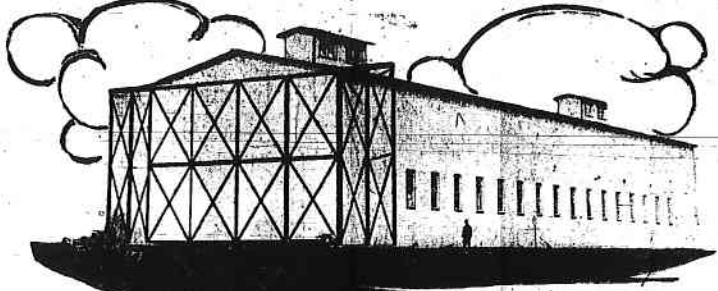
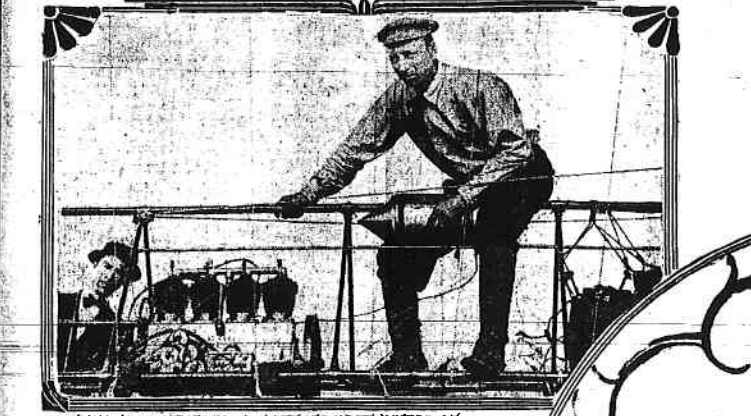


THE AEROPLANES in the HOOSIER BROOD and more to be hatched!



"THE NEST" AERODROME-INDIANAPOLIS
BIRDS' BROTHERS



CAPT. G. L. BUMBOUGH ON THE FRAMEWORK OF ONE OF HIS DRIZIBLES' BROTHERS

BY P. P. WILLIS.

THE average man, with his mind occupied with the high cost of living, the outcome of the present news and other more or less serious problems, can hardly grasp the importance of the rapid progress of aerial navigation.

It is not the fault of Hoosier aeronauts that any curious citizen is not well posted, because the largest nest for birdmen in the entire country has been built at the Indianapolis Motor Speedway and a large family of flying men has begun taking lessons in cloud touring.

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Three Machines Completed and Ready for Their Trial Flights

All during the winter months, when snowstorms and chilly blasts had a monopoly on the aerial domain, Carl Fisher and his associates were busy at the Fisher garage constructing flying machines. Three of these machines are already done. One is stationed at the Speedway. It was hauled there recently over the road, being hitched behind an automobile. Some individual of peculiar disposition tested the resistance of the canvas wings by throwing a brick through one of them.

The Fisher machine is a cross between a Farman and a Curtiss. It is a biplane, thirty-two feet from tip to tip, and the planes are six and one-half feet wide. It weighs 850 pounds. The motor was especially designed by W. W. Wall, engineer for the National Motor Vehicle Com-

pany. Five years ago the man who planned an aeroplane and built it out in his barn was regarded as a candidate for the insane asylum. People shook their heads as they passed and eagerly congratulated themselves upon their own superior mentality.

Things have changed. Today you can predict anything you like about flying machines and you can nail bits and canvas together and get the same people will call you a genius. And if it stays down like a bounding house, it's merely the fault of some minor miscalculation, for everybody knows that flying machines fly.

Today at the Indianapolis Motor Speedway, where the largest enclosed aviation grounds in the world are being prepared, there is a small flock of these human birds daily laboring over their pet inventions that are calculated to cut aerial records and setting into concrete the results of their imaginative flights.

At present there are nine aeroplanes either completed or under process of being ground in Indianapolis, besides several spherical and dirigible balloons, and those on the inside of more aeroplanes are now being planned for trial flights this summer. The largest dirigible balloon in America is now housed at the Speedway aerodrome, waiting until the owners find an ideal opportunity to test it. Capt. Bumbough now varnishing three balloons at the Coliseum at the Fair Grounds and has others tucked away at his home and at the Speedway, as has Carl Fisher.

It is fortunate enough to be with some one of authority will have his eyes opened by the sight that is common here every day. A number of workmen and a few women are kept busy putting together common, ordinary, everyday-looking pieces of wood and cloth which, when completed, will form aerial craft that are expected to surprise and delight the public.

Charles Crout, who is associated with



CHARLES CROUT AND HIS OWN AEROPLANE MADE AT SPEEDWAY

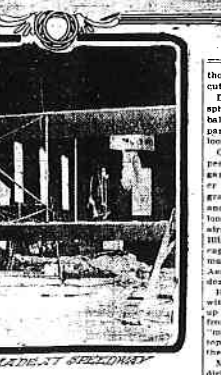
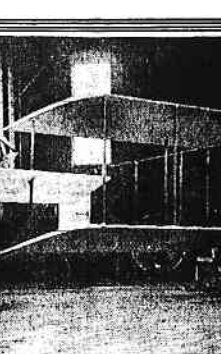
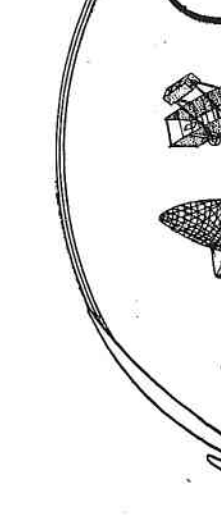
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Besides these aeroplanes which are under construction, there are many others in the air. Some are being built in the country and some are being built in the city. The Indianapolis Motor Speedway is the largest and most complete aviation grounds in the world.



