

"All the News That's  
Fit to Print."

# The New York Times.

## THE WEATHER

Rain, gales today; tomorrow clearing, continued cool.  
Temperature Yesterday—Max. 63. Min. 59.  
U. S. Weather Forecast—For details see Page 33.

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NEW YORK, WEDNESDAY, SEPTEMBER 19, 1928.

TWO CENTS In Greater New York | THREE CENTS Within 200 Miles | FOUR CENTS Elsewhere in the U. S.

## A HURRICANE; TO CAROLINAS; RELIEF RUSHED

**New York Today;  
Hurricane, but Not Part of It**

High barometer reading to the northwest of New York, and that there also were strong northeast winds south of New York, between us and the low pressure area which has been a factor in the hurricane.

The big question, in the view of Mr. Scarr, was whether the hurricane would take a course off the coast or follow along it.

The indications yesterday were that the hurricane would leave the vicinity of Cape Hatteras and move out to sea.

*Special to The New York Times.*  
ASBURY PARK, Sept. 18.—A wind of galelike proportions began blowing along the North Jersey shore shortly after 7 o'clock tonight. During the day storm warnings had been heeded and along the beach front section loose objects had been battened down in preparation for a blow.

## 'WINDMILL' PLANE FLIES THE CHANNEL

**De la Cierva, in Autogiro,  
Crosses From London to  
Paris in Four Hops.**

**DESCENT ALMOST VERTICAL**

**Experts Acclaim 'Foolproof'  
Machine as Sensational Ad-  
vance in Science of Aviation.**

*Special Cable to The New York Times.*  
PARIS, Sept. 18.—The curious looking airplane which has been described as a "foolproof flying machine" today spanned the English Channel in a successful London-Paris flight made in four hops. It was invented by a former member of the Spanish Parliament, Señor Juan de la Cierva, who calls his plane, which is a development on the helicopter principle, the "autogiro."

Without reservation European aeronautical experts acclaim the new plane as a sensational advance in the progress of the science of aviation. It embodies a radical departure in aircraft construction. Its two ridiculously small wings, unsupported by struts, closely resemble garden spades, even to the handle-like rods by which they are attached to each side of the fuselage.

The most striking feature, however, is the "windmill" arrangement surmounting the fuselage. This consists of four lengthy propeller-like blades which rotate on an almost vertical mast. The motive power comes from a conventional propeller on the nose of the plane, though it is somewhat smaller than the type used on an ordinary plane.

**Air Bumps Less Severe.**

The "autogiro" left "roydon Air-drome at 10:05 A. M. today. After a brief stop at the Lympne field on the English side of the Channel it proceeded as far as St. Inglevert, where it landed at 11:06 A. M. Leaving St. Inglevert at 12:53 P. M., the machine next landed at Abbeville and from there continued to Le Bourget, completing the flight at 4:20 this afternoon.

The inventor himself piloted the autogiro, taking as a passenger M. Baschet, director of the Paris weekly review, L'Illustration. An Air Union commercial plane accompanied the autogiro to give aid in case of emergency. This precaution was taken because the new machine is not equipped with radio.

The passenger reported that he felt air bumps but that they did not seem to be as abrupt as in an ordinary plane. With a wind blowing at ten miles an hour behind it, the autogiro easily attained a speed of

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