

Balloons

UNITED STATES ARMY BALLOON SCHOOL
FORT OMAHA, NEBRASKA

March 9, 1917.

Mr. Carl G. Fisher,
Care Aero Club of America,
New York City, N. Y.

Dear Sir:-

Allow me to bring to your attention paragraph 37 of the National Defense Act passed by Congress last June, which provides for reserve officers as a part of each arm, corps, and department of the regular army.

There is inclosed herewith a copy of General Orders No. 55, War Department, 1916, which describes in some detail the application of the National Defense Act to the Aviation Section, Signal Corps. This General Order was drafted before the organization of the balloon division last November, but it is expected that the order will be amended before long to include balloon personnel.

It will be seen from the inclosure that officers of the Reserve Corps are expected to serve 15 days each year during field maneuvers, and that the President may call officers of this class to active service at any time only with their consent and provided appropriations are available for their pay; he may call them into active service without their consent in case of war or when war is imminent. Upon being called to active service, the reserve officers have the same status including rank, pay, and allowances as officers of the regular army; they are expected to provide themselves with uniforms and equipment pertaining to their grade, and may wear them on all appropriate occasions.

As you already hold a pilot certificate of the F. A. I. for spherical balloons, there would be no necessity for elementary training as outlined in G. O. 55 so that upon passing the physical examination it is probable that the War Department would issue a commission as reserve officer and arrange for active service at some convenient time with a view to extending your present knowledge of ballooning to include the organization and training of balloon companies, the rapid inflation and maneuvering of kite type captive balloons, and military instruction in general.

In case you are interested in this matter and would like a commission in the Balloon Division of the Signal Officers' Reserve Corps, it is suggested that you submit application to the Chief Signal Officer of the Army on the form inclosed, setting forth your experience in ballooning and asking for commission in this service. It is not necessary to await the revision of General Orders 55, W. D.

Very truly yours,

C. F. Chandler
Captain, Signal Corps.

2 encl.

Miami, Florida.
March 28th, 1917.

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

Dear Sir :

I wired you today regarding the possibility of a Government Aviation School at Indianapolis : It has occurred to me that in addition to the regular by-plane or mono-plane type of work, that it might be necessary for you to have a signal balloon corp established. We already have in the Indianapolis Motor Speedway a 6" gas main connected with the Gas Company in the City, which was installed five years ago. This main cost us \$10,000 : and we have filling valves and stations for as many as fifteen balloons that can be filled at one time.

We have several highly trained aeronauts in Indianapolis and we would like very much to establish immediately a corp for signal balloon work in addition to the engine power craft school. We have practically everything necessary with the exception of two hangars. Our large hangar which was 60 x 400 feet long burned two years ago, with a loss of five balloons, one dirigible and two by-planes.

I have temporarily made arrangements with Mr. H. Kantner who is just back from the other side and who is now operating a flying boat here in the city, to come to Indianapolis and finish giving me instructions and to give me assistance in getting a school started. I examined some of the aviation schools and grounds in Europe and I think we should have at Indianapolis the following outfit at once :

- 5 complete Curtiss machines.
- 6 extra Curtiss engines.
- 15% of miscellaneous parts.

Permission and credit from the Government to build two hangars 60 x 200 feet, of frame work, to cost approximately \$6000 each.

As stated, we have the field, water, lights, telephone, roads, transportation, gas main, and experienced men to handle the outfit. If the Government wishes a balloon corp, we should have authority to order three (3) 40,000 cubic foot balloons at an approximate cost of \$1200 each, and a miscellaneous expense account of possibly \$10,000 for immediate expenses in connection with the work, such as the purchase of additional equipment, parts, etc.

The Indianapolis Motor Speedway grounds will be offered to the Government without charge, and the writer will be very glad to serve as manager of the Indianapolis outfit without charge.

Yours very truly,

CGF:R

March 29th, 1920.

Mr. S. Bobo Dean,
Miami Metropolis,
Miami, Florida.

Dear Mr. Dean :

I am now figuring with the Aero Club of America on having, next year, a Pan-American Aerial Derby, and one to be held every Winter. The competitors in this Derby will start from Miami either in November, December or January each year and fly to Cuba, then to Guatamala, then to Panama and across the Isthmus to Columbia, Equados, Peru, Chile, and from there either across Argentine or by another route to be decided to Buenos Aires, Argentine, then to Uruguay, Rão de Janiero, Brazil, Pernambuco, and along the Coast to Guina, Venezuela, then across the Carribbean Sea to Porto Rico, Haiti, Cuba and back to the United States.

This is a contest that we by all means want to secure. In fact, we want to secure everything of this kind out of Miami that we can - everything that will place Miami as a center of activity in the Winter time for everything in the air, boat racing, International Polo, Golf, Tennis, Swimming, etc. It takes considerable money to give the proper assistance to all of these various affairs as they come up, and our companies over here cannot do this alone. Wouldn't it be possible for the City of Miami or the County to have a Fund of at least thirty or forty thousand dollars annually, which could be handled by a committee of, say, five men and devoted to such things as Aerial Derbys, etc, that will give international publicity to Miami, and get more advertising for Miami, ten times over, than you could possibly secure with \$500,000.00 used in newspapers and magazines ?

Write me and tell me what you think can be done. The publicity that Miami is already gaining as a Winter sporting resort is doing wonders - but we have to have some money to help out these various enterprises - and all of the people receive the benefit.

I enclose you a letter. Please read it and return. If Miami could start right in, and, say, if we could donate \$25,000 to this first fund this first year, I am satisfied that we could land this contest for Miami, and the publicity we would get out of it would be enormous as compared to our costs. In this particular instance - we will guarantee \$12,500 from the Beach, if the City of Miami will guarantee \$12,500.

We have already started and our laying our plans to complete a landing field for aeroplanes, a hangar and a landing for seaplanes and a hangar for dirigibles - and within the next five years it will be possible

ballows

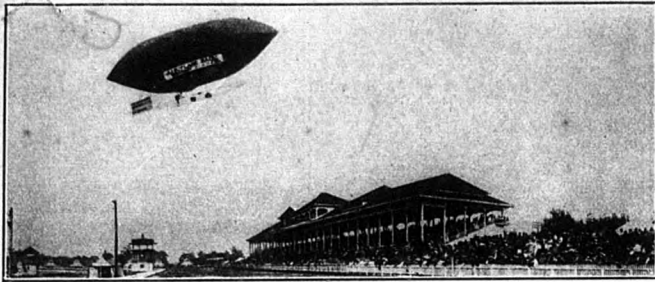
Mr. S. Bobo Dean. #2. March 29th, 1920.

to take either a seaplane, an airplane or a dirigible from here to Havana, from here to Nassau, or from here to Jacksonville. This mode of transportation is coming very fast - and this is a golden opportunity for Miami to become identified in the early stages with this advanced movement, and particularly to have facilities to offer the big transportation companies and the big contests during the winter months.

Kindly let me hear from you.

Yours very truly,

JGF:R



AEROPLANES—MY OWN DESIGN

SCIENTIFICALLY made, guaranteed. Motors, rotary and vertical. Propellers, Castings, Turnbuckles—all parts for Aeroplanes and Airships. Furnish Balloons, Airships and Aeroplanes for State Fairs and Exhibitions.

PRICES REASONABLE. Years of Experience of the Practical Kind That Means Success.

BUILDER OF BALLOONS

CHICAGO, largest in the world; Indiana, holding U. S. record, 49 hours, 25 minutes; Hoosier, world's record 8 passengers; Indianapolis, world's record, 40,000 cubic feet; Louise, Columbia, Kathleen, Humming Bird, Swallow, Mid-get. Builder of Indianapolis Star, largest airship in the United States, capacity 100,000 cubic feet.

All Balloon Equipment in Stock. Prices on Application.

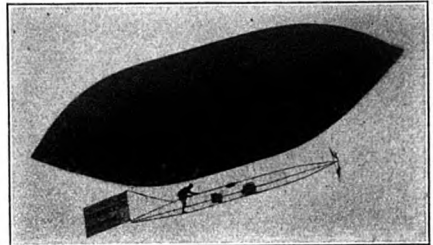
G. L. BUMBAUGH

DESIGNER, CONSTRUCTOR AND OPERATOR OF

All Types of Aerial Crafts

INDIANAPOLIS, INDIANA

MY EXHIBITIONS SATISFY : : : NOW BOOKING FOR NEXT SEASON



Apr-4-17.

Dear Friend Fisher:-

Recd' your letter of the 29th and am much interested, would like to talk with you as soon as convenient.

Noticed your letter in the News of recent date, and what you said regarding formation of private company. Believe myself in position to be of material assistance in case you arrange to go ahead.

Had been thinking of writing you for several days, as I have been trying to keep abreast of the times, as near as circumstances will permit.

Have very favorable proposition to discuss, and if interested would like to hear from you if you care to take the matter up at this time.

The opportunity is surely at hand to do things in the aerial line

Sincerely yours,

G. L. Bumbaugh,

April 9th, 1917.

Mr. George L. Bumbaugh,
Indianapolis, Indiana.

Dear George :

Replying to yours of recent date : I haven't any companies to promote and nothing to sell - and I want you to keep your mouth absolutely closed regarding any plans that I may mention to you.

My principal effort will be to lend such services as I can to the Government, without charge : of course I realize that I will have to make arrangements to pay men of your calibre for your work, but don't get mixed up on the idea that this is a promoting scheme.

Yours very truly,

CGF:R

March 29th, 1917.

Mr. George L. Bumbagh,
Indianapolis, Indiana.

Dear George :

I am making an application to get an
Aviation School in Indianapolis and I think I am
going to succeed - and if so, I will have a job for
you in both divisions, the balloon corp and the flying
squad.