"THE FISHER AEROPLANE"

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Dr. Goethe Link and Russ J. Irvin are spherical balloon fliers. Each now has a balloon. Riding in the same balloon they participated in last year's national hot air balloon race, winning the hand-picked trophy.

Capt. G. L. Bumbough is the most experienced aviator in the state. He began his cloud career as a parachute leaper from hot air balloons. From this he gradually drifted into the more serious and healthful study and practice of balloon flying, until now he has a regular string factory at his residence on North Illinois street. It is not unusual for the captain, who won his title because of his many achievements as a member of the Aero Club of America, to build half a dozen balloons a year.

His home is filled from attic to cellar with all manner of string and twine, which are used in the making of balloons. From some, tall, thin, and others, the "merry widows" that are put on the top of the big rigs on top of the mast of the pilot to steady.

When a man has had his aerial teeth cut, he is no longer a beginner. He is a pilot. He is a man who has learned the secrets of the air. He is a man who has learned the secrets of the air.

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"THE HOOSIER LEAVING MOTOR SPEEDWAY MAY 25 1910"

His theory is that by taking hold of a child, and running and jumping off a high hill or cliff, the student can get accustomed to the sensation of dropping through the air. To overcome this, the earth, small, low, level, even, before speed could give its desired advantage, for the power of slight velocity, in fact, is the only thing that can be relied upon to hold the student in flight. The student is to be held in flight by the wings and the motor, and the wings and the motor are to be held in flight by the wings and the motor.

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Hoosier Aviators Who Will Take to the Air This Summer

FOLLOWING are the first fledglings in the Hoosier bird family who are either already initiated into the mysteries of the high-flying fraternity or have hitched their wing wagons to the stars and hope soon to be real-for-soon aviators.

Carl G. Fisher, president of the Aero Club of Indiana.

Capt. G. L. Bumbough, the most experienced aviator in the state.

Joseph Curson, who owns a Farman biplane.

Charles Crout, who is building a biplane.

Dr. Goethe Link, secretary of the Aero Club of Indiana.

Russ J. Irvin, who owned a spherical balloon.

Q. G. Reubert, who is building a spherical balloon.

W. W. Wall, who is making new dirigible balloons.

Ray Harroun, who is building a biplane.

He has watched and copied the flight of birds. He has never dreamed of perfect happiness without wings.

And now man has graduated just as high in his school of hard experience and daring as the elements of nature that he has overcome his original handicap. If such it was, and can gratify the longing of thousands and thousands of years.

He can fly and even the birds can not tell when they close and take of their wings and step into a luxurious motor car. Man has won again.

Science has demonstrated that the mind are unshakable picture the future of the new frontiers.

Indianapolis is famous as being a center into which lead many different steel rails, upon which hundreds of tons of human and commercial freight.

It does not take an extraordinary stretch of imagination to see other such lines in the air above.

The geographical and topographical position of the state capital has made it the great railroad center that it is. The same conditions, air fans declare, can make in the hub of the upper continent. It is central position, with its vast distances of continent stretching out on every side, places it out of the way of other large cities situated practically near the sea. Even after aeronautical science passes to the experimental stage it is predicted that all atmospheric routes will lead to Indianapolis on the railroads.

The distinctive feature of Indianapolis is its aviation activities and its lack of fearful and "wild-eyed" innovations. All the designs examined thus far are grouped with the object of getting up into the atmosphere and not with the view of creating a sensation on paper.

Besides the large number of men actively engaged in the practice and study of aviation, there are numerous schools, many of which are being taught by taking a surprising interest in the subject.

Promoters Put Up \$85,000 to Bring Wrights to Speedway

Recently there was a prize offered by the V. M. C. A. for the boy who would construct the best model of a flying machine. The prize was \$100.00. The judges of their feet by the samples they submitted for inspection. Some were exceedingly clever and others were not. The Wright youth is up to date in his aeronautical. Many of the youthful constructions constructed craft that followed in every detail and proportion the models they studied.

Indeed, in this new field of locomotion they are playing a prominent role. It is believed that this is the first time that a great branch of mechanics has been materially forwarded by the use of mere playthings.

There are now scheduled ten big aeroplanes that are calculated to make aeronautical history in Indianapolis this season.

The Wright brothers of Dayton, O., the undisputed kings of the air, have agreed to stage a meet at the Speedway from August 1 to 10. They guarantee to have in actual flight every day from five to eight machines. This meet will cost the promoters about \$25,000. It will be the first in the field in which instruction pilots have not preceded the flying.

The Wrights have agreed to bring their planes to the Speedway for the purpose of exhibition flights in America. This will give the Hoosier aviators and many other, both aviation and air veterans, a chance to observe the entire work, to what extent aeronautical progress has been advanced.

Because of certain patents the Wrights have been unable to give exhibition flights in America. They have, however, attempted to give exhibition flights in Europe. The Speedway promoters are preparing to give the Wrights a chance to show their craft that ever-patched the Hoosier meet.

