

OW that the first great strides toward the conquest of the air have been made and we are at the dawn of what future historians will designate as the aerial period in the world's progress, imaginative writers are wont to outstrip time and picture marvelous feats accomplished in the air. We are given the details of an aerial battle fought between fleets of airships, and no romance in the popular magazines is up to date unless it-contains a thrilling elopement by airship.

Such speculations are entertaining despite the evident remoteness of their fulfillment, but sufficient unto the day are the wonders soon to be seen right here in Indiana. If it filled you with delight to see one dirty old balloon go up back in your childhood days at the county fair, surely your cup of joy and enthusiasm will overflow when the ten or fifteen monster gas bags entered in the Aero Club of America's national "derby of the clouds" majestically sail their trackless course over Hoosierdom early in June.

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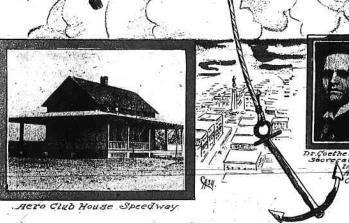
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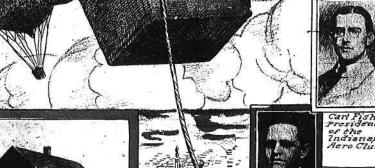
Novel Social Event in the Clouds.

The Future of Aeronautics. By G. L. BUMBAUGH.

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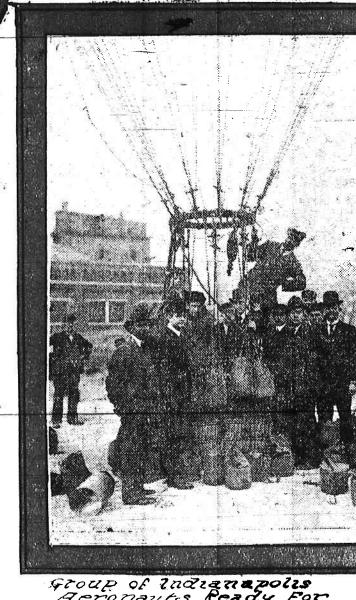


America.

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NTIL after next June 5, the date on which the great balloon race for the championship of the United States will be started. Indianapolis holds the title of "aerial center of the country." The eyes of the scientific world will be focused upon the trial ascensions

and the big contest.

Probably no other one city in the country has more local amateur balloonists at this time. Situated far inland, as remote from great bodies of water with their wide expanse of danger to the conturesome aeronautas from ocean tide and mountain air currents, and with manufacturers who have already solved the problem of a satisfactory balloon gas, Indianapolis presents many of the advantages which will not be overlooked as the sport of conquering the atmosphere gains headway.

After a hard contest between Indianapolis, St. Louis, Kansas City, Denver and Milwaukee, during which time it was generally conceded that St. Louis would be the fortunate city, the Aero Club finally gave to the Indianapolis Aero Club (later merged into the Aero Club of Indiana) this chance of pushing to the front in the field of aeronautics. It is estimated that, owing to the wonderful progress recently made in the science of aeronautics, even greater crowds will be drawn to Indianapolis to come in close touch with these practical demonstrations of man's "dominion over the fish of the sea, the beasts of the earth and the fowls of the air" than witnessed the international race at St. Louis.

There will be an immense balloon shed erected at the speedway containing twelve compartments or stalls, giving each entrant a separate stall for his balloon. Each balloon will have an individual guard. An application has been made to Capt. Tyndall for one company of light artillery to patrol the grounds, guarding the balloons



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speedway containing twelve compartments or stalls, giving each entrant a separate stall for his balloon. Each balloon will have an individual guard. An application has been made to Capt. Tyndall for one company of light artillery to patrol the grounds, guarding the balloons against the proximity of smokers. At the St. Louis races. the government sent 200 infantrymen to police the grounds.

As the rules of the contest-require that none but registered pilots shall enter these races, and as there are only twenty-one registered pilots in the United States, there can not be a large number of entrants. The entries do not close until May 15, but up to this time balloons have been entered from New York, St. Louis, Buffalo. Philadelphia and Inflianapolis. Indianapolis has two entrants, the Indianapolis, owned by Dr. Goethe Link and R. J. Irvin, and the Indiana, owned by Carl G. Fisher. These balloons are both being made in Indianapolis under the personal supervision of G. L. Bumbaugh, a professional aeronaut who is the superintendent of the Aero Club of Indiana.

