

BRIDGEPORT THE CENTER OF AVIATION IN AMERICA

Carnival of Flying by Curtiss Aviators This Week Will Mark Opening of First Permanent Aerodrome in Country

Today, Bridgeport began to come into its own as the center of aviation in America during the current week.

Things are humming over at the Bridgeport Aerodrome, (formerly Nutmeg park) where a big force of workmen are busy today putting on the finishing touches preparatory to the great aviation carnival of Thursday, Friday and Saturday, when Glenn Curtiss, James McCurdy and Lincoln Beachey, three of America's foremost flyers will be the attraction, with Lt. Ellyson, the navy's aeronautic expert and Lieut. Flockel, the army's aviator. Oscar Tjosset, an electrical engineer and wireless expert, will arrive in Bridgeport tomorrow with the wireless equipment with which he expects to break the world's record for sending messages from an aeroplane. It is also likely that the first of the

The Belmont park field is handicapped by the fact that the nearest machine shop is two miles distant, a big trouble for a disabled aeroplane. At the Bridgeport Aerodrome, the machine shop is right on the field; furthermore it is equipped to handle and repair all makes of aeroplane, a feature true of no other shop of its kind.

Aviators who have flown abroad declare that the Bridgeport Aerodrome is superior even to the famous field at Rheims, France, the scene of the great international flights. The Rheims field is heavily encumbered with trees, "the graveyards of aviators." The Bridgeport field is notably free from these encumbrances and will be still further cleared, the work going forward steadily.

By making separate roads for automobiles and pedestrians, Mr. Lake has effectually solved the problem of handling immense crowds without the danger of frequent accidents. Furthermore, ample parking space for automobiles has been provided the entire circumference of the grounds, and the machines will afford ideal vantage points from which to watch the flights.

Pedestrians will be able to make use of the grand stand to great advantage or of the standing room, all of which



J. A. D. McCurdy Who Made An Almost Successful Flight to Havana.

aeroplanes will arrive tomorrow. Today an aviator of national repute entered into negotiations with C. J. Lake, owner of the Aerodrome, for a five year lease of a hangar or aeroplane shed upon the field, intending to make the Bridgeport Aerodrome the base of all his experimental work and machine repairing and construction. Other aviators are likely to follow suit and Bridgeport bids fair to become the center of experimental aviation in America.

Two hundred trees have been taken off the field in clearing it for use as an Aerodrome. Yesterday an immense bonfire that almost approached the magnitude of a conflagration, was made of the debris cleared off the field.

To safeguard the people who come on foot, a special road has been constructed leading to the field, and traversing its entire circumference, for automobiles. There is another road for pedestrians and thus the danger of accidents in the throngs which are sure to flock to the field, has been averted.

New seats accommodating 1,400 have been added to the already spacious



Glenn Curtiss at the Wheel of His Machine.

commands views of the start and finish, the most exciting and spectacular periods of the flights. As there will be from six to twelve flights daily, interspersed with wireless, telegraph, experiments, target shooting with rifles, bomb-throwing from aeroplanes and other feats and spectacles, the crowds will be kept on edge from start to finish. The aerial show each day will occupy about two hours and a half.

The principal hangars or aeroplane sheds are located at the eastern end of the field. As the prevailing winds in fair weather are west, it is most likely that the aeroplanes will start at the eastern end of the field from directly in front of the hangars and will fly directly across, furnishing beautiful views to the side lines, on ascent and descent.

After the exhibitions, the gates to the aeroplane fields will be opened, and the crowds will be allowed to inspect the machines at close range.



Lincoln Beachey, One of the Foremost Birdmen of the Country Who Will Do the Flying and Furnish the Thrills With Curtiss and McCurdy.

grandstand so that its total seating capacity now is several thousand. In addition there is parking space for thousands of automobiles, and standing room for multitudes.

Word is being received from a number of cities of the intending automobile runs and excursion crowds on the trains, and it is believed that the multitudes on the field, the hundreds of automobiles and exciting features attendant upon such big gatherings will be a great attraction of the meet.

Experts declare that the Bridgeport Aerodrome, built through the enterprise of Christopher J. Lake is the finest in the country, surpassing the aviation fields at Belmont Park and Mineola.

CONNECTICUT HOLDS CENTER OF AVIATION MAP

New Haven, May 4.—With aviation meets scheduled for Bridgeport on the last three days of this week, and the Yale Aero Club's meet scheduled for this city next week, Connecticut promised today to hold the center of the aviation map in New England for some time to come.

At the Bridgeport meet Thursday, Friday and Saturday, Glenn Curtiss, J. A. D. McCurdy and Lincoln Beachey are scheduled to do the aerial stunts, and practically the same trio are carded to show in this city next week. There will be prize contests at both meets for speed, bomb throwing, height, distance and duration.

The latest comer to the aeroplane manufacturing game in Connecticut is William C. Beers, of this city, who has made successful flights in Europe. Mr. Beers lays claim to many new ideas for heavier than air flying machines and proposes to put these notions into practice at his local manufacturing plant.

Charles K. Hamilton has started the manufacture of aeroplanes in New Britain, and some Hartford business men are contemplating making flying machines also.