During this first flying tournament an airplane that will be built and flown by the Speedway will be the first to be built and flown in Indianapolis. This will be a great opportunity for the Hoosier youth to see the Wrights in action.

In September, about the 15th, the Hoosier youth will be able to see the Wrights in action. This will be a great opportunity for the Hoosier youth to see the Wrights in action.

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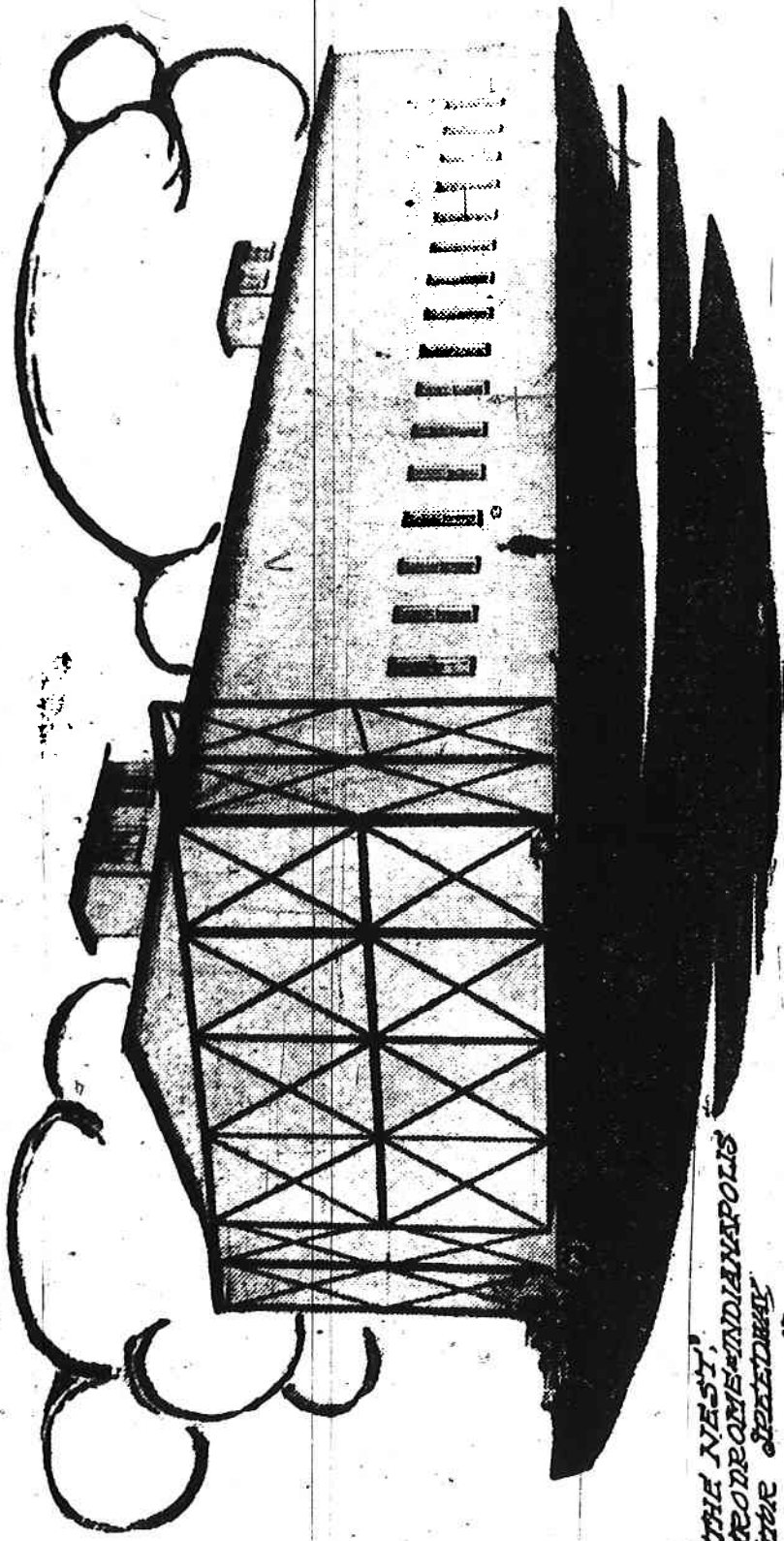
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BY P. P. WILLIS.

front and the other two behind. The rear

ANAPOLIS SUNDAY STAR, APRIL 17, 1910.

in the
and



"THE NEST,"
AERODROME IN INDIANAPOLIS
FOR THE SPEEDWAY



C. G. FISHER
PRES. AERO

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Yet it is not the fault of Hoosier aeronauts that any curious citizen is not well posted, because the largest nest for birdmen in the entire country has been built at the Indianapolis Motor Speedway and a large family of flying men has begun taking lessons in cloud touring.

Some one once declared that dreamers are to the human race as moisture is to the soil. Five years ago the man who planned an aeroplane and built it out in his barn was regarded as a candidate for the insane asylum. People shook their heads as they passed and sagely congratulated themselves upon their own superior mentality.

Things have changed.

Today you can predict anything you like about flying machines and you can nail laths and canvas together and the same people will call you a genius. And if it stays down like a boarding house biscuit it's merely the fault of some minor miscalculation, for everybody knows that flying machines fly.