Among the other contestants will be some of the most prominent aeronauts in the world. G. H. Curtiss, who won the Scientific American trophy in his aeroplane June Bug, and who, with Capt. Alexander Bell, has just completed some wonderful flights in Nova Scotia, placing his machine a close rival to that of the Wright brothers, will be in attendance. Capt. Bell will also be here. Capt. Thomas S. Baldwin, who probably knows more about: "lighter than air" crafts than any other man in the United States, will enter the contest. Cortland Field Dig hop, the mage transment man in accordulication side of the Atlantic and precident of the Aero Club of Amerten, and A Halland Further, Kret vice president and bead of the content committee of the Asra Club of American will fundament their organization. Mr Forbek was in the

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The Indianapolis, the new balloon owned by Dr. Link and Mr. Irvin, has a capacity of 40,000 cubic feet of gas, and, although of smaller capacity, is made on the same general lines as Mr. Fisher's big Indiana. The Indiana will have a capacity of 80,000 cubic feet of gas and a lifting capacity of 3,200 pounds. The bag is made of a new material, hemp and linen, veneered, 3-ply, with down-turned seams in glue. The net is of imported Italian hemp. The basket is a very complete affair holding eight people, and having hampers, lockers, seats and blanket closets. During the race a small-basket will be used.

Novel Social Event in the Clouds.

A novel christening of the Indiana will take place shortly after its completion, when Mr. Fisher will entertain a number of ladies and newspaper men at a lifticheon given in the huge hamper 5,000 feet in the air.

There are seven class affiliated with the Aero Club of America, the Aero Club of Indiana being the third largest in membership. The officers of the Aero Club of Indiana are: President, C. G. Fisher; vice president, Howard C. Marmon; secretary, Dr. Goethe Link; treasurer, R. J. Irvin; superintendent and general manager of balloons, Capt. G. L. Bumbaugh.

Since it is very probable that many Hoosiers will be getting the "aeronautic fever" before the big race is over the experience of one who has made several ascensions may prove valuable information. Mr. Fisher says:

"It is customary to dress warmly, because after you get above 1,000 feet the temperature lowers 10 degrees for approximately every 2,000 feet higher you go. This, of course, is varying, but the air currents are much colder than on the earth. It is necessary to carry blankets and food enough to last for from five to seven days, guarding against an emergency such as landing in some wilderness. No matter how disturbed or violent the wind may be on the earth it is never felt when in the ballon, because an not be distinguished distinctly after tents. On ects can not be distinguished distinctly after the State House loss like small tangalow, while an

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"Instead of the atmosphere around the balloon being hazy and cloudy, as the sky presents itself to those on the ground, the air is perfectly pure and clean. The six nation is exactly reversed, in that the haze and snoke are over the earth. It is here that one realizes the filthy air surrounding our cities. One might think that the extremely rare also not an elistress in breathing, but

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"Instead of the atmosphere around the balloon being hazy and cloudy, as the sky presents itself to those on the ground, the air is perfectly pure and clean. The situation is exactly reversed, in that the haze and smoke are over the earth. It is here that one realizes the filthy air surrounding our cities. One might think that the extremely rare air might cause distress in breathing, but the only noticeable difference felt is that the heart action is faster and a snapping is felt in the ears. However, this snapping is not painful. As there are no distracting noises, it is possible to hear the slightest sound very distinctly. The ticking of your watch in your pocket is easily heard.

"If a rain cloud is encountered, rain coats are hastily donned, ballast is thrown out and the balloon shoots up through the cloud in less than two minutes.

(Above 6,000 feet there is the quietness of death. No sounds are heard and no life seen. The birds with their wonderful little eyes have discovered the balloon thous and of feet away, and in a frightened panic have scatered and taken flight, crying out against this clumsy domain. Instead of the serva

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Acro 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.

developed to a state nearing perfection at a page 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 believe of the proper construction, these toyages must always be acceptain and for from economical.

There are some places accessible by no other means

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