

WRIGHT AEROPLANES NOW AT SPEEDWAY

Two Flying Machines Un-
loaded and Assembled
in This City Today.

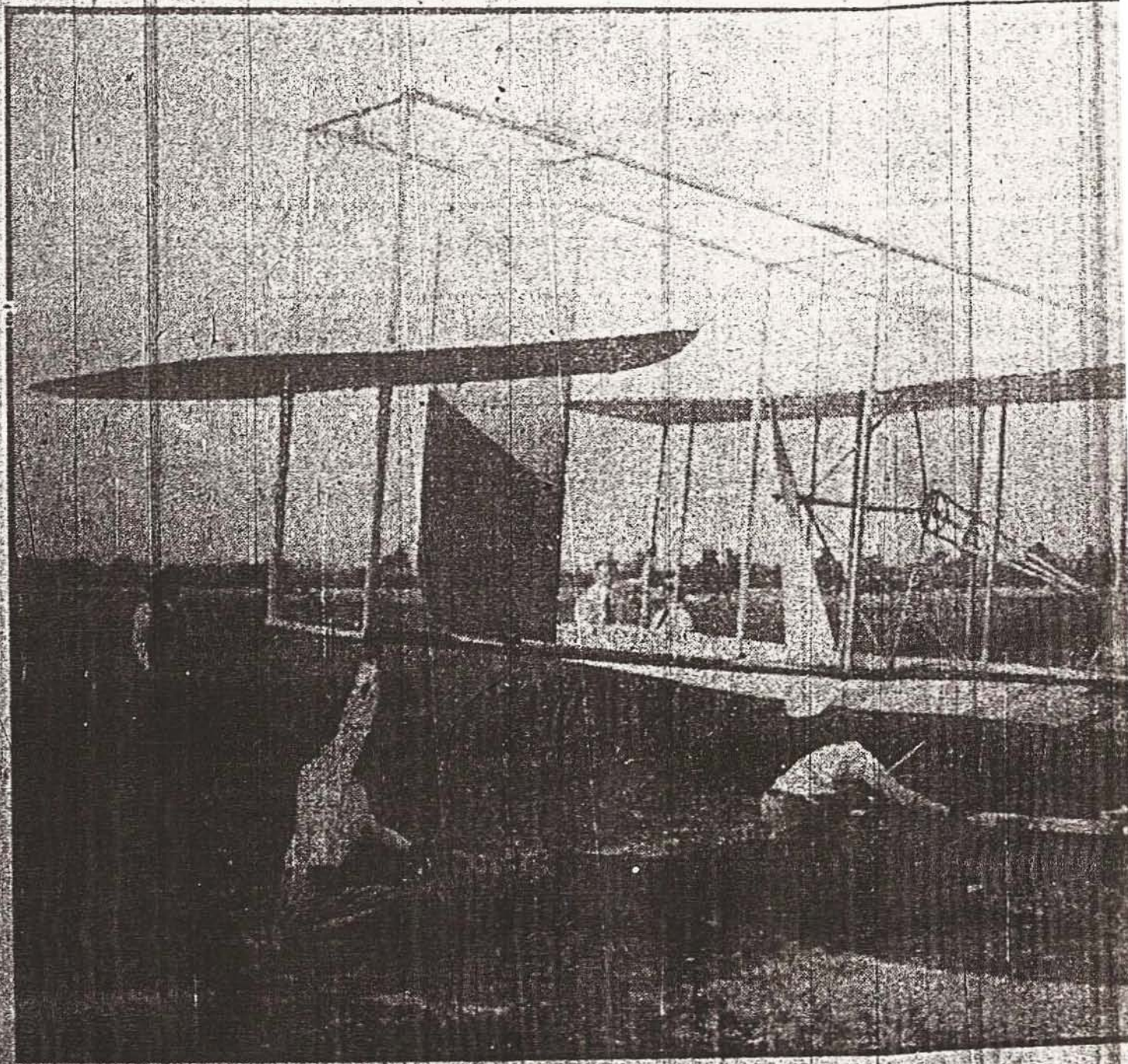
TRIAL FLIGHTS ON FRIDAY

Three Additional Machines and Three
Aviators Will in Meantime Come
From Dayton.