Say nothing about this until I hear from
the Government. Will be home about the 20th of April.

Yours very truly,

CGF:R

Kokomo Aviation Company

DISTRIBUTORS FOR
CURTISS AEROPLANE & MOTOR CORPORATION

Kokomo, Ind.

November 29, 1919.

Allison Experimental Company,
Speedway,
Indianapolis, Ind.

Attention Carl G. Fisher.

Dear Sir:

Some time ago the writer called your office on the telephone in regard to information concerning ^{the} Aero Club of Indiana. You put me in connection with Mr. Flaherty and Mr. Collins, but I find that they are members of the Hoosier Aero Club, not the Aero Club of Indiana.

The Aero Club of Indiana was incorporated February 19, 1909 and the directors for the first year were Carl G. Fisher, Goethe Link, Russe J. Irvin, R. H. Hassler, and B. Wycliff Twyman. As far as I can learn from any information I can obtain, this Corporation is practically dead and I understand the live Aero Club of Indianapolis is the Hoosier Aero Club. However I wish you would refer this letter to some member of the old Aero Club of Indiana and request that he give me at once such information in regard to this Club as he can.

We intend to either incorporate a head organization in Indianapolis with which to affiliate Aero Clubs throughout the State, or become affiliated with some Club now in existence. We wish to know whether there would be any possibility of either re-organizing the Aero Club of Indiana or having the old Club dropped and a new one of the same name incorporated.

Yours very truly,

KOKOMO AVIATION COMPANY

BY W. M. Tagley SEC'Y

WME:MGS

December 12th, 1919.

Kokomo Aviation Company,
Kokomo, Indiana.

Gentlemen :

Replying to yours of recent date : I was
formerly the President of the Aero Club of Indiana.
As far as I know, the Club is out of existence and
you are welcome to the title if you want to use it.
Any necessary papers that you want me to sign, transferring
the title to you, I will be glad to do so.

Yours very truly,

CGF:R

CURTISS-INDIANA COMPANY

FORMERLY

Kokomo Aviation Company

DISTRIBUTORS FOR
CURTISS AEROPLANE & MOTOR CORPORATION

Kokomo, Ind.

January 5, 1920.

Carl G. Fisher,
Miami, Fla.

Dear Mr. Fisher:

Your letter of recent date received and I have gone into the matter pretty thoroughly from this end. We believe that it will simplify matters a great deal if we can simply become members of your present organization (the Aero Club of Indiana) then if we call a meeting of the Board of Directors, such members as are interested in putting it thru, can be elected as officers and directors. Personally, if there are enough other members who will push the organization, we would rather not be connected officially. However, rather than have the Club be idle, we will take an active interest as directors and officers and push it to the best of our ability. You understand, of course, we have no idea of profit connected with this in any way, except from the sales which we will get thru our company (Curtiss-Indiana Company, formerly Kokomo Aviation Company), owing to the increased interest in aviation thruout the State. We are ready to start at once in organizing clubs in as many of the smaller towns of the State as possible, but we must have some head organization for these clubs to be affiliated with and the name, Aero Club of Indiana, is the one we want if possible.

I thoroughly believe, Mr. Fisher, that if you will remain in the Club, say as its President, we would have much less trouble in organizing and putting the Club on its feet. If we do not go at it in this way, it will be necessary to have the present Board of Directors meet and dissolve the organization, notice of the dissolution would have to be filed in the Secretary of State's office at Indianapolis and also in the County Clerk's office at Marion County, then after filing these notices we could go ahead and organize and incorporate a new club. As this would take a much longer time and would not accomplish our purpose nearly so well, as to have the old Club revived, if you are willing to allow us to join and also for you to remain in the Club as its President, or hold whatever office you may be elected to by the Board of Directors, I wish you would write me at once, telling me just what is necessary for us to do in order to become members. We are anxious to get to work at once as it will soon be our flying season again and we want to get this missionary work out of the way before the season commences.

Very truly yours,

W. M. Fagley

WMF:MGS

Sec'y CURTISS-INDIANA COMPANY

January 12th, 1920.

Mr. W. M. Fagley,
Curtiss-Indiana Company,
Kokomo, Indiana.

Dear Sir :

Replying to yours of the 5th : I already
have too many duties in a great many clubs - and while
I appreciate the courtesy of asking me to remain as President
of the Indiana Aero Club, I cannot accept these added respon-
sibilities and burdens.

Yours very truly,

CUF:R

Beach balloons

March 29th, 1920.

Mr. S. Bobo Dean,
Miami Metropolis,
Miami, Florida.

Dear Mr. Dean :

I am now figuring with the Aero Club of America on having, next year, a Pan-American Aerial Derby, and one to be held every Winter. The competitors in this Derby will start from Miami either in November, December or January each year and fly to Cuba, then to Guatamala, then to Panama and across the Isthmus to Columbia, Equadoe, Peru, Chile, and from there either across Argentine or by another route to be decided to Buenos Aires, Argentine, then to Uruguay, Rão de Janiero, Brasil, Pernambuco, and along the Coast to Guina, Venezuela, then across the Carribbean Sea to Porto Rico, Haiti, Cuba and back to the United States.

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Mr. S. Bobo Dean. #2. March 29th, 1920.

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Kindly let me hear from you.

Yours very truly,

CGF:R

COPY

April 6th, 1920.

Mr. S. Bobo Dean,
Miami Metropolis,
Miami, Florida.

Dear Mr. Dean :

The Aero Club of America have selected the
Indianapolis Motor Speedway for the Gordon Bennett
International Balloon Race - the 23rd of October, this
year.

Yours very truly,

CGF:R

balloons

April 7th, 1920.

Mr. Willard T. Seiberling,
Goodyear Tire and Rubber Company,
Akron, Ohio.

Dear Mr. Seiberling :

I haven't heard from you for some time in regard
to the progress of the Dirigible line. Won't you drop
me a note and tell me what you have in mind ?

Yours very truly,

CGF:R

April 7th, 1920.

Mr. Willard T. Seiberling,
Goodyear Tire and Rubber Company,
Akron, Ohio.

Dear Mr. Seiberling :

I haven't heard from you for some time in regard
to the progress of the Dirigible line. Won't you drop
me a note and tell me what you have in mind ?

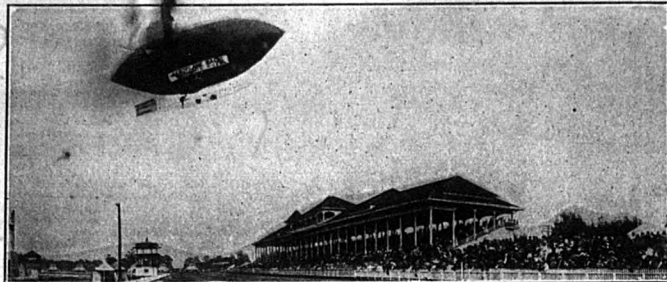
Yours very truly,

CGF:R

S.

PN

Will you loan me your two large books of clippings on the
balloon and Auto stunt? I will take good care of them.
to successfully pull off this one big stunt and then I am
to take a day off.



AEROPLANES—MY OWN DESIGN

SCIENTIFICALLY made, guaranteed. Motors, rotary and vertical. Propellers, Castings, Turnbuckles—all parts for Aeroplanes and Airships. Furnish Balloons, Airships and Aeroplanes for State Fairs and Exhibitions.

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All Balloon Equipment in Stock. Prices on Application.

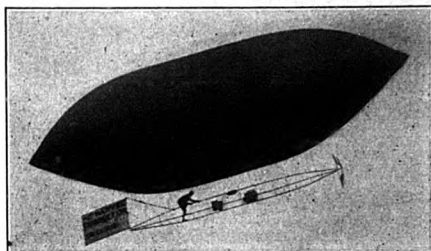
G. L. BUMBAUGH

DESIGNER, CONSTRUCTOR AND OPERATOR OF

All Types of Aerial Crafts

INDIANAPOLIS, INDIANA

MY EXHIBITIONS SATISFY : : : NOW BOOKING FOR NEXT SEASON



Apr-18-1920.

Mr. Carl G. Fisher,
Miami, Fla.

Dear Friend Carl:

I want to present to Mr. Willys of the Overland CO, my plan to carry an Overland Car from Central Park New York City, to San Francisco in a big Dirigible Balloon, My plan is to stop in all the principal cities en rout, and carry a news paper representative, from each city to the next.

I have all the details worked out for this stunt and every time I think of it as the master feat that will enable me to secure greatest publicity for the least expenditure, the better it looks. You see I would expect to spend a few days in each city and only flying when weather conditions were favorable, eliminating the handicap of bad weather entirely.

I wish you were here that I could talk with you and give you the details, but I do not want you to explain in any manner what I want to do, but I want you to send me a letter of introduction to Mr. Willys so worded in your own way and to your own liking, but with enough interest and zeal on your part, that he can not in courtesy to you, refuse to give me an audience, and that is all I want for what I have to offer will take care of its self.

I will appreciate your favor very much if you will send me this letter immediately as I wish to get busy at once.

I noticed by the papers that you secured the International Balloon Race for the Speedway, if I can help you in any way let me know.

I still have my big new balloon and may contest for entry in the race. Would you care to have my balloon ascend from the Speedway Race Day?

With Kindest Regards,

G. L. Bumbaugh

838 West Drive, Woodruff Place,

April 26th, 1920.

Mr. George L. Bumbaugh,
838 West Drive - Woodruff Place,
Indianapolis, Indiana.

Dear George :

I will be home about the 15th of May and will
talk this matter over with you then.

Yours very truly,

GGF:R

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

April 29, 1920

Balloons

Mr Carl G Fisher
Miami Beach, Florida

Dear Mr Fisher:

At last I have something definite to give you regarding the Miami-Havana Airline project. My prolonged silence very regrettably has been forced upon me due to the necessity of waiting the outcome of certain plans and developments before taking this matter up with you further.

