

Aviation

SYMBOL	
Blue	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN.

1917 MAR 15 PM 7 04

B361J 95 19 EX BLUE

SI NEWYORK NY VIA INDIANAPOLIS IND 15

CARL FISHER

MIAMI FLA

384

IN CASE OF WAR VARIOUS GOVERNMENT DEPARTMENTS WILL NEED MEN OF EXECUTIVE TECHNICAL AND PRACTICAL ABILITY THE SAME WILL GREATLY ASSIST IN PLACING ITSELF MEMBERS WITH LEAST POSSIBLE CONFUSION TO INDUSTRY AND TO SUCH ADVANTAGE THAT MEMBERSHIP IN THE SOCIETY WILL BE OF INESTIMABLE VALUE WE NEED MORE MEMBERS AND WILL ACTIVELY CAMPAIGN DURING APRIL TO ADD A THOUSAND MEMBERS WE SOLICIT YOUR ACTIVE AND PATRIOTIC COOPERATION IN THIS WORK WHAT WILL YOU DO TO ASSIST

COUNCIL SOCIETY OF AUTO ENGINEERS

J G VINCENT B B BACHMAN C W MCKINLEY F E MOSKOVICH J G UTZ COMMITTEE:

CLASS OF SERVICE	S
Day Message	
Day Letter	

M i a m i , F l o r i d a .

March 21st, 1917.

Council Society of Automobile Engineers,
New York City, New York.

Gentlemen :

Replying to your telegram of the 15th :
Will be very glad to join your Association. Will
prepare the Indianapolis Motor Speedway for aviation
grounds and think I can properly organize and handle
a first class aerial unit there, if given machines
by the Government and authority to proceed.

Yours very truly,

CGF:R

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Receiver's No.
Check
Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

New York, March 28, 1917.

Mr. C. G. Fisher.

Just received from Past President Vanderfoort at Washington the following telegram.

"Quote regarding aviation work at Indianapolis, Fisher should make application for Government Aviation School. Application should be backed by a goodly number of prominent Indianapolis citizens and sent to Chief Signal officer, United States Army, Henry Souther, so who will advise and will gladly be of any assistance possible."

Can we be of any further assistance.

Society of Automobile Engineers.

5 Curtiss ✓
 6 Extra Engines ✓
 15 of misc parts ✓
 \$100 Each - ~~1500~~
 3 to @ \$1,200.00 ←

ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the un-repeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure telegrams.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.

8. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

FAST DAY MESSAGES

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

DAY LETTERS

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION



TELEGRAM

CLASS OF SERVICE	SYMBOL
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NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN.

AT 43J 48 BLUE

WASHINGTON DC 353P 29

CARL G FISHER

ALTON BEACH REALTY CO MIAMI FLO

YOUR WIRE JUST SAW CHIEF SIGNAL OFFICE WHO SHOWED ME YOUR WIRE AND
 THEIR REPLY THEY KNOW ALL ABOUT YOU AND FULLY APPRECIATE IMPORTANCE YOUR
 PROPOSITION WHICH NOW HAS FULL CONSIDERATION THEY MUST AWAIT
 CONGRESSIONAL AUTHORITY TO ACCEPT WHY DONT YOU COME UP YOURSELF YOUR
 COUNTY NEEDS YOU

JOHN O LAGORCE.

Miami, Florida.
March 28th, 1917.

Mr. John Oliver LaGorce,
Hubbard Memorial Hall,
Washington, D. C.

Dear Jack :

I wired you today as follows :

"I have wired Chief Signal Officer, Henry Souther, Washington, that I wish to establish an aviation school at the Indianapolis Motor Speedway. We have everything necessary except hangars, some Curtiss machines and authority to go ahead. Please see Souther for me."

I enclose you a copy of the telegram which I have sent to the United States Army Chief Signal Officer, Henry Souther, at Washington. I was advised today by the Society of Automobile Engineers that President Vanderfoort has asked me to send in an application backed by a goodly number of prominent Indianapolis citizens. I have wired my partner to have the Governor wire Henry Souther.

We have everything in Indianapolis that the Government needs : we have a 328-acre field which is now being used as an aviation field by a manufacturer of flying machines in the city of Indianapolis : we have a 6" gas main in the grounds with filling stations for fifteen balloons, which cost us \$10,000 five years ago : we have lights, telephone, water - in fact, everything except hangars, and these we could build in twenty days.

If there is any way to cut the red tape from a bundle of five Curtiss machines, six extra engines and 15% of miscellaneous parts for these engines, and authority from anybody who can give it to go ahead, I will guarantee that we can have a better aviation school in Indianapolis, running full tilt, in sixty days, and can turn out better aviators for the Government than any other place in the country. I have already lined up one of the best aviators in America, just back from Europe : he is willing and anxious to cut loose from this crowd and go with me to Indianapolis, and I have several good men already in mind there.

If the Government wishes to add to the flying machine department a balloon corp, we should be given authority to purchase three (3) 40,000 cubic foot balloons at an average price of, say, \$12,000 apiece, for signal work, and to organize a balloon signal corp. It will take some time to get the balloons manufactured, but I think it could be done in ninety days, possibly less. At any rate, if they don't go ahead and give me or somebody else authority to do something, they won't have either a balloon corp or aviators in a good many months. I understand the Government is panning

Mr. John Oliver LaGorce. #2.

around now and getting busy, and I am gnawing chunks out of the bit, ready to go to the job in Indianapolis. We have offered the Speedway grounds without charge and I offer my services without charge. However, I think we should have some authority from the Government to expend necessary funds to build frame hangars and for other miscellaneous expenses that are a part of this school work.

If you happen to be a brother officer with Henry Souther you might do me some good and repay me for many fat meals I have given you when you were in Miami.

Yours very truly,

CGF:R

Miami, Florida.
March 28th, 1917.

Society of Automobile Engineers,
29 West 39th Street,
New York City.

Gentlemen :

Enclosed please find copy of a telegram sent to Chief
Signal Officer, United States Army, Henry Souther.

Indianapolis is ideally located for a Government Aviation
School : we have the mechanics, trained automobile testers, the
machine shops, and at the present time a perfect aviation field
inside the Motor Speedway grounds. It would take a half million
dollars and a great deal of time for the Government to duplicate
what we have to offer and we are not asking the Government for any
rent. We have several good aviators now located in Indianapolis who
can assist as teachers, and I have today engaged one of the best flyers
in this country who is just back from Europe and knows the game.

I can get an Aviation School started in Indianapolis, if
given five Curtiss machines by the Government, in less time than they
can start a school in any other place in the United States and I can
turn out as many aviators and of as high grade as can be turned out
from any other school. If you know of any way to cut the numerous
strings of red tape that are between the shipment of five machines
to me at Indianapolis, I would like to have you do so. If you will
ship me the machines, I will do the rest and will be turning out
aviators there in less than sixty days.

Also : if the Government wishes to do some experimenting
with captive balloons for signal work, we have gas mains now on the
grounds that cost us \$10,000 to put in, and we have valves ready to
inflate fifteen balloons at one time. This equipment is offered to
the Government gratis.

Please send Henry Souther a letter and telegram for me.

Yours very truly,

CGF:R

WESTERN UNION TELEGRAM

Form 1671

GEORGE W. E. ATKINS, VICE-PRESIDENT

NEWCOMB CARLTON, PRESIDENT

BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVER'S No.	TIME FILED	CHECK
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SEND the following Telegram, subject to the terms
on back hereof, which are hereby agreed to

March 28th, 1917.

Henry Seather, Chief Signal Officer,
United States Army,
Washington, D. C.

We wish to make application for a Government Aviation School on the Indianapolis Motor Speedway grounds, Indianapolis. Three hundred twenty-eight acres, level, enclosed with ten foot fence, telephones, lights, water, garages, almost every facility necessary except hangars. In connection with this location we have one hundred twenty-five thousand dollar special machine shop fitted with finest machinery and managed by best mechanics who have been making automobile racing motors. We also have gas mains into the grounds where we have in past years inflated thirteen balloons in twelve hours. We have hundreds of automobile testers and expert young engine men who would make ideal flyers. The writer has Aero Club of America balloon license number nineteen. Will finish the course in aviation as soon as machines can be received in Indianapolis. Wish to take charge of the Government Aviation School located at Indianapolis. Have more facilities and can get quicker action at Indianapolis than you can get in any other part of the United States. Of this I am confident. Have selected here splendid well trained aviator who has had much experience in this country and abroad to assist in taking charge of the school when established in Indianapolis.
Wire answer.

Carl G. Fisher.

Prepaid.

ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a telegram should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated telegram rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED TELEGRAM AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the telegram and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure telegrams.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT TELEGRAMS

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the next ensuing business day.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less. Subordinate to the priority of transmission and delivery of regular telegrams. Must be written in plain English. Code language not permissible.

Telephonic delivery permissible. Day Letters received subject to express understanding that the Company only undertakes delivery of the same on the day of their date subject to condition that sufficient time remains for such transmission and delivery during regular office hours, subject to priority of the transmission of regular telegrams.

NIGHT LETTERS

Accepted up to midnight for delivery on the morning of the next ensuing business day, at rates still lower than standard night telegram rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less. Must be written in plain English. Code language not permissible. Mail delivery, postage prepaid, permissible.

WESTERN UNION TELEGRAM

Form 1671

GEORGE W. E. ATKINS, VICE-PRESIDENT

NEWCOMB CARLTON, PRESIDENT

BELVIDERE BROOKS, VICE-PRESIDENT

RECEIVER'S No.	TIME FILED	CHECK
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SEND the following Telegram, subject to the terms on back hereof, which are hereby agreed to

March 28th, 1917.

James A. Allison,
c/o Prest-O-Lite Company,
Indianapolis, Indiana.

Following copy of telegram just received from Society of Automobile Engineers :

Just received from Past President Vanderfoert at Washington the following telegram : Quote regarding aviation work at Indianapolis. Fisher should make application for Government Aviation School. Application should be backed by a goodly number of prominent Indianapolis citizens and sent to Chief Signal Officer United States Army, Henry Souther, who will advise and will gladly be of any assistance possible. Can we be of any further assistance. signed Society of Automobile Engineers.

I think we should make application at once as per this telegram for an Aviation School at Indianapolis, either in our name or in the Speedway name. I expect to take a course of lessons in the next ten days is enough new motors are received here. I can secure one of the best trained men just returned from Europe to look after the School and we can have it in full blast in thirty days. Can buy two Curtiss machines at about six thousand apiece. Wire me what you think of the plan being carried out on the Speedway and if you wish to join me in the work or whether whether you would prefer to see it in the name of the Indianapolis Motor Speedway. If you are interested you should have Governor Goodrich wire Chief Signal Officer United States Army Henry Souther that we are competent to manage same and I have already sent Henry Souther a complete list of equipment for engines, machines and for balloon signal corp if same is wanted by the Government.

Carl G. Fisher.

Prepaid.

ALL TELEGRAMS TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

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1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED telegram, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED telegram, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure telegrams.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this telegram, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this telegram is hereby valued, unless a greater value is stated in writing hereon at the time the telegram is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this telegram over the lines of any other Company when necessary to reach its destination.

4. Telegrams will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning telegrams until the same are accepted at one of its transmitting offices; and if a telegram is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the telegram is filed with the Company for transmission.

7. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT TELEGRAMS

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the next ensuing business day.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less. Subordinate to the priority of transmission and delivery of regular telegrams. Must be written in plain English. Code language not permissible.

Telephonic delivery permissible. Day Letters received subject to express understanding that the Company only undertakes delivery of the same on the day of their date subject to condition that sufficient time remains for such transmission and delivery during regular office hours, subject to priority of the transmission of regular telegrams.

NIGHT LETTERS

Accepted up to midnight for delivery on the morning of the next ensuing business day, at rates still lower than standard night telegram rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less. Must be written in plain English. Code language not permissible. Mail delivery, postage prepaid, permissible.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



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NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN.

1917 MAR 30 AM 11 29

A167J 59BLUE

SC INDIANAPOLIS IND 925A 30

CARL G FISHER

136

MIAMI FLA

USING SPEEDWAY THINK EVERYTHING SHOULD BE DONE IN SPEEDWAY
NAME AND NOT AS INDIVIDUALS OUR OFFER HAS BEEN UP WITH WAR DEPT
Y GOVERNOR GOODRICH AND SENATORS NEW AND WATSON LAST WEEK AND
EXPECT TO HEAR SOMETHING SOON AS CONGRESS APPROPRIATES NECESSARY
FUNDS WISH YOU WERE HERE SO WE COULD ACT IN UNISON AND
AVOID ANY POSSIBLE CROSSED WIRES

JA ALLISON.

SOCIETY OF AUTOMOBILE ENGINEERS

29 WEST 39TH STREET

NEW YORK

March 31st, 1917.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher:

We were intensely interested in your letter of the 28th, enclosing copies of your letter and telegram to Mr. Souther of the Aviation Section of the United States Signal Corps.

We have wired both Mr. Souther and Mr. Coffin of the Council of National Defense, calling attention to what you say as to the great benefit of five airplanes being shipped to you at Indianapolis as soon as possible. We are sending them copies of your letter. You can depend upon our doing anything we can to further this matter and wish to express again our high appreciation of your services through us to the Government on such a vitally important matter.

Yours very truly,

Chas. F. Clarkson
General Manager.

CFC

March 31st, 1917.

Mr. J. G. Vincent,
c/o Packard Motor Car Company,
Detroit, Michigan.

Dear Mr. Vincent :

I am trying to make arrangements with the Government to operate an aviation field at the Speedway, and I think I shall succeed. If I do, I am also going to make arrangements with the tier of counties between Detroit and Indianapolis to establish at least one landing station in each county seat, which will give us a landing station every 35 or 40 miles. I am satisfied I can accomplish this result in Indiana.

I have secured the assistance of a young man by the name of Kantner who is just back from the other side where he has had all sorts of experience with all sorts of machines. He is operating a flying boat here for Curtiss, and I am going to take a few lessons with him before I go and finish up in Indianapolis after we get things going. He has some very good pictures of all the latest French, Italian and German motors, the way they are fitted up in the frames, etc, and pictures of some interesting connecting rods. If you think you would be interested in same, I will borrow them, send them to you Special Delivery and let you return them. Unless you have seen most of this stuff, there might be something you could pick up.

Am sorry the Race was called off, but it looked like the best thing to do under the circumstances. Am going to try and leave here on the 12th.

Yours very truly,

CGF:R

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Day Letter	Blue
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NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 21-23 N. MERIDIAN ST., INDIANAPOLIS, IND. ALWAYS OPEN.

A728CH 52 GOVT

CHICAGO ILL 538P 17

1917 APR 17 PM 5 45

CARL G FISHER

1345

INDIANAPOLIS IND

OFFICE OF TELEGRAM TELEPHONE

IT IS REQUESTED THAT THE SPEEDWAY COMPANY ADVISE ME IN WRITING UNDER WHAT CONDITIONS UNITED STATES CAN OCCUPY SPEEDWAY AS SITE FOR GOVERNMENT AVIATION SCHOOL PERIOD FORMAL STATEMENT IN WRITING MUST BE PLACED BEFORE BOARD OF OFFICERS BEFORE ACTION CAN BE TAKEN

JOSEPH C MORROW CAPTAIN SIGNAL CORPS

914004

File Signal Corps

From
 To Mrs. Helway
 By Mr. P. DeSivram
 To

Speedway

April 26th, 1917.

