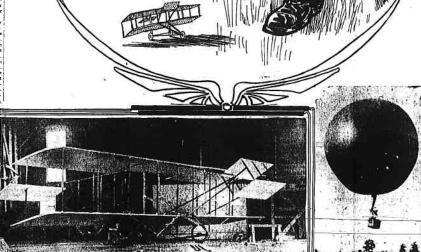
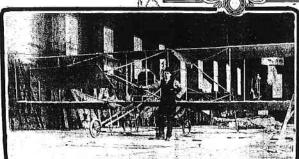
NINE AEROPLANES in the HOOSIER BROOD and more to be hatched! Hoosier Aviators Who Will Take to the Air This Summer



#### Ready for Their Trial Flights

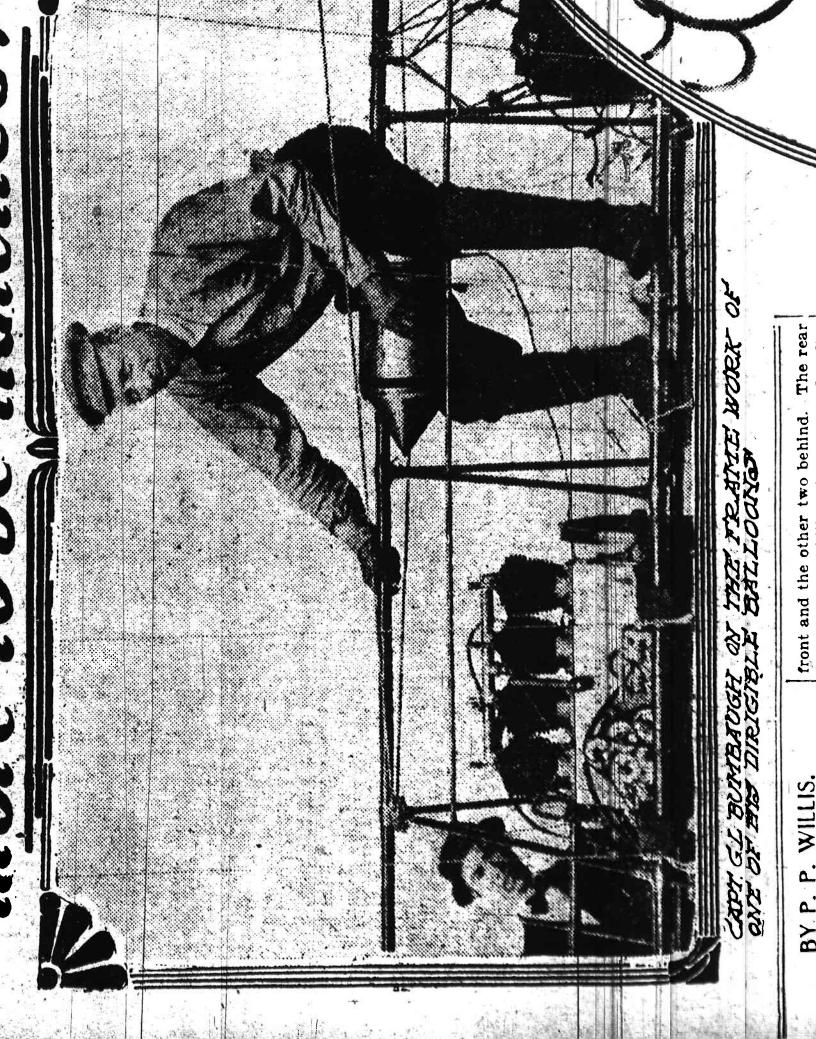


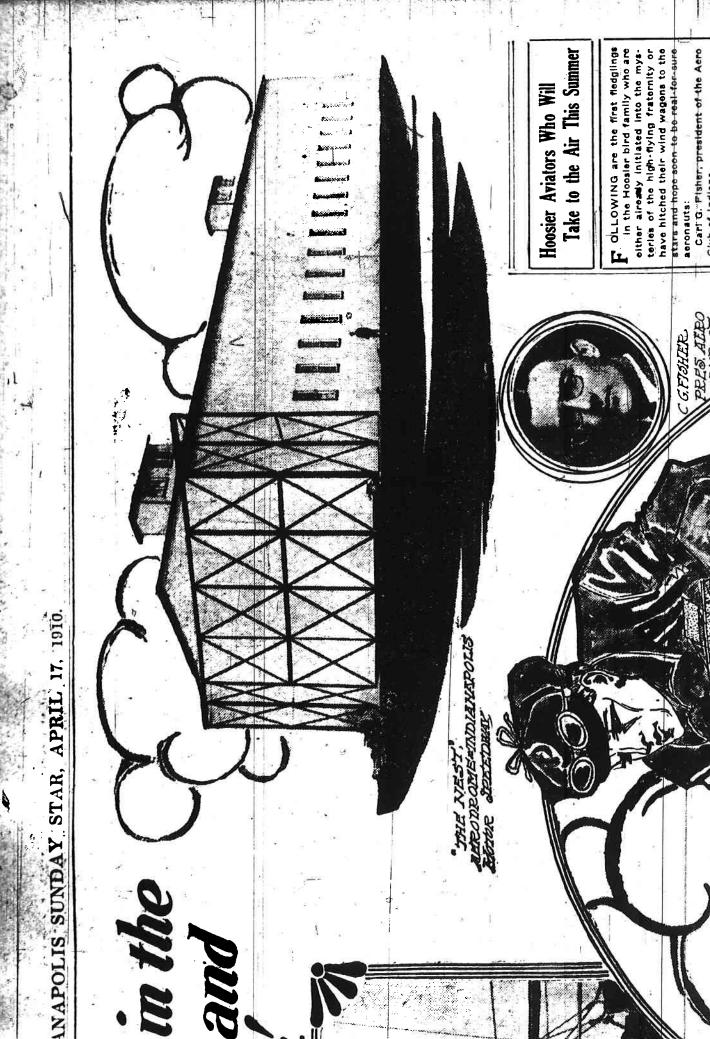


Curtiss Advises All Beginners

to Bring Wrights to Speedway

"HOOSIER" LEAVING





#### BY P. P. WILLIS.



HE average man. with his mind occupied with thoughts of the high cost of living, the outcome of the pennant races and other more or less serious problems. can hardly grasp

the importance of the rapid progress of aerial navigation.

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 Speed-way, where the largest inclosed 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 capers. Besides the craft being constructed at this race course there are other places where these "balloonaties" are putting into concrete shape the results of their imaginative flights.

At present there are nine aeroplanes either completed or under process of being

front and the other two behind. The rear rudder and stability tips are made after original ideas of the inventor, and because of the smallness of the craft the inventor believes it will be very easy to rise from the ground with it. Mr. Crout has made several ascensions in company with Mr. Curzon.