Each week for the past month I have hoped to receive the particular news that would enable me to write to you, but only today am I at liberty for the first time to give you that news, namely, that we have just succeeded in closing negotiations for a French Chalais-Meudon Airship of 320,000 cu ft capacity. We are very fortunate in being able to get this ship, inasmuch as it is the same size of ship as our Type U B, the dirigible we were planning on building for the flying on the Havana Air Line, and inasmuch as we can get it in time to operate it sufficiently in advance of the coming winter season so as to be fully prepared to operate the line between Miami and Havana starting with the rush winter season. This would be impossible to do if we had to wait on the production of our Type U B Airship. I am therefore wiring you as follows:

"We expect to operate a twenty passenger airship between Akron and Detroit next fall for purpose of demonstrating practicability inter-city airship service. This ship can then be flown to Miami for permanent service between Miami and Havana starting with winter season".

Within the next week or so we expect to start production on a 180,000 cu ft airship similar to the type U A mentioned in our catalogue with the main exception that it will be equipped with a closed passenger car rather than an open military car. We intend to establish a regular scheduled service between Akron and Detroit for this ship, at first carrying only mail and express, and later, after we have a successful period of operation behind us, to take on passengers. As this will be our first commercial airship line we purposely chose to start off with the 180,000 cu ft size of ship rather than a larger one, inasmuch as we have built a great many ships of this size and have had considerable experience in flying and handling.

By the time the 320,000 cu ft French ship is assembled in our hangar and ready for operation, our trained Detroit crews will be ready to graduate to this larger size ship. After we have operated the larger ship successfully for a month or so, we will then be in position to say with assurance that we can start your Miami-Havana line and operate

#2
Mr Carl G Fisher

4-29-20

it safely and efficiently.

Our idea is that we would fly the 320,000 cu ft ship south as soon as there would be a hanger at either Miami or Havana ready to receive it. In case the capital interested in this project would decide to put a hanger at Miami instead of a mooring mast, we then could also ship the 180,000 cu ft Detroit ship to Miami for pleasure cruising service around Miami. This ship could carry from sixteen to twenty passengers on short sightseeing excursions, such as out to Bimini and back, but would not be quite large enough for a round trip service to Havana. In the meantime, as soon as Mr R H Upson, our Chief Aeronautical Engineer, returns from Europe, we could start production on our 320,000 cu ft Type U B ship, so that you would have a sister dirigible to operate with the French ship before the close of the winter.

Such is the general plan of procedure we have in mind. I have outlined our ideas only in a general way in this letter, but if they appeal to you I shall be glad to furnish you all the detailed information you will need in getting a thorough understanding of the whole project.

I presume that you will want me to keep Mr Rompf posted as to developments and so am sending him a copy of this letter. I shall be glad to furnish Mr Rompf and others you may designate with all the information that we will collect and prepare in connection with this project.

I know that you are very loyal to Miami as an "all the year around" residence place, but regardless of whether the weather is hot down there now or not, I should think you would be coming North soon -- at least in time to be at Indianapolis for the big sweep stakes. If you will let me know when you expect to be in Indianapolis I shall be glad to make a special trip over in order to fully explain all our plans to you.

With kindest regards.

Yours very truly,

Willard P Seiterling

Ass't Mgr- Aeronautics Dept

WPS-MK

May 4th, 1920.

Mr. Willard P. Seiberling,
Goodyear Tire & Rubber Company,
Akron, Ohio.

Dear Mr. Seiberling :

I have yours of the 29th and the news, indeed, is very good. I haven't any doubt at all but that your twenty passenger ship will operate to full capacity every trip between here and Havana.

I am coming North about the 15th of May and will be there probably the rest of the Summer - and one of the first things I would like to do is to go over to Akron and see what you are doing.

Since you were here we have cleared over 200-acres of the palmettos and stumps and we are getting this plowed and planted in para-grass, so that we will have a splendid field of 200-acres where you saw the sarubs and swamps.

I am not very optimistic regarding any financial assistance from Miami - in fact, just now I am working over-time trying to finance my own plans here that call for the expenditure of a great deal of money in order to complete our program, which includes the Hotel, the Street Car Line, about 20 miles of roads, and some 20 residences ranging in price from \$15,000 to \$100,000.00 each. You can see that I have a regular job on my hands.

I will be very glad, however, to talk all these matters over fully with you, after about the 20th of May.

Yours very truly,

CGF:R

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

May 14, 1920

Mr Carl G Fisher
Indianapolis, Indiana

Dear Mr Fisher:

I am glad to know that you want to come over to Akron to discuss with us the plans for the Miami-Havana Airship Line, inasmuch as we can go into the details of the matter much better here than if I came over to Indianapolis.

Instead of coming over around the 20th, however, I would suggest that you wait until about the first or second week in June, at which time we will have an airship inflated at our air station and possibly will be able to give you a ride. Right now our hangar is empty and there would not be much for you to see in the way of balloon activity if you came over.

In my letter of April 29 I said that "within the next week or so we expect to start production on a 180,000 cu ft airship". I purposely said "we expect to start production", for certain plans pending made it necessary. These plans developed in such a way that we decided to postpone the construction of this ship for some time, so we shall have to forget about the possibility of using it for pleasure cruises around Miami during the coming winter.

The big 320,000 cu ft ship, however, is on its way from France and we ought to be able to start inflating it by the middle of June. When we get it operating between Akron and Detroit you surely must come over and make the trip.

If you decide not to come to Akron until some time in June, I shall probably see you in Indianapolis at the time of the Big Races on May 31.

Yours very truly,

Willard Seiberling

Ass't Mgr - Aeronautics Dept.

WPS-MK

May 25th, 1920.

Mr. Willard P. Seiberling,
Goodyear Tire & Rubber Company,
Akron, Ohio.

My dear Mr. Seiberling :

I have yours of the 14th. I shall be glad to come over some time in early June and talk to you about the airships. I am terribly sorry that we are not going to have one in Miami this winter. We have had about 250 men working very hard on the northern part of the property. This is all cleared and now being planted in para-grass, and we certainly could offer you a most wonderful landing field.

I enclose you herewith 4 Guest Passes, which will get you across the Track on Race Day and around where the motors are. I presume you will be interested in getting near these little fellows.

Yours very truly,

GGF-R

Balloons

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

May 26, 1920

Mr Carl G Fisher
Indianapolis, Indiana

*Be sure to get
pass*

Dear Mr Fisher:

Last year through your kindness I was able to see the races from the pits and from the pressmen's stand.

I am going to be on hand for the races this year and though I am properly taken care of as regards a box, I am wondering if you might not be able to get either a pitman's pass or a pressman's pass for me.

I remember last year I found it so much more interesting viewing the race from the inside of the track where I could be close to the pits and walk around listening to the newspaper men talk that I scarcely used my box seat.

I know the day of the race will be an impossible day for a business interview, but I am hoping that I will chance to see you, inasmuch as I have several things to tell you in which you will be interested. However, regardless of how much I get to tell you in Indianapolis, the best plan is for you to come to Akron as soon as we get a ship flying, at which time you not only may be able to get a flight but also can go into the details of the Miami-Havana Line in a thorough manner.

In this connection you might plan to come to Akron for Saturday and Sunday June 19 and 20, upon which days we are planning to formally open our Air Station to the public for passenger carrying work. We expect to be able to give the public rides in airships, kite balloons and free balloons as a regular thing throughout the summer, charging for these flights just as you would charge for them in Miami.

I hope that I may have the good fortune to see you either Sunday or Monday.

Yours sincerely,

Willard Swoeding
Ass't Mgr - Aeronautics Dept.

WPS-MK
Dic 5-25

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT MAIN OFFICE
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INDIANAPOLIS, IND.
C. U. TEL. } AUTO 21-322
MAIN 2905 } AUTO 21-322
P. E.

TELEGRAM

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NEWYORK JUNE 12 1920

CARL G FISHER

20

INDPLS-

ARE YOU AWARE YOU CAN
SAVE 20% ON FAST DAY
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COLONEL THOMPSON WOULD LIKE TO HAVE YOU ACT AS REFERRE
FOR THE CONTEST COMMITTEE OF THE NY ELEIMATION RACE AND
THE INTERNATIONAL GORDON BENNETT BALLOON RACE/^{TO}BE HELD AT INDPLS
MOTOR SPEEDWAY ON 11TH SEPT 23RD OCTOBER
AS ALREADY DECIDED PLEASE WIRE US IF YOU WILL ACCEPT

COLONEL THOMPSON

PREST AERO CLUB OF AMERICA

404004
me
1245

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

June 17, 1920

Mr Carl G Fisher
Indianapolis, Indiana

My dear Mr Fisher:

When I was in Indiana^{Ohio} I believe I told you that we were expecting to formally open our flying field to the public the latter part of this month and that the occasion of the opening of the field would be a good time for you to come to Akron, inasmuch as there would be considerable flying going on out at the field.

For certain reasons it has been found advisable to change our plans in regard to these public flights so that it may be some time before I can advise you definitely regarding them.

Similarly I can give you no definite information as to when we will receive and start inflating our French Chalais-Meudon Airship. I am sending you under separate cover four photos which will give you an idea of the size of this ship and the appearance of its car. This car was designed for military purposes and therefore is not equipped with comfortable accommodation for passengers, but we believe it is admirably suited for carrying mail and express, and with certain alterations we believe it can be made to accommodate passengers very comfortably. For permanent passenger service, however, we believe it will be advisable to construct a special passenger car with comfortable appointments for twenty or twenty-five passengers.

Under separate cover I am also sending you several pictures of our Pony Blimp and a photo of our Pony Blimp hangar.