Mr. A. G. Batchelder,
c/o American Automobile Ass'n.,
Washington, D. C?

Dear Batch :

I received your last letters in which you speak in a whisper :
I don't know just what you are shooting at.

It occurred to me while I was down South that if I could get some machines and equipment I might be able to start an Aviation School here and get some quick action. However, from a recent talk I have had with Mr. Waldon, I am led to believe that our aviators and machines are not available for real work on the other side at this time and that there is a great deal of special training that they should receive before they enter into the real super-hun class.

Mr. Waldon and Mr. Curtis were out here a few days ago looking into the Speedway - and if we can secure about 300 acres of ground north of the Speedway at a reasonable price for the Government, they thot the Government might purchase the ground and establish a station on same and then lease the Speedway at about our maintenance cost, which is all we had thot of asking them, and the two together could make a splendid flying field which could be available immediately. We have gas mains on the grounds so that small balloons could be filled quickly. These mains cost us over \$10,000 to put in from the city, a distance of about four miles. Our grounds, it seems to me, would be very desirable, thru the fact that they are thoroughly fenced and have garages which could be used for machines shops, temporary hospitals, hospital equipment, rollers, wagons, and other equipment. Mr. Waldon asked us to submit a lease plan to the Government. Our Board of Directors went over the figures of our maintenance cost and arrived at a cost of \$30,000 a year, which is about \$8000 less than our actual maintenance fund and 5% interest on our investment - and we are submitting to the Department an offer of this kind, subject to tearing down about five or six miles of fence, rebuilding some buildings, cutting some trees and rolling the sod so it will represent the finest flying field in the United States. This will cost us considerable to do but we are willing to do this as a part of the lease agreement.

If the Government wants quick action, it seems to me they can get it at the Speedway - quicker than any other place. We have over ten miles of tile drains under ground and six or eight hours after a rain our grounds are practically dry. We have interurbans, railroad, freight platforms, Post Office, fine water and city gas mains on the Speedway - and it takes a lot of time to get these things in operation and going. I would like very much to be actively interested and engaged in this work, as I believe it is a class of work in which I could greatly assist. I have

Mr. A. G. Batchelder. #2.

taken a few lessons in flying and expect to complete the course. I think I know how to handle a plant of this kind to the best advantage : at least I could be of great assistance to anyone the Government saw fit to put here as a Manager - and I would be glad to do what I could if the Government wants me.

I think with these facts before you, you will be able to size up the situation - but I am willing to bet you a new hat now that the Government Officials go off and buy some farm without sufficient drainage, without gas or water mains, and practically lose another full year before they will have a first class flying field in condition to do business. Time, right now, is worth a lot of money to the Government, especially in the Aviation Department. I don't know whether you know just how good or bad our aviation motors are as compared with the Europeans' : certainly we have a lot to learn and a lot to do, and the quicker we get at it, the better.

Yours very truly,

CGF:R

Address :

400 North Capitol Avenue.

CONFIDENTIAL

File No. 299
Sec. - Sec.

SEVENTH NAVAL DISTRICT
HEADQUARTERS SECOND SECTION
MIAMI FLA., MAY 14, 1917

MR. J. N. Lummus,
Southern Bank & Trust Co.
Miami, Florida.

Dear Mr. Lummus:

I have recommended to department as a suitable place for establishing Section Headquarters your property adjoining Mr. Carl Fischers; that was used last winter by the Curtiss Aeroplane people. I should like very much to have you quote me price in event that my suggestions are taken up and department should desire to lease grounds together with building thereon.

Request you treat this communication as strictly confidential as we do not care to have our movements or plans known.

I am,

Very truly yours,

A handwritten signature in cursive script, appearing to read 'J. M. ...', written over a horizontal dashed line.
Section Commander,
U. S. N. R. F.

Jacksonville, Fla., May 17, 1917.

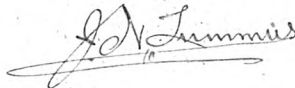
Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:-

I hand you herewith, a letter from Mr. C. A. Muller, of the Seventh Naval District, U. S. N., R. F.

The small building that we purchased from the Curtis People, I do not believe, is large enough. Kindly let me know if you want to rent the large one. If so, how much do you want for it per month? It will probably be a permanent station for quite a while. If you do not care to rent the large building, it may be they can get along with the small one of the Miami Ocean View Company. Kindly write me here at 28 East Ninth Street; so that I can let Mr. Muller know.

Yours very truly,

A handwritten signature in cursive script, appearing to read "J. N. Lummis", is written over a horizontal line.

May 19th, 1917.

Mr. C. A. Muller, Section Commander,
Seventh Naval District, U.S.N.R.F.,
Miami, Florida.

Dear Sir :

Replying to yours of recent date regarding the rental of part of our property at Miami : We would be very glad to accommodate the Government providing the improvements which were made on these grounds would be such that the general improvements already made would not be cheapened or deteriorate.

It would not be possible to have a large number of men on these grounds without considerable expense in the care and maintenance of the grass. As you know, this Bermuda Grass will only stand so much wear and tear - it must be constantly watered and fed in order to continue growing.

The number of troops you expect to have on the grounds, the amount of ground, the number of buildings and style, would be carefully considered.

Yours very truly,

CGF:R

File No. 386;
Sec. - Sec.

SEVENTH NAVAL DISTRICT,
HEADQUARTERS, SECOND SECTION,
MIAMI FLA., May 23, 1917.

Mr. Carl Fisher,
Indianapolis, Ind.

Dear Sir:-

I have for acknowledgment your valued communication of May 19, 1917, and reply to same, if I am successful in having the Government select yours and the Lummus property, I can assure you beforehand that use to which the grounds would be put to would in no way cause injury. On the contrary it is a well known and established fact that all Naval and Military Stations are noted for their beautiful lawns and cleanliness.

I believe that building now on your property and building on Lummus property would be sufficient. This however I am not in position to state definitely.

I have again recommended yours and the Lummus properties as a desirable location. Drawing a line one half way between the Curtiss Hangar and the road leading to Grandstand, the property lying south of this line together with a like portion of Mr. Lummus' property would be ample.

I hope at an early date to be authorized to communicate with you or Commandant will take this matter up with you in person.

Yours very truly,



Section Commander,
U. S. N. R. F.

May 26th, 1917.

Mr. C. A. Muller, Section Commander,
U.S.N.R.F., Seventh Naval District,
Second Section - Miami, Florida.

Dear Sir :

I have yours of the 23rd : and as soon
as I hear from you regarding the plans of the
Department, the number of acres you will want to
use and the time you will want this ground, I will
be very glad to make you a proposition.

Yours very truly,

CJF:R

SEVENTH NAVAL DISTRICT

HEADQUARTERS 2ND SECTION

MIAMI, FLORIDA July 28, 1917.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

The question of establishing a Patrol Boat Base, Miami, has again come up. I have instructions to secure all data possible and make report. The one obstacle that seems to stand in the way is question of cost. Will you please advise what would be your lowest lease price for building and property, say, commencing with a line drawn east and west one half the distance between the Grandstand and the south border of this property, which adjoins the small building now owned by the Lummus interests.

We would also wish permission for the use to maintain watch and guard at your Observation Tower on ocean.

I have been working on this matter most energetically for several months. The establishment of a station on your property which was used last year by Curtiss people would mean the stationing of an armed force at Miami Beach.


It would also mean the establishing of regular Naval routine, which would prove of interest to visitors and last but not least, would be the means of having patrol boats operating from Miami.

Before making your answer, consider whatever action you may take from standpoint of aiding Miami and a patriotic performance. Whatever your decision may be, will be the guide for the Lummus interests as it will be necessary for us to have their small building in conjunction with your larger one.

You may rest assured no damage will be done your building or property and if ~~so~~ as I understand, you expect to have water on these grounds soon, it will prove a means of occupation to have men develop a beautiful lawn and maintain same.

Awaiting your early reply, I am,

Very truly yours,


SECTION COMMANDER.

File m-

File No. 1287.

August 5th, 1917.

Mr. W. A. Muller, Section Commander,
United States Naval District Seventh,
Miami, Florida.

Dear Sir :

Replying to your letter of July 28th :

I have already made arrangements for the use of
the buildings and property to which you refer for
aviation work this Winter.

Very truly yours,

CGF:R

S T A T E M E N T
 INDIANAPOLIS MOTOR SPEEDWAY COMPANY

As of August 1, 1917.

Speedway

ASSETS:

Real Estate	144770.93
Grand Stands	73933.77
Houses, Offices, Toilets, Barns & Miscellaneous buildings	22951.83
Track	159773.37
Tunnels, Concrete Apron, Walls & Bridges	27906.49
Fences, Entrances, Scoreboards & Signs	23998.76
Clearing, Grading, Surveying, Roads Drainage	11429.28
Furniture, Soldier Equipment & Miscel. Improvements	22205.59
Telephone & water systems. Miscellaneous Equipment & Tools	27049.20
Colts, Teams & Equipment	2544.96
Indianapolis Speedway Team	70473.50
Accounts Receivable	1063.39
Pay Roll - Undistributed	1969.29
Event No. 17	1398.48
Miscellaneous Accounts	2611.11
Cash	2600.30
Total - - - - -	596691.25

LIABILITIES:

Capital Stock	250000.00
Notes - Fletcher American Natl.	8000.00
Profits & Surplus	335451.47
Unclaimed Wages	394.25
Accounts Payable	2845.53
Total - - - - -	596691.25

*Lemon
 Copy in my ledger*

*Black Ledger
 Page 19
 2/2*

ADDRESS REPLY TO
CHIEF SIGNAL OFFICER OF THE ARMY.
WASHINGTON, D. C.

CONSTRUCTION DIVISION
ROOM 253, UNION STATION

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C.


Ommer Key

November 17, 1917.

From: Officer in Charge, Construction Division.
To: Mr. Carl G. Fisher, The Alton Beach Realty Co., Miami, Fla.
Subject: Services offered.

1. Your favor of November 12th, offering your assistance in filling in ground, has been received.
2. At present no construction is contemplated by this Division at Miami.

By direction of Major H. Benington.


Captain, A.S. S.C. U.S.R.

JSH/CIB H

November 21st, 1917.

From : Carl G. Fisher.

To : Capt. F. G. Gallagher, Construction Division.

Subject : Miami Aviation Grounds.

Replying to your letter of the 17th in which you say that at present no construction is contemplated by the Airplane Division at Miami : At the present time a dredge is filling in some 25-acres of land, five miles south of Miami, for an aeroplane station. Whether it belongs to the Signal Corps or the Navy, I am not prepared to say. However, this work is going on. A strike is in progress regarding overtime and there are considerable rumors here among the men and I think it should be carefully investigated.

The property you are putting in shape here will not be in condition for several months. After this sand and muck has been put on it will be necessary to get some sort of a fill of grass in order to hold, or each wind will blow the sand into small holes and hummocks and make it unsafe for a landing. There will be soft spots as there are muck and quicksand used in the fill. It will be necessary to put some Everglade material, scattered lightly, over the top, and sow in some oats in order to hold the fill.

I completed here a seven million yard fill three years ago, over a thousand acres, and am well posted on some of the requirements of the work. I am not particularly looking for an extra job as I am already doing some work with the Signal Corps, but if I can be of any assistance here, I will be very glad to do all I can.

I would like to have you advise me whether the work now going on here comes under the Signal Corps or the Navy Department.

Yours very truly,

CGF:R

November 24th, 1917.

W. A. Miller, Section Commandant,
Seventh Naval District,
Miami, Florida.

Dear Mr. Miller :

I sent word to you yesterday that I have a three-inch telescope of French construction, that I am quite willing to loan to the Department as long as they may need it. Am not just sure that this telescope is what you want, but it is a good one and better than most of those I have seen in the Departmental Service.

Suppose you take a look at it - and if you are to keep one here and you like this one better than the one you have, you can send yours on to some other station and use this one here. It is going to be difficult to get another telescope like this one for years to come, and while I am perfectly willing to let the Government have it, if there is anything left of it after the War is over, I would like to have it back. Of course, if it is broken or ruined in service, neither the Government nor anybody else can replace it - but I am in hopes that perhaps it can pull thru the service and be returned.

Yours very truly,

CGF:R

P. S. The next time Lieutenant Mack has any practice service, I would like to go with him. I am in hopes that I can make some arrangement to get my new boat fitted out with a machine gun, and I am bracing the decks so that a one-pounder can be used, and the construction is such that a one-pounder will not put the bow down on this new hull as much as it did on the Shadow.

November 25th, 1917.

Mr. W. A. Mullor, Commandant,
Seventh Naval Station,
Miami, Florida.

Dear Sir :

Already two accidents have happened in the Bay and the prompt arrival of fast boats on the scene probably just saved the lives of two aviators.

It occurred to me that you might need, in connection with your station, a fast runabout. We have an exceptional boat here, of Sawley construction, 150 H.P. 6-cylinder speedway motor. The hull, motor and all equipment are the very best to be had. The boat formerly belonged to Mr. Carl W. Fisher. It will do 31.6 miles per hour, is 32 feet long and 6½ ft. beam; it is an exceptionally able boat, copper fastened thruout and with three bulkheads.

Yours very truly,

THE RUGBY BOAT COMPANY.

Per:

EDC:h

CLASS OF SERVICE	SYMBOL
Fast Letter	Blue
Day Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN

C2J HW 114 NL

DAYTON OHIO DEC 2 1917

CARL FISHER

3477
MIAMI BEACH MIAMI FLO

I AM HERE WITH MAJOR VINCENT AND CAPTAIN MANON WORKING ON LIBERTY MOTORS INDICATIONS ARE WEATHER WILL NOT PERMIT SUFFICIENT FLYING TO GIVE MOTORS THOROUGH WORKING OUT IN REASONABLE LENGTH OF TIME THE SOLUTION IS TO SHIP AIRPLANES SOUTH AND MIAMI IS PREFERRED BY THOSE WHO KNOW IT WILL YOU WIRE CAPTAIN MANON OR MYSELF WHETHER CURTISS IS USING HIS FIELD IN THE EVERGLADE AND IF SO WHETHER THEY COULD ACCOMODATE TWO MORE MACHINES WITH HANGARS AND FIELDS READY FOR OCCUPANCY THERE SHOULD BE NO DIFFICULTY IN PERSUADING THE OTHERS THAT MIAMI IS THE ONLY PLACE TO GO IN SPITE OF THE DISTANCE

MB Aviation field

PRICE	SYMBOL
00	Blue
	Nite
	N L

If none of these symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 405 TWELFTH STREET, MIAMI, FLA. ALWAYS OPEN

C2J SHEET 2 114 NL FISHER MIAMI FLO

HOPING TO SEE YOU AGAIN THIS WINTER ADDRESS MIAMI HOTEL DAYTON

CALEB BRAGG

220A

CL

ICE

RED

Day Letter

Night Message

December 5th, 1917.

Mr. Calob Bragg,
c/o Miami Hotel,
Dayton, Ohio.

My dear Bragg :

I wired you yesterday as per copy enclosed herewith.

