



Aero Club House Speedway.

erally and figuratively Indianians 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 unmanageable monster in a bad storm. Count Von Zeppelin's first airship was totally wrecked by the

wind after a short distance.

Such a balloon held rigid by cumbersome framework, air bag or balloon traction and of the size of the large cargo vessel and difficult to handle, such a vessel can hardly be expected to exceed \$25,000, thirty to forty men, and more than one hour of explosives from

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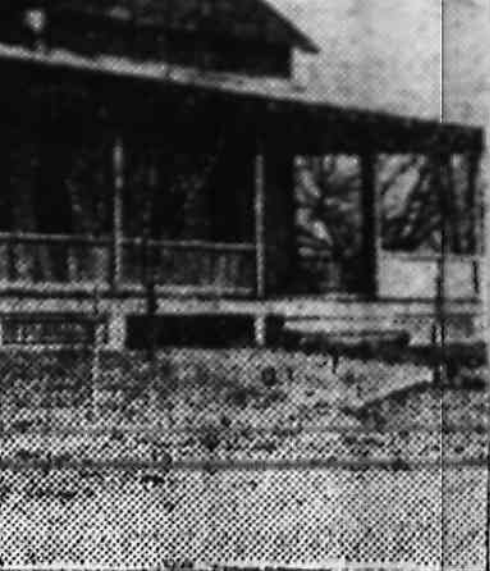
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Such a balloon will never be as serviceable as one held rigid by the balloon net or air bag instead of a cumbersome framework. This type of airship, with the air bag or balloon net of sufficient size to equal the contraction and expansion, need not be more than one-half the size of the Zeppelin 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 Czar and drop him a message of warning, I am sure that such 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. When governments of nations are worth millions of dollars, war vessels a few thousand dollars, and the people are worth nothing, it is a pity that the world is so full of such nations.

The machine will enable the pilot to fly at a height of 10,000 feet, which will be a death to all enemies, as it will enable the pilot to see a distance of 100 miles.