We believe this ship is of real sport value and that some one individual, or a group of individuals, could afford to buy it at twenty-five thousand dollars and erect an eleven thousand dollar hangar similar to the one shown in the photo and install a ten or fifteen thousand dollar hydrogen plant. It would be the source of a great deal of fun and incidentally would attract considerable attention to the community where it was operated.

From the figures given above you will see that the original investment is small compared to other ships, and operation and up-keep costs are also small inasmuch as a large ground crew is not necessary for this ship, and its consumption of hydrogen and gasoline is small. I am enclosing several clippings which may be of interest to you.

I want to take this opportunity to thank you for the passes you sent me. The race this year was much better than the one last year, I thought,

#2

Mr Carl G Fisher

and I am already looking forward to being present for this big event next year. I am hoping that the citizens of Indianapolis can see fit to offer a lap prize, as I believe the competition to win this money was one of the main reasons for making the race this year such a hotly contested one.

As soon as I have some definite news for you regarding either the Chalais-Meudon ship or the public opening of our air station, I shall communicate with you.

Yours very truly,

Willard Sabending

Ass't Mgr - Aeronautics Department.

WPS-MK
Dic 6-17

August 4th, 1920.

Mr. F. A. Seiberling,
Akron, Ohio.

Dear Mr. Seiberling:-

I have just received a telegram from the McGraw Engineering Corporation as per the enclosed copy. This may be the very hangar you need at Miami Beach. I have wired them for further particulars for cost of erection at the beach. Will this hangar be large enough for the dirigible you had in mind? Do you know why it would not be a good purchase for us at the beach for the purpose of a large auditorium if not used for the dirigible line between Havana and Miami. Do you know anything about this particular type of hangar?

Let me hear from you regarding this.

Yours very truly,

CGF:EM

The Goodyear Tire & Rubber Co.

OFFICE OF
PRESIDENT.

Akron, Ohio, August 7, 1920

Mr. Carl G. Fisher,
Indianapolis,
I n d i a n a

Dear Mr. Fisher:


Responding to your letter of the fourth, the hangar referred to is, as I understand it, the one now located at Key West, which is 350 feet in length. The Chalais-Meudon Airship that we are offering is 267 feet long, 59 feet wide and 75 feet high, with car attached. The airship is 17 feet longer than the hangar, and while it would be better to build on 20 feet, the hangar can be used as it is by allowing the front end of the ship to project 17 feet beyond the end. The hangar would make an excellent auditorium and would provide a seating capacity easily up to 5,000 people, using floor chairs, and in excess of that if bleacher seats are used. I have never seen the hangar and know nothing as to the type, but I am sure the Navy would not put up a building that was otherwise than staunch and able to withstand the tornadoes that hit Key West.

The ship that we offer you, as I understand it, cost the French Government \$350,000. We would turn it over to your Company at our total cost, which would

Mr. Carl G. Fisher ----- Page 2

be somewhere between \$80,000 and \$100,000, depending upon how much service you would expect from us in the installation and operation of the ship. Combining this ship with the hangar, both of which are obtainable at salvage prices, it seems to me it offers a fine opportunity for Miami to get an airship station, with a ship in operation, if they are now ready for it.

Yours truly,



President

FAS:J

P. S. I had intended to place an order for a motor boat last Spring, but have been so busy that I could not see either the Purdys or Lawleys and the time has gone by to get one for the coming Winter. I am wondering if you know of some boat that I can lease for next winter that will be suitable for my needs in running up and down the bay, with the idea that I will during the Winter place an order for another year. I should want a boat that would make 20 miles an hour, if possible, somewhere between 30 and 50 feet in length.

I wish we might see you and Mrs. Fisher along this way some time before you make your trip South - just for a stay over night, if no longer.

Mr. Carl G. Fisher ----- Page 3

You will be interested in the clipping from the Los Angeles Examiner showing how we catch barracuda off the Pacific Coast. While we recommend the system for barracuda, it does not apply to the giant jelly fish of the Florida waters.

F.A.S.

August 9th, 1920.

Mr. F. A. Seiberling,
Akron, Ohio.

Dear Mr. Seiberling:-

I have yours of the 7th. I was thinking of buying the hangar at Key West provided it would be purchased very reasonably with the other thought in mind that we might have airship service between Miami and Havana but it would not appeal to me at all to get into the airship business myself as I know nothing about it and haven't the cash. I believe that your company will have to undertake to manage some of these airship lines before they are ever made practical for commercial work.

I don't know of any boat at the present that we might have for you. Mr. A. C. Newby has the Altonia which is a 30 mile Purdy boat with twin engines, 40 ft. length, and a 9 ft. beam. This boat is a duplicate of the Shadow except smaller. You can probably purchase this boat for about \$25,000.00 and it is the best one I know of in America for the money. Mr. Newby is having built a 72 ft. boat with the new Allison engines, which will have a 600 H. P. or 400 H. P. each and this new express cruiser will do thirty six miles per hour. Purdy is now building three of these wonderful boats at Detroit, one is for Mr. Allison, the second for Mr. Newby and the other for me. We have been delayed in getting these engines finished and will probably only have one of the boats at Miami this winter and I hope to give you a ride on a real express cruiser some time during the winter months. It just occurred to me that you might want to purchase the Shadow—45X10 - 2 150/130 300 H.P.—\$25,000, which I had at Miami last year. You will remember that I put in a new pair of Seabury engines of 150 H.P. each in January. This reduced the Shadow's speed from 32½ miles per hour to about 29½ miles per hour but the engines have less vibrations and use less gas and suited me better. I have had a

August 9th, 1930.

- 2 -

duplicate of the Shadow V made by Purdy, or perhaps I should say it is in duplicate except it has a glass bottom. If you should want the Shadow you can have it for \$25,000 delivered at Miami, in fact, the Shadow's being at Miami would save you considerable money, not to have another boat sent down there. In these straneous times if the \$25,000 item bothers you somewhat you can give me a six months note for it. It would probably cost \$35,000 to duplicate the Shadow in these times and would take at least five months to have the boat built and I do not know of any builder in American that can build a Shadow except Purdy.

Possibly some other type of boat would suit you best. If you will let me know what kind you want probably I can help you to secure it.

Very truly yours,

GGF:EM

The Goodyear Tire & Rubber Co.

OFFICE OF
PRESIDENT.

Akron, Ohio, August 11, 1920

Mr. Carl G. Fisher,
Indianapolis,
I n d i a n a

Dear Mr. Fisher:

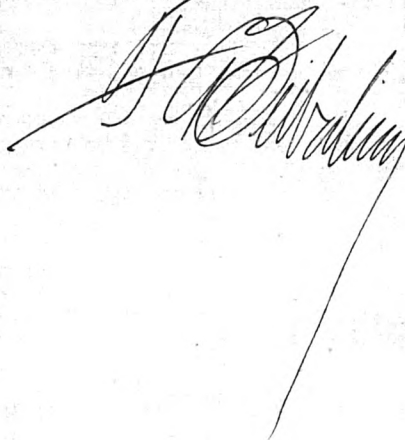
The airship project contemplates, as I understand it, a company that will operate between Miami and Havana, - Cuban and American capital. My son Willard has been working on this project and I understand has a Cuban interest ready to take hold. I should like very much to see it carried thru, but the Goodyear Company cannot as a company go into the business of operating lines, tho we will be very glad to lend our service to putting such a line in operation. This airship program I will leave with my son to work out with you and he will doubtless see you soon.

Regarding the boat, the Shadow V is not quite the type I would like to have and I have the feeling that rather than make an investment of \$25,000 in a second-hand boat, I had better get along the coming year and get a new one for next season. If you are to have a new boat for your own use, perhaps you would be willing to lease the Shadow to me for the months of January, February and March, and I will take as the

Mr. Carl G. Fisher ----- Page 2

engineer any man that you select, so that the boat shall have proper care. I shall be much interested in seeing the new boat that you are building, and if you can push her to 36 miles an hour, you will certainly lead the procession among the express cruisers.

Yours very truly,

A large, stylized handwritten signature in dark ink, likely belonging to the sender of the letter. The signature is written in a cursive style and is positioned to the right of the typed text.

FAS:J

August 12th, 1920.

Mr. F. A. Seiberling,
Akron, Ohio.

Dear Mr. Seiberling:-

I will be very glad to help your son Willard all I can in establishing a dirigible line between Miami and Havana.

Regarding the "Shadow" - I will be very glad to have you use her if the boat is not already sold but in that event we will try to fix you up some way. I am selling a lot of things that I will not need particularly this winter in order to complete my program.

I put a \$500,000 bond issue on the Flamingo; 7½% bonds and have offered the entire parcel at 90 but some how or other I don't find any buyers for this bond issue and raking up sales is keeping me hustling.

If this Shadow is sold we will try to find something else that will help you out this winter.

Very truly yours,

GGF:EM

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

August 13, 1920

Mr Carl G Fisher
Indianapolis, Indiana

My dear Mr Fisher:

That certainly is good news that it will be possible to get the structural steel work of the Key West hangar for the remarkably low sum of sixteen thousand dollars. With this as a starting point it should not be difficult to raise the additional funds that will be necessary in putting an airship line into operation.

Naturally from your standpoint it would mean the most to Miami to tear down the hangar and re-erect it at Miami. However, from the standpoint of the airship line itself the most economical arrangement would be to leave the hangar right where it is and get permission from the Government to take over their air station there when they move out.

Arrangements could be made both at Havana and Miami for temporary ground crews that could be summoned once a day at the particular time the ship was due to arrive while a permanent ground crew would be kept at the home base at Key West. If only one ship were put in operation at the start, it could be scheduled on one day to leave Key West early in the morning for Havana, then fly direct to Miami and get back to its hangar at Key West before sundown. On the next day the schedule could be reversed going to Miami first so as to make a direct flight from Miami to Havana and then back to Key West.