Last year we commenced to prepare a double polo field and we have same completed now with a fine stand of grass. The field is 1000 feet square with small pines about 2" thick at the butt and small coconut trees about 3 1/2' tall surrounding this field - so it is possible to touch almost any place on the edge of the field. It is a much larger field than the one used last year by the Curtiss flyers for landing, and is much better because it has a good stand of grass. We are laying some pipe to it now and applying some fertilizer to the grass so it will be green and pretty within the next ten days.

We have the old hangar which was built for Curtiss last year, but we put a good floor in it and fastened up the North end, which you will remember had no door, and you will also remember had a floor of sand. If you should decide to use this hangar, it would be necessary for us to take out the north end and take out the three center supports. If you decide not to come down, wish you would advise at once so we can prepare this building for a riding academy.

This is the best place in the United States for testing aeroplanes. The weather is perfect and I hope you will decide to come down.

Yours very truly,

CCF:K

Aviation

December 24th, 1917.

Mr. Harry E. Talbot, President,
Dayton-Wright Airplane Company,
Dayton, Ohio.

Dear Mr. Talbot :

I wired you Saturday, as per copy of telegram enclosed. If you will wire me from Jacksonvill the train on which you will arrive, I shall be very glad to meet you.

We are having some very nice weather here and I am quite sure a vacation in this climate will do you a lot of good. Had an interesting wire from Caleb Bragg, from New York, day beforè yesterday - and I presume you know all a out it, but if you don't happen to know about this particular wire, we are expecting Bragg to bring six of the new planes down here for testing. I have a very good polo field and a hangar which can be enlarged quickly to take care of the machines. We constructed a small machine shop last year in connection with the hangar, and we have had this cleaned out, expecting to turn it over to Bragg and his crew.

If the machines are here on test, I am sure this will add to your interest in the city, at least while the machines are here.

We would like very much for you to bring Mrs. Talbot and stay a few days with us before you go over to the hotel. Mrs. Fisher is dropping Mrs. Talbot a note today.

Yours very truly,

CGF:R

COPY OF TELEGRAM

O.C.S.O.

CM-MR

GOVT. PAID

DECEMBER 27TH 1917

Mr CARL G. FISHER MIAMI FLORIDA

Regret unable to have representative at meeting Saturday. Government will furnish seed at cost and contract for beans grown at Three Dollars and a half bushel. Any fertile soil which produces good crops is suitable for castor beans but very fertile soil favors the growth of the plant at expense of seed production and early maturity. Land should be plowed, disked and harrowed level before planting which may be done by hand or with corn planter with specially prepared plates. Seed should be planted early in spring as soon as soil is warm and still moist. In extreme south beans are preferably planted about one inch deep. Rows should be made about four by six feet apart two seeds planted to hill. If fifteen hundred beans to pound are planted four by six feet a bushel of seed plants about eighteen acres. Cultivation necessary can be done with horse drawn weeder. Fertilizer consisting chiefly of ammoniates may be supplied. Yields of thirty to fifty bushels per acre have been reported in Florida, Texas, California. Thirty bushels per acre have been obtained under good conditions in cotton belt. Will send more information and copy of contract.

SIGNAL EQUIPMENT, Seventeen

FROM - Office of the Chief Signal Officer

TO

SUBJECT The growing of Castor Beans

1. In order that the supply of castor oil for airplane motors may be assured, the Government is entering into agreements with responsible planters for the growing of a limited acreage of castor beans in the 1918 crop season.

2. The salient features of the contract are as follows:

(a) Price of \$3.50 per 46-pound bushel, f.o.b. nearest railway guaranteed.

(b) No agreement will be made with any one contractor for the planting or subcontracting of more than 10,000 acres, and only so much of this amount as an investigation proves advisable.

(c) Subcontractors are to be paid not less than \$3.00 per bushel for beans grown by them

(d) Government will furnish seed at cost plus transportation charges, to be paid for in cash, or out of the first sales to the Government, as the contractor desires.

(e) Payments by Government will be made on delivery.

(f) Contractor required to furnish a small bond (\$1.00 per acre) as evidence of good faith; this bond being only to guarantee an effort to produce and has no bearing on the amount harvested.

3. This office has been informed that you would probably be interested in such a proposition for your locality. Should this be the case, please address an early reply to

Chief Signal Officer,
Equipment Division, Castor Oil Section,
119 D Street, Northeast,
Washington D C.

By direction of the Chief Signal Officer of the Army:

Lieut. Colonel, Signal Corps.

From : Carl G. Fisher.

To : Caleb Bragg, Aviation Department.

Subject : Aviation Grounds and Hangar, Alton Beach, Florida.

Dear Sir :

Confirming my conversation with you today : I propose to lease to the United States Government for a period during the war, my 30-acre Polo Field, suitable ground for the erection of a hangar which will be approximately 100' square, my present hangar, machine-shop and office, as per blueprint and detailed description under separate cover, under the following terms and conditions :

Being thoroly conversant with the fact that Aviation Fields must be practically and continuously level and must have, for best results, a good turf for landing purposes; and that this level condition of the field must be maintained; and having in mind that the present 30-acre Polo Field is at this time the best and most perfect landing field in the United States, and has been created at an expense of approximately \$30,000; and wishing to maintain the standard of this field - it will be necessary to expend the following sum in the immediate improvement of the field to make it suitable for aeroplanes continuously using it for landing and starting :

Grading @ \$30.00 per acre	\$ 270.00	
Clay - 400 cu. yds. @ \$4.50	1800.00	
Muck - 600 cu. yds. @ \$2.25	1350.00	
Application clay and muck - 1000 yds. @ 25¢	250.00	
Grass Planting @ \$22.50 per acre	<u>202.50</u>	
		\$ 3872.50
Water pipe over the entire 30-acres. 3520 ft. 2" galv. pipe @ \$26.63 per 100 feet	940.00	
2850 ft. 3/4" @ \$8.28 per 100 ft.	236.00	
54 hose bibbs, 3/4" @ \$10.00 p. doz.	45.00	
Pipe fittings (estimated)	25.00	
4 sets rubber hose, 150' 3/4" @ 11 1/2 ft.	66.00	
Ditching labor (estimated)	150.00	
Pipe laying and plumbers (estimated)	<u>200.00</u>	
		\$ 1662.00
		\$ 5534.50
30 tons fertilizer @ \$40.00 per ton	1200.00	
Maintenance for one year, including cutting and clearing large pine trees, watering, weeding, mowing and fertilizing field	3000.00	\$ 6734.50

Miami, Florida.

Dec 31, 1917

From : Carl G. Fisher.

To : Major J. G. Vincent, Engineering Department, Signal Corps.

Subject : Aviation Grounds and Hangar, Alton Beach, Florida.

Dear Sir :

Mr. Bragg left last night for New York : I will mail him tonight the drawings of the two hangars proposed. The hexagon hangar, suitable for housing five machines, appeals to me much more than the other buildings. I have a first class property here, with approximately two million dollars invested, and I don't want to see any cheap looking barns built on it.

I wish to give every assistance to the Engineering Corps : I don't care to loan this property or lease it for a flying school, as explained to you in a telegram. This entire property is a fill, using the sand and material from the Bay. Most of the material pumped in is sand with a small amount of ruck and a large quantity of sea-shells. It is difficult to lay a turf without using ruck from the Everglades, which has to be hauled a distance of eighteen miles, and without clay which has to be hauled about the same distance. There is a heavy bridge toll on all materials brought over the Bridge, which is two and a half miles long, and all materials have to be brought over by automobile trucks. After it is put on the ground, it must be spread, then the grass must be planted by hand, in rows, the different grass plants about 14" apart. Then the grass must be watered thoroughly and fertilized in order to get a turf - and in order to maintain this turf, there must be frequent applications of ruck and water. I estimate that the present polo field has cost me somewhere between \$50,000 and \$30,000, for grading, watering, mowing, and fertilizer. One ton of fertilizer costs \$40.00 per acre and should be used especially during the Winter time - and after it is applied, water must also be applied in order that the fertilizer may be effective.

This is a general letter to give you some idea of the cost of creating and maintaining a field in perfect condition. The Government has spent millions of dollars on cantonments and aviation fields and they haven't a single field in the United States that is fit for this time of the year. I realize the great importance of thoroughly testing out, under actual flying conditions, the new motors - and want to give every assistance I can. When I first took the matter up with you and Bragg, it was my idea that you just wanted to send one or two machines down here

for a weeks work. As the proposition is now put up by Bragg, you want to construct a hanger, the field must be enlarged, a large number of trees must be cut down, and a large quantity of muck must be secured at once - almost a mile of water pipe must be laid, and it is quite a job. I am willing and quite anxious to go to this job and have it completed quickly, but I think, under these circumstances, that the Government should pay for this extra labor and materials. I have figured this out for Bragg at just about our cost price, not taking into any consideration the water supply, and will not do so. We will be very glad to furnish the water. We have a \$60,000 water outfit, consisting of two large water towers, pumping outfit and two artesian wells - and can supply all the water that is necessary to keep these fields in good shape.

The Polo field proper is now in splendid condition and a weeks training of a couple of machines would do no damage that could not be easily repaired during this coming summer - but if several machines were to arrive, the polo field would not stand up without an immediate application of fertilizer, muck and water. This would strengthen up the present turf: the fertilizer and water would make the grass run out and knit as fast as the tail skids tore it up and out it loose.

I offered Mr. Bragg the old hanger and machine shop, without charge, and he thinks that they will want to use it. Just before he left he discovered a new garage that I had built which was finished two weeks ago, and he thought they might prefer this. This garage is concrete, with a concrete floor; is about 45' wide by 150' long, is two stories in front, with a six room and bath apartment on the second floor, and rents for \$200 a month. If you should prefer this to the old hanger, it will cost you nothing - you can have it. The old hanger has a good new floor, is a clean building and well painted, and I am now having a toilet and shower bath installed, so that it would make a very good barracks in a pinch.

Anticipating that you will come down here with the outfit and in order to save some time and give you every facility, I am starting to lay the pipe and put the muck and clay on the old field as well as the addition which Mr. Bragg required - and we should be able to complete this work in ten days. Fortunately, we have four trucks on our own work here that we recently laid off, and these can be kept very busy. The estimate which I gave Bragg, of the materials necessary and the cost, is as follows:

Resurfacing additional ground @ \$30 per acre.	\$ 270.00
Clay - 800 cu. yds. @ \$4.50 per yd. delivered	3600.00
Muck - 600 cu. yds. @ \$2.25 per yd. delivered	1350.00
Application clay and muck, 1000 yds. @ 25¢	250.00
Additional seed and planting of grass	
.... @ \$22.50 per acre	202.50
	<hr/> \$ 5672.50

water pipe over the entire 30-acres.	
3500 ft. 2" galv. pipe @ \$26.65 per 100 ft.	940.00
2050 ft. 3" galv. pipe @ \$20.25 per 100 ft.	236.00
54 hose bibbs, @ \$10.00 per dozen	45.00
Pipe fittings (estimated)	25.00

4 sets rubber hose, 150' $\frac{3}{4}$ " @ 11 $\frac{1}{2}$ ft.	\$ 66.00	
Ditching labor (estimated)	150.00	
Pipe laying and plumbers (estimated)	<u>200.00</u>	
		\$ 1662.00
		\$ 7354.50
30 tons fertilizer @ \$40.00 per ton ...		<u>1200.00</u>
		\$ 8534.50
Maintenance for one year, including cutting and clearing large pine trees, watering weeding, mowing and fertilizing field -		<u>3500.00</u>
		\$12,034.50

Making a total outlay at this time of \$8534.50 in cash for the grounds and making an ex pense in maintenance, of watering, weeding, fertilizer, etc., \$3500.00 per year. This would give a total for one years use of the ground, as follows: Outlay at once, \$8534.50 - one years upkeep, \$3500.00. We have received a bid of \$8000.00 on a first class hangar. This hangar will house five machines and will be a building that we would not object to, on the ground.

The present field and runways entering the field will be available in six days time after I receive your wire to go ahead. In other words, I don't expect to cut down my trees that are now four years old, until I receive your telegram, altho' I will go ahead with the pipe, muck and clay immediately.

I am enclosing you herewith a proposal which I suppose will be necessary to be accepted by some branch of the Government and be signed by both parties - but I would like to have it very thoroly understood that I propose to lease this ground and make those alterations for the benefit of the Engineering and Experimental Department, and under no conditions will I agree that the grounds be used as a school for the constant training of aviators. The particular reason I have emphasized this point is this: I know that you are short of flying fields - conditions in San Antonio are bad - and after this field is once occupied and comparison is made between it and other fields, there is going to be an immediate demand for the constant use of this field, if not by your outfit, by some other branch of the Signal Corps - and I wish to avoid having the property, which represents years of work and a very large investment, torn to pieces by a large number of training machines and inexperienced aviators. We have thousands of young growing trees on the property that will not be damaged by aviators from the Engineering Department with your experimental machines, but they would be torn to pieces by inexperienced flyers.

I want to give every assistance I can to the Government, but I cannot go to the extent of putting in jeopardy a very large investment here simply to assist the Government out of their short-sighted policy in not preparing in advance for this class of training work at this time of the year. Every day you can save in getting me a wire, will be that much time saved at this end.

Very truly yours,

CGE:R

C. G. MEMMINGER
President

R. A. COWLES
1st. Vice President

E. T. PLATT
2nd. Vice Pres. & Treasurer

A. A. DEAN
Secretary

CORONET PHOSPHATE COMPANY

MINES AT
CORONET, FLORIDA
AND
PEMBROKE, FLORIDA

99 JOHN STREET, NEW YORK.

CABLE ADDRESS COROPHOS
A. S. C. CODES 5TH EDITION
BENTLEY'S CODE

FLORIDA OFFICE

PLANT CITY, FLORIDA.

January 2, 1918.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Sir:

We understand you are advocating the growing of Castor Beans in South Florida, in order to assure the Government of a sufficient supply of Castor Oil, which we understand is largely used for lubricating Aeroplane motors.

If you have any data in connection with the raising of Castor Beans we would appreciate it very much if you could supply us with information relative to the probable yield per acre.

The writer has seen these plants growing profusely in this section of Florida and we have a considerable acreage that can be cultivated if we find it is an absolute fact that the Government really requires Castor Oil for Aeroplane service, and how large an amount we could harvest from the acreage we have at our disposal (30 or 40 acres)?

If we can get thoroughly reliable information on this question I think we would be able to do our part towards supplying this product as a war necessity.

An enclosing herewith stamped envelop for your answer, which will be appreciated very much.

Yours very truly,


Assistant Manager.

HFG-wmw
1 enc

January 9th, 1918.

Mr. H. F. Greene,
c/o Coronet Phosphate Company,
Plant City, Florida.

Dear Sir :

In reply to your letter of January 2nd :

I am sending you all the information on the castor
bean that I have been able to get from the Government,
and have also given your name to the Miami Chamber of
Commerce in order that they may keep you posted of
any new developments or information.

Thanking you for your interest.

Yours very truly,

CC:rk

Aviation Miami

Miami, Florida.

January 6th, 1918.

Mr. H. M. Talbot,
c/o Royal Palm Hotel,
Miami, Florida.

