

...with the
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and a few more
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... after you
are 10 degrees
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Aero Club House Speedway.

erally and figuratively Indians have been swinging on to and learning the ropes which control the big canvas bags for a year past, and already more residents of Indiana have ascended to the higher altitudes than of any other state in the country. Within a month the Aero Club of Indiana probably will have half a dozen fully qualified air pilots.

The Future of Aeronautics.

By G. L. BUMBAUGH,

Expert Pilot of the Aero Club of Indiana.

ALTHOUGH airships and flying machines have been developed to a state nearing perfection at a pace almost as rapid as was the automobile, and more rapid than was the locomotive, the auto and the locomotive will not be rendered useless by the invasion of the aerial vessels, as many are inclined to believe.

While it is possible to cross the ocean in an airship or balloon of the proper construction, these voyages must always be uncertain and far from economical. There are some places accessible by no other means where the airship could be used to advantage, yet one must ever bear in mind that a large balloon or airship becomes an ~~immense~~ monster in a gale storm. What the Japanese airship was totally wrecked by the

wind after a f-
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Such a balloon
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THE COLD HOGS

and the other two were seen to be flying away westwardly. The King pheasant flushed at 10.30 a.m., and flew directly across the valley. It was followed by the cock pheasant which flushed at 10.45 a.m. and flew directly across the valley. The cock pheasant flushed again at 10.55 a.m. and flew directly across the valley.

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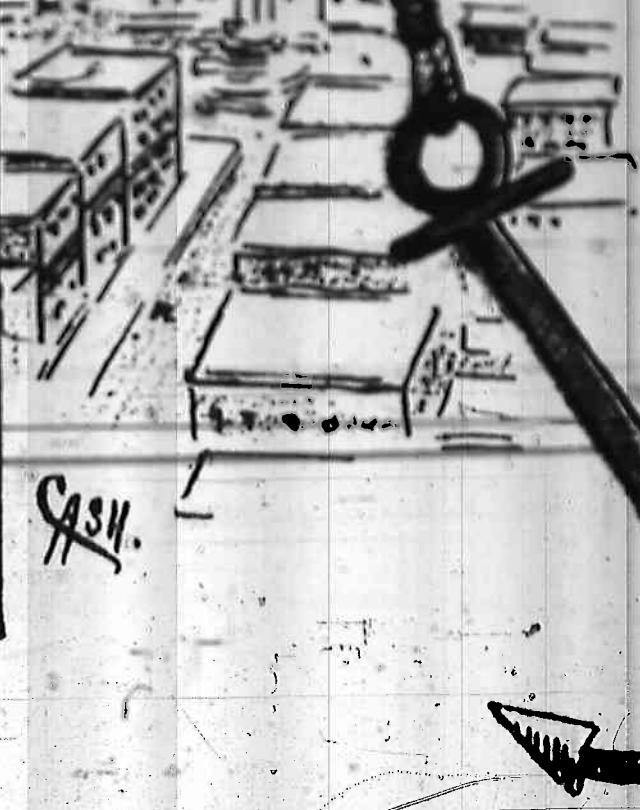
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Shall be applied by
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Had the Japanese Czar and did that one would brave that he Ireland could be a shattered nations now in hundreds invested pose. —

The airships
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wind, after a flight of only five miles near Lake Constance.

Such a balloon will never be as serviceable as one held rigid by the balloon net or air bag instead of a cumbersome framework. This type of airship, with the air bag or balloon net of sufficient size to equal the contraction and expansion, need not be more than one-half the size of the Zeppelein machine. It will carry nearly as large a cargo, and can be inflated from the deck of a vessel and deflated and stored away when not in use. I can build such a machine in ninety days at a cost not to exceed \$25,000, with which I can fly at the rate of thirty to forty miles per hour. With two other experienced men I could destroy an entire naval fleet in less than one hour of maneuvering by dropping powerful explosives from the darkness overhead.

Had the Japs been able to hover over the palace of the Tsar and drop him a message of warning, I am sure that it would have been sufficient, for no man is so brave that he can do it as long as the Japanese. Britain could similarly be freed and the rock of Gibraltar abandoned no difficulty. When a government of creatures you cannot kill like the wasps, a few bombs will suffice to exterminate them. The same goes for you.

The machine will require the usual amount of fuel, but it will do a much better job in all respects. It will have the greatest force in duration of action.

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preventing all war
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Had the Japs been able to hover over the palace of the Czar and drop him a message of warning, I am sure that one would have been sufficient, for no man is so brave that he cares to die as long as there is hope. Ireland could likewise be freed and the rock of Gibraltar shattered to fragments. Where governments of nations have invested millions in war vessels a few thousand interested in airships should answer the same purpose.

The gasoline will render the motor useless as a factor in warfare, which will be a boon to all mankind as it will free the people from a burden of taxation. I firmly

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With a dirigible will follow the commanding air force
and sweep the air. Spies will be sent along with it to
conducting operations. These men of science will be
in charge of balloons and of dirigibles when the general war
begins and especially when the world above the earth
will be a field of battle. The aeronauts will be
able to descend and ascend when they like
and to descend and ascend when they like
I can now take a dirigible to follow a ship of a crew not
less than 50 men, which I can fly at the rate of
thirty to forty miles per hour. With two other experi-
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assistance for the
enterprise.



Dr. Coeche Link
Secretary
Indianapolis
Aero Club.



Russel J. Irvin
Treasurer of
the Indianapolis
Aero Club

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be as serviceable as one or air bag instead of a type of airship, with the cent size to equal the cost to be more than one-half e. It will carry nearly as rated from the deck of a ship away when not in use, ninety days at a cost not I can fly at the rate of With two other experi- entire naval fleet in less enting by dropping powerful overhead.

hover over the palace of age of warping. I am sure efficient, for no man is so long as three to and the rest of us will Where governments ever decide a few hours to cover the same dis- tance in a day and a half to all countries on earth in a month.

believe that the airship ultimately will be the means of preventing all warfare and the medium through which an international peace treaty ultimately will be effected.

To fly in an airship or drift in a balloon is the most fascinating of all sports. A trip through cloudland at night seems to transform one from the mortal to the immortal realm, one loses all sense of self and soars as a spirit, free from earthly ties.

Ballooning is absolutely safe with a good balloon and an experienced operator. The auto is much more dangerous.

The aeroplane will never be as useful commercially as a sport as the dirigible; for, like a giant bird with a broken wing, a slight accident to any part of the mechanism may result disastrously.

Fattice Green had a tumble in his heavier-than-air machine, and it cost him the life of all heavier-than-air who something broke. Whereas, with the dirigible, one can remain in the air until an leakage in the envelope that has occurred may be repaired, and then resume the flight.



Louis J. Sturtevant
Treasurer of
the Indiana-
Polis Aero
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It is to be hoped that our government will become more interested in aeronautics, and at least keep pace with the small foreign countries and offer some financial assistance for the promotion of this valuable scientific enterprise.

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