Preparations which have been going forward during the last several days for the first national aviation meet which is to be held at the Indianapolis motor speedway all of next week, took on big proportions this morning with the arrival of a car load of aeroplanes from the training grounds of the Wright brothers at Montgomery, Ala. The car, which had been delayed en route, contained two machines. These were unloaded and removed to the aerodrome at the speedway, this work being directed by Mr. Knabenshue, director of the Wright Brothers' flight. Work of assembling the aeroplanes was begun at once and they will be ready for the first trial flights Friday.

In addition to the air craft now at the speedway three Wright aeroplanes are expected to arrive late tonight or tomorrow morning from Dayton. The machines were shipped last night. The Dayton aviators will be accompanied by the pilots who are to give them life, and with their arrival real activities will begin. The Wright team of aviators is headed by L. Wash, W. A. Brooking, V.

ONE OF THE WRIGHT AEROPLANES AT INDIANAP



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As an addition to the air craft now at the speedway three Wright aeroplanes are expected to arrive late tonight or to-morrow morning from Dayton. The machines were shipped last night. The Dayton aeroplanes will be accompanied by the bird-men who are to give them life and with their arrival real activities will begin. The Wright team of aviators includes A. L. Welsh, W. A. Brookins, F. L. Gifford, Archie Hoxsey, Duval La Chappelle and Ralph Johnston. Joseph Curtiss, Alvin Marquette and Russell Shaw, composed of the local colony of bird-men have their machines in shape and say they will also take part in the flights next week.

First Trials on Friday.

Director Knabenshue was of the opinion this morning that everything would be in readiness for the trial flights to begin on Friday. These will be conducted during the morning and evening hours each day when the winds are lowest.

All the preliminary flights will be made in private and the general public will not be able to get a glimpse of the bird-men in action until Monday afternoon. The program will open each afternoon at 2 o'clock.

According to Director Knabenshue, many daring feats have been accomplished recently by the Wright aviators in their secret trials near Dayton. He is of the opinion that many new records will be established at the Indianapolis meet. One report from Dayton was to the effect that an aeroplane had been kept in the air continuously all day.

AUTO TRACK FOR KANSAS CITY.

Elm Ridge to Be Converted Into One-Mile Oval.

KANSAS CITY, June 7.—The Elm Ridge race track here will be converted into a one-mile oval automobile speedway, one that it is said will equal anything of its kind in the country. The course will be a complete similar to that used in the construction of the Los Angeles "big pan" track and will probably be completed within thirty days.

The track was postponed again because of rain.

FLANDERS CAR OFF ON TRIP

Starts from Glasgow on "Under Three Flags" Journey.

MUCH INTEREST SHOWN IN MURPHY-KELLY BOUT

BIG CROWD EXPECTED AT MITCHELL CLUB BOXING SHOW.

SOME MYSTERY ABOUT KELLY

Indianapolis boxing enthusiasts are greatly interested in the ten-round bout between Battling Kelly and Jerry Murphy at the Mitchell Club to-morrow night. The boys are to weigh in at 135 pounds, which will give Kelly an advantage, as Murphy can easily make the lightweight limit of 125 pounds, according to his statement. Kelly's principal performance in the eyes of Indianapolis boxing followers was the gaining of a decision over Jimmy Cooley. Any lightweight who can do that is regarded good enough to meet the topnotchers. Kelly is an easterner, but he has been training for this bout at Atlanta. There is some mystery as to his identity and it has been rumored that he is a ringer.

Murphy has been training faithfully in this city and he has a big list of engagements ahead. He is taking no chances on receiving a setback.