Dear Mr. Talbot :

I enclose you herewith an outline map showing the location of various islands and a large amount of protected waterway which is available immediately for any private experiments which you and your associates wish to make, with the following explanation :

The first island outlined is directly opposite the City of Miami, 2 1/2 miles east of the city, in Key Biscayne. The eastern shore of this island is 2000-feet west of the western shore line of the peninsula. This island has recently been filled and is now being planted to grass : it contains 62-acres of land, is perfectly flat and level, and has a heavy sheet piling bulkhead extending entirely around the island. Immediately east of the island, on the peninsula, is a hangar 60 x 80-feet, built of wood, in good condition, and is available for your experiments. In connection with the hangar there is also a 10 x 35-foot office building, which could be used as a machine shop.

The first key south of the Government cut is Virginia Key, with approximately 150-acres. This is entirely uninhabited and could be used as an experimental station or as a starting and landing point, if that more desirable.

The next key south is Key Biscayne : the southern part of this large key contains about 1000-acres and is the property of Mr. James Booring. It has a house on the southern end of about six or eight rooms, and a caretaker. This property is available and quite isolated : is 9-miles from the city, easily reached by motor boat.

About ten miles further south than Key Biscayne is Sands Key of 25-acres, which belongs to Mr. F. A. Seiberling. Sands Key is entirely uninhabited, as are the keys on both the north and south of Sands Key. I am sure that Mr. Seiberling's key can be had for any experiments you wish to make, for the sailing.

Adam Key contains 71-acres and belongs to James H. Swaden, Charles W. Dotcher and the writer, and has the advantage of having a first class, ten-room Club-House, helms' quarters and a barracks room that would house fifteen or twenty men in a pinch. The property has in operation its own electric light plant and ice plant and a large supply of good water. Forty thousand dollars has been expended in the development of this island. The northern part of the island is practically

flat and could quickly and easily be converted into an ideal landing spot, either for flying boats or other types of machines. The northern half of this island could be fenced off and entirely isolated, and yet leaving the Club-House and equipment there for the use of your assistants. This island is 28-miles due south of the 62-acre island opposite the city of Miami.

Our Club also controls the lease of a house on Gun Key, which is 50-miles across the channel, due east of the 62-acre island in the bay. This house has six or eight rooms and a good landing pier, and can be entirely isolated from the only other family on the island of approximately 75-acres.

Immediately south of Gun Key, and 52-miles east by south of the 62-acre island, is Cat Key, containing approximately 160-acres, entirely uninhabited, which can be easily secured for experimental purposes.

South of Adams Key, approximately 5-miles, is Pumpkin Key - belonging to Mr. James Deering, which is available. Pumpkin Key has no improvements - no inhabitants.

Summing up the situation: You have in Star Island sixty-two acres isolated and yet within 3-miles of the city, with boat shop, machine shop and all necessary equipment within a mile and a half of the island. At Adams Key, 28-miles south, you have a Club-House, a 4-room servants' cottage and a barracks about 18 x 40 - with water, electric lights, ice machine furnished - suitable for base and very easy to keep any operations entirely secret. Pumpkin Key, noted on the map, is available for any further experiments or an observation point. We have available here, to assist in these experiments, two 35-mile, high powered and reliable boats.

We have, within 70-miles south of Miami, at least 150 islands ranging in size from 2-acres to 500-acres - a very large part of which are entirely uninhabited and can be easily secured for experimental purposes. We have, in addition to these grounds, a solo field on the mainland, which is in good shape now for a limited number of starts and landings. This solo field, however, could not be easily isolated like the islands referred to.

We have an average wind velocity here of 8.8 miles per hour. The entire bay from Miami south, as far as Key West (a distance of 160 miles) - the bay being various widths from 1-mile to 10-miles wide - has an average depth of about 7 to 8-feet, with very clear water, so that any machine lost could be quickly and easily recovered. The various islands and stations which are now available offer opportunities for the following experiments:

From Island #1 to Island #2, fifty miles due east, average wind from the southeast.

From Island #1 to Island #3 - east by south 52 miles.

From Island #3 to Station #6 - course south $\frac{3}{4}$ west - 58-miles.

From Station #6 to Island #8 - course south $\frac{1}{4}$ west - distance 20-miles.

From Island #8 to Island #9 - distance 8-miles - course approximately south.

Island #1 to Island #8 - distance 28-miles - course approximately south $\frac{1}{4}$ east.

Island #8 to Island #1 - 28-miles - course approximately north $\frac{1}{4}$ west.

Any or all of these landings are immediately available and operations on them can be kept entirely confidential - with living accommodations on #2 - #6 and #8, with the most conveniences within 2000 feet of #1, and as explained, a Club-House and other conveniences on Island #8.

Yours very truly,

Cdr. H.

P. S. Please note that Captain Lerman at Bayton is well acquainted with this territory and with the waters.

Aviation

Miami, Florida.
January 10, 1916.

Dearest son :

Referring to the enclosed pencil sketch : Island #1 is owned by Carl Fisher, with whom I have been discussing a testing ground for Ket's ~~idea~~. Carl is enthusiastic in his support and, as you know, is experienced in doing big things in a thorough manner. The results of a trip of about 100 miles down and around the Bay, together with his intimate knowledge of this whole country, I will set forth briefly for you and Ket to analyze and let us know your views :

The big extensive prairies, sand dunes and swamps south from here about 100 miles are without roads or any feasible way for travel over them, without habitation or drinking water : the recovery of the ~~birds~~ would be difficult to the point of being impossible. In any event this big broad Bay seems to offer interesting possibilities, especially when one keeps in mind the fact that when the ~~bird~~ takes a header for the ground, it will certainly kill itself completely and effectively when it lands : on the other hand, when it takes a header into this shallow Bay, while it will be wet, it can be recovered in a very short time and can then be dried out and overhauled. If it shuts off engine before taking header, the engine will be somewhat cooled, and as the water of Bay has a temperature of about 75° - F, perhaps the bath will not seriously injure the engine - in any event, the recovery from the water seems probably, while falling on land is sure death.

How as to Island #1 : this is about 60-acres in ~~area~~ - can be absolutely patrolled and can be used as a base for starting mechanism. Carl has a hanger and machine shop on the large island near the Polo Field, which can be made available for starting and landing the observation plane.

Concerning the observation plane : You might discuss the securing of a few, say, (3) hydroplanes for this purpose. The water of Biscayne Bay is ~~never~~ rough - is ideal for hydroplane work. The Navy have some here now - a school - also Curtis is here, has a private school with a few students.

Targets can be staked any distance required for experimental purposes, and observation towers may be placed on some of the numerous uninhabited islands or on the mainland shore, for observing direct or angle flights.

Triangulation for determining courses and distances, from base to target, will be simple - several high-powered launches, 36-miles per hour, are available for observation and speedy recovery.

Island #2 is 26-miles south and east of Miami. On this is a good Club-house, electric light, ice machine, plenty of drinking water, and barracks for all the workmen required. This, if used for base, requires -

hangars and workshop, landing field which can be made quickly, or if hydros are used for follow up work, suitable inclined docks for them.

The advantage of Island #2 for base and starting mechanism is privacy and entire control of the people, workmen, etc. It will take a couple of months, perhaps, to get all these things ready for business - build hangars, shop, flying boat docks, etc, together with the observation towers, triangulation, base lines for quick work in placing targets; actually having starting mechanism built and ready to operate, with various targets located, so when you are ready to try out, everything at this end of the line is waiting and ready for you.

After you and Ket go over this, let us have your views. Ket should run down here and look over the situation - then Carl and I can have everything attended to on the lines (Ket decides are best.

Consider No. 1 as being somewhat more convenient and a little less expenditure - but the privacy of #2, where everything would be concentrated on the work to be done, has many advantages. The Club-House there has all conveniences and is most attractive - remember, too, that every day down here is a perfect flying day - or night.

It will be well to consider placing some silk bags in the body of the bird so that it will float after striking the water.

Come on now and get busy. Ket should come down here right away and give his approval to this lay-out. Perhaps it will work out best to make the birds here for experimental purposes.

Col. Deeds can probably get, say, 3 hydros turned over to us, but we must keep it all in our hands entirely until finished - and if an officer be necessary, Captain Harmon is familiar with these waters. Perhaps Ket will want Major Hall to come with him - if so, that would be excellent, and final settlement and approval can be had promptly.

Fisher is associated with an excellent boat shop here - skilled workmen, wood working tools, metal working tools, oxy-acetylene outfit, etc - so any repair work can be attended to here - two excellent machinists and eight skilled woodworkers. Of course, in the main, everything would be made in Dayton, but these facilities for auxiliary work are here and will be available.

January 18th, 1918.

Major W. F. Durand,
National Advisory Committee
on Aeronautics,
Washington, D. C.

Dear Mr. Durand :

Replying to your letter of the 14th - #23221 - this letter arrived in Miami on the 18th, asking for a meeting in Washington on the 18th. My answer was as follows :

"Your letter of fourteenth asking for meeting in Washington on eighteenth arrived in Miami on the eighteenth. Impossible for me to attend meeting there any time this month as I have engagements here on very important Government requirements for landing fields. Letter follows."

I have an engagement here tomorrow with Colonel Clark - Subject : Aviation Field for the Experimental Department. Anticipating their desire for this field and necessity for same, I already have a large force of men transforming my Solo Field into an Aviation Field. There is considerable work and considerable expense in connection with this job, that I am assuming, and cannot leave here at this time.

The train service is in such condition that it is almost impossible to get North. The last people in from Detroit were four days and four nights on the road, without drinking water, water to wash, and without food a part of the time and the coaches with freezing temperature - so that under the conditions I am not anxious to try a round trip to Washington except on a very urgent matter.

I have written all the members of my Committee, asking them to immediately submit a brief of their ideas. I first sent all the members of this Committee copies of my letters on this subject which I sent in last summer to the National Advisory Committee. As soon as I receive their replies I will make up a brief and submit it. This brief should be received by you within the next two weeks. At the present time it takes from four to eight days to get mail from the North.

Yours very truly,

CG:R

MB Aggy field

February 1st, 1918.

Colonel Deeds,
Chief Equipment Division,
Washington, D. C.

Dear Colonel Deeds :

Colonel Clark has been here for some time; also Caleb Bragg, looking over the possibilities of using my Polo Field for an experimental station of the Engineering Department. It seems that all of the engineers connected with this Department are anxious for some extended work in the air with the new motors, and personally I was quite anxious to see the new motors operating and if possible, pull off some demonstrations with the new motors that would quiet some of the criticism that is very freely handed about throught the country. You may not be aware of it in Washington, but there is a great feeling of skepticism, criticism and unrest that could be quickly quieted if we had some Liberty Motors down here for a short time and could do some real stunts with them.

I have explained to Colonel Clark and General Squiers that I have no motive in asking you to come here, other than to help you. I have a large water front which could be used for a combination flying boat if the Government would put up a small temporary hangar, and I have a very fine Polo Field which I have been constructing for the past two years, which could be used in an emergency for the Engineering Corps, if the Government would put up a hangar, some additional water pipes and muck to the stand of grass. It is now the best field in the United States, and with the addition I have outlined it would not only be the best in the United States at the present time but the best you will have in the United States for the next twelve or eighteen months.

I think I know the value of having the engineers have every facility for extended tests, and I hope you are not overlooking this very necessary work.

Yours very truly,

CGF:R

February 12th, 1918.

Commandant C. A. Muller,
Second Section - 7th Naval District,
Miami, Florida.

Dear Mr. Muller :

In the coming Regatta for the benefit of the Red Cross, we need some patrol boats to guard the Race Course, and we need two or three boats to put in and fill up the cruiser class.

If the Government could allow you, for two afternoons, to lift the weight out of the old Shadow for the cruiser race, it would save us having this race practically a failure on account of lack of entries. I was very glad to turn both the Shadow and the Raven over to the Government for their service, and at a considerable loss to myself, and I would like very much if the Government would loan the shadow for these races for two afternoons.

Yours very truly,

CGF:R

Miami - Florida.
March 6th, 1918.

Lieut. Colonel C. G. Edgar,
Construction Division - Signal Corps,
Washington, D. C.

Dear Colonel Edgar :

Replying to your telegram of the 4th, forwarded from Indianapolis : I answered as per copy herewith.

The Engineering Department of the Signal Corps, Colonel Clark commanding, have been for some time in urgent need of a special experimental field located in this country that could be used at this time of year, when the northern fields are heavy in mud and snow and heavy winds. I donated to them the use of my Polo Field but it was necessary, in order to make this available for their use, to spend some fifteen thousand dollars in the building of a hangar and the further completion and extension of the Polo Field - and I am superintending this work. I have had strikes from the local plumbers and labor unions on my hands and it is very difficult to get labor.

This job presents some actual construction work, which is more than any other job I have had from the Department. I prefer actual construction work and am greatly interested in the development of the Engineering Department of the Signal Corps. I am well acquainted with a lot of the engineers and flyers in connection with the Signal Corps - and I am mentioning these details so that you can see that this particular job at Miami appeals to me strongly and I wish to complete it. I wish to turn over to the Government one of the best small flying fields there will be in the United States that is available the year around, one particularly desirable for the Engineering Department to have for winter testing purposes - and I don't believe that some of the 'principals' in the Signal Corps understand how very important it is for each new unit of the new Liberty Motor and new planes to be thoroughly tested and at times to destruction of the part. During the winter months, they have no fields suitable for this work in the North : even during the months of March and April, the northern fields are a mass of mud and slush until probably the first or middle of May - and some of this work is pressing now on the Engineering Department.

When I leave here in April, it will be necessary to get the Indianapolis Motor Speedway in shape for the testing department of the Repair Department there, so that I cannot see how it is possible for me to be in Washington before the first of May - - and confidentially, I don't want any more jobs from Washington that only call for correspondence. I have

Lieut. Col. C. G. Edgar. #2. March 6th, 1918.

been in Washington a half dozen times and the only work I get is to go home and write letters. If you have any regular jobs you can give me, I will be very glad to hear from you.

Write me just what you have in mind from the Real Estate Section in surveys of permanent flying fields.

I would much prefer to be active with the Engineering Department here in Miami and in finishing up the Speedway at Indianapolis for the use of the Repair Department there. Both these fields are important units in the service - and under the circumstances, it is much easier for me to be of assistance at these two particular points.

Yours very truly,

CGE:R

March 25, 1918.

Airplane Engineering Department

Equipment Division, Signal Corps, U. S. Army

War Department

To Alton Beach Realty Company

DR.

Improvements to 30-acre polo field as follows:

Grading @ 30.00 per acre	270.00
Clay - 400 cu. yds @ 4.50	1800.00
Muck - 600 do @ 2.25	1350.00
Application of clay and muck, 1000 yds @ 25¢	250.00
Grass planting @ 22.50 per acre	675.00
	<u>3672.50</u>

Water pipe over the polo field

3350 ft galv. pipe @ \$6.63 per 100 ft	2223.00
2250 ft do @ 2.25 do	506.25
54 hose bibbs @ 10.00 per dozen	45.00
Pipe fittings	25.00
4 sets rubber hose, 150 ft @ 1.10	66.00
Ditching labor	150.00
Pipe laying and plumbers	200.00

33 tons fertilizer @ 40.00 per ton 1320.00

1320.00

6734.50

Construction of one hangar as per plans and specifications
daily submitted

6800.00

13,534.50

253

MB Airfield
April 9th, 1918.

