

Flying — South and Central America Waiting for Aerial Transportation

Alberto Santos-Dumont



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Alberto Santos-Dumont and Orton W. Hoover, in one of their long-distance flights in Brazil, while Mr. Hoover was teaching students of the Brazilian Navy to fly

SOUTH AND CENTRAL AMERICA WAITING FOR AERIAL TRANSPORTATION

By ALBERTO SANTOS-DUMONT

**Chairman Pan-American Aeronautic Committee Aero Club of America
Honorary President Pan-American Aeronautic Federation**

WHILE travelling through South and Central America I was reminded daily that South and Central America are waiting for aerial transportation.

In these countries we have many difficult problems of transportation which can easily be solved by aircraft. Upon

the solution of these problems depends the economic welfare and commercial development of these countries, where mountains, forests and waterways make the cost of building railroads prohibitive.

The stupendous flights of the R-34 and of the NC-4 and Vickers "Viny" have aroused hopes that aerial transportation lines will be established in the near future.

In every one of the Latin American countries are people with imagination and capital who would like to take steps to establish air lines, but they do not quite know how to go about it. Soon, we hope, enterprising experts in the United States will come to our assistance and establish these lines.

While the Pan-American aeronautic movement is youthful, having been conceived by Mr. Henry Woodhouse in 1911, and evolved by him and the other energetic and farseeing men, who are responsible for so many important aeronautic movements—Messrs. Alan R. Hawley, John Barrett, Henry A. Wise Wood, and Rear Admiral Robert E. Peary—it is advancing in gigantic strides.

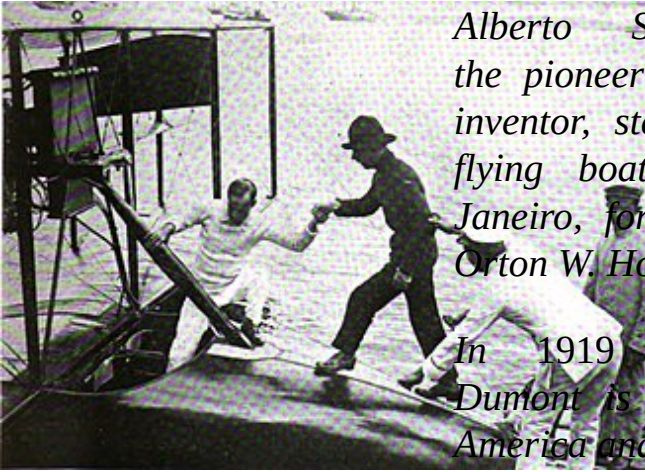
The Pan-American Aeronautic movement is based upon the work of pioneers, some of whom are contemporaries of the earliest European experimenters in aeronautics. Brazil, for instance, rightly claims among its pioneers Bartolomeo-Laurenco Gusmao, who takes us back to 1709, and Augusto Severo.

Latin American aviators have been doing marvellous things during the past six months.

Lieut. Cortinez, of the 1st Aviation Company of the Chilean Army, who successfully flew across the Andes and back, recently established a height record for South America. For many years the height of 6,250 metres recorded by the late Mr. Jorge Newbery, who lost his life in an essay to fly across the Andes, had been unchallenged. This year, however, Lieut. Parodi, of the Argentine Army, attained to 6,480 metres on a Nieuport plane, which was eclipsed by Lieut. Cortinez within a few days on crossing the Andes on a "Bristol" monoplane at an altitude of 6,500 metres.

Lieut. Dagoberto Godoy, of the Chilean Army, enjoys the distinction of being the first flier to cross the Andes in one direction. Many aviators have lost their lives in this dangerous mission. The first successful balloon flight was made by Eduardo Bradley and Lieut. Luis C. Candelaria, of the Argentine Army.

Because of the broad expanses of territory, the lack of roads into all sections of the country, the excellent waterways, all kinds of aircraft will be of tremendous value to the country, so that this will mean an unlimited opportunity for American aeroplanes, seaplanes and flying boats.



Alberto Santos-Dumont, the pioneer aeronaut and inventor, stepping on the flying boat, at Rio de Janeiro, for a flight with Orton W. Hoover in 1917

In 1919 Mr. Santos-Dumont is again visiting America and is the guest of the Aero Club of America

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