Joseph Curzon has the honor of being the first man to make flights at the Speedway. He made several in his Farman biplane, which is the same machine that won laurels at the 1909 aerial races at Rheims, France. Mr. Curzon met with misfortune recently when he damaged the machine considerably, breaking the most expensive part about it, the propeller.

Like all true sportsmen, he was not daunted, but has procured another propeller and has his wrecked craft almost repaired. He is eagerly awaiting the time when he can again try it out.

# 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 domains, 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 550 pounds. The motor was especially designed by W. W. Wall, engineer for the National Motor Vehicle Com-



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At present there are nine aeroplanes either completed or under process of being groomed in Indianapolis, besides several spherical and dirigible balloons, and those on the inside say 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. Bumbaugh is 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.

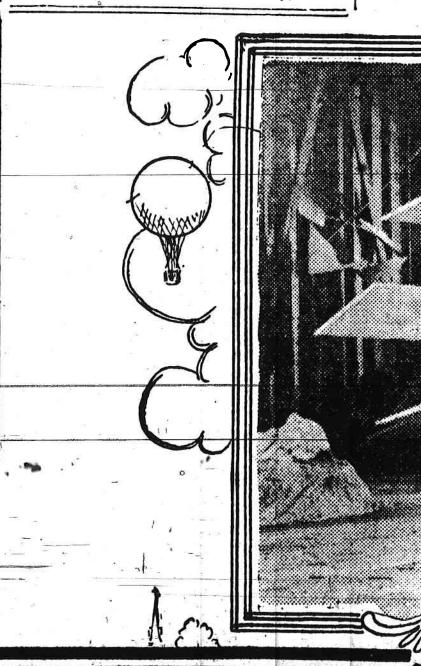
A visitor to the Speedway, if he be fortunate enough to be with some one of
authority, will have his eyes opened by
the sight that is common there every day.
A number of workmen and a few women
are kept busy putting together common,
ordinary, everyday looking pieces of wood
and cloth which, when completed,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