Colonel E. A. Deeds, Signal Corps,
Office of Chief Signal Officer,
Washington, D. C.

My dear Colonel Deeds :

Replying to yours of the 6th : I have already sent a completely itemized statement of the flying field here, to Mr. Bragg, Lieut. Colonel Vincent and Brig. General Squiers - and will send you herewith the fourth copy of statement. I shall also send you within the next two or three days some photographs of the Flying Field.

Permit me to say that this is the best small field in existence in the United States. It is more level than any other field you have that I have ever seen : it has a fine stand of grass, which was secured by a very liberal application of several hundred yards of muck and clay, mixed and harrowed : the grass was planted by hand ; and about two miles of water pipe surround the field, assuring a plentiful supply of water. A big part of this work had been finished before arrangements were made with the Experimental Department of the Signal Corps, but as soon as we received authority from them to go ahead, we hauled large quantities of muck and clay and considerable fertilizer - so that we now have a beautiful field, with a very good hangar just completed, which is large enough to hold three machines.

If the Signal Corps is to have any Experimental Department and do experimental work in the Winter time, I am inclined to think that this field will be unusually well located. We have splendid weather conditions here thruout the Winter months, and aviators and engineers can get in a full days work every day. I am particularly interested, of course, in the Experimental Department as our property here is entirely too valuable to turn over to a regular cantonment for flying field purposes - but a smaller number of machines, such as the Engineering Department would wish to test here, would not inconvenience us.

The total expense put into this field has been very small considering the results, and I am in hopes you will not decide that the Experimental Department does not need this place and will not make extensive experiments this next Winter with new apparatus and new types of planes.

In addition to the landing field, we have 110-acres in the Golf Course and about 600-acres in other grounds, which in the case of a pinch could be used for landing without serious results. We have about 350,000

To : Colonel Deeds. April 9th, 1918. Page #2.

trees on our property but a great many of them are small, only being two and three feet tall, and the entire property being level, it would be possible to land at most any place on it and do practically no damage except to a few small trees that might come in contact with the machine.

I will be in Indianapolis after Tuesday, the 16th, and will probably get to Washington the latter part of April - and I hope to have the chance of seeing you there for a few minutes.

Sincerely yours,

CGF:R

THE ALTON BEACH REALTY COMPANY
OCEAN AND BAY FRONT PROPERTY

OFFICE:
LINCOLN ROAD
MIAMI BEACH, FLORIDA
Address all Communications
to the Company

MIAMI, FLORIDA April 17, 1918.

POSTOFFICE ADDRESS:
BOX 64, ROUTE B
MIAMI, FLORIDA

Mr. Carl G. Fisher,
400 Capitol Ave.,
Indianapolis, Ind.
Dear Sir:-

The legal description covering the Polo
Field and the lots upon which the hangar and garage
are located, has been forwarded to Major Waring today.
Copy of these descriptions is enclosed.

Yours very truly,

W E Brown

WEB:GA

Address reply to
CHIEF SIGNAL OFFICER OF THE ARMY,
Washington, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON

File 481
Miami, Fla.

April 29, 1918.

Supply DIVISION
Real Estate Company

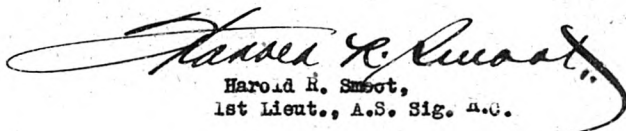
From: Office Chief Signal Officer, Supply Division

To: Alton Beach Realty Company, Lincoln Road, Miami Beach, Florida.

Subject: Lease.

1. Enclosed herewith you will find five copies of lease to be executed by President of your Company, attested to by the Secretary and Company seal affixed thereto.
2. The authority for entering into this lease has not as yet been received and your signing of this lease does not obligate the Government to rent the property until the above mentioned authority has been received by this Division. Kindly have the leases executed and return to this Division.
3. Also enclosed herewith is form of resolution to be passed by the Board of Directors of your Company, ratifying the action of the President in entering into lease. When this is done, a certified copy of same should be sent to this Division.

By direction of COLONEL EDGAR.


Harold H. Sobot,
1st Lieut., A.S. Sig. A.C.

HRS, CIB
inc. 18.

May 9, 1918.

Chief Signal Officer of the Army,
Supply Division, Real Estate Co.,
Washington, D. C.

Dear Sir:-

Find enclosed five copies of lease
executed by the President of the Alton
Beach Realty Company, attested by the
Secretary, as per your letter of April 29.

Also find enclosed certified copy
of the minutes of the special meeting of
the Directors of the Alton Beach Realty
Company.

Very truly yours,

Secretary to Mr. Fisher.

GEL:K

May 9, 1918.

Chief Signal Officer of the Army,
Supply Division, Real Estate Co.,
Washington, D. C.

Dear Sir:-

Find enclosed five copies of lease
executed by the President of the Alton
Beach Realty Company, attested by the
Secretary, as per your letter of April 29.

Also find enclosed certified copy
of the minutes of the special meeting of
the Directors of the Alton Beach Realty
Company.

Very truly yours,

Secretary to Mr. Fisher.

GEL:K

MIA

In reply refer to
167. Indianapolis

File No.

fly field

Address reply to
CHIEF SIGNAL OFFICER OF THE ARMY,
Washington, D.C.
Supply DIVISION

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON.

May 18, 1918

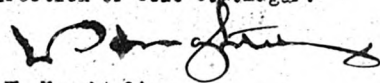
From: Chief Signal officer of the Army
Supply Division-Auditing Section

To: Carl G. Fisher,
434 N. Capital Bld., Indianapolis, Ind.

Subject: Public Voucher.

1. Attached hereto is public voucher amounting to \$13,533.50 covering construction of buildings in connection with the Aviation Experimental Station at Miami Beach, Dade County, Fla..
2. It is requested that you sign this voucher in the space indicated by the cross mark(x), and return to the Signal Corps, Supply Division, Auditing Section, Union Station Bldg., Washington, D.C., and voucher will promptly be put in way of payment.

By direction of Col. C.G. Edger:



W. Houghteling
Captain, Signal Corps

CLH/ERS
att.

*sent
May 20th 1918*

Chief Signal Officer of the Army,
Washington, D. C.

M. S. Holden

WAR DEPARTMENT

OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON

Supply Division

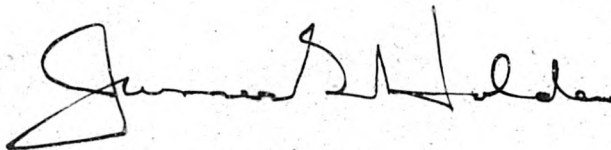
Real Estate Section.

May 23rd, 1918.

From: Department of Military Aeronautics, Supply Division.
To: Mr. Carl G. Fisher, c/o Fisher Automobile Co. 434 No. Capitol,
Boulevard, Indianapolis, Ind.
Subject: Lease.

1. Enclosed herewith you will find copy of lease duly executed by Colonel C. G. Edgar, for the U. S. Government, for 20 acres of land owned by Alton Beach Realty Co., at Miami, Fla.
2. Kindly acknowledge receipt.

By direction of COLONEL EDGAR.



James S. Holden.
Major A. S. Sig. R. C.

HRS:MAM

*File
Edgar*

*Copy of lease to U.S.G.
fixing fire danger & machine shop.*

From a point on the east line of Lenox Avenue, a seventy foot street, this point being seventy feet east of the concrete monument at the northeast corner of Lot 6 Block 46 as shown on the Alton Beach Realty Company's plat of Block Forty-six as recorded in Book 4 of Plats at Page 102 of the Public Records of Dade County, Florida, run north along the said east line of Lenox Avenue 96 feet; thence turning an angle of $45^{\circ}-00'$ to the right, run $S 48^{\circ}-50' E$ (mag.) 125.7 feet to a point on the north line of Lots 13 & 6 Blk 46 as shown on said plat, produced east; this point being 156.0 feet east of said concrete monument at northeast corner of said Lot 6; thence east along said north line of said Lots 13 & 6 produced east 933.9 feet to the west line of Meridian Avenue; thence south along west line of Meridian Avenue 408.0 feet; thence turning an angle of $70^{\circ}-16'$ to the left, run South $73^{\circ}-20' E$ (mag.) 590.0 feet; thence turning an angle of $70^{\circ}-16'$ to the right run South $3^{\circ}-00' E$ (mag.) 290.0 feet; thence turning an angle of $116^{\circ}-18'$ to the right, run N $65^{\circ}-45' W$ (mag.) 619.4 feet to said west line of Meridian Avenue; thence run south along the said west line of Meridian Ave. 75.7 feet to a point on west line of Meridian Ave. and 172.0 feet north of a concrete monument at the intersection of the west line of Meridian Avenue and the north line of 15th St; thence run west along a line parallel to north line of 15th St. and 172.0 feet north thereof a distance of 400.0 feet; thence turning an angle of $81^{\circ}-20'$ to the left run $S 5^{\circ}-40' W$ (mag.) 346.0 feet; thence turning an angle of $81^{\circ}-20'$ to the right, run 301.9 feet along a line parallel to said north line of 15th St.; thence turning an angle of $90^{\circ}-00'$ to the right run 342.0 feet; thence turning an angle of $90^{\circ}-00'$ to the left run 405.9 feet along a line parallel to the north line of 15th St. to the said east line of Lenox Avenue; thence north along the east line of Lenox Avenue 148.0 feet; thence turning an angle of $99^{\circ}-00'$ to the left run S. $78^{\circ}-00' W$ (mag.) 350.0 feet;

thence run north parallel to said east line of Lenox Avenue 140.0 feet; thence turning an angle of $81^{\circ}-00'$ to the right run $N 78^{\circ}-00' E$ (mag.) 350.0 feet to east line of Lenox Avenue; thence north along east line Lenox Avenue 411.7 feet to the point of beginning.

Also Lot 7 and the South half of Lot 8, Block 46 as shown on Alton Beach Realty Company's plat of Block Forty-six, as recorded in Book 4 of Plats at Page 102 of the Public Records of Dade County, Florida.

Aviation

August 14th, 1918.

Mr. H. E. Talbot, Jr.,
Dayton-Wright Airplane Company,
Dayton, Ohio.

My dear Harold :

I understand from very reliable authority that the Italians are about to a point where they want to build a large plane, equipped with not less than five motors and with pontoons, which will be capable of going across - and I believe that at a considerable expense one plane of this kind can be made.

The Pomilio Brothers of Turin, Italy, as you probably know, are now all located here at the Speedway and are working on some new fast and large bombing models. Three of the brothers are experienced pilots and operate the second largest factory in Italy. I have talked to these brothers some about this matter and they have had it in mind for some time. They think it would take a year of experimenting with the large plane to complete the job, but they are satisfied that it can be done, if necessary.

For a long time I have been very anxious to be a passenger on the first plane to go across - and while I feel that I could not afford to pay the Pomilio Brothers for the design and preliminary expense of making a plane of this kind, I am willing to donate \$50,000.00 towards the expense of building a successful machine which, after suitable land trials, proves that it can make this trip, and that will afford me an opportunity to act as mechanic on the first trip. If I were a manufacturer of planes and could afford to spend \$150,000.00 in experiments, I would certainly do so.

In writing you this letter, I don't even know that the Pomilio Brothers would be free to attempt the design now, as they are here to get out designs for our Government at this time - but I understand that these designs will be completed and that they will have one of their new machines in the air in less than sixty days.

The Pomilio Brothers have been to Dayton but I don't believe that you have ever met them or that they have ever seen your plant.

Have you given this matter any thought yourself, and does it appeal to you to even make any further investigation or to talk to the Pomilio Brothers and learn something of their ideas on the subject ?

Mr. Harold E. Talbot, Jr. #2. August 14th, 1918.

If you are interested, I would be very glad to arrange for you to have a talk with them.

Kindly let me hear from you.

Yours very truly,

G.G.F.R

P. S. I have taken the cross-seas flight up by correspondence with a representative of the F. I. A. T. Company in this country. I would, of course, much prefer if the trip can be made to go in an American made machine - but if it can't be made in an American machine, I am going to try and go on the first one that does go.

G.G.F.

COPY FOR MR. FISHER.

Aviation

Toledo, Ohio, Aug. 16th, 1918.

Dear Cav. Agnelli:-

Since my visit to Fiat in May, 1916, I have several times spoken of your ability to make a transatlantic flight, to my friend, Mr. Carl G. Fisher, owner of the Indianapolis Speedway, and the enclosed proposal from him may now be of interest to you.

Mr. Fisher is one of America's most prominent sportsmen, being keenly interested in motor racing, and has been a most patriotic supporter of all branches of aeronautics. He is far from the usual type of millionaire dilettante sportsman, as his interests have always been of a highly constructive character. His personal work in behalf of his country in offering training fields for aviators for the army; his committee work in personally establishing aerial routes, landing fields; building hangars, over wide stretches of our country, all at his own personal expense, in which he has spent his own time unsparingly and some hundreds of thousands of dollars, will give you a brief insight into his patriotic character.

He is also a thoroughly practical gentleman sportsman and an amateur athlete of note, and could in every way qualify as an intelligent and resourceful assistant in such an enterprise.

I do not know how far you have progressed with this idea of a transatlantic flight. Our newspapers have been filled lately with interviews with Handley, Page and Caproni representatives, who, both claim, will shortly make the attempt.

My own faith that Fiat, as ever, will be the leader in this epoch making event, in which it is my earnest hope that an Italian will again "discover America" in a Fiat - S. I. A., leads me to believe that you will give this proposal serious consideration.

Trusting that this finds you still in good health and standing up under the hard strains of war; and that you will in good time be able to give me a favorable reply, I am, with very best wishes for the success of Fiat,

Sincerely,

A. E. SCHAAF.

Cable and Postal address, care Atkinson & Utech, Inc.,
#111 Broadway,
New York, N. Y.

Cav. Giovanni Agnelli,
Turin, Italy.

Fabbrica Italiana Automobili Torino

4B-84207

SOCIETÀ ANONIMA
SEDE IN TORINO



CAPITALE VERSATO
LIRE ~~34.000.000~~
50.000.000

STABILIMENTO AUSILIARIO
D. 10.10.1918 DELLA GUERRA 12 OTTOBRE 1918

NUMERO DA CITARE NELLA RISPOSTA



TELEFONI: 45-00 • 45-01 • 45-02 • 45-03
65-02 • 29-56 • 29-55 • 28-61
TELEGRAMMI: FIAT • TORINO
CORR.: LIEBER • A. B. C. 5^a ED. • FIAT

Torino, 1st October 1918

CORSO DANTE, 30-35

Ref. Trans-Atlantic
Flight

Mr. A.E. SCHAAF

c/o Atkinson & Utech, Inc.

111 Broadway

NEW YORK
=====

Dear Sir,

We beg to acknowledge receipt of your favour of the 16th August last addressed to our Cav. Agnelli including a letter addressed to you from Mr. Carl G. Fisher.

We beg you to thank Mr. Fisher for his kind offer and assure him that if we shall take definite steps towards the accomplishment of a trans-atlantic flight with a machine equipped with our engines, we shall keep present his offer.

We beg to remain,

Very truly yours,

IL DIRETTORE

Si prega di trattare un solo argomento per ogni lettera e di indirizzare la risposta impersonalmente alla FIAT, TORINO, citando il numero e la data della presente.