HE WILL FLY OVER INDIANAPOLIS



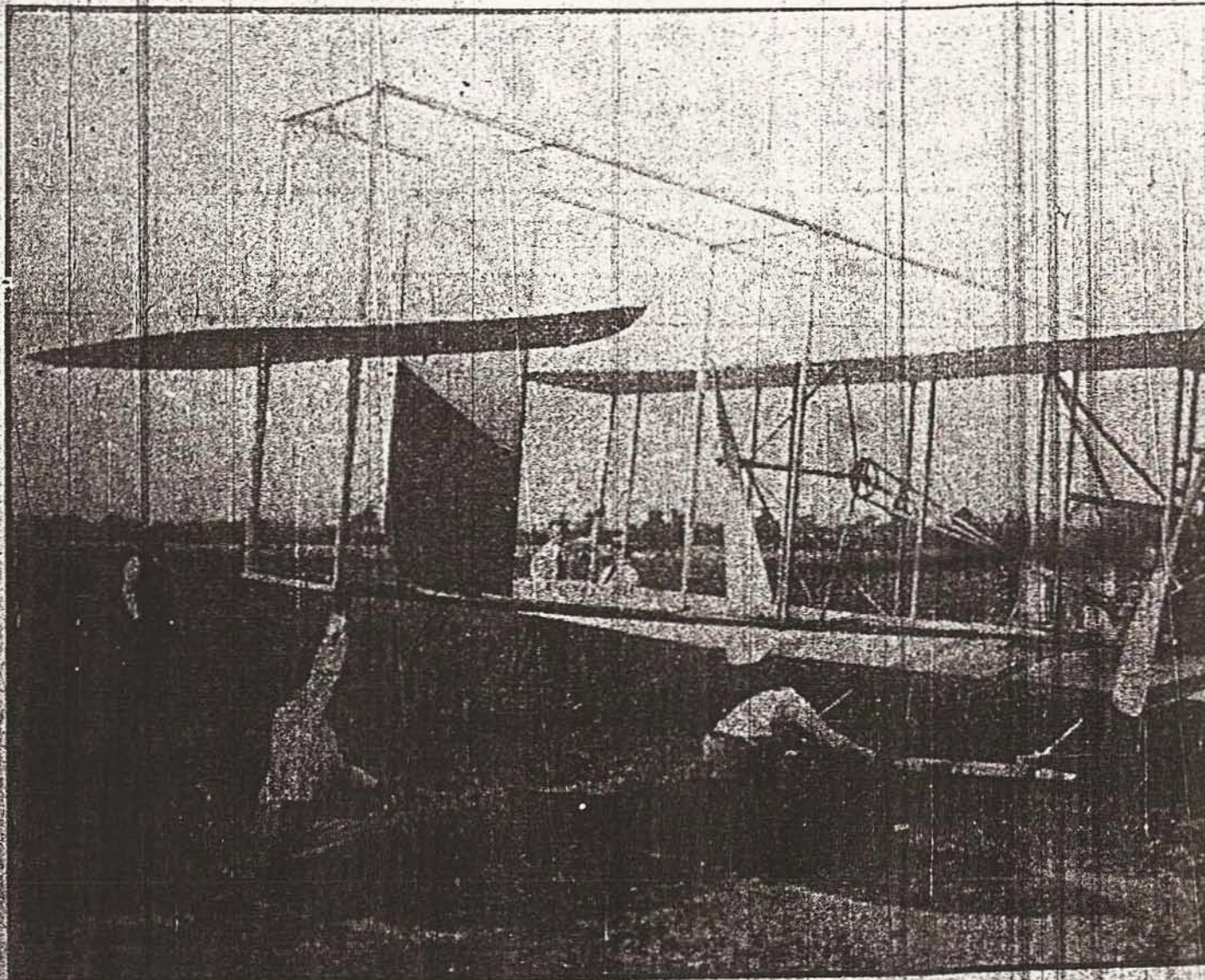
SPORT THOUGHTS

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[illegible]