I know that you would be most interested in seeing us interest Cuban and American capital in a direct Miami-Havana Line, but since this other arrangement is so much more economical from a standpoint of original investment, and thought I would suggest it to you.

Yours very truly,

Willard Seiberling
Manager - Aeronautics Department.

WFS-MK
Dic 8-12

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Day Letter	<input type="checkbox"/>
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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

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

Balloons

August 16th, 1920.

C. W. Martin, Jr.,
Goodyear Tire & Rubber Company,
Atlanta, Georgia.

J. B. McCrary Corporation - Atlanta - have purchased Navy Airship Hanger at Key West. They have offered it to Carl Fisher for sixteen thousand dollars as it stands. Will cost about sixty-five thousand to move to Miami. We will not know for two months whether we can start Miami-Havana Airship Line. Interview McCrary and try to get them to extend option for two months. Wire me at Akron.

Willard Solberling.

Prepaid.
Chg. Carl G. Fisher acct.

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio August 19, 1920

Mr Carl G Fisher
Indianapolis, Indiana

My dear Mr Fisher:

In response to the wire which I sent to C W Martin, Jr, our District Mgr at Atlanta, when I was in your office Monday, I received the following reply yesterday:

"McCrary who is handling negotiations airship hangar Key West returns Atlanta tomorrow His office states Florida East Coast action have several prospects for immediate sale Will see McCrary tomorrow".

I wired back to Mr Martin as follows:

"Retel seventeenth Find out if Florida East Coast Railway who own land upon which hangar stands would consider letting commercial airship company operate for a year or so on their property without moving hangar We may not be able to finance moving of hangar to Miami until next year."

This morning I followed this wire with another reading as follows:

"If possible do not let McCrary close deal to sell hangar for other than airship use More valuable to us or to airship company as a hangar than it would be to anyone else as a warehouse or auditorium Believe it is to their advantage to hold hangar until they can sell it to an airship transportation line."

As soon as I hear something definite from Mr Martin I shall relay the information on to you. In the meantime I believe it would be a good idea for you to wire McCrary in more or less the same tone as my last wire to Mr Martin, requesting that they give you plenty of time to consider purchasing the hangar for airship use before they close any negotiations for selling the hangar for warehouse or other such purposes.

For your own information you may be interested to know that unofficially and indirectly I have learned that the McCrary people bought the hangar from the Government for something like six thousand dollars.

In case we cannot raise sufficient capital to move the Key West hangar to Havana and build a new one similar to it in Miami and operate two airships (one each way each day) our only alternative is to try to keep the hangar where it is and operate only one ship, making a round trip to Havana so as to make it unnecessary to erect a second hangar at Havana.

August 19, 1920

As this alternative with only one ship and one hangar would require very little capital in comparison to the preferable Miami-Havana plan, do you think that the Florida East Coast Railway could be interested in operating a Key West-Havana Airline in connection with their steamship line?

I shall be interested in getting your views on this.

Yours very truly,

Willard Seiberling

Manager - Aeronautics Department.

WPS-MK
Dic 8-19

C c to

Mr F A Seiberling - Office
Mr L C Rockhill - Office
P W Litchfield - Factory Office
L R Gemmill - Washington D C
C W Martin, Jr - ~~Atlanta~~ Dist Office.

0385, 91 48704

August 24th, 1920.

Mr. Willard Seiberling, via New York
Akron, Ohio.

Dear Mr. Seiberling:-

I believe that any matter that

you might take up regarding the Miami-Havana Airship

Line had better be taken up direct with the Florida E

East Coast Railroad Company, however these folks are

operating ferry boats and steamship lines and I doubt

very much if they would be interest in the matter at

all.

Yours very truly,

OGP:EM

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

September 17, 1920.

Mr Carl G Fisher
Indianapolis, Ind

Dear Mr Fisher:

I appreciate your interest in wanting to get me enthusiastic about Polo but I am afraid I had better first take to riding father's saddle horses before I attempt the more skillful riding necessary in Polo. With several fine saddle horses in our stable, I am rather ashamed to admit I very seldom go out on them, but I have so many other things to do in my hours for recreation that I never seem to be able to get sufficient time to go for a long ride.

Just recently I spent five hours of recreation in a very enjoyable way floating above the clouds in a free balloon. I have taken more than enough "hops" to qualify me for a pilot's license, so that as soon as I take my solo flight I will become a certified pilot. Then I will have to get a Pony Blimp down at Miami so that I can take you out on an aerial fishing trip.

In this connection, I believe you will be interested in the article you will find on page 11 of the "Sportologue" which I am sending you under separate cover.

Some day, if we get a hangar at Miami, we are going to have one of these little Blimps down there, for I am sure it would be a big attraction and give the sportsmen who go South in the winter some entirely new thrills.

Yours very truly,

Willard Seiberling
Manager - Aeronautics Department

WFS.c

C C

F A Seiberling, President
L C Rockhill-Sales Manager
I R Bailey, Asst Sales Manager
P W Litchfield, Vice President
P K Coe, Manager, Aeronautical Dept
Los Angeles

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio

September 17, 1920.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

You may have heard from the J. B. McCreary Company that they have sold the Key West Hangar to some Cuban interests. We sent a man down to Atlanta to try to get Mr. McCreary and Mr. Beckwith to hold the matter open until we could organize an air line to Havana but Beckwith was firm on having the hangar moved from Key West; and McCreary had to have an immediate turn over on his investment so the hangar was sold for \$16,000.

However, though this means that we can not immediately send our French airship down to Key West so as to be able to start a line to Havana before the winter season opens, it does not mean we can not go ahead with a much bigger project, such as a Miami-Havana Line or better still a Jacksonville-Havana Line, which we ought to be able to put into operation for the winter season of 1921 and 1922.

We are working along these lines and I believe within a month will have something very definite drawn up in the way of capital subscribed and organization effected.

As soon as I have something definite for you, you may expect to hear from me.

Very truly yours,

Willard Seiberling
Manager - Aeronautics Department

WPS.c

The Aero Club of America

REPRESENTATIVE OF THE FEDERATION AERONAUTIQUE INTERNATIONALE

11 EAST 38TH STREET, NEW YORK

PARIS OFFICE

42 FAUBOURG POISSONNIERE

TELEPHONE, VANDERBILT 300

CABLE, "AEROCLUB, NEW YORK"

NEW YORK, 8th October, 1920.

CONTEST COMMITTEE THE AERO CLUB OF AMERICA FOR 1920

COL. BENJAMIN F. CASTLE, CHAIRMAN

CALEB S. BRAGG
DOUGLAS CAMPBELL
MAURICE G. CLEARY
W. REDMOND CROSS
ALAN R. HAWLEY
MAJOR A. B. LAMBERT
WILLIAM A. LARNED
GEORGE M. MYERS
~~AUGUSTUS PEET~~

My dear Mr. Fisher:-

You are asked to act as starter in the Gordon Bennett Balloon Race which takes place in Birmingham, Alabama on October 23rd. We would like to know if you will be able to be present on that occasion and act in this capacity.

The National Race was a great success and we have every assurance of a very successful International Race. We have foreign entries from France, Italy and Belgium and the American team is composed of Upsen, Honeywell and Thompson.

We appreciate everything Birmingham has done in securing the gas for this race, it being supplied by the Sloss-Sheffield By-Products plant.

We wish that we could announce substantial prizes for this race as had been so generously arranged when the prospects were bright for holding the races at the Indianapolis Speedway.

I am wondering if you would feel like contributing to the prize list, for prizes have always been offered in connection with this race.

I would be very glad to hear from you that you will be at Birmingham as the foreigners who are coming are splendid fellows and we should do everything in our power to give them a good impression of America.

Captain Hirschauer, the French contestant, is the son of General Hirschauer, of the French Army. Lieutenant Deluyter, the Belgium representative, is one of the foremost aeronauts of Europe and won the Grand Prix of the Aero Club of France just before the Armistice was signed. The Italian contestants, Maj. Chev. Joseph Valle and Major Hugo Medori are both splendid fellows and have enviable records in Europe as aeronauts.

Hoping to hear from you soon,

Yours sincerely,

Benjamin F. Castle
Chairman
Contest Committee.

Mr. Carl Fisher,
Indianapolis Motor Speedway,
Indianapolis, Ind.

Oct. 12th, 1920.

8th October 1920.

Mr. B. F. Castle,
11 E. 38th Street,
New York City.

Dear Mr. Castle:-

Thank you for your letter of
October 8th. I have a very important engagement
in New York on October 23rd. Am very sorry that
I cannot act as starter in the Gordon Bennett
race in Birmingham.

I hope that we will have a
change of management of our local gas company
here and when we do have the change I believe
that we will be able to offer you exceptional
facilities for your next race.

Very truly yours,

GGR:EM



GOOD YEAR

Bellocus

The Goodyear Tire & Rubber Company

Akron, Ohio.

November 29, 1920

Mr Carl G Fisher
Indianapolis, Ind

Dear Mr Fisher:

Since my trip over to Indianapolis last summer at the time the Key West hangar was offered for sale by the McCreery Construction Company at a remarkable figure, we have been closely following the possibilities of getting an air line established between Florida and Cuba, but I regret to say that I do not have a favorable report for you.

First, we sent Mr J T Callaway of our Aeronautics Department to Atlanta to see if he could not make some arrangement with Mr McCreery whereby he would give us an option on the hangar for a sufficient length of time to enable us to find out whether or not we could interest the necessary capital in an air line between Miami and Havana.