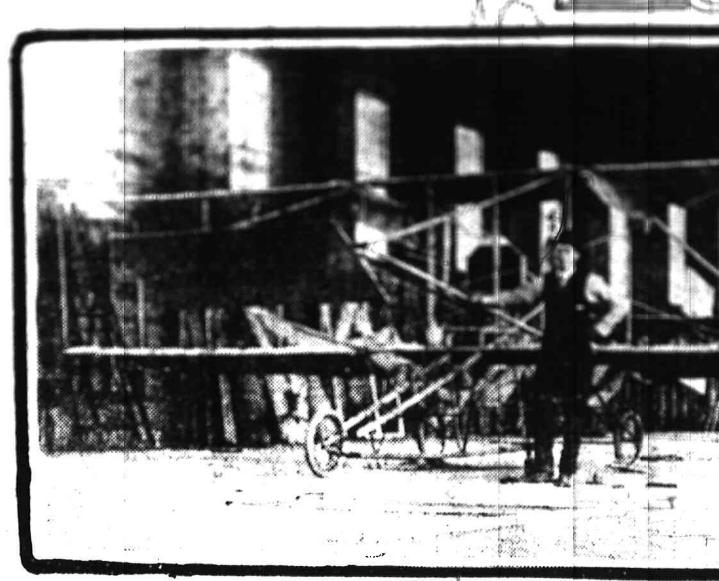
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CHARLES GROUT AND FITS OWN AEROPLANE MA

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-fourhorse-power construction of an original design. The craft, which weighs 450 pounds with the pilot and engine, is but Mr. Fisher declares that before long After

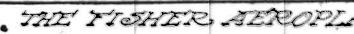
pany, and is a seven-horse-power\_revolving power creator. The rear rudder is with sixteen feet back, being farther back than on a Wright machine. The tilting | will planes or alerons are modeled after the Curtiss types. Q. G. Noblitt and Capt. G. L. Bumbaugh have spent many days working upon this craft,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

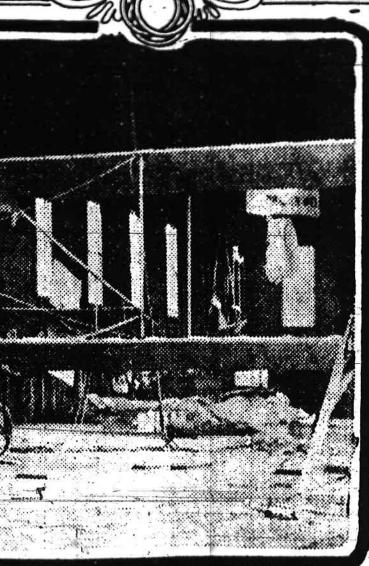
It was made at considerable expense, on only three wheels. One is in he may take up the business of con-

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evolv- structing such machines, in connection ier is with others, and he thinks they eventualback ly can be built for such a price that they lifting will be within easy reach of the man r the with a modest bank account. At present Claps Paroch a marchine costs about \$2,566. "Ray Barroum, pilot of Marmon raving Suiteling the frame theitertres. Dum- care, in size giving west in-some of his | Besides these accompate vites libr to for and I prest-up reven on home to the, and to mak- discorpalis and are now judging their initial minuted long a maintee which he began to hapted bearing a bind testaction, there are minute many, his is super alle formered in his others from hear the entire country of

those who have had their aerial teeth drom gut.

Dr. Goethe Link and Russe J. Irvin are spherical balloon fans. Each now has a balloon. Riding in the same balloon they participated in last year's national balloon race, winning the handleap trophy.

Capt. G. L. Bumbaugh 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 : lentific study and practice of balloon boating, until now he has a regular airship 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 attict 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. 1 .. 31.

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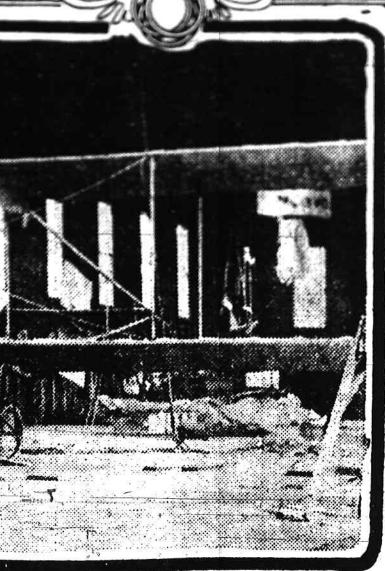
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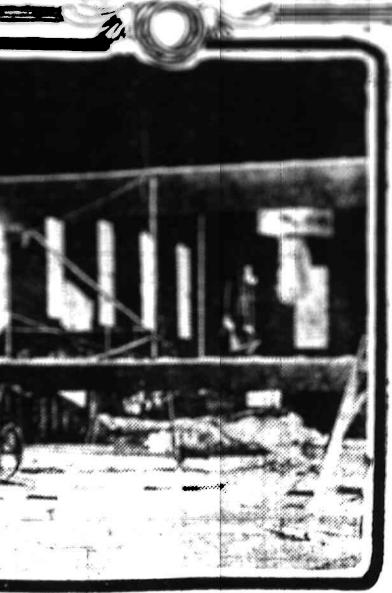
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Besides these aeronauts who live in Indianapolis and are now taking their initial lessons in bird imitating, there are many others from over the entire country who are daily seeking permission to camp at

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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 birdhouse.