LAUGH INTEREST SHOWN

HE WILL FLY OVER INDIANAPOLIS

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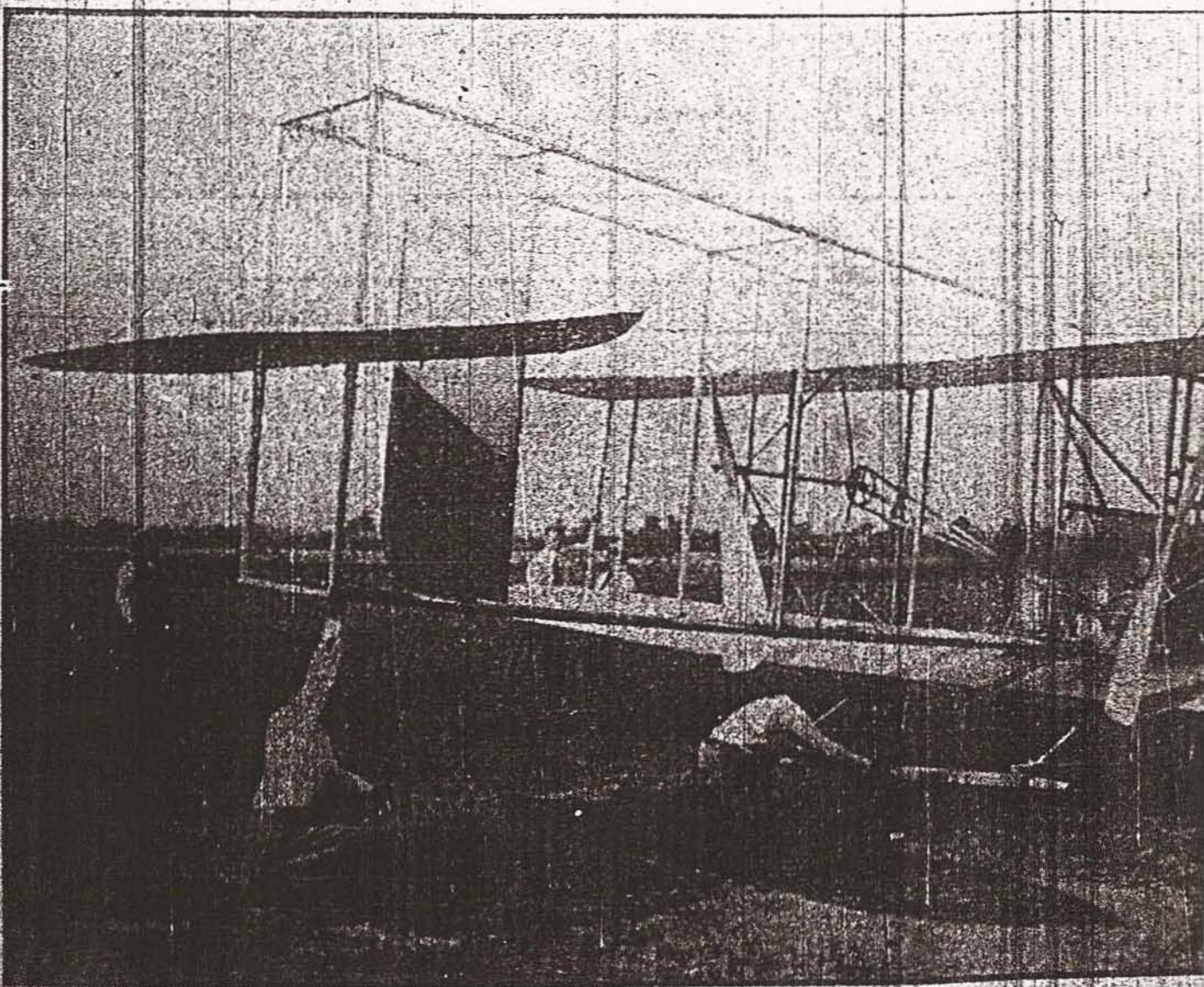
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In addition to the air craft now at the speedway, three Wright aeroplanes are expected to arrive here tonight or tomorrow morning from Dayton. The machines were shipped last night. The Dayton group will be accompanied by the pilots who are to give them life, and the arrival and activities will be the Wright team of aviators in the person of Walter W. A. Brookings, Jr., and a number of others, some of whom are well known in the local aviation circles.

