RUSSIAN AIRPLANE WILL BE MADE HERE

Igor Sikorsky, the most prominent Russian in aviation matters, arrived in New York a few days ago. Of particular interest to those associated more or less directly with the commercial possibilities of air flying here is the announcement that the Russian airplane designer is preparing to enter the industry in America. He bears letters of introduction from the French Government and Major Gen. Mason Patrick, chief of American air operations in France.

Associated with him in his plans is Alexander Pavlovsky, a former member of the Imperial Russian Flying Corps, who since the downfall of the Czar has been an inspector of airplanes for the United States Government. For the present Mr. Sikorsky and his associate are making their headquarters at the Hotel Ansonia.

The Sikorsky 28, the design which the Russian engineer expects to place on the market, is an adaptation of the battleplane which was used extensively in heavy bombing during the war. It is intended primarily for passenger traffic, but with slight modifications can be used for freight carrying. The plane has a wing span of approximately 115 feet, and a length of about 87 feet. It is equipped with four engines of 400 horse power each, capable of maintaining an average speed of ninety miles per hour.

The model is designed to carry thirty-two passengers exclusive of the crew of six. The passengers sit in an enclosed body somewhat resembling a Pullman car. Observation windows and a glass floor, permitting the passengers to watch the country underneath them go by, are features of the craft. Provision is also made for a kitchen, a luggage room, a mail compartment, and a lavatory. The airship will be lighted by electricity and heated by the exhaust gases from the engines, according to the inventor. In March, 1914, he constructed an airplane which successfully carried sixteen passengers.

The late Czar of Russia became interested in the inventor as a result of this feat and on several occasions inspected the Sikorsky plane. One of the inventor's choicest possessions is a gold watch studded with diamonds which the Czar presented to him in recognition of his attainments in aeronautics. While Russia was in the war Mr. Sikorsky constructed seventy-five battle planes, which, as confirmed by official documents, took part in more than four hundred bombing expeditions with only one loss.

In the Spring of 1918 Mr. Sikorsky was compelled to flee from Russia and he went to France, where he offered his airplanes and his inventions to the French Government. His offer was accepted and he set to work to develop a type which was practically the same as the present Sikorsky 28.

"My airplanes as a commercial possibility have already been established," said Mr. Sikorsky. "My decision to manufacture my planes in the United States was the result of a belief that this country offers a great future for aviation. Your business men have shown interest in my airplanes and I received many letters of inquiry before I came here.

"I am, of course, interested in the opening up of air routes throughout the country. I expect to place on the market a passenger-carrying plane that should appeal to companies formed for aerial transportation. The Sikorsky 28 is designed for safety as well as comfort. Although there are two engines on either side of the pilot, the craft can be flown with only two engines working on the same side. Another feature is the promenade deck on the lower wings of the craft for the use of the more adventurous passengers. This has been a feature of several planes I constructed in Russia."

In discussing the feasibility of using his type of machine on a New York-Chicago aerial line, Mr. Sirorsky said that an airplane similar to the "28" had flown a distance of 1,500 miles without difficulty. He admitted that he had discussed a number of aerial routes with American promoters.

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