However, Mr McCreery could not give us the time to do this inasmuch as he could make an immediate sale to the National Steel Company of Havana. You will remember that he bought the hangar from the government at a scrap value of something like five or six thousand dollars. He sold it to the National Steel Company for \$16,000.

After Mr Callaway had returned to Akron and reported the general status of the hangar sale, we sent him to Cuba to make a survey of the financial conditions there and see if it would not be possible to organize either a Havana Key West airship line or preferably, a Havana-Miami line. However, the decline in sugar prices and the moratorium declared by the Menocal Government caused a financial situation in Cuba even worse than the present depression in the United States. Mr Callaway finally had to return without accomplishing the object of his trip.

We had hoped to be able to buy the Key West hangar from the National Steel Company in case we were able to get some kind of an air project started, inasmuch as the price that the National Steel Company would be able to quote us (having bought the hangar for only \$16,000) would still be very attractive. However, we have had to give up the thought of buying this hangar for the time being.

I hope someone is able to buy it for airship purposes before it is dismantled and erected as a warehouse inasmuch as it will be of more value as a hangar than as a warehouse.

Mr Carl G Fisher

-2-

As so much of our efforts to date have been spent toward getting an airship line established between Miami and Havana I am sorry that I cannot send you a more favorable report, but thought that at least you would want us to keep you informed as to just what we have done and just what the status of the proposition is.

Some day there is going to be an airship line between Jacksonville and Havana - as sure as the night follows the day. The question is, will this line get its beginning by starting off with the shorter run between Miami and Havana and then expand to Jacksonville, or will it be up to Jacksonville and Havana capital to start the project. At any rate, the Jacksonville-Havana line would surely make a stop off at Miami so that you may be sure that in the not far distant future you will have air travel in and out of Miami. Let us hope that that "not far distant future" will be the "immediate future".

Yours very truly

Willard Seiberling
Manager - Aeronautics Department

W P Seiberling
MS

GOOD YEAR

The Goodyear Tire & Rubber Company

Akron, Ohio.

December 23, 1920

Balkoans

Mr Carl G Fisher
Indianapolis, Indiana

Dear Mr Fisher:

We have written to E C Romfh and Guy Livingston at Miami, in an effort to get their opinions as to the possibility of raising between \$20,000 and \$40,000 for the purpose of keeping a pony blimp operating there during the winter season, similar to the way we operated our pony blimp at Los Angeles and Catalina Island last summer.

From some very extensive operations we conducted in Montana with our pony blimp (the story of which is attached) we have satisfied ourselves that the pony blimp can be operated safely and successfully without the expense and protection of a hanger, which is necessary with larger ships.

About the only investment we would have to make at Miami in the way of permanent equipment would be a small mooring mast, which could be put up for quite a nominal sum. We have already designed and built a mooring mast which has proved very successful in our operations at Los Angeles so that we are confident we can handle the Miami activities without the need of a hanger.

I believe you will find the attached story, of what we thot at the start was a rather bold undertaking, to be very interesting. It shows the ease with which the pony blimp, being so small, can be handled in almost any weather and how it can withstand even the most adverse conditions.

The fact that the Motion Picture Company for whom we were taking pictures in Montana, was so satisfied with the remarkable performance shown by the blimp that they bought it for future work of this kind, is proof enough of the successful account the little ship gave of itself.

I believe I have already sent you the story of how our men at Los Angeles went out on several fishing trips trolling for barracuda from the air and making good catches each time. If you had one of these little ships at Miami, the pilot could take out two or three of your enthusiastic anglers at a time and give them a new thrill in fishing that would make them want to repeat the experience. I am satisfied that once the fishermen and sportsmen had experienced their

first "fishing from the air", the blimp would not go wanting for passengers. The fact that we had more applicants for rides than we could handle at Catalina and took in any where from \$100 to \$300 a day satisfied me that we could operate in Miami on a profitable basis and pay dividends to whoever invested in the project.

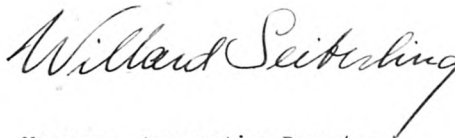
This is just presenting the idea to you in a general way. The details can be easily worked out if you feel that by sending a man to Miami we could raise the capital mentioned above. If we could get started this present winter season, then you would be equipped for operation thruout the entire period of next season.

I do not know how much the present depression in the country has hit Miami, but I am hoping your views on this matter will be encouraging.

I do not know whether you are in Indianapolis or Miami, but I suppose you have left these chilly climes long since. However, I am addressing this letter to Indianapolis thinking possibly you may have returned for Christmas.

The season's Greetings and every wish for a very prosperous New Year.

Very sincerely,

A handwritten signature in cursive script that reads "Willard Seiberling". The signature is written in dark ink and is positioned above the typed name and title.

Manager - Aeronautics Department

W P Seiberling
GME

January 3rd, 1921.

Mr. Willard Seiberling,
Goodyear Tire & Rubber Company,
Akron, Ohio.

Dear Mr. Seiberling :

I have yours of the 23rd : The situation here is not encouraging. We are beginning to feel some of the back lash from the stock market troubles of the North and I doubt very much if it will be possible for us to raise the sum you refer to in Miami.

I have just finished the Flamingo Hotel, the Street Car Line and Power Plant, and feel very poor after having to issue a good number of bonds that we have had to sell at very low prices. However, I am still interested in your proposition and can probably dig up five thousand dollars cash to put in any company that you can get together.

We can furnish the mooring posts and a dandy landing field for you without charge.

Yours very truly,

CCF:R

The Pony Blimp solved an important question for the Marshall Neilan Productions. They are a very successful motion picture company located in Los Angeles, California. They were producing a picture where it was necessary to get at least two square miles of area in one scene.

After trying and scheming for a number of months, which would be the best way to get this picture, they were in the California Theatre one night looking over some other motion picture company's work, and on the screen was a picture of the Avalon boat en route to Catalina Island. This picture was so clear that you could almost recognize the passengers standing on the deck, and so Mr Meilan decided at once that that was the way to get his picture successfully.

Mr Hawks and Mr Neilan called on us the following morning. We demonstrated the ship to them successfully and they at once leased the ship from us to operate in Montana during this picture. After checking into the altitude and weather conditions at Glacier Park, we decided that the job could be handled nicely.

So on September 22nd, we left with the ship for Glacier Park, Montana, arriving there September 28th. There was an awful wind blowing on that day, the maximum speed 60 miles per hour. After looking around the Glacier National Park Hotel, we found a small canyon about 25 feet deep, so we hauled the ship down to this point for inflation.

We started to inflate the ship on September 29th at 7:00 A M and flew the ship the same day at 3:00 P M over to the location and photographed columns of soldiers a mile long. There were over 1700 men in the picture and these were scattered out in a large area like the old frontier days of Indian warfare. It was a reproduction of "Custer's Last Stand" and took in about $2\frac{1}{2}$ miles of country.

It showed the soldiers charging over a hill into the Indian village and then up over a level plateau, and up on top of an adjoining hill where the battle was fought. All of this time there was a tremendous stampede of Indians, horses, buffalos, etc. all over the prairie, and they had to be shown on this one picture all at the same time.

In order to do this we flew the dirigible to an elevation of about 9,000 feet or 3,500 feet above the ground, and results were wonderful.

The next day a high wind and storm was raging through that section of the country and in the evening, the temperature commenced to drop until the rain turned to snow and it kept getting still colder until the snow became sleet. There was about $1\frac{1}{2}$ inches of snow and sleet frozen all over the ship, and during all this time the wind was blowing at about 70 miles an hour.

We took the car out from under the bag, as the added weight of snow and ice was far greater than the lift of the gas in the envelope, and we lowered the bag down on the ground, and it stayed that way for about three days, when the storm subsided and the snow and ice melted off of the bag.

We immediately hooked the car back on the envelope and continued with the moving picture operations. The last day we were there, we flew the ship in a wind at a maximum of 55 miles an hour and a minimum of 40. At times, on this last day, while we were taking these pictures, with power full on, the ship backed up for a distance of about three miles. We made a very successful landing in this high wind.

One of the days we did not have much motion picture work to do, we took the ship on a pleasure trip, going over the mountains where there had never been anybody before. On this trip we saw large herds of elk and hundreds of the big horn Rocky Mountain sheep and caused some stampede among these wild sheep as it was impossible for them to hide from us.

We flew this ship over to the Flathead Indian Reservation and landed among the tepees, and I will say it certainly caused some excitement among the Indians as they had never seen anything like that before, and they were almost paralyzed with fear as well as with astonishment. The chief of the tribe gave orders to all the Indians to stay at least $\frac{1}{2}$ mile away from the ship, and that meant that they would have to sleep out in some canyon or it was up to us to leave, so they could come back home, so after getting hold of an interpreter and having him explain to the Chief that we were really human beings, and not some weird spirit, the Chief got up enough courage to have his picture taken while standing beside the Blimp.

When this picture was finished, we returned the ship back to Los Angeles. Marshall Neilan Productions and another picture to take, with 1500 people in action in Arizona, so they immediately bought this ship, shipped it to Arizona and completed their picture there in 7 days.

Now they are using the Pony Blimp about four days a week taking moving pictures and they are certainly enthusiastic over the successful way this ship has performed and proven out to the moving picture world.

This trip to Montana and Arizona has also proven to us that it is not necessary to have a hangar wherever we have a Pony Blimp, as we witnessed in Montana, one of the worst storms that I ever saw, and by making tests on the dirigible upon our arrival back in Los Angeles, we find that the ship is just as good as it ever was, as far as deterioration is concerned.