Today at the Indianapolis Motor Speedway, where the largest inclosed aviation grounds in the world are being prepared, there is a small flock of these human birds dally laboring over their pet inventions that are calculated to cut aerial capers. Besides the craft being constructed at this race course there are other places where these "balloonatics" are putting into concrete shape the results of their imaginative flights.

At present there are nine aeroplanes either completed or under process of being groomed in Indianapolis, besides several

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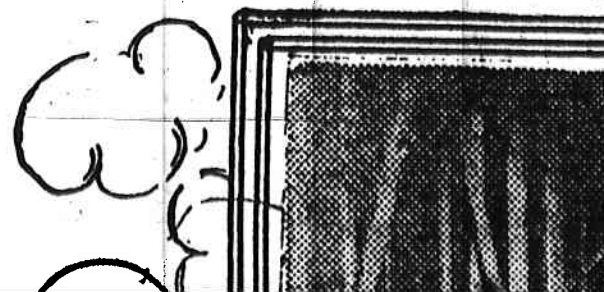
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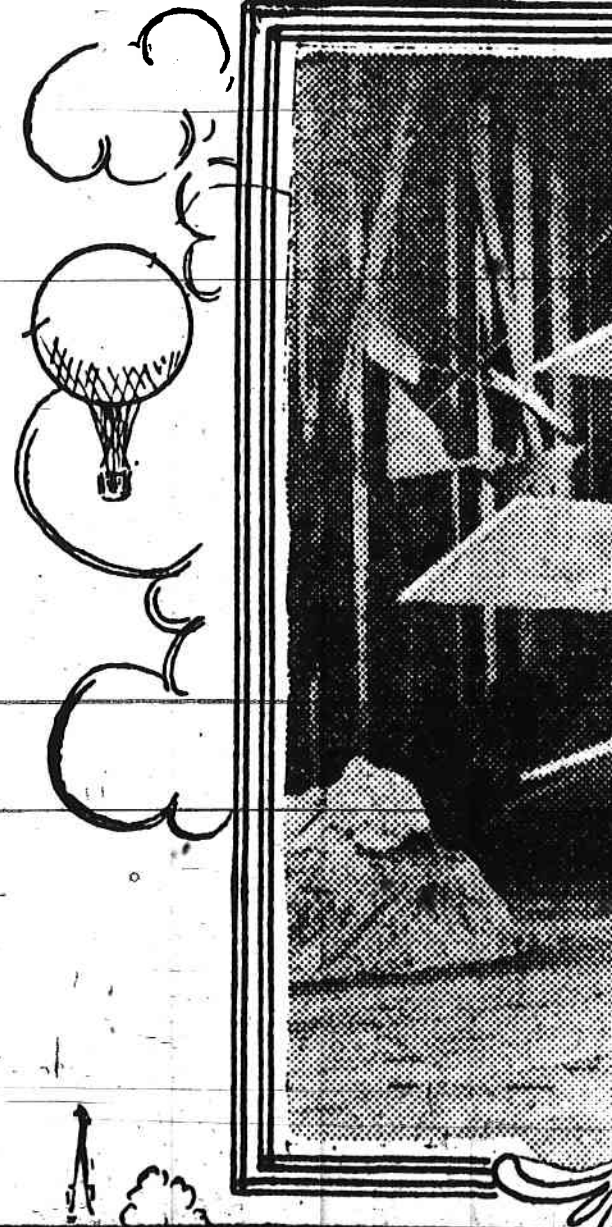
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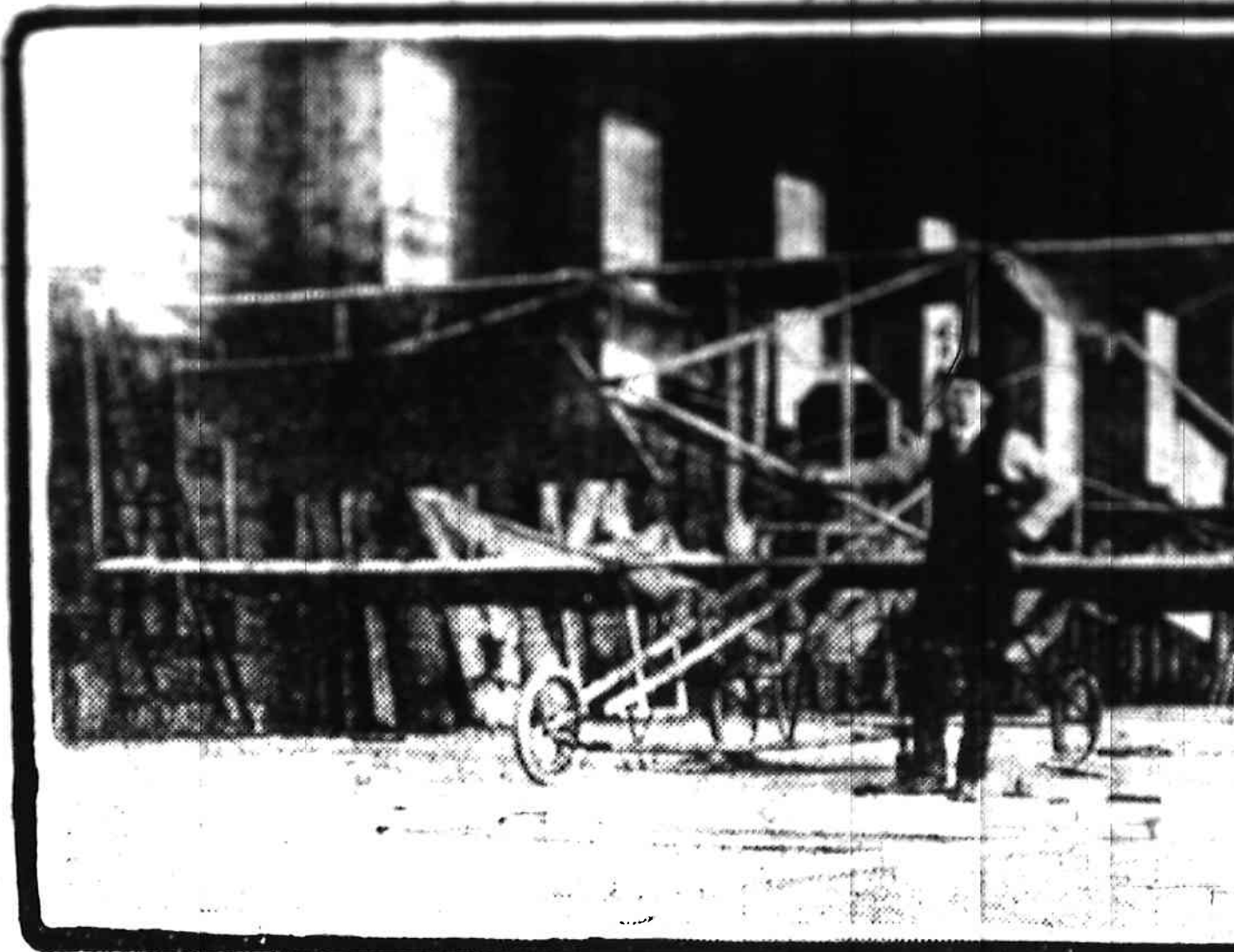
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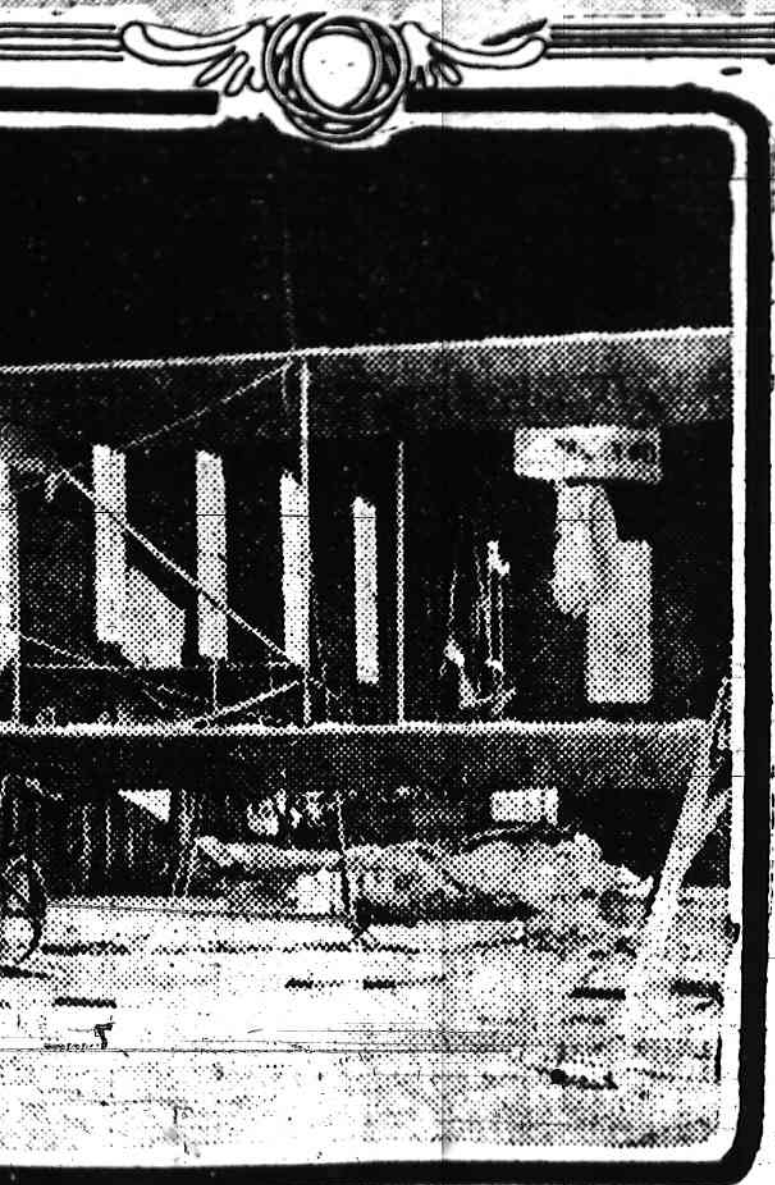
Joseph Curzon, is one of the many inventors who has enough confidence to make a flying machine modeled after his own ideas. He has not named it as yet, although it belongs to the biplane family. It is almost finished.