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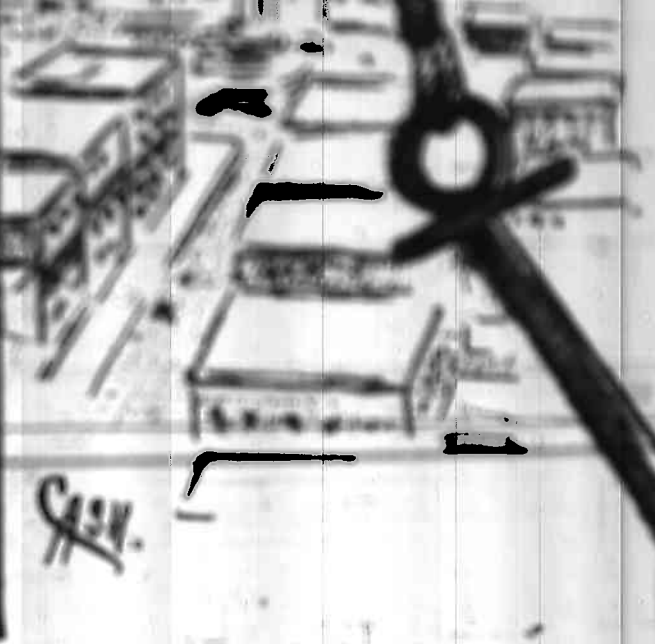
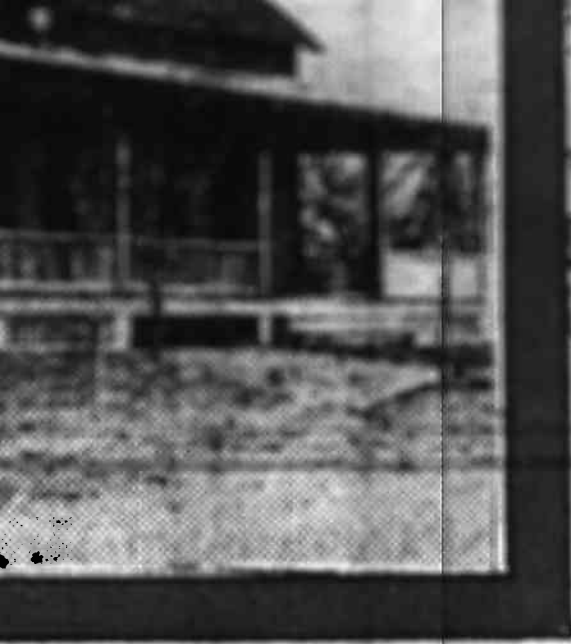
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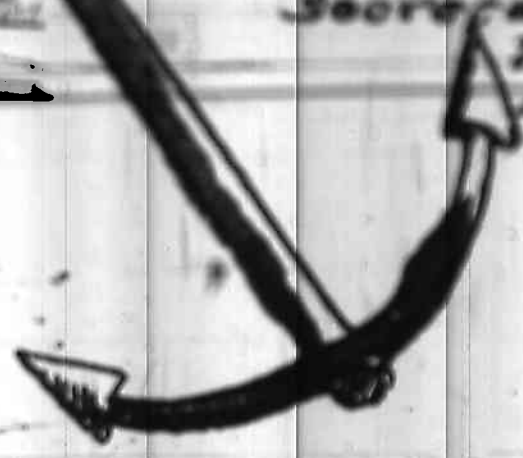
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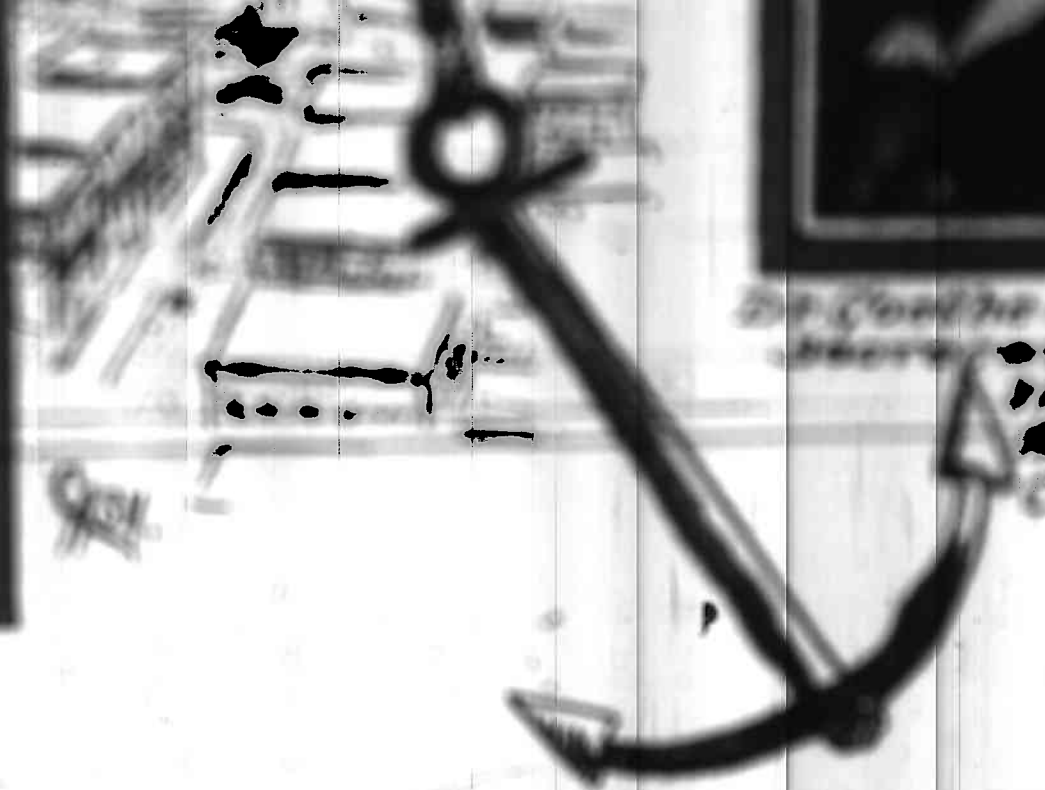
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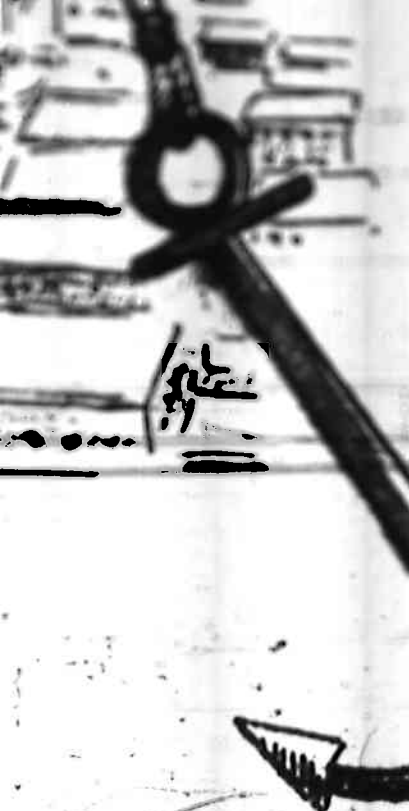
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*Russ J. Irvin
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believe that the airship ultimately will be the means of preventing all warfare and the medium through which an international peace treaty ultimately will be effected.

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.

Earl Green had a tumble in his heavier-than-air machine, and it seems the fate of all heavier-than-air craft when something breaks. Whereas, with the dirigible, you can remain in the air until any breakage to the mechanism that may occur may be repaired, and they will be repaired immediately.

It is to be hoped that the government will become more interested in commercial use of heavy-than-air craft and less in the experimental and impractical use of lighter-than-air craft.