JAMES C. PATTEN
KOKOMO, INDIANA

December 1,
1921

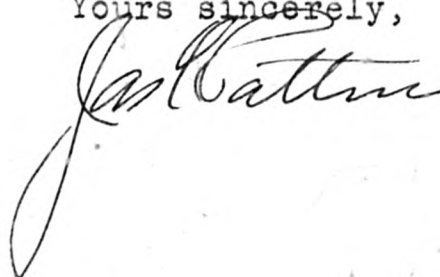
Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Mr. Fisher:

I have been in the East for over three weeks; just returned home and found your letter of the 15th. I will immediately write Mr. Gilman and Mr. Wood relative to the rust proofing process in which I am interested.

I thank you very much for the interest you have taken in this matter.

Yours sincerely,



JCP-J

Seiberling

balloon

Scheme



Balloons

Aero Club of America

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NEW YORK CITY - 11 EAST 38TH STREET
 WASHINGTON, D. C. - MILLS' BUILDING

December 12, 1921.

Mr. Carl Fisher,
 Miami, Florida.

My dear Carl:

I am leaving for Detroit tomorrow, and while there expect to see Gar Wood, Smith and Purdy and will be able to let you know, upon my return, what I think of your proposition and also what we will do about the boats.

Vic has written to Gilman for the information he has on the air brake. I will be able to let you know shortly what the Company would like to do in regard to it.

Will write you more fully in a few days.

Yours very truly,

C. S. Bragg

✓

Balkans

THE WHITTLESEY ENGINEERING CO.

ENGINEERS AND CONTRACTORS

CLEVELAND

August 19, 1925

Mr. Carl G. Fisher
Port Washington
Long Island, New York

Dear Sir:

Why should you not build a mooring mast at Miami Beach and command the key to the situation—the coming in of the gas-ship for carrying the long haul passenger? Florida should have one of these masts and Miami is the geographical point and you to the writer seem to be the practical man to do it. A million tourists will proclaim your name this winter when they see the beautiful radio masts which we have built for you and now being erected on Collins Island. This, by the way because of its location and these masts, the vision and far-sightedness of your Mr. Jay will put you foremost this winter in Radio, but it will be as nothing compared to having control of "Wharfage" for these ships at Miami.

Several groups of men are now trying to procure the only ships available for their preliminary work and Mr. Ford with his foresight is the only one to build a mooring mast other than the one owned by the Government at Lakehurst, New Jersey, illustrated on the card herewith. Hence, the heralded voyage of the Los Angeles will of "necessity" touch at Dearborn, Michigan because she can not land anywhere else.

If you are interested the writer would be pleased to confer with you. He will be driving in the East next week and it would be a pleasure to make Long Island and call on you.

Yours very truly,

THE WHITTLESEY ENGINEERING CO.

J. Whittlesey
President.

JEW:BMS

209

10
11

The fundamental purpose of a proper antenna support is to put the wires as high as possible and away from interfering elements, to hold the aerial tightly and firmly and prevent swinging and swaying. Stiffness and rigidity are characteristic qualities of Whittlesey Masts, yet they will bend enough, will yield enough to insure themselves against the strain-to-distress when sudden demands are made as in high winds and sleet storms. These masts are designed to withstand the 90-mile gale plus an added strength for safety. Standard masts are designed for 1500 and Broadcasters 3000 pounds horizontal strain at the top, and we will undertake to build masts for any strain required, to any height desired and will erect them anywhere in the world.

August 27, 1925.

Whittlesey Engineering Co.,
Cleveland, Ohio.

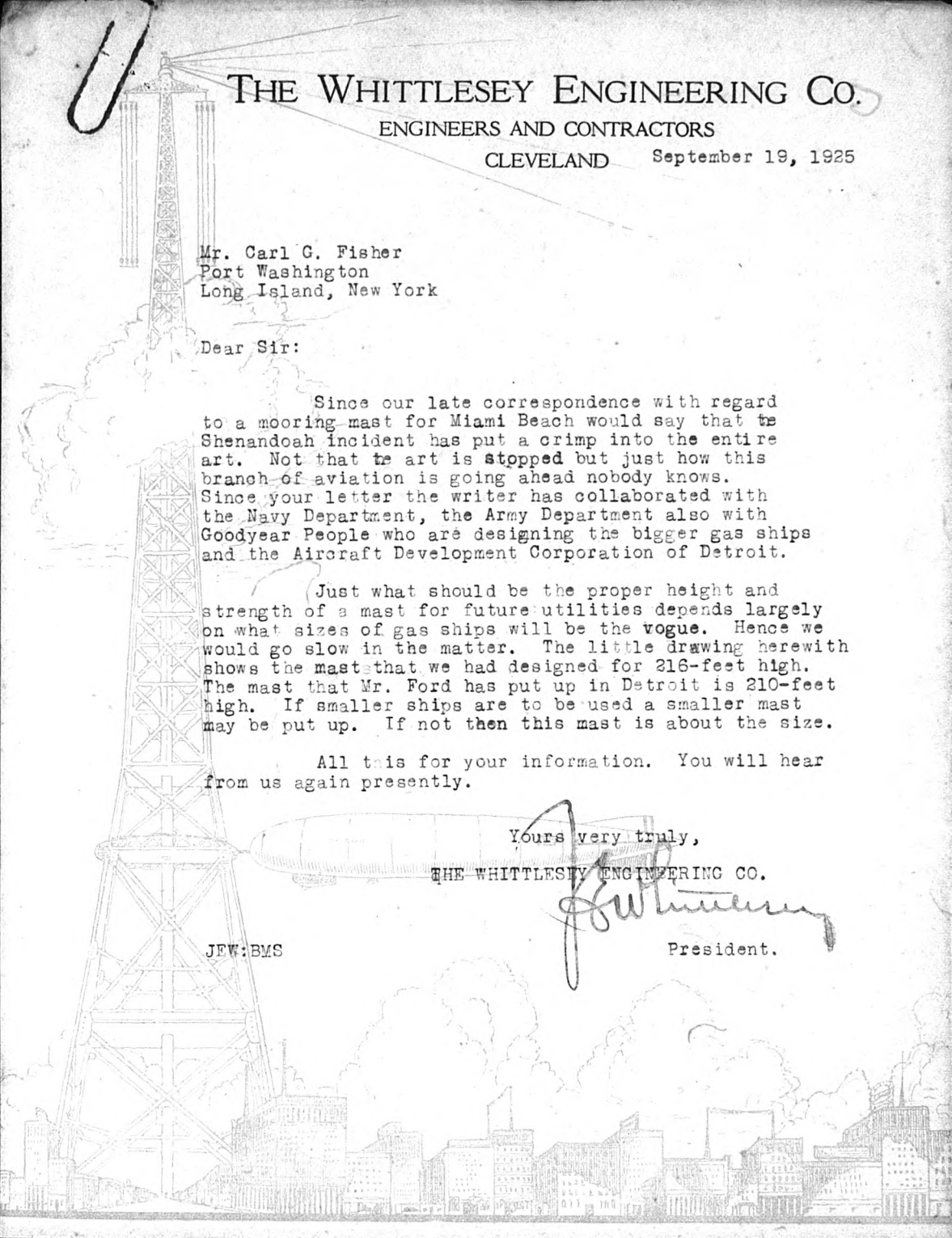
Gentlemen,

Replying to yours of the 19th.

Kindly advise mecost for mooring mast at Miami Beach.

Very truly yours,

CGF*JJG.



THE WHITTLESEY ENGINEERING CO.

ENGINEERS AND CONTRACTORS

CLEVELAND September 19, 1925

Mr. Carl G. Fisher
Port Washington
Long Island, New York

Dear Sir:

Since our late correspondence with regard to a mooring mast for Miami Beach would say that the Shenandoah incident has put a crimp into the entire art. Not that the art is stopped but just how this branch of aviation is going ahead nobody knows. Since your letter the writer has collaborated with the Navy Department, the Army Department also with Goodyear People who are designing the bigger gas ships and the Aircraft Development Corporation of Detroit.

Just what should be the proper height and strength of a mast for future utilities depends largely on what sizes of gas ships will be the vogue. Hence we would go slow in the matter. The little drawing herewith shows the mast that we had designed for 216-foot high. The mast that Mr. Ford has put up in Detroit is 210-foot high. If smaller ships are to be used a smaller mast may be put up. If not then this mast is about the size.

All this for your information. You will hear from us again presently.

Yours very truly,

THE WHITTLESEY ENGINEERING CO.

JEW:BMS

President.



Bragg-Kliesrath Corporation

TELEPHONE STILLWELL 6417
BENTLEY'S CODE BRANKRAKE, NEW YORK

QUEENS BOULEVARD & HAROLD AVENUE
LONG ISLAND CITY, NEW YORK

August 7, 1929

Mr. Carl G. Fisher,
Montauk, Long Island.

Dear Carl:

I am enclosing the sketches of the balloon light as per our conversation of yesterday. I have made the drawings primarily for the adoption of any compressed gas, lighter than air, and which will burn efficiently. The gas should be preferably one which can be automatically ignited by coming in contact with a gas mantel made of kataletic material, for instance, as spungy platinum etc. You will note that the signal light is made out of very light materials embodying aluminum, mica, cork board and sheet asbestos, the whole light for a given diameter of from 10" to 12" will weigh about 1 pound and four ounces.

I have shown on the drawing a regulating means whereby the gas being supplied from the balloon bag to the burner can be regulated. It will be necessary to use somewhat greater pressures in the balloon bag than normal in that the pressure should be sufficient to insure a constant supply of gas to the burner. At the bottom of the bag I show a storage bottle clamped to the envelope in such a way as to make it air tight. These storage bottles can be very light in as much as they need only have a capacity of 8 to 10" and charged to a pressure of from 400 to 600 pounds per cubic inch. In as much as these pressures are not excessive the bottle can be made of a very thin high tensile steel or out of daralium. At the neck of the bottle I show another adjustment which actuates against the spring balance so that it can be adjusted to supply the balloon gas at the correct rate or so as to maintain a uniform pressure to both the gas bag and to the burner. I think these bottles would not weigh more than 1½ pounds. I also show means whereby the balloon can be held captive by either a string or light wire fastening. The balloon could also be fastened to a light bamboo saddle so that when the string is operated it would cause the balloon to swing back and forth to imitate the waving of a light.