This machine is twenty-eight feet long from tip to tip. The planes, which are made of blue cloth, are four and one-half feet wide. The motor is a twenty-four-horse-power construction of an original design. The craft, which weighs 450 pounds with the pilot and engine, is mounted on only three wheels. One is in

pany, and is a seven-horse-power revolving power creator. The rear rudder is sixteen feet back, being farther back than on a Wright machine. The tilting planes or alerons are modeled after the Curtiss types. Q. G. Noblitt and Capt. G. L. Bumbaugh have spent many days working upon this craft, which, Mr. Bumbaugh declares, will fly "like an old mother eagle" when it is given its initial trial.

It was made at considerable expense, but Mr. Fisher declares that before long he may take up the business of con-

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His home is filled from attic to cellar with all manner of things that go to make up a complete aeronautical equipment, from ropes, ballast bags, anchors, to the "merry widows" that are placed on the top of the big bags to let the gas out as the pilot so desires.

Mr. Bumbaugh made the largest dirigible balloon in America. The Indianapolis Star, which is now at the Speedway. The frame of this cruiser of the sky is 105 feet long and the gas bag is 144 feet long and 32 feet in diameter. It will hold 1,000 cubic feet of gas and will lift about seven tons when inflated with hydrogen gas. Mr. Bumbaugh is now building a dirigible bag for the Crawford brothers of Connersville, Ind., who are building the frame themselves.

Besides these accounts they are in Indianapolis and are now taking the Indianapolis... there are many others from over the entire country who are... at the Speedway...

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Ray Harwood, pilot of Madison racing cars, is also giving vent to some of his pent-up ideas on how to fly, and is making a machine which he hopes to launch soon. He is especially interested in his motor, about which he is working.
All the while it shows the most...



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Besides these aeronauts who live in Indianapolis and are now taking their initial lessons in bird imitation, there are many others from over the entire country who are daily making preparations to camp at the Speedway and practice at the ideal air-

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AEROPLANE

THE "HOOSIER" LEAVING
MOTOR SPEEDWAY
MAY 29 1919

drome and its equipments for mending the craft, added to the other advantages of garages, gasoline, special lines of gas pipes from the city, workshops and the inclosed grounds for making flights in secret, makes Indianapolis the logical center for aviation experiments.

Carl Strobel of Toledo, A. P. Warner of Beloit, Wis., and Charles Coey of Chicago are some of the flyers who have already engaged a roost at the Speedway bird-house.

Mr. Strobel will bring a machine of his own make and also a Curtiss biplane. Mr. Warner has a Farman machine and Mr. Coey will purchase a Fisher craft and is negotiating for a Bleriot machine. Carl Fisher hopes to own a Wright machine before long. It is said there are others in Indianapolis who are secretly nursing fond dreams that they will soon own an aeroplane and are holding back but for one reason, waiting until they see somebody else show them how it is done. It is altogether probable that some experienced aviator will be procured to give flying lessons at the Speedway before the season is over.

Curtiss Advises All Beginners First to Practice Gliding in Air

When Glenn H. Curtiss was in Indianapolis during the winter he was questioned by a group of interested men as to the best plan of getting initiated into the flying sport. Mr. Curtiss replied that gliding is the first requirement.

"Glide, glide, keep on gliding," is his advice to the beginner.

By this he means the novice must do something that man has never in all his years of habitive work that had been called upon to do, and that is to climb with calmness while falling through the

His theory is that by taking hold of a glider, which is something like a big box kite, and running and jumping off some high hill or cliff, the student can get accustomed to the sensation of dropping through the air. To overcome this new feeling and fright, entirely new to the human race, is one of the vital secrets in flying. Mr. Curtiss told the writer that when the average man is flying high in his aeroplane and the engine stops, it is then that he loses his power to think coolly and act accordingly, and thus he lets his machine crash to the ground, when with a little calm mental exercise and the manipulation of the planes he could have glided to the earth without injury.

The Indianapolis enthusiasts have taken this advice to heart and are planning to buy some gliders and begin practice soon upon some hill near the city, such as Michigan Hill.

For a million years, baffled by hunger, inspired by imagination or filled with a desire to escape the confines of the solid earth, man has longed, even before speech could give his desire utterance, for the power of flight. Perhaps, however, man has cause for great happiness that the Almighty did not add feathered flappers as a part of his makeup. Had he been able, like the bird, to find safety in flight, his intellectual growth would have been stunted. But being compelled to walk and crawl upon the solid globe, and to match his will against superior claws and teeth, he has given himself a wonderful education.

Thus one can see gliding

AEROPLANE

THE "HOOSIER" LEAVING MOTOR SPEEDWAY MAY 29th 1909

drome and its equipments for mending the craft, added to the other advantages of garages, gasoline, special lines of gas pipes from the city, workshops and the inclosed grounds for making flights in secret, makes Indianapolis the logical center for aviation experiments.

Carl Strobel of Toledo, A. P. Warner of Beloit, Wis., and Charles Coey of Chicago are some of the flyers who have already engaged a roost at the Speedway bird-house.

Mr. Strobel will bring a machine of his own make and also a Curtiss biplane. Mr. Warner has a Farman machine and Mr. Coey will purchase a Fisher craft and is negotiating for a Blériot machine. Carl Fisher hopes to own a Wright machine before long. It is said there are others in Indianapolis who are secretly nursing fond dreams that they will soon own an aeroplane and are holding back but for one reason, waiting until they see somebody else show them how it is done. It is altogether probable that some experienced aviator will be procured to give flying lessons at the Speedway before the season is over.