Stampato nella Fabbrica Italiana Automobili Torino

August 24th, 1918.

Colonel E. A. Deeds,
4th Street and Avenue M -
Washington, D. C.

My dear Colonel Deeds :

Replying to your telegram of even date : I am mailing you herewith a short resume of the Dayton-Indianapolis-Rantoul Night Flying Course and full information regarding the test field at Miami Beach.

If you will refer to the lease for the Miami Field, you will note that the Field is particularly and specifically leased to the Experimental Corps of the Engineering Department. The Field is not large enough to accommodate more than a few planes and, say, twenty-five to forty men - and the property on which this field is located is too valuable to be used in the ordinary way as a flying field. But at the time Colonel Clark was in Miami looking for a field for some very necessary and immediate testing, I offered this field to the Engineering Corps, realizing that only a limited number of machines of this kind would be tested out on this field and that a comparatively small number of men would be with the machines.

I am sending you some photographs herewith of this field as completed last March.

As you are probably aware, the machines which Colonel Vincent expected to test at Miami were smashed, and up to the present time the field has been unused except in several cases of a forced landing the aviators from the Miami School have used this field.

The entire outfit is thoroly first class - in fact, better than anything I know of in the country, for the particular purpose for which it was intended - and the total cost to the Government was less than \$14,000.00.

If I have not, in these letters, given you all the information which you want, kindly advise me.

Yours very truly,

GGF:R
Enclosures.
6 photographs.
2 summaries.

Speedway

September 19th, 1918.

Lt. Col. E. Lester Jones,
Room 253 - Union Station,
Washington, D. C.

My dear Colonel Jones :

I enclose you herewith copy of a letter received yesterday from Mr. H. H. Gilman, Treasurer of the Allison Experimental Company, regarding a condition of affairs at the Indianapolis Motor Speedway.

The Indianapolis Motor Speedway have already, as you probably know, constructed two very good hangars with a capacity of three machines each ; a tool shed, gasoline supply station and flood light station have also been constructed - but the Indianapolis Motor Speedway Company feels that they have spent all the money in the construction of hangars and other equipment that they care to invest at this time.

During the past few months, when the weather was fair there was probably not a great deal of damage done to the machines that had to stay out over night, but during the Fall and early Spring months when weather conditions get so severe, it is very easy to see how the Government might lose in damaged planes or as a result of lack of housing facilities, the life of an aviator, which could have been avoided by proper housing facilities.

We recently leased, at one dollar per year, to the local Aviation Central Repair Depot, grounds sufficient for the erection of two hangars, in order that they may have sufficient housing facilities for their machines. Up to the present time, the Aviation Repair Depot has not been granted permission to erect these two hangars, and even if they do, in the course of events, get such permission, the housing facilities will not be adequate during the coming year if the aviators from the surrounding fields continue to come here as they have been doing this year. If cross-country flying is a good thing to encourage (and I am quite sure in my own mind that it is the proper thing to do) then sufficient housing facilities should be arranged here for Government planes.

If you wish to erect more hangars on the eastern side of the Speedway to take care of these conditions, we will be very glad to lease you, at a dollar per year, sufficient ground to put the buildings up, but something should be done immediately, preparing for Spring flying.

I am pleased to call to your attention another fact - and that is that the grounds of the Indianapolis Motor Speedway, with thirteen miles of tile ditches, are so well drained that at no time this season has our field

Lt. Col. E. Lester Jones. #2. September 19th, 1918.

been even soft enough to cause any inconvenience to machines either landing or leaving the field. In view of the fact that the Government has already constructed, at considerable expense, hangars and facilities adjacent to fields that are almost impossible to use in wet weather, it occurs to the writer that this location we offer you is a great deal better than most of those that have been selected as landing fields and fully as good as anything that has been selected.

I don't know just who this letter should be directed to to get any serious consideration except yourself, and it is for this reason that I am mailing it to you. If it doesn't belong in your Department, kindly pass it along to its proper landing place, and oblige -

Yours very truly,

GCF:R

September 19th, 1919.

Lt. Col. L. Lester Jones,
Room 253 - Union Station,
Washington, D. C.

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1011

Lt. Col. E. Lester Jones, #2, September 19th, 1918.

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I don't know just who this letter should be directed to to get any serious consideration except yourself, and it is for this reason that I am mailing it to you. If it doesn't belong in your Department, kindly pass it along to its proper landing place, and oblige -

Yours very truly,

GGP:R

September 23rd, 1918.

Brigadier General Chas. Lee,
English Royal Flying Corps,
Washington, D. C.

My dear General Lee :

I know you will be interested in hearing a report regarding the death of our good friend Captain Hammond.

I happened to be out in my front yard when Captain Hammond returned from Greenfield and passed over my house. My home is located a mile and a half east of the Speedway. Captain Hammond was flying at approximately 3000-feet and coming very fast. From this height, and when almost directly over my house, he seemed to tremendously increase his speed in a long descent for the Speedway. It seemed to me that he was dropping at a fifteen degree angle - and apparently the motor was wide open. I have never seen an aeroplane travel as fast as this one, after he commenced his descent for the Speedway.

It appears, from talking to some of his own mechanics, who were at the Speedway, that he banked the machine to ease down the momentum. He apparently banked the machine to a stiff, straight stall, which ended in a talk spin when only about 200-feet from the ground.

The Captain flew from here to Greenfield with his mechanic and himself - and returned with an extra passenger. The two men were killed and the other very seriously injured.

Captain Hammond was a very good friend of mine and I considered him a most excellent flyer - and I am only repeating this to you, as I do now, for a possible general benefit to aviation. I think Captain Hammond had entirely too much speed to handle when he arrived at a point near the Speedway where he expected to land, and that in putting his machine into a stall so near the ground, he made the mistake which caused his death.

We all, of course, very much regret the accident. Captain Hammonds was well liked by everybody here - and it is to be regretted that we lose a man of his ability.

Sincerely yours,

CGF:R

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVER'S NO.
CHECK
CASH OR CHARGE
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

September 23rd, 1918.

Brigadier General Charles E. Lee,
Washington, D. C.

We are all in bad shape this morning on account of Captain Hammonds death. We will do anything you suggest. If you wish his body to remain here for an indefinite time, I will be pleased to offer our family mausoleum.

Carl G. Fisher.

Prepaid.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all foregoing terms.

8. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

September 25th, 1918.

Brigadier General Chas. E. Lee,
British Aviation Mission,
Washington, D. C.

Dear General Lee :

I thot possibly Captain Hammond's Mother would be interested in seeing some photographs of the funeral procession, the Church where the services were held, and Hammond's last resting place. Most Mothers can get a great deal of relief out of the remembrance that their boy was well looked after and also that he had friends to see to all arrangements.

If you will give me the address of Captain Hammond's Mother, I will be very glad to send these photographs and also to write her a letter.

Yours very truly,

CGF:R

U
TELEPHONE MAIN 2570
BRANCHES 1787 AND 1788

BRITISH AVIATION MISSION
ROYAL AIR FORCE

WING No. 1
D BUILDING
6TH AND B STREETS
WASHINGTON, D. C.

GL/ce.

September 28th 1918.

Mr Carl G. Fisher,
The Speedway,
Indianapolis, Ind.

My dear Mr Fisher,

Thank you very much for your letter of the 23rd inst. You and your associates have been so very kind to us that it is very hard to write an adequate letter thanking you for all you have done.

I have not yet seen the Report of the Court of Inquiry on Joe's accident, as the Officer who is making it out has some duties to do in Dayton.

I am very grateful to you for your letter, as first hand evidence is always hard to get.

Poor old Joe had a special way of flying of his own. He used to do things which really would be dangerous for other people to attempt, because he did them so near the ground. Latterly however I have not seen him doing anything dangerous at all. We had often spoken together about stunting especially latterly, and I told him not to take any chances, and with that ~~peaceful~~ smile he used to have, he would always answer the same way, "Oh, I am "taking no chances".

We got on very well together, and ^{he} was a great friend of mine .

His death came as a great blow.

I know in the olden days he used to ~~drive~~ give the Bristol very fast, but I have not seen him do it out here.

If he was really only 200 feet when his machine spun, I cannot think what happened. However perhaps we shall get further information when the Report of the Court of Inquiry is received.

We all do appreciate very very much the generous way in which you have acted right through, more especially do we appreciate your help in fixing up his burial.

It was bad luck losing Joe after all he has been through.

He was about our oldest pilot. As you know he has been flying for 9 years, and we rather looked on him as a pilot whose capability

(2)

and judgment were too sound to be destroyed. He was moreover one of the few pilots we had, who was a real test pilot. He could really put a machine through its paces, and come down and tell you exactly what was wrong with it.

We certainly will miss him.

Thank you again for all your kindness.

Yours sincerely,

Charles F. Lee

September 30th, 1918.

General Charles Lee,
British Aviation Mission,
D Building - Wing #1,
Washington, D. C.

Dear General Lee :

I have yours of the 28th ; We are all just beginning to miss Joe very much - and it is quite hard to think that we won't see him any more.

I have talked to several boys at the Speedway regarding the accident and to several persons in the northern part of the city who saw Joe go over - but there are at least a dozen different versions of just what happened at the Speedway. It seemed to me that Joe's trouble started at the Speedway when he was not over 200 feet in the air ; he might have been three or three hundred and fifty feet in the air - and I have wondered if some of Joe's controls could have been in trouble, which would make it necessary for him to attempt to get into the Speedway in one long straight angle. Something surely must have been wrong with Joe's plane to get him in this mix-up. However, I am not enough of an aviator as yet to offer any further suggestions of just what happened.

I would be particularly interested to know what the Board of Inquiry have to report.

I hope you will send me the address soon where I may send the photographs and press clippings to Joe's Mother.

Sincerely yours,

CGF:R

TELEPHONE MAIN 2570
BRANCHES 1787 AND 1788

BRITISH AVIATION MISSION
ROYAL AIR FORCE

WING No. 1
D BUILDING
6TH AND B STREETS
WASHINGTON, D. C.

GL/ime.

15th October 1918.

Mr Carl G. Fisher,
The Speedway, •
Indianapolis, Ind.

My dear Mr Fisher,

Thank you for your letter of September 30th.
Owing to my being away I have only just received it.

I fear very little comes out in the Inquiry
as regards Joe's accident except the bare fact of his
splitting coming to the ground. It seems impossible to get a
real account of what happened unless the Officer who
was injured can throw some light upon it.

I cannot thank you enough for all the kindness
you have shown to us right through.

I know his mother will be very pleased to hear
from you. Her address is :-

Mrs Hammond,
Denby Street,
Feilding,
Oronaho,
North Island, New Zealand.

Yours sincerely,

Charles Lee

October 18, 1918.

Mr. Harold Talbott,
Dayton Wright Airplane Co.,
Dayton, Ohio.

My dear Harold:-

I wish to get a couple of airplane speedometers for my boat engines. I understand you have plenty of speedometers and parts on hand. Would it be possible for me to purchase two of these speedometers through your company or through the Government?

My engines only turn up to 1300 and I wish to mount the speedometers about 12 or 14 feet from the motors, so that I will need about 14 or 15 feet of cable with the speedometers.

I am leaving the 23d for Miami. Hope to see you there this winter.

Yours,

CGF/z

October 22, 1918.

Mr. H. L. Talbott, Sr.,
Dayton Wright Airplane Company,
Dayton, Ohio.

My dear Mr. Talbott:-

I am sorry I could not make it to be with you today. I found a good many things that needed attention if I am to get off tomorrow and I could not postpone departure as reservations are hard to get.

I thought it important to put in this morning in having an electrical timer made for us to use this winter at Miami. I am part owner of the Esterline Angus Company of this city and I have had the question of accurate timing of airplanes up with Mr. Angus several times, and this morning we decided that they would immediately build us one of their service recording meters which will give us a positive electrical timing record of various flights under various adjustments.

This little instrument will, at least, be interesting to use and to furnish authentic records which you may want to use later.

I am terribly interested to know how the flight comes out this afternoon. Won't you drop me a line and tell me how you get along, and I am hoping to see you within the next thirty days or so.

If there is anything I can do for Mrs. Talbott to save her the trip to Miami, don't hesitate to call on me.

Yours,

CGF/Z

October 30th, 1918.

From : Carl G. Fisher, Miami Beach, Florida.

To : Lt. Col. C. G. Edgar, Signal Corps, Washington, D.C.

Subject : Gunnery School, Cutler, Florida.

My dear Colonel Edgar :

I have just returned this morning from a visit to the Gunnery School at Cutler, located about ten miles south of Miami. I understand that students from Selfridge Field and other fields are expected here the latter part of next month.

For your information, confidentially, there is a great deal of work to be done on this field : they are just now pumping a fill over a big part of the field and this fill will not be available in less than three months unless active, energetic work is done immediately to increase the amount of yardage pumped on the fill and in getting out rock to spread on top of the fill to help build a surface that will stand up under planes landing.

I understand that the present authorities have in mind the immediate planting of Bermuda Grass on this fill, expecting a stand to support the planes by the middle of December. This cannot be done except at a terrific expense, and even at great expense the grass would be dry and tender and the propellers would blow the grass out of any flogging that it might secure by the middle of December or the first of January.

The dredge they have there now is doing very little work : it is an old broken-down dredge, resurrected from the swamps, and doing the best it can - but it is very slow, considering the amount of ground to be covered and considering that you wish this field in December.

If the fill is to be covered with Bermuda Grass, it is quite necessary that the top surface be thoroly harrowed now so that it can dry out, and fill in the large cracks which come from contraction as the sun bakes the top surface.

There are several conditions which I believe you are not familiar with, and if you are expecting much assistance from this field this Winter, I would strongly advise you to run down here at once and look the situation over - which may save you bitter disappointment later. The location is fine, but the work is proceeding entirely too slowly to give you benefits this year.

Yours very truly,

CGF:R

H. E. TALBOTT
DAYTON, OHIO

Oct. 31, 1918

Mr. Carl Fisher,
Indianapolis, Ind.

My dear Carl,

It was unfortunate that circumstances prevented your being with us on the 22nd. Mr. Landon, Colonels Jones, Vincent, Walden, Bane, Professor McClellan and a gallery of thirty men, all of them important, and vitally interested, witnessed a perfect flight.

We arranged the machine to upset at five hundred yards from the take-off. It broke away from the hand-carriage at the proper point, took the direction set, the alt-meter working perfectly to the set height, when it levelled out in horizontal course, and at five hundred yards, collapsed. Hats were thrown in the air, and great excitement. Everybody delighted. I only wish you could have been present.

I rather think the peace talk will amount to something, and the war will close before very long. From the present outlook, we will not reach Miami until after the first of the year, although Ket will probably be down in the course of a couple of weeks. Col. Arnold will get in touch with you immediately he arrives in Miami, and on his return here, if he approves the Miami location, we will have a number of machines ready to go to Miami. I have suggested to Ket that he make the trip with them and he will undoubtedly do so.

Yours very truly,

HET-D

Mia air field (H. E. Talbott)

February 4 1919.

Lieutenant M. A. Sharp,
Rich Field, Waco, Texas.

Dear Lieutenant Sharp,

In reply to your telegram of the 2nd, we have considered using the Indianapolis Motor Speedway as some sort of base headquarters for either an aerial school or a transportation base field some time in the future.