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 Bieriot 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 axiator will be procured to give flying lessons at the Sphedmay before the reason is over

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"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 school, rejuctantly, but, nevertheless, con-

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Thus man has been going to his own tinually, for centuries, and all the time

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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 Bieriot machine. Carl Fisher hopes to own a Wright machine before long. It is said there are others in Indianapolia who are secretly nursing fond dreams that they will soon own an aeropiane and are holling back but for one reason, waiting until they see some. body else show them how it is done. It is altogether probable that tome experienced aylator will be procured to give flying lessons at the Spinitery heters the eva-

Curtiss Advises All Beginners First to Practice Gliding in Air

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#### Curtiss Advises All Beginners

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# Hoosier Aviators Who Will Take to the Air This Summer

F OLLOWING 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 wagens 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 bi-

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

Russe J. Irvin, who owned a spherical balloon.

Q. G. Nobiltt, who is building a bi-

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

Ray Harroun, who is building a bi-

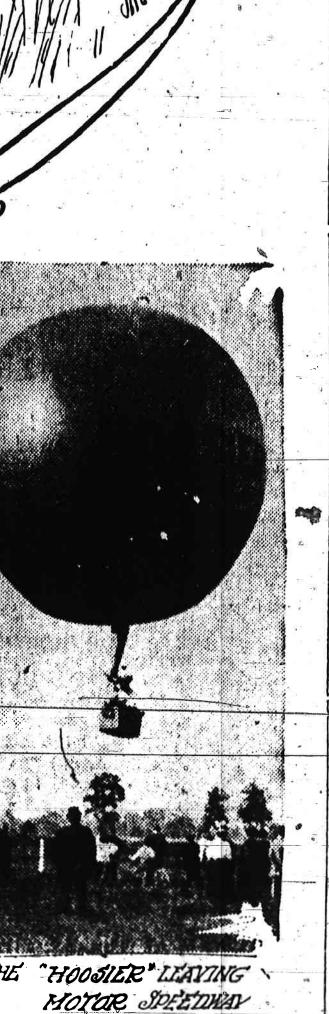
he has watched and envied the flight of birds. He has never dreamed of perfect happiness without wings.

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 paisied and all the powers of the mind are unable to picture the future of the new freedom.

Indianapolis is famous as being a cen-



MAY 29 11 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.

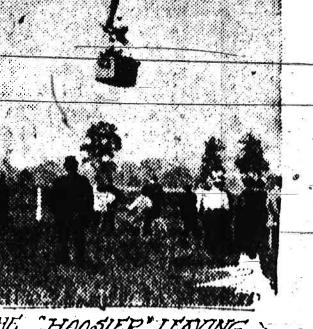
The distinctive feature of Indianapolis's airship activities thus far is its lack of fanciful and "wild-eyed" innovations. All the designs examined thus far are formed with the object of getting up into the atmosphere and not with the view of creating a sensation on paper.

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



IL "HOOSIER" LEAVING \ MOTOR SPEEDWAY MAY 29 11 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 13 to 18. They guarantee to have in actual flight every day from five to eight machines. This meet will cost the promoters about \$35,000, and it will be the first in the land in which injunction ealts have not marred the Wrighte have agreed to grant present for them days to other flying men to perform at the Epsedway on the as we program. This will give the Monster a claiming and many of here, holds read at a and air cotorans, a chance to allow the people of the state, and in fact, the cite. advice to heart and are pleasured by one hand, to what extend accommissions grown giftibres and health projective point progress has been progress. Constitute of company of the Configuration a general company of the first find the first of the firs a erea programa e gelle en er er nere. Rei bo'i io and the transfer of the first of the state o

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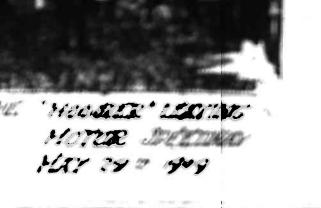
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Because of certain patents the Wrights own, Louis Paulhan and others who have attempted to give exhibition flights in America have been restrained. But the barriers are all removed for the big aerial carnival to be held in Indianapolis in June. The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

During this great flying tournament an aeronautical show will be held at the speedway and authorities upon the make

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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

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