Curtiss Advice All Beginners First to Practice Gliding in Air

When John H. Curtiss was in England, during the winter he was instructed by a group of aviators who were the best class of gliding pilots that were falling upon the Curtiss winged glider.

Gliding is the first step in flying. It is the easiest to learn.

It is the only way to learn to fly. It is the only way to learn to fly. It is the only way to learn to fly.

His theory is that by taking hold of a glider, which is something like a big box kite, and running and jumping off some high hill or cliff, the student can get accustomed to the sensation of dropping through the air. To overcome this new feeling and fright, entirely new to the human race, is one of the vital secrets in flying. Mr. Curtiss told the writer that when the average man is flying high in his aeroplane and the engine stops, it is then that he loses his power to think coolly and act accordingly, and thus he lets his machine crash to the ground, when with a little calm mental exercise and the manipulation of the planes he could have glided to the earth without injury.

The Indianapolis enthusiasts have taken this advice to heart and are planning to buy some gliders and begin practice soon upon some hill near the city, such as Mt. Sigbee Hill.

For a million years, baffled by hunger, inspired by imagination or filled with a desire to escape the confines of the earth, man has longed even before sport could give his desired utterance, for the power of flight. Perhaps, however, man has never had such a great opportunity that the gliding machine and the glider have been a part of the modern world. In some parts of the world, the first gliding is flight, the modern-day glider would have been invented, but being compelled to fly and glide, the glider glides, and to learn the art of gliding is the first step in flying.

There are many ways to learn to fly. It is the only way to learn to fly. It is the only way to learn to fly.

THE "HOOPER" LISTING
MURK & SUTHERLAND
MAY 29 1918

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Curtiss Advises All Beginners First to Practice Gliding in Air

When Glenn H. Curtiss was in Indianapolis during the winter he was questioned by a group of interested men as to the best plan of getting initiated into the flying sport. Mr. Curtiss replied that gliding is the first requirement.

"Glide, glide, keep on gliding," is his advice to the beginner.

By this he means the novice must do something that man has never, in all his years of habitation upon this ball, been called upon to do and that is to think with calmness while falling through the air.

The theory is that by taking hold of a glider which is something like a big box kite, and running and jumping off some high hill or cliff, the student can get accustomed to the sensation of dropping through the air. To overcome this new feeling and fright, entirely new to the human race, is one of the vital secrets in flying. Mr. Curtiss told the writer that when the average man is flying high in his aeroplane and the engine stops, it is then that he loses his power to think coolly and act accordingly, and thus he lets his machine crash to the ground, when with a little calm mental exercise and the manipulation of the planes he could have glided to the earth without injury.

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C. G. FISHER
PRES. AERO
CLUB OF
INDIANA

Hoosier Aviators Who Will Take to the Air This Summer

FOLLOWING are the first fledglings in the Hoosier bird-family who are either already initiated into the mysteries of the high-flying fraternity or have hitched their wind wagons to the stars and hope soon to be real-for-sure aeronauts:

Carl G. Fisher, president of the Aero Club of Indiana.

Capt. G. L. Bumbaugh, the most experienced aviator in the state.

Joseph Curzon, who owns a Farman biplane.

Charles Crout, who is building a biplane.

Dr. Goethe Link, secretary of the Aero Club of Indiana.

Russe J. Irvin, who owned a spherical balloon.

Q. G. Noblitt, who is building a biplane.

W. W. Wall, who is making new plane motors.

Ray Harroun, who is building a biplane.

he has watched and envied the flight of birds. He has never dreamed of perfect happiness without wings.

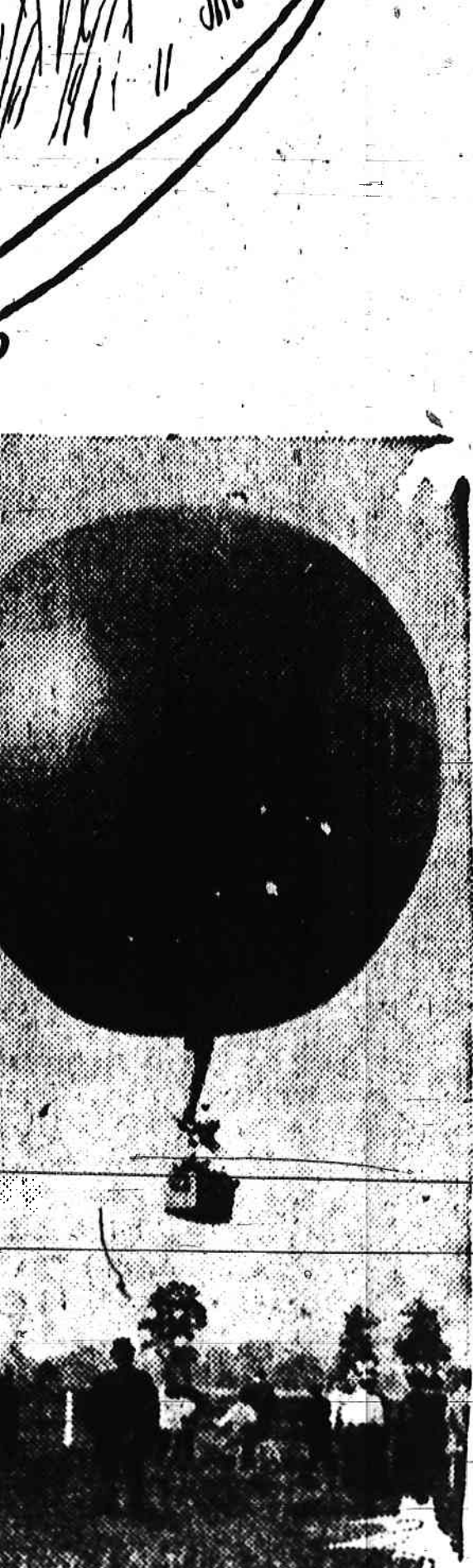
And now man has graduated just so high in his school of hard experience and fighting against the elements of nature that he has overcome his original handicap, if such it was, and can gratify the longing of thousands and thousands of years.

