

AVIATION MEET OPENS WITH A BIG MULTITUDE

Straitforward Exhibitions of
Flying Main Part of To-
day's Schedule

Spectacular Features of Fly-
ing Events Will Begin at
Aerodrome Tomorrow.

Today was Exhibition Day at the Bridgeport aerodrome, no spectacular stunts being on the cards. These are reserved for tomorrow and Saturday.

Curtis, McCurdy, Beachey and Lieuts. Fickel and Ellyson inspected the Bridgeport Aerodrome this morning and declared that it suits them in every respect.

"It is much better than the average field in which we are expected to fly," said Mr. Curtiss to a Farmer reporter. "It is both smoother and larger. Of the two qualifications the latter is the more important."

Final touches were put upon the aerodrome this morning in preparation for this afternoon's flights, and in anticipation of a big crowd on the grounds.

The aviators declared that the day appears excellent for flights. The air is moving but slightly and the warmth of the sun's rays is appreciated by the aviators, who are exposed to extreme cold at times in rapidly moving through the upper atmosphere.

Lieuts. Ellyson and Fickel probably will not fly until tomorrow. Messrs. McCurdy and Beachey are scheduled to give the thrills for today, and probably will carry passengers if conditions are satisfactory.

Today and tomorrow the wireless tests will probably be made. The wireless apparatus which has been installed on one of the aeroplanes weighs only 45 pounds, and probably is the lightest and most compact wireless kit for its power that has ever been devised.

The wireless work is being supervised by Oscar Roesen, an electrical engineer, of Stevens Institute, who is performing the experiments for the New York World. He will endeavor to get into communication with the wireless station on the World building. A test of the kit from the ground has already been successful. The stunt of sending wireless messages from an aeroplane is an extremely complicated problem, owing to the fact that on an aeroplane there is no method of "grounding" one of the wires, as in sending wireless messages in the usual manner.

A number of ingenious devices have been worked out to overcome this difficulty and Mr. Rosen is confident of success.

A Farmer reporter talked to Mr. Curtiss about the probability of the Bridgeport Aerodrome's becoming the center of experimental aviation in America.

"The field is in a good location," said Mr. Curtiss, "and it is quite possible to develop it as an aviation park.

"At present, it is amply large enough for the work of experienced aviators like Beachey and McCurdy but it is not large enough for experimental purposes."

Mr. Curtiss was told of Mr. Lake's plans of enlarging the field to make it contain a 3 and one-tenths mile course, the prescribed size for international aeronatic contests. He declared that such a field would be a splendid thing for Bridgeport.

This afternoon's program calls for exhibition flights by McCurdy and Beachey. McCurdy's machine has been selected as the one for carrying the wireless apparatus aloft. It is also probable that McCurdy will be the one to take passengers aloft, if any are taken today.

William H. Marigold, Jr., is in charge of the refreshment booths at the aviation grounds and has a number of assistants, to help him purvey to the needs of the crowds of aviation enthusiasts.

Capt. Fred Hawes, the former Pinkerton man who is on the watch for possible visits of light-fingered devotees, was "on the job" this morning watching for the arrival of undesirables.

Capt. Hawes is possessed of an excellent private "rogue's gallery," and is well acquainted with all the skilled exponents of the gentle art of inserting one's fingers in someone else's pockets. A warm reception awaits for any of these professors who shows himself at the aerodrome.

Sheriff Staggs and his special deputies are furnishing the rest of the policing, with the assistance of the following squad from the Bridgeport police force: Captains John H. Redgate and John J. Regan, Sergeants Philip Blansfield, William O'Leary, Joseph A. Hazel and Arthur L. Prout, and the following patrolmen, McGovern, Kehoe, D. Ryan, Barton, Colgan, J. Glennon, Gregory, Simons, Flahaven, Lynch, Schuitz, Callan, Haux, Kraft, Lundberg, Rogers, McCullough, Larkin, P. Burns, Henckle, Qulty, Beamer, Bolger, Ramsey, Bray, McPadden, Grossman, Bagley, J. Ryan, Murphy, P. Campana, Holbrook, Meyers, Coughlin, Buckley, Anderson, Reilly, Griffin, Poland E. Wheeler, J. Corrigan, Dooley and Sheehy.