile." Shown here are the factory, motors, and Models 99 and 10. The Lambert automobile and Lambert truck were built by the Lambert Automobile Company as an American vehicle from 1905 through 1916. The early motors were built at the Lambert factories of the Buckeye Manufacturing Company in

Anderson, Indiana. When the United States entered into World War I the factory was converted for national defense in 1917. The company then made ammunition shells, caisson wheels and military fire engines. When the war ended Lambert did not resume automobile production."



The Langely Aerodrome