He can fly and even the birds can not alight when they choose and take off their wings and step into a luxurious motor car. Man has won again.

Words lose their value, imagination stands palsied and all the powers of the mind are unable to picture the future of the new freedom.

Indianapolis is famous as being a center into which lead many different steel

JACOBSON



THE "HOOSIER" LEAVING
MOTOR SPEEDWAY
MAY 29th 1909

the new freedom.

Indianapolis is famous as being a center into which lead many different steel rails, upon which hundreds of trains and electric cars daily carry their cargo of human and commercial freight.

It does not take an extraordinary stretch of imagination to see other such lines in the air above.

The geographical and topographical position of the state capital has made it the great railroad center that it is. The same conditions, air fans declare, can make it the hub of the upper navigation. Its central position, with its vast distances of continent stretching out on every side, places it out of the class of other large cities situated perilously near the sea. Even after aeronautical science passes of the experimental stage it is predicted that all atmospheric routes will lead to Indianapolis as the railroads do.

The distinctive feature of Indianapolis's airship activities thus far is its lack of fanciful and "wild-eyed" innovations.

All the designs examined thus far are formed with the object of getting up into the atmosphere and not with the view of creating a sensation on paper.

Besides the large number of men actually engaged in the practice and study of aviation, there are numerous schoolboys in Indianapolis who are paving the way, when flying will be common, by taking a surprising interest in the subject.

Promoters Put Up \$95,000 to Bring Wrights to Speedway

Recently there was a prize offered at the Y. M. C. A. for the boy who would construct the best model of a flying machine. The schoolboys almost took the judges off their feet by the samples they submitted for inspection. Some were exceedingly clever and showed that the Hoosier youth is up to date in his toy affections. Many of the youthful aeronauts constructed craft that followed in every detail and proportion the models they studied.

Indeed, in this new field of locomotion the toy is playing a prominent role. It is believed that this is the first time that a great branch of mechanics has been materially forwarded by the use of mere



THE "HOOSIER" LEAVING
MOTOR SPEEDWAY
MAY 29th 1909

His theory is that by taking hold of a ladder, which is something like a big box, and running and jumping off some high hill or cliff, the student can get accustomed to the sensation of dropping through the air. To overcome this new feeling and fright, entirely new to the man race, is one of the vital secrets in flying. Mr. Curtiss told the writer that when the average man is flying high in an aeroplane and the engine stops, it is in that he loses his power to think clearly and act accordingly, and thus he lets his machine crash to the ground. When with a little calm mental exercise and the manipulation of the planes he would have glided to the earth without injury.

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Indeed, in this new field of locomotion the toy is playing a prominent role. It is believed that this is the first time that a great branch of mechanics has been materially forwarded by the use of mere playthings.

There are now scheduled two big events that are calculated to make aeronautical history in Indianapolis this season.

The Wright brothers of Dayton, O., the undisputed kings of the air, have agreed to stage a meet at the Speedway from June 13 to 18. They guarantee to have in actual flight every day from five to eight machines. This meet will cost the promoters about \$95,000, and it will be the first in the land in which injunction suits have not marred the program. The Wrights have agreed to grant licenses for these days to other flying men to perform at the Speedway on the same program. This will give the Hoosier aviators and many others, both recruits and air veterans, a chance to show the people of the state, and, in fact, the entire land, to what extent aeronautical progress has been advanced.

Because of certain patents the Wrights own, Louis Paulhan and others who have attempted to give exhibition flights in America have been restrained. But the barriers are all removed for the big aerial carnival to be held in Indianapolis in June. The Speedway promoters are preparing to entertain the largest influx of visitors that ever packed the Hoosier capital.

During this great flying tournament an aeronautical show will be held at the Speedway and authorities upon the subject will be engaged to give free discussions and demonstrations in this new sport and industry.

In September, about the 15th, the na-

HOOSIER LEADER
NOTICE
MAY 29 7 1909

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The Wright brothers of Dayton, O., the undisputed kings of the air, have agreed to stage a meet at the Speedway from June 12 to 18. They guarantee to have in actual flight every day from five to eight machines. This meet will cost the promoters about \$25,000, and it will be the first in the land in which injunction suits have not marred the program. The Wrights have agreed to grant licenses for these days to other flying men to perform at the Speedway on the same program. This will give the Hoosier aviators and many others, both recruits and air veterans, a chance to show the people of the state, and, in fact, the entire land, to what extent aeronautical progress has been advanced.

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In September, about the 17th, the national championship balloon races will be held at the Speedway. This will be similar to the meet that inaugurated the site last year, but there will be many more entries. Since last year the number of balloon fans and owners has grown considerably all over the land, and these men will take this opportunity to test their ability to pilot the big vessels through the unexplored paths of the sky.

