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Carl Fisher,
President
of the
Indianapolis
Aero Club.

Dr. Goethe Link
Secretary
Indpls
Aero
Club

Russell J. Irvine
Treasurer of
the Indiana
Polis Aero
Club

believe that the press undoubtedly will be the means of
disseminating all material and the medium through which an

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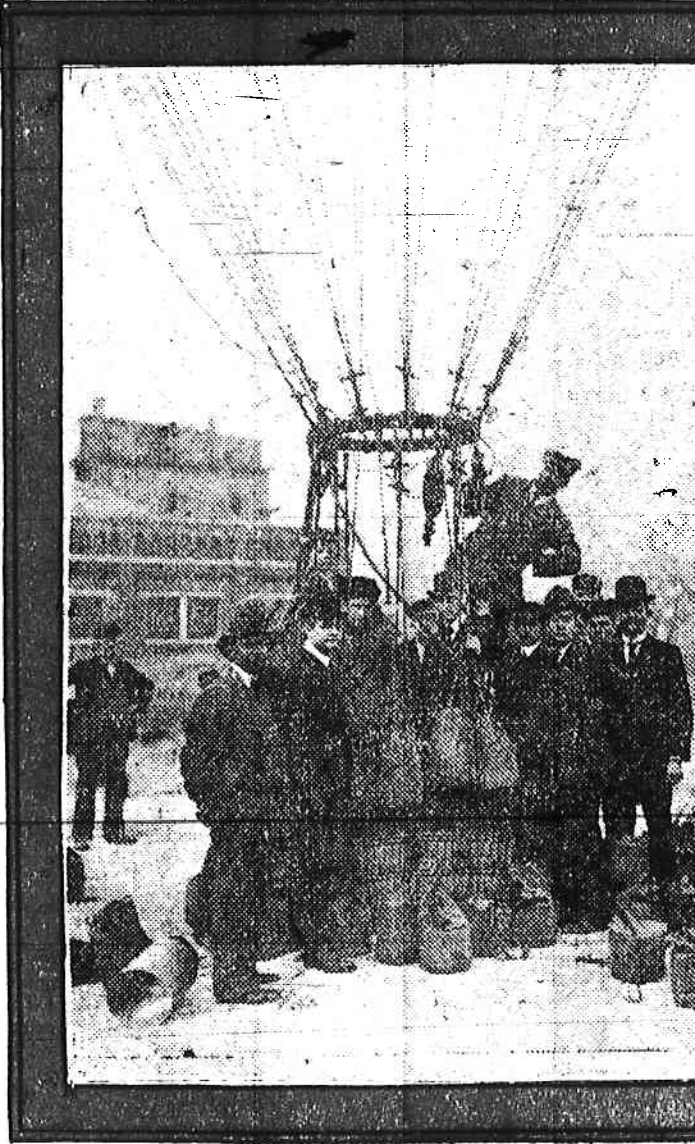


*Cortlandt F. Bishop,
Pres. Aero Club of
America.*

NOW 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.

UNTIL 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 world."



*Group of Indianapolis
Aeronauts Ready For
an Ascension.*

handle the valves, and the assistant to read the aneroid, compass and barometer. Messrs. Link, Irwin and Fleher have the night trip yet to make in order to be qualified as pilots in the Aero Club of America. These trips probably will be made within the next week or ten days. Mr.

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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 venturesome aeronaut as 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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Since it is very probable getting the "aeronautic fever" the experience of one who may prove valuable information.

"It is customary to dress for above 4,000 feet the temperature for approximately every 2,000 feet of course, is varying, but colder than on the earth. Suits and food enough to last for guarding against an emergency 'wilderness.' No matter how the wind may be on the earth, in a balloon, because the balloons are rent. Objects can not be seen at 6,000 or 7,000 feet of height. The State House looks like a toy. An ordinary man looks to be a giant.

"Instead of the atmosphere being hazy and cloudy, as the sky is on the ground, the air is perfectly clear. The temperature is exactly reversed. The sun is over the earth. It is the air surrounding our cities. The extremely rare air might cause the only noticeable difference. The air is faster and a snapping sound. This snapping is not painful to the ears. It is possible to hear the ticking of a watch distinctly. The ticking of a watch is easily heard.

"If a rain cloud is encountered, a bullet is thrown through the cloud to test it.

"Above 4,000 feet there are no clouds and no wind. The air is so clear and so still that one can see the earth and the sun and the moon and the stars. The air is so clear and so still that one can see the earth and the sun and the moon and the stars. The air is so clear and so still that one can see the earth and the sun and the moon and the stars.

ing each contain a separate stall for its balloon. Each balloon will have an individual guard. An application has been made to Capt. Tyndall for one company of light artillery to guard the grounds, guarding the balloons against the possibility of accidents. At the St. Louis races the government sent 100 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 ~~many~~ have been entered from New York, St. Louis, Buffalo, Philadelphia and Indianapolis. 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 Bishop, the most prominent man in aeronautics this side of the Atlantic and president of the Aero Club of America, and A. Holland Forbes, first vice president and head of the contest committee of the Aero Club of America, will represent their organization. Mr. Forbes was in the balloon Conqueror with Augustus Post during the international balloon races at Berlin last year, when it burst 4,000 feet in the air. This balloon has since been repaired, and will enter the coming contest. Forbes will be accompanied by Prof. H. Helm Clayton of Harvard, a meteorological expert. St. Louis will be represented by Albert B. Lambert and Eugene Honeywell, who hope to carry off the prize in their balloon. A. C. Triaca and wife, New York balloonist, are also entered in the race. Charles A. Coey, prominent in aeronautics in Illinois, will probably enter his balloon Chicago.

In order to be qualified as a pilot a man must make ten ascensions, one alone, one at night and two with a licensed pilot. Each balloon will have two persons making the ascension—a pilot and his assistant—the pilot to

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The Indianapolis, the new balloon owned by Dr. Link and Mr. Irwin, 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 luncheon given in the huge hamper 5,000 feet in the air.

There are seven clubs 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. Irwin; 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 4,000 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 balloon, because the balloon travels with the air currents. Objects can not be distinguished distinctly after 6,000 or 7,000 feet of height is reached. At 4,000 feet the State House looks like a small bungalow, 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 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 thousands of feet away, and in a frightened panic have scattered and taken flight, crying out against this clumsy new bird trespassing their domain. Instead of the sensation of depression and melancholy that one might expect from the expanse of vastness, there is a feeling of extreme rest and a peaceful sense of solitude never experienced upon earth. Already the heavier sportsmen have 'caught on.' Lit-

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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.

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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 is an unmanageable monster in a wilderness. Count Van Zeppelin's great airship was totally wrecked by the