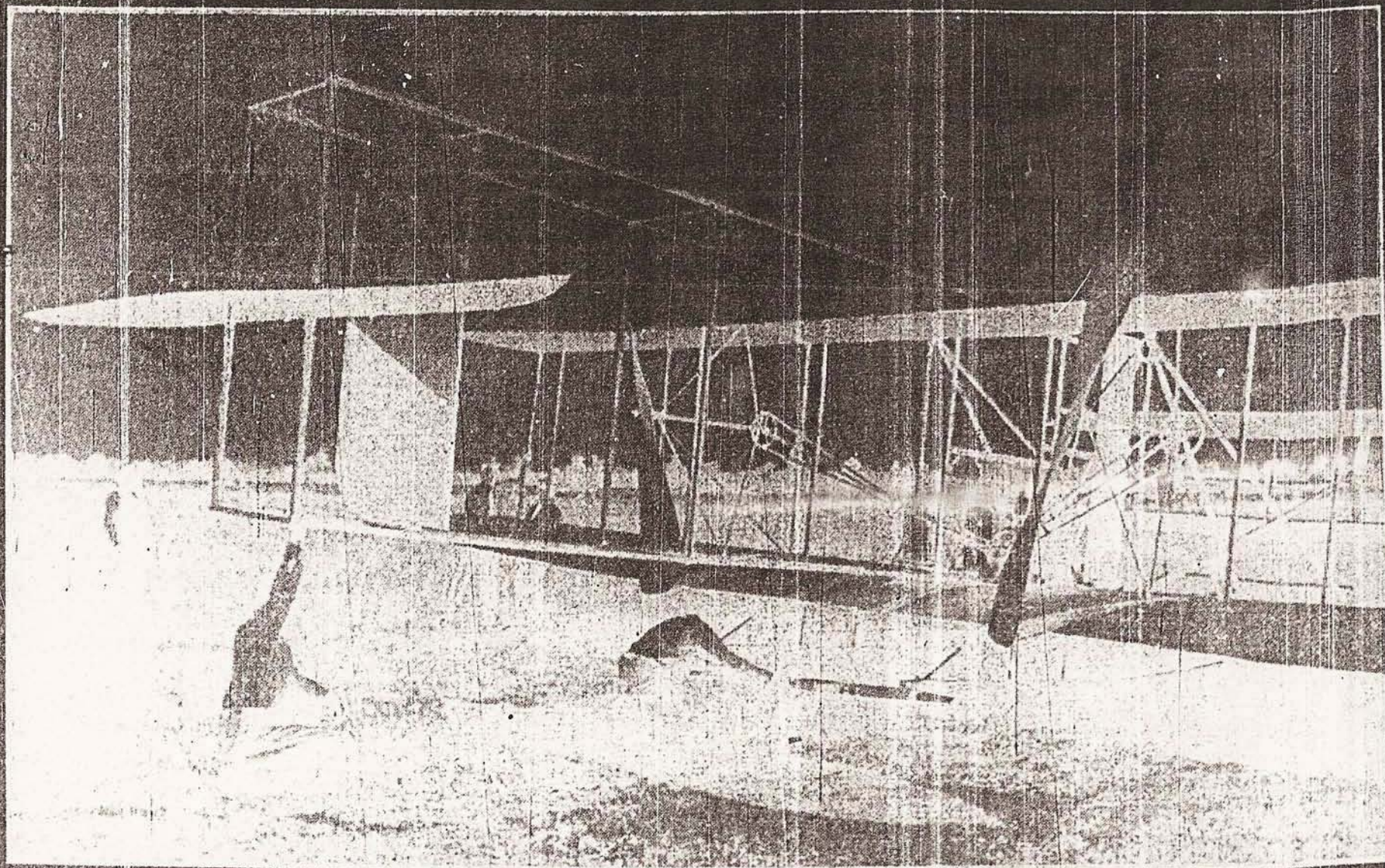
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MUCH INTEREST SHOWN

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MUCH INTEREST SHOWN

HE WILL FLY OVER INDIANAPOLIS

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This picture was taken when Johnson and Little were in this city last winter for the former's theatrical engagement.