As near as I can tell the balloon would have to be about 3 feet in diameter and 4 feet long tapering toward the bottom as shown in the drawing. This would have a capacity of about 28 to 30 cubic feet and it would be sufficient to lift 4 or 5 pounds. The balloon bag itself could be made of a light high quality silk and reinforced by a very light netting in order to reinforce the bag to withstand these somewhat higher pressures

necessary for illumination.

The light is fastened and constructed so that it is properly ventilated, also so arranged as to prevent the light blowing out in a heavy wind. Further, air holes are located for admitting a correct amount of air for efficient illumination. This type of self-contained gas balloon with a signal light attached and using the compressed air bottle, certainly has advantages over any of the other types you have in mind. First of all, it can be cut loose for the purpose of sending messages, and most important of all, a more powerful light of longer duration is possible.

There are several other types of signalling balloons which could be used, the most common of which is the parachute type, which in construction is similar to the paper toy balloons used for exhibition purposes and which are operated by saturating a piece of waste with kerosene oil, the heat of the flame tending to fill the balloon.

I described the light in itself as being constructed with a cork base and its sides and top made of mica, held together by thin aluminum rivets arranged so that it is entirely collapsible. The regulating jet of the gas burner is made of aluminum and fastened to the cork base which is covered with a thin sheet of asbestos, this same aluminum member also carrying the hose connection to the balloon bag and the standards made of aluminum wire for supporting the kataletic mantle, the entire equipment comprising a gas mantle, lamp structure, balloon itself and bottle, which can be packed in a very small container and will weigh less than five pounds.

The same device can be substituted with an electric signal, but in a case of this kind it would necessarily have to be stationary and released into the air by an electric cable cord instead of plain wire, and the current for lighting the signal light would have to be supplied from the balloon, aeroplane or whatever the vehicle may be. Further, a signal balloon would have to be considerably larger in order to take care of the additional weight of the electric light and cable necessary for a reasonable candle power. I figure that the size of the bottle as described would be sufficient to inflate the balloon and at the same time carry enough reserve in order to have a light burning at least twenty four hours. Naturally, it can be made for any duration by merely increasing the volume of the gas bottle.

For your information, the kataletic material I referred to is nothing other than the well-known katalizer, the most common form of which is spongy platinum, which I referred to above. The moment any illuminating gas comes into contact with this mantle, it results in a terrific rise of temperature, self-igniting the gas. It also gives a very brilliant and highly efficient light, and to my mind is the most reliable type of burner and light that could be used for this purpose. It has the decided advantage of being fully automatic and only requires the initial adjustment of pressure regulation.

I believe these are the sketches and infor-

mation you want and will be all that your patent lawyer needs in order to make the necessary drawings, claims and description for your amended application.

If there is anything else you want me to do along these lines, please let me know.

Yours sincerely,

vic



VWK:LM

balloons

August 22, 1929.

Mr. Frank L. Moore,
824 Lemcke Bldg.,
Indianapolis.

Dear Frank:

Please go around to George Bumbaugh and order for me one small linen balloon, made light and containing about 28 to 30 cubic feet of gas. I don't want any rib cord or valve or any other apparatus except just a small balloon made of linen or the lightest material he can get, and you can tell him you are going to use city gas in it. I want to be able to close the opening into the balloon easily with a draw-string so that it will be air-tight.

I imagine Bumbaugh will charge you somewhere around fifteen dollars apiece for these balloons. He can make them at this price and make a profit. Don't tell him they are for me. If his price is prohibitive, wire me and I will get somebody here to make them for me. Get his price on four or five extras.

If George gets out a catalog, get his complete price list of all the balloons he makes. You can tell him if your little advertising scheme works, you may have an order for thousands.

Yours,

CGF:T



OFFICE OF
H. R. HOFFORD
EXECUTIVE SECRETARY
FRANK L. MOORE

INDIANA REAL ESTATE ASSOCIATION

905 PEOPLES BANK BUILDING

INDIANAPOLIS, INDIANA
824 LEMCKE BUILDING

Sept. 10 - 1929

Mr Carl G. Fisher
Montauk Long Island

Dear Carl:- I was out of the City when
Your Check for \$50⁰⁰ came in and then Bumbaupt
was in Chicago he returned to-day - When I
talked to him he backed up on his proposition
and said a 200 Cubft Bag would not go up with
City Gas, he said it would require a bag of
1500 ft and cost 150⁰⁰ or a bag of 400 Cubft
of Hydrogen Gas and cost 125⁰⁰. And that
if Hot Air was used it would have to
be made of paper - Except in very large
Bags. He talks all around the bush and
it is hard to get him down to size 7
bag, what it will do, and what it will
cost. So I am returning your Check
and await your reply

He does not make the paper bags

Yours
Frank L. Moore

MEMORANDUM

FROM MR. FISHER

DATE Sept. 12, 1929.

TO Mr. Frank L. Moore.
824 Lemcke Blvdg, Indianapolis.

SUBJECT

I have yours of the 10th. We might as well forget the balloon for the present.

Thanks just the same for all your trouble.

CGF:T

balloons

Oct. 1, 1925.

General William Mitchell,
Washington D. C.

My dear General Mitchell:

I have followed with considerable interest the argument you are having with the government regarding the control of airplanes and lighter than air machines. I have read most of the statements in the press reports of the fate of the Shenandoah.

I have had probably as much experience in the air in lighter than air machines as most American pilots. My license number is 18. In 1913, approximately over Chattanooga, Tenn., I had the same experience that the Shenandoah had, with this difference: While sailing in a national balloon contest, near seven o'clock in the evening and at an altitude of two thousand feet, my companion, George L. Bumbaugh, and myself were drawn into an ascending current. We ascended to the limit of our aneroid. We had the valve at the head of the balloon wide open for probably ten minutes. The tail of the balloon was wide open during the ascension. We could not stop the ascent of this 80,000 cu. ft. balloon; fortunately, we came down inside the center of this spiral column of air, and at 4,000 ft. we drifted back to the center and ascended again to an altitude of about 11,000 ft. (I am not now sure of the height of the second ascent or the time) We had given ourselves up for lost on the first ascent, and on the second ascent the conditions were about the same. However, we drifted down again and on the second descent we valved our balloon sufficiently to drift us from the ascending current and to be able to anchor in the treetops.

The next morning at sunrise, we saw at least one dozen spirals of clouds in the sky, all of which were twisting and ascending into the sky any place from 3,000 to 6,000 ft. or more upwards. As we had no method of figuring the height or distance we could only guess at this.

It is my firm belief that the Shenandoah encountered one of these spiral ascensions of air and that the valving arrangements were not sufficient to take care of the rapid expansion. In our case, we ascended in spite of the fact

that the head of the balloon with a thirty inch valve opening was wide open. The escape valve on the bottom of the balloon was also open. We could not check our ascent until we had reached an altitude of better than 21,000 ft. which was the limit of our aneroid reading. The hand on the aneroid at 21,000 ft. hit the pin. As we ascended about 12,000 ft. our balloon was so taut that we expected it to explode or burst at any minute. After the second descent it was so free from gas that it hung in great folds like a sausage with half of the contents removed.

A complete report of this trip was sent to all of the aerial clubs of the world and only one other experience of this kind has been recorded - that of Santos Dumont in a balloon trip which he made over the Alps, in which he had a serious accident. I think the reading of his experience probably saved our lives.

If the Shenandoah fell into any such upward current of air such as we experienced they would need to relieve the pressure a large number of valves. I am not an engineer and cannot figure these capacities, but I do know that with a balloon containing 80,000 cu. ft. of gas with thirty inch openings both top and bottom it was barely possible for us to save ourselves. If the engineers on the Shenandoah had figured twelve valves necessary and four were shut off, then I am inclined to think that this was a mistake.

I do not want any publicity from this letter to you. I can give you certified statement of this experience, if you can use it. I am not at all seeking notariety or to be drawn into this controversy which you have with the Department, but I am anxious that our government should quickly arrive at a sensible and sane method of handling both our airplane department and our lighter than air department. Having flown some 30,000 miles in free balloons and having had this experience which I have related, it may be of some value to bring to the attention of Army officials who do not fly and have not had this experience. Some of the experiences that are encountered in the air need very unusual conditions. If you care for any other information regarding this experience I would be very glad to give it to you in a letter, but as I have stated, I do not care to appear before any investigating committees.

It is my candid opinion that the Shenandoah would have lived if she had more valves and would have lifted to 15,000 or 16,000 feet. The Shenandoah, as I understand, burst between 7,000 and 9,000 ft. While I am not favorable to the report of any German engineer on the conditions or the result, I must say that I believe that the original specifications for the Shenandoah valve arrangement were more correct than they were at the time of this disaster.

If I can be of any help to you, drop me a line

Very truly yours,

— E of Ship

MOORING MAST OR TOWER OR LANDING DOCK
FOR GAS SHIPS OF LARGEST SIZES CONTEMPLATED.
FULLY EQUIPPED FOR MOORING AT TOP
AND INTERMEDIATELY.
ELEVATOR 2000' CAP. DUTTON CONTROL.
FUEL AND WATER TILED TO TOP.
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VERTICAL PULL 20,000' SHIP PULL 20,000'

THE WHITLESEY ENGINEERING CO.
CLEVELAND, OHIO 9-9-25
REFER TO MAST-II.