However, nothing has been done up to the present. I am here in Miami for the winter, and will do nothing further until I come north in April.

I am quite satisfied that our company would in no manner undertake to finance or promote a company, but we would be in a position to talk business on the lease of our field and hangars to some company properly organized, and with sufficient capital to carry them through.

Yours very truly,

CGF/mrb

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.
PUBLISHERS

MORNING AND SUNDAY

Oct. 4, 1919

Carroll

Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Carl:

I have your letter telling of your troubles with the cigars. I don't own any interest in the factory and if I did, I certainly would not risk ruining its reputation by letting you see or smell one of its products. I know the first time you got hold of one that didn't have the attar of roses bouquet you would go up on top of the highest building available and shout it from the house top that you had been stung by having been presented with a free cigar that you didn't like. Seriously, I think the only trouble with the cigars you received from the factory is that they are too green and fresh. If you will open up a box and take all the tinfoil and folderol out of it, leaving the cigars to dry out a little bit, I think you will find them entirely acceptable and pleasing to your fastidious taste -- which I know you haven't got because I saw you smoke some of that cabbage leaf variety made down in Florida. Gosh, how have you got the heart to kick about any cigar after that demonstration?

Hart left here on Sept. 24, to keep his engagement with you. I wonder if you drowned him in the river, or creek as you have at Indianapolis.

I saw in the Dixie Highway magazine a statement to the effect that you had purchased an aeroplane to make a trip from Indianapolis to Miami. I suppose your main object in doing this was to miss the Waycross to Jacksonville road. We are sweeping out a clean place in our back yard for you to light on, and when you are about to arrive let me know so that I can shut up the chickens and get the cow off the clean spot.

Yours very truly,

W. Anderson

Wood

October 6th, 1919.

Mr. W. T. Anderson,
Macon Daily Telegraph,
Macon, Georgia.

Dear Bill :

This is to advise you that I have discovered the rest cure for the cigars that makes them top-hole. I have a friend who owns a dairy a short distance from our place - and he has a silo in which he keeps chopped-up fodder, cabbage, beet roots and other junk around the farm. He allows the rain to come in on the top, filter thru the silo and sour this concoction. It produces a large percentage of alcohol - and a cow is just like the average human being - they like alcohol - so he gets away with it. I now have two boxes of these cigars in this silo. He guarantees that at the end of thirty days I will have the benefit of a good smoke saturated with alcohol.

We are going to have some machines down over the Dixie Airline some time in November. Curtiss has promised to send two and I want to get some more. This will be the formal opening of the first long distance airline in the United States - in spite of the fact that the Government has spent several million dollars on airplane landing fields, they haven't a continuous route opened yet. They just talk about it. I hope you will have your field in Macon in good shape. I would like to have a good blueprint lay-out of it, anyway.

Yours very truly,

CCP:R

SUMMARY OF REPORT

ON

CHAPMAN FIELD

Miami, Fla.

January 1st, 1928.

Compiled by the Greater Miami Airport Assn.

GENERAL LOCATION AND DESCRIPTION OF CHAPMAN FIELD:

Chapman Field is owned by the United States War Department.

Area over 640 acres, situated in Section 24, Township 55 South, Range 40 East, Dade County, Florida.

Eleven miles south of the center of Miami. Seven miles south of the center of Coral Gables.

Field purchased by Government during World War and used as training field for army aviators.

Approximately one mile frontage on Biscayne Bay with riparian rights.

By filling, area of field may be extended to 1000 acres or more.

75,000 gallon water tank and system installed. A 13 KV, 3 phase electric light and power line serves Chapman Field.

One and one-half miles of hard surfaced rock foundation streets on property.

Ten substantial buildings on property. Five concrete hangar foundations. Three concrete building foundations.

In addition to Chapman Field there are three landing fields for land planes and four bases for seaplanes in the Miami area.

Approximately fifty acres ridge land overlooking Biscayne Bay. Excellent location for barracks, offices and other buildings. The eastern portion of tract low and flat and, with the exception of the landing field, is wooded and subject to tidal overflow.

The landing field of 114 acres in center of tract insures landing free of obstructions.

Roads and streets leading to the field have 60 ft. right of way with rock foundations and asphalt surfaces capable of withstanding heaviest traffic.

GENERAL FACILITIES GREATER MIAMI DISTRICT:

F.E.C. Railway freight and passenger station at Kendall four miles from field; S.A.L. Railway freight and passenger station at Coral Gables eight miles from tract.

Rail and water transportation and warehouse facilities at Miami eleven miles distant.

Several large, completely equipped machine shops in Miami.

All standard makes of motor trucks have factory supervised service and parts stations in Miami.

Gasoline could be delivered to Chapman Field by tank cars or boat. All leading oil companies maintain storage facilities here.

Ample skilled and unskilled labor in Miami area for all purposes.

Moral conditions in Miami territory good.

AREA AVAILABLE FOR BOMBING PRACTICE:

Many thousands of acres of uninhabited land immediately available and suitable for bombing and target practice. Many miles of shallow protected water in Biscayne Bay suitable for submerged targets. No hills in this area.

GEOGRAPHIC LOCATION OF CHAPMAN FIELD:

Chapman Field is the geographic hub of several natural and geographically defined airways extending to the Atlantic, Gulf and interior ports, to the points in Mexico, Central and South America, West Indies and Bahama Islands, all within one day's flight.

Chapman Field presents valuable strategic advantages from the standpoint of attack upon enemy concentrations of either naval or air forces in the South Atlantic, Straits of Florida, Yucatan Channel, Caribbean Sea or Gulf of Mexico. A bombardment fleet of sufficient strength could patrol and close the Straits of Florida and Yucatan Channel, thereby protecting our Gulf ports and the Texas oil fields from enemy attack.

Chapman Field is but one day's flight from Washington; one day's flight from the Panama Canal Zone; one day's flight from the farthest of the numerous foreign owned or independent island of the West Indies and Bahamas, and one day's flight from Central America and Mexico.

Landing fields and sea plane bases are being established by various municipalities along the East Coast of Florida from Jacksonville to Miami.

CLIMATIC CONDITIONS:

Climatic conditions unexcelled. Less than eight hours per year of dense fog in Chapman Field area. Average 360 flying days per year. Less than one day per year with wind velocity exceeding forty miles per hour. Average yearly wind velocity about 9 miles. Visibility practically always perfect. Weather conditions permit healthful open air work, recreation and comfort all year. Construction and fuel costs low and working conditions practically 100% perfect. Sunshine 359 days per year.

Highest average monthly temperature 82 degrees in August. Lowest average monthly temperature 68 degrees in January. Extreme maximum temperature period in thirty years 96 degrees.

Average days per year with temperature 90 degrees or above, five.

No heat prostrations or sun strokes ever known in this area.

Freezing temperature recorded on only six days in thirty years.

Absolute minimum temperature in thirty years 27 degrees.

ROAD AND CANAL SYSTEMS CHAPMAN FIELD AREA:

Several main thoroughfares converge en route Miami and Coral Gables to Chapman Field, including Overseas Highway to Key West. Tamiami Trail Cross State Highway will be completed in summer of 1928. Movement definitely in progress to deepen and widen Tamiami Canal which parallels Tamiami Trail, and thus provide a cross state sea level waterway.

Channels extending from Field into Biscayne Bay provide water connections with Miami and other bay ports.

POPULATION OF DISTRICT:

182,000 in Greater Miami Area; Federal Census 1926 gave Miami city alone population of 136,296.

CIVIC DATA:

Cities of Greater Miami have commission manager form of government. Highest standards of efficiency have been maintained in every department of city government. Traffic rules among best in America. Police and fire department highly efficient.

CIVIC ORGANIZATIONS:

Civic spirit of Miami exemplified by large membership in numerous civic clubs which hold weekly luncheon meetings. The Chambers of Commerce of the City of Miami and other municipalities in this area are strong and very active along constructive lines of civic and governmental development.

NEWSPAPERS:

Two modern newspaper plants publish morning and afternoon daily papers. Six weekly newspapers.

SCHOOLS:

University of Miami, an excellent institution of higher learning, located in Coral Gables and available to Chapman Field.

Number of schools in county:

Senior High, white -	6	Senior High, colored	1
Junior High, "	13	Junior High, "	1
Elementary, white	37	Elementary, "	11
Parochial (Catholic)	1		

School buildings, permanent structures 58. Value of school property \$10,631.00.

CHURCHES:

Baptist	14	Church of God	3
Methodist	14	Christian Science-	4
Presbyterian	4	Congregational	3
Pentacostal	3	Episcopal	3
Christian	2	Lutheran	2
Church of Christ	2	Catholic	1
Others	11		

Total fifty-six churches; membership over 30,000.

RECREATIONAL FACILITIES:

Golf Courses located at -

Hialeah	18 holes
Opalocka	18 "
Miami Bch.	3 courses - 18 holes each
Coral Gables	9 holes (about 8 miles from Chapman Field)

Miami Biltmore 36 holes
Miami Country Club 18 holes
Tennis Courts 26
Football fields 7
Baseball fields 8
Polo Fields 1
Bathing pools in Coral Gables, Miami and Opalocka, 5.
Salt water bathing in six pools in Miami Beach and at various free public beaches.
Twenty-five theaters, spacious and charming, in the Greater Miami territory.

BUSINESS AND TRADE DATA:

Miami is the terminal of all rail transportation and hard surfaced highways radiating throughout South Florida and connecting with northern and western points. Miami is the trade center and banking center of South Florida. South Florida has a permanent population estimated at 250,000, and is one of the fastest growing sections of the world.

1926 United States commerce with Latin-America exceeded \$2,000,000,000. Miami is geographically in direct line of transportation of this commerce. Miami is the natural gateway for Latin-American commerce by both air and water. Miami's transportation facilities provide ample distribution for raw materials and manufactured products. Analysis of population of the Greater Miami District shows residents from every state and practically every town in the Union.

EXTENT AND NATURE OF TRIBUTARY COUNTRY:

A million acres of undeveloped land in Dade County with equally that amount in adjacent counties. Soil and climate suitable for production of many drug plants, oil producing seeds and fiber plants now imported from foreign countries at a cost of many millions of dollars annually. Thousands of acres planted to winter truck crops which are shipped to the north and west in carload lots and by steamer.

INDUSTRIES:

Machine shops, foundries, ship yards, etc. exist in ample number.

Miami is fourth city in the United States in hotel accommodations, \$50,000,000 being invested therein.

In a period of emergency Miami could accommodate 100,000 troops without crowding.

Miami is rapidly developing industries. Net income from 133 manufacturing and semi-manufacturing plants in 1926 amounted to \$17,475,506.

AGRICULTURE:

Over \$10,000,000 worth of vegetables, milk, fruit and poultry are produced annually on less than 3% of Dade County's land.

Over sixty dairies produce 300,000 gallons of milk per month.

Approximately 30,000 acres cultivated in the County produce 6000 cars of tomatoes and other vegetables valued at \$7,500,000. Dade County citrus and avocado groves have a present producing capacity of \$500,000 annually.

RAILROAD AND TRANSPORTATION FACILITIES:

Miami is served by two modernized railway trunk lines. Miami has excellent harbor of 25 ft. depth. Movement on foot to deepen to 35 feet. Four regular coastal steamship lines serve Greater Miami to northern ports, Cuba and Bahamas.

700 miles of streets, hard surfaced with oil, asphalt and concrete in city limits of Miami and equally good highways radiating throughout all developed sections of South Florida. Overseas Highway 160 miles Miami to Key West. Street railways and bus systems to Miami Beach, Coral Gables, Hialeah and Opa-Locka provide Greater Miami District with adequate and efficient transportation. Rapid transit lines and bus systems now within two miles of Chapman Field will be extended to the

Field as soon as occupied. Miami bus lines operate to all points in Florida.

MUNICIPAL AIRPORT OF 120 ACRES:

Commercial airport 54th Street 180 acres. Coral Gables airport 100 acres.

LABOR AND HOUSING:

South Florida offers labor healthful open air working and recreational conditions and comfortable homes. Food costs are reasonable, educational facilities ample, rent low, electricity, gas and water on par with other sections. No fuel costs or heavy winter clothing to buy.

31,798 homes in Miami city limits. 1200 apartment houses and 150 hotels, capacity approximately 100,000. Total capacity Miami housing facilities 350,000. Modern five room bungalows in good locations, suitable for average wage earner, \$50.00 per month; in more pretentious sections higher; in less desirable sections cheaper.

Department stores and high class shops and groceries provide all family needs at moderate prices.

HEALTH AND SANITATION:

Health conditions are exceptionally favorable and supervised by both county and city authorities. Miami is served by fourteen hospitals and infirmaries.

Miami, Fla. July 14, 1929.

To the Mayor of Miami and Municipal Aviation Board:

Gentlemen:

The purpose of this letter is to set before you certain facts relative to the possible location of a Marine Corps Air Base within the proximity of your city for your consideration and guidance in such action as you may wish to take in the premises.

The present base of the Marine Corps aviation activities is at Quantico, Va., and is known as the Aircraft Squadrons, East Coast Expeditionary Forces, U.S. Marine Corps, Quantico, Va. The field upon which they operate is located two miles southwest of Quantico and is divided by the tracks of the R.F. & P. R.R. It is at present entirely inadequate for operations and training. The present construction program for the Marine Corps base at Quantico includes a large appropriation for the improvement of the flying field. It has been the expressed opinion of a number of the older officers of Marine Corps Aviation that the field at Quantico could never be enlarged or improved sufficiently to meet the rapidly growing needs of our air service. It is to prevent what is considered a needless expenditure of a large amount of money that this appeal is being made to you gentlemen.

The following are the advantages of having a Marine Corps Air Base near Miami which should be real and apparent to even the uninitiated:

HEALTH: The health and comfort of the personnel of any military organization - especially in times of peace - is of prime importance and closely related to its efficiency. The climatic conditions of Miami and its beaches would be ideal for the out door life of the aviators.

EDUCATION: Miami offers excellent schools for the children of the officers and non-commissioned officers with families. A large proportion of non-commissioned officers in aviation are married. The Miami University would probably offer an extension of the course in aerodynamics and aeronautical engineering to those officers and men who were undergoing elementary training.

EXPENSE: The material savings in appropriations for maintenance can be classified as follows: Heating plants for barracks and quarters; winter clothing; transportation costs of transfers between Miami and stations in Central America and West Indies lessened by use of transport planes.

GEOGRAPHICAL LOCATION: The stations in Central America and the West Indies can be served from two to ten days faster out of Miami than from Quantico.

TACTICAL TRAINING: A much larger proportion of flying days with better weather conditions would be available. The uninhabited areas of the Everglades could be used to carry out

tactical problems that are impossible out of the field at Quantico. Any unit or part thereof could be dispatched within two days to Quantico to participate in any maneuver required by the command at that place. Any site selected would surely lead to rapid expansion when necessary.

(Attention is called to the fact that at Quantico there are no nearby areas where bombing and machine gun practice can be engaged in. For such practice the marine aviators must fly far out to sea, many miles from their base, and go through their maneuvers in most unsatisfactory and hazardous conditions.