DANGER OF AUTO RACING AND FLYING AEROPLANES COMPARED

[By Plane.]

With the big automobile race meet just closed and the aviation week coming on, the question is brought to the fore: "Which is the most dangerous sport, the flying of aeroplanes or the racing of high power speed autos?" Indianapolis has seen two auto meets on her world's famous speedway but she is yet to witness the flight of "automobiles of the air."

During the recent auto race meet there were hundreds of miles of racing. In all these miles of gruelling speed there was only one accident of any consequence, that to the car of Herb Lytle, in which his leg was broken. The auto driver has a steering wheel and the levers at the side of the car to attend to. Besides steering the auto he manipulates his throttle from the steering wheel. The levers at the side of the car control the clutch and the change of speed forward and the reverse.

For the forcing of the oil to the bearings, the care of the gasoline and the watching of the relative positions of the cars, etc., the driver depends a great deal on that seldom mentioned, but very necessary adjunct of a racing auto, the mechanic. They both may do the work of making repairs to some extent, though that is not one of the hazards of the game.

Dangers of New Speedway.

A year ago the speedway was so rough that a car was liable to be raked to pieces. This danger is past now, but with the smoothing of the race course came a new danger, due to excessive speed, made possible by the fast track. With a car on the track thundering along at a rate of seventy to ninety miles an hour the centrifugal force of whirling tires is enormous. So great is the "pull" that tires and demountable rims have been torn loose and hurled into the air. With a tire suddenly going flat that point of the machine acts as a drag and unless the driver keeps his wits about him the car will turn turtle or crash through the fence.

With the air craft conditions are changed. There is but one man to attend to the various details, which are probably more numerous than those of a

racing automobile. The engine, the steering, etc., are present and there is the manipulation of the elevating planes, which are operated by a wire cable running from a lever at the side of the aviator. The steering wheel is set in front of the aviator the same as in the auto, and is connected by cables to the rudder. The bird-man must also watch the planes used to tilt the machine in rounding a turn. This is accomplished by the inclination of the aviator's body.

With more mechanical details to look after than the auto racer, nature also conspires against the air pilot. Unlike the auto driver, the aeroplantist has no marked path. In some respects this is to his advantage. He need not be so particular with his steering.

Aeroplanes Victims of Wind.

After leaving the ground the aeroplane is the victim of every gust of wind that whips its way across the earth. For some distance above the earth there is no stability to the air currents. They are liable to blow east, north, west and south in as many minutes. And it is no small task to maintain equilibrium with a machine which has three or four hundred square feet of surface exposed. This one thing has caused several aviators to fall to their death. Breaking propellers have often caused serious falls, though now since the art of aviation has made such rapid strides, a break in the propeller or the stopping of an engine does not mean a fall, for the operator, provided he keep his wits about him, may set his elevating and following planes and glide down to earth without harm.

Another danger which was demonstrated in the great Rheims meet, was that attending the passing of aeroplanes in close proximity. The swirl created in the air by aeroplanes passing while going forty or fifty miles an hour, with a propeller revolving 1,200 to the minute, is a danger which must be reckoned with as the sport attains popularity. The section caused by the passing of machines has almost resulted disastrously several times. It has been likened to the suction created by a huge ocean liner in sinking.