In close proximity to Chapman Field are hundreds of square miles of uninhabited lands where this bombing practice may be engaged in with live bombs. Lower Biscayne Bay also provides a splendid practice ground for silhouette bombing and machine gun practice; and if work over the ocean is desired, Hawk's Channel, protected by the Florida Reefs, provides further safe practice ground.

Greater Miami Airport Association

MIAMI, FLORIDA

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R. M. DAVIDSON

August 6, 1929

Mr. Carl G. Fisher,
Montauk, L.I., New York.

My dear Mr. Fisher:

I acknowledge with thanks receipt of your courteous letters of July 29th and 31st. I appreciate the interest you evidence in the matters submitted for your consideration.

In connection with the establishment of Chapman Field as a Marine Aviation base, wish to state for your information that Congressman W. Frank James (Republican), Chairman of the Housing Committee, of the Military Affairs Committee of Congress, stopped in Miami yesterday en route by airplane from Panama and other Latin-American outposts to Pensacola and Washington. Members of our group discussed with Congressman James the Quantico situation and the advantages of Chapman Field. It is not for publicity; but Congressman James is very strongly of the opinion that further Government funds should not be spent in aviation expansion at Quantico, for not only would the money be unwisely spent from an economic standpoint but there would be the ridiculous result of overcrowding and ruining Quantico for Marine foot troops, and accomplishing nothing desirable or satisfactory for the aviation section. He favors a survey of the Chapman Field situation with a view to establishing a military air base there.

We were impressed by the frankness of Congressman James and were prone to term him the "cussin' Congressman" inasmuch as he emphasized his assertions in language that we Crackers well understand. If he talks with the same degree of emphasis before the Committee as he did to us I believe something will work out of this effort. We are writing letters to other influential members of Congress and would appreciate the courtesy if you will contact any of those whom you may know from any other State. Attached is a list of members of the Military Affairs and Naval Affairs Committees of Congress. It occurs to me that you might possibly know some of these Senators or Representatives, or can contact them through some of your friends.

**AIR-LINE DISTANCES
FROM
MIAMI
TO**

Jacksonville	335 Miles
Palm Beach	66
Key West	130
Tampa	204
Fort Myers	120
Orlando	204
Lakeland	190
Pensacola	522
Tallahassee	405
Daytona Beach	240
Ocala	263
Oklawaha	109
Punta Gorda	139
Sebring	141
Arcadio	143
Inverness	247
St Petersburg	220

CUBA
Havana 237

GEORGIA
Atlanta 622
Savannah 430
Macon 520
Americus 490

ALABAMA
Montgomery 575
Mobile 570
Birmingham 650

SOUTH CAROLINA
Columbia 565
Greenville 635

LEGEND

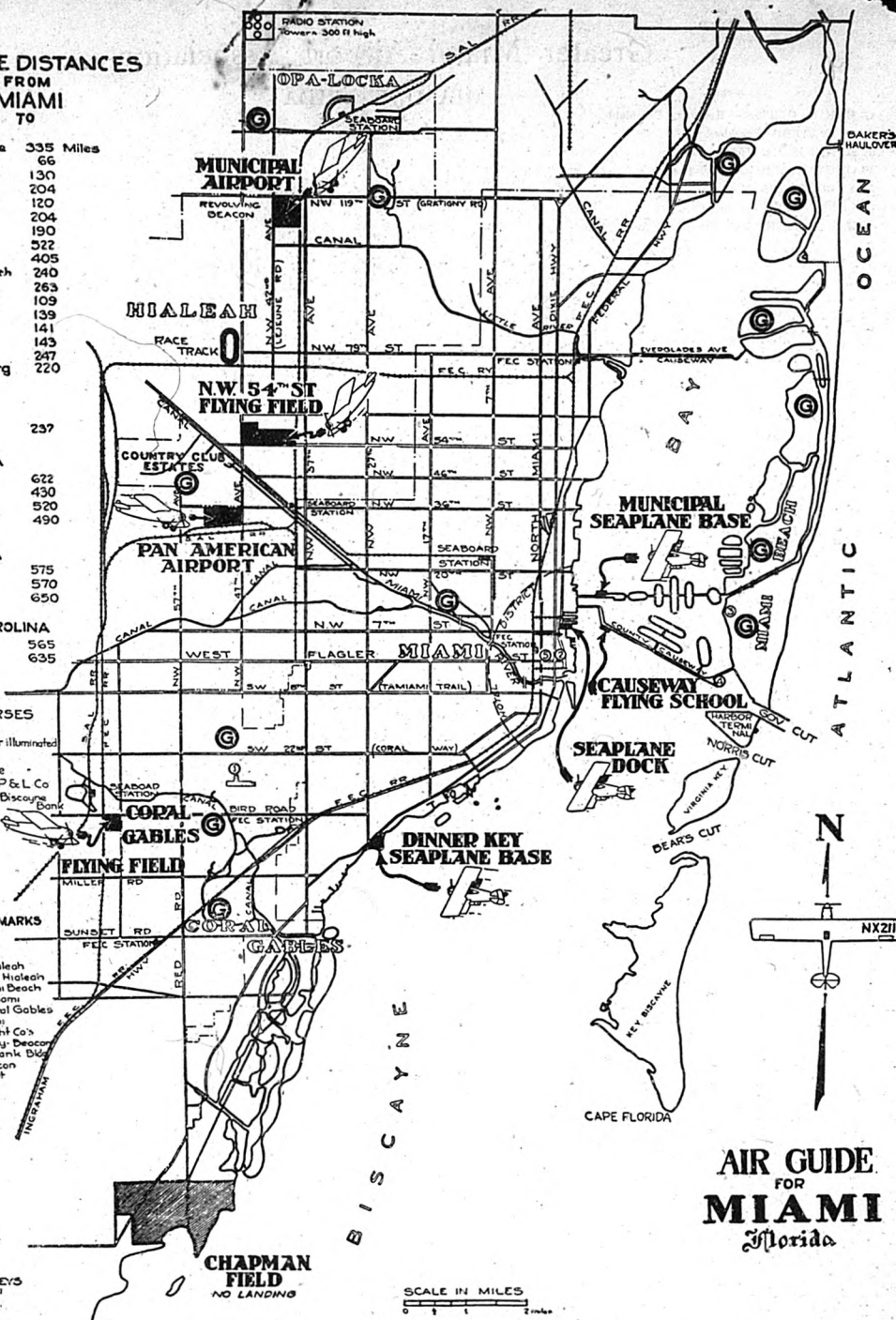
GOLF COURSES

- ① Biltmore Hotel, Tower illuminated
- ② Everglades Hotel
- ③ Flamingo Hotel Dome
- ④ Revolving Deacon, P & L Co
- ⑤ Rev Deacon, & Arrow, Discayne Bank

PROMINENT LANDMARKS

- Tropical Radio Towers
- Hialeah Race Track
- FEC Ry Yards at Hialeah
- Seaboard Ry Yards at Hialeah
- Flamingo Hotel at Miami Beach
- Everglades Hotel at Miami
- Biltmore Hotel at Coral Gables
- Court House at Miami
- Florida Power and Light Co's Plant on Causeway, Deacon
- Arrow on Discayne Bank Bldg and Revolving Deacon
- Revolving Deacon at Municipal Airport

BUREAU OF SURVEYS
CITY OF MIAMI
FLORIDA



**CHAPMAN
FIELD**
NO LANDING

SCALE IN MILES
0 1 2 miles

**AIR GUIDE
FOR
MIAMI
Florida**

Mr. Carl G. Fisher

-2-

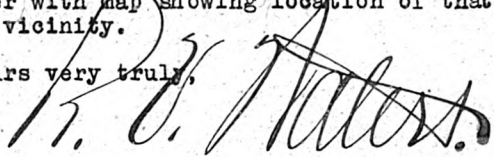
August 6, 1929

We are putting forth special effort in this connection as we feel that such efforts are amply justified; that once the Government gets tied in here with a regular military base, military aviation expansion will be practically unlimited both as to airplanes and dirigibles. We believe this is an unusual opportunity to drive a wedge into the situation and put the Miami area on the front row.

I enclose copy of a brief memorandum* which carries some of the basic reasons for our request for the establishment of Chapman Field as a Marine Aviation station; also copy of survey carrying general information relative to Chapman Field, together with map showing location of that and other fields in this vicinity.

RVW:N

Yours very truly,



*Prepared by a Marine Aviation Officer - Confidentially.

SENATE

MILITARY AFFAIRS:

Reed of Pennsylvania (Chairman)	Brookhart
Warren	Blaine
Green	Fletcher
Bingham	Sheppard
McMaster	George
Pine	Tyson
Robinson of Indiana	Blease
Wagner	Steck
	Black

NAVAL AFFAIRS:

Hale (Chairman)	Steiwer
Oddie	Waterman
Norbeck	Swanson
Shortridge	Gerry
Metcalf	Trammell
Schall	Broussard
Howell	Edwards
Dill	Tydings.
Walsh of Massachusetts	

HOUSE OF REPRESENTATIVES.

MILITARY AFFAIRS:

Morin (Chairman)	Glynn
James	Furlow,
Ransley	Johnson of Illinois
Wurzbach	Hughes
Frothingham	Hoffman
Reece	Houston of Hawaii
Speaks	Quin
Wainwright	Fisher
Wright	Garrett of Texas
McSwain	Boylan
Hill of Alabama	Chapman

NAVAL AFFAIRS:

Butler (Chairman)	Britten
Darrow	Burdick
Andrew	Miller
Woodruff	Updike
Hale	Evans of California
Tatganhorst	Wolverton
Hancock	Houston of Hawaii
Vinson of Georgia	McClintic
Drane	Drewry
Sanders of Texas	Quayle
Gambrill	Williams of Missouri

March 31, 1932

Miami

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

Dear Fred:

You will have a call in the next few days from Colonel J. E. Yonge, who is prominently connected with the Pan American Air Transport Company.

This Company is doing wonderful things for Florida, and is helping to make Miami the ultimate greatest airport in America.

Mr. Yonge can tell you more himself about just what their plans are, and if you can be of any help to him, I would greatly appreciate it.

Yours,

C. G. FISHER

CGF-HM

Copy to:
Col. J. E. Yonge

A Transatlantic Flight over either the short route of some 1750 (?) miles or the long route of some 3250 (?) miles is practical, for consideration at least, under the following conditions and general outline of preparations and equipment :

First : the machine for this type of work must necessarily have between 2000 and 3000 H.P., in at least 4 or 6 units : Possibly a design might lend itself to 5 units.

It is quite plain that under the stress of building large numbers of machines for overseas work, our Government is not at this time even considering a machine capable of flying across. The Italians - particularly the makers of the Caproni and F.I.A.T. - have considered and talked for some time of a machine capable of doing the trick; and as the discovery of America came from Italy, it is quite possible that the first machine to go across may be designed in Italy and fitted with Italian mechanism. At this time, however, it is quite logical that the first machine across should be American : America has more facilities at the present time for the building of a large machine, without in any way interrupting present progress of fighting planes.

The motors for a completed plane, if used in 350 H.P. units, are available now. The separate and distinct experimental shops, with considerable equipment and highly skilled workmen, are available now for a lay-out of the first experimental plane, which should be of sufficient size to at least make 1500 miles continuous and straightaway flying. From this plane, which would be considerable of a step in size, horse power and equipment over anything that has been built so far in America, could be designed a final plane capable of 3000 miles or 36 hours continuous applied 2000 H.P.

The general flying conditions from the Coast of Labrador are not good :

the large amount of time in which fogs predominate and the trouble to embark from these coasts, are to be considered. If it is practical and possible to make a machine which will fly across from Labrador in one continuous 1700 mile flight, it is quite practical and possible to fly across from Boston or Portland, Maine, making one stop from a supply ship in mid-Ocean, for gasoline and oil.

Contrary to the general idea of a cross-sea flight, one of the greatest troubles encountered will be following a true direction on the compass, and it will be necessary to have an experienced navigator as a part of the crew : it will also be necessary to ask for the assistance of our Government in the establishment of Torpedo Boats or War Ships at given intervals across the Atlantic, which will be equipped with very high-powered searchlights that will offer at distances of at least 125 miles continuous Ocean light-houses during the night run - and an equal number of War Ships equally distributed, for protection or assistance during the day run.

It would not be desirable in an attempt of this kind to expect a maximum speed ; a plane capable of 125 miles an hour would probably only be driven 90 miles an hour. The first machine to make the cross-seas trip will probably be equipped with six powerful motors, two of which should be extras to replace temporary crippled ones.

If proper preparations are made in the testing of the first and second large land machines, and then complete and proper preparations are made for the cross-seas journey, there will not be a great deal of danger in either failure of the machine to go across or to the lives of the crew in case of accident to the propelling machine and a forced landing necessary.

A comparatively light wireless apparatus can be attached, with a sending power of 100 miles, and in this - the first maiden trip of an ever-sea

flying machine - it ought to be possible to make such arrangements with the English and American Governments that assistance in some form or other will be available every 50 or 75 miles across the water.

The crew of a suitable ship for this epic-making attempt should be, of course, carefully selected and will probably consist of six men : 2 pilots, 2 engineers, 1 wireless operator, and 1 navigator who can also assist in caring for the engines. In fact, all members of the crew will no doubt be thoroughly trained in every little detail and care for the proper nursing of these motors for 36 hours.

Preparations for supplies should include even complete duplicate engines of those used, on at least two spots on the Atlantic, say, 1200 miles from the eastern shore of America and 1200 miles from the western shore of Ireland, in order to avoid as much as possible a chance of failure. Weather conditions might be such that a broken engine could be entirely replaced by a duplicate, in two or three hours, at either one of these stations.

Since the most economical aerial motors we have now will use approximately three-quarters of one pint of gasoline per horse power per hour, the continuous use of 1000 H.P. will consume $93\frac{3}{4}$ gal. of gas per hour - or will consume fuel at the rate of 651 pounds of gas per hour and 40 pounds of oil per hour. For a 30 hour flight it would be necessary to carry 20,730 pounds of fuel or over 10 tons. It may be found necessary, therefore, to consider 3000 H.P. which will, in proportion, give enough larger lifting and carrying capacity to handle sufficient fuel for at least a 1500 mile flight.

If experiments on this large type of machine are commenced immediately, it will be possible to test the first large land machine in February ; from the test of the first machine, the second machine could be built and tested in May;

and the third and final machine could be built and sent across the latter part of July or in August. The expense of hiring designing engineers, by an individual or a group of sportsmen, would be prohibitive. Where complete organizations for the building of airplanes are in existence, these three machines with their tests could probably be made and sent across (without considering that the Government would charge anything for their assistance) at a probable expense of \$200,000.00 or less. The English Government has offered a prize of 10,000 pounds - or \$50,000 - for the first machine to make a flight across. There is no doubt that the American Government could be induced to add as much, which would take care of half the expense. There are several large American, and two or three foreign builders of airplanes who could well afford to spend \$100,000.00 in completing a machine for this performance.

The trip is going to be made, undoubtedly within three years - and it can be made within one year, if enough advertisement is given to the possibilities and enough pressure and demand are exerted to spur inventors and manufacturers to make an effort.

The psychological effect of a trip of this kind, on our enemies, would well be worth several times the cost! Berlin or the most remote cities in Germany are not safe when it is possible to launch planes capable of carrying 10 tons of fuel, a crew of six men, and having a radius in action of 1500 to 2000 miles.