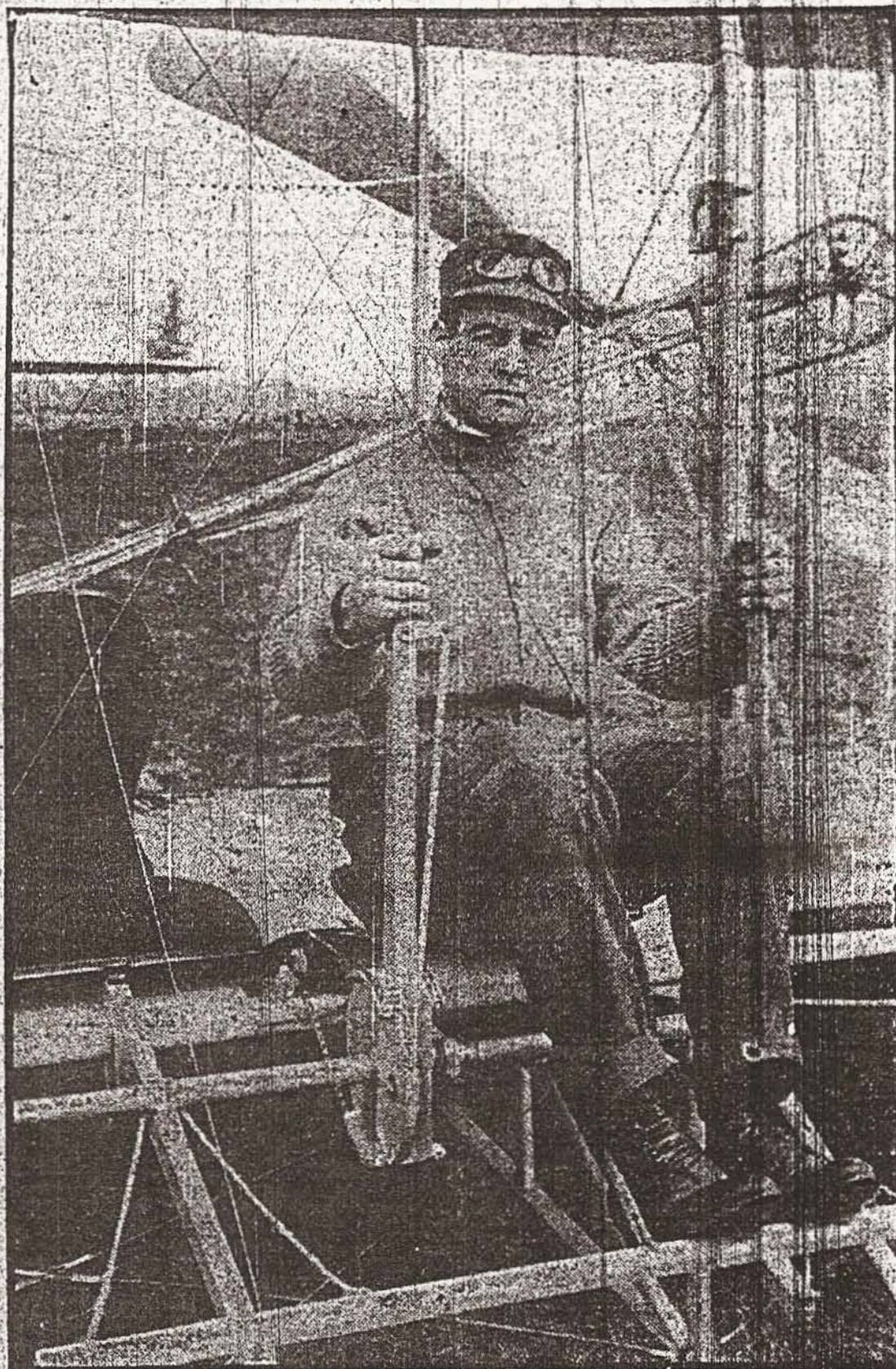
To the spectator the art of flying seems much more dangerous, though the aviator if asked probably would say there is no danger.

Summer Football for Illini.

Conley and Moran Tonight.

LOS ANGELES, June 2. Although

HE WILL FLY OVER INDIANAPOLIS



RALPH JOHNSON.

He is one of the most successful of the Wright aviators, who will fly at the Indianapolis motor speedway aviation meeting next week. His home is in Kansas City.

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