

## AERO CLUB TO HAVE STATION

MOTORDROME CO. FURNISHES AMPLE FACILITIES

SANCTION FOR LOCAL MEETS IS PROMISED

Gill-Dosh Biplane First Machine Moved to New Quarters, but Dozen Others Will Soon Follow

The Los Angeles Motordrome company and the Aero Club of California are completing negotiations whereby the Aero club will make its permanent home at the motordrome, and in conjunction with the company will build up a great aero field for constant use as an experimental, testing and exhibition grounds.

All aeronautical events pulled off at the motordrome are to be under the auspices, sanction or observation of the Aero club, which will work, according to its articles of affiliation, with the Aero Club of America in conducting contests and in arranging for sports under proper conditions.

When President Cortlandt Field Bishop of the Aero Club of America was in Los Angeles during the aviation meet he held a conference with President H. La V. Twining of the Aero Club of California and came to a tentative understanding as to future events here. Definite plans were held

## CANVAS ROOF OVER FIESTA PARK; THIS IS LARGEST SPREAD IN THE WORLD



Gill-Dosh is given as 700. A large part of the difference is in the weight of the engine, yet the aeroplane was flown successfully at the aviation meet and by an inexperienced aviator at that, for it was Hillery Beachey's first trial in a heavier-than-air machine.

With more experimental work in lightening their structure and engine, and greater experience on the part of Beachey, the builders believe they will be in a position to make flights within a month or two which will rate with the best in the country. Beachey flew a mile on one occasion at aviation camp and described a complete circle. However, on that flight he had bad luck in alighting and damaged the aeroplane so that further trials at the meet were impossible.

Some of the aeroplanes are to remain for a month or two at Venice in an exhibition being planned there by persons in the town, but a general round up will finally bring the majority of the machines to the motordrome.

It's as easy to secure a bargain in a used automobile, through want advertising, as it is to be—and still is—to secure a horse and carriage.

## ARREST DRIVER THREE TIMES FOR THEFT OF HIS OWN AUTOMOBILE

Lieutenant of Police Finally Has Officer Escort Chauffeur to Garage to Prevent Him Again Being Apprehended

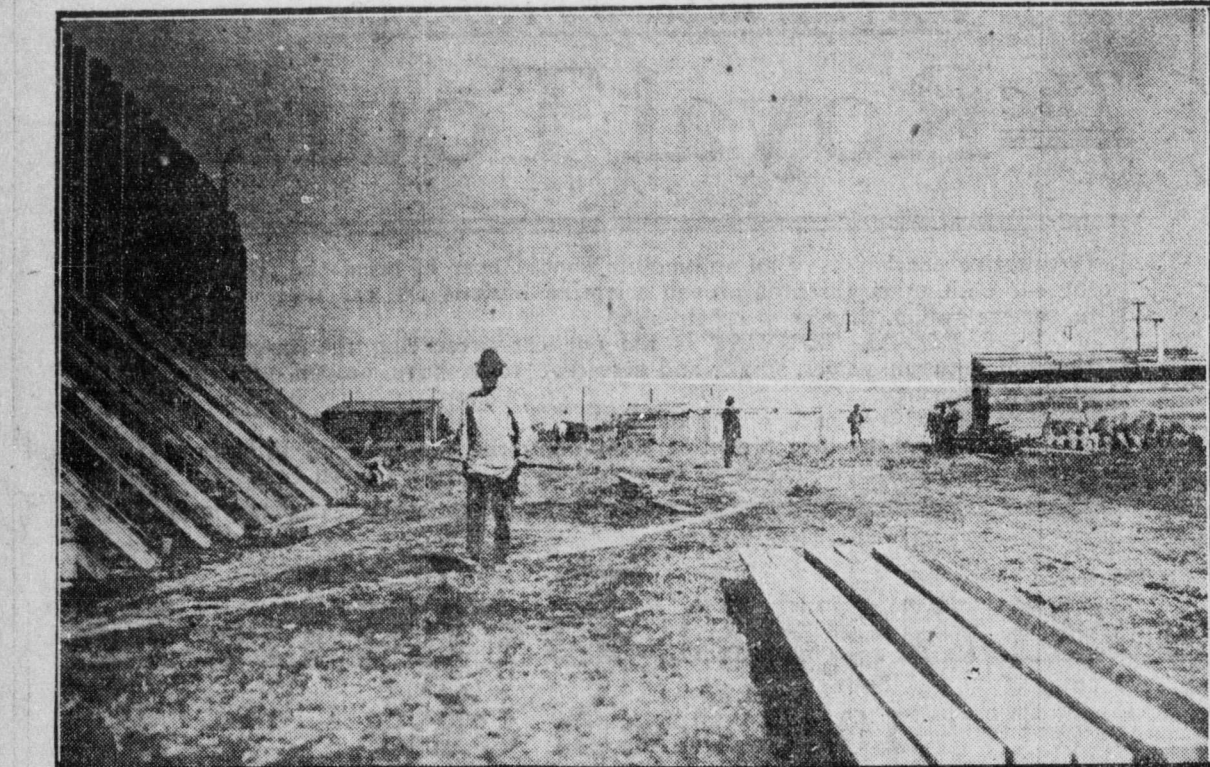
PHILADELPHIA, Feb. 12.—Max Strehle, who with John Seraphin, Jr., conducts an automobile garage at 1322 North Sixth street, had the time of his life last night trying to elude the police with his own automobile. He was arrested three times and each time was liberated when he reached the city hall, and at last it became necessary to place a policeman in the car with him so that Strehle could get back to his garage again.

Early in the evening Seraphin started down town in a taxicab, No. 905, and stopping at Thirteenth and Market streets, went in to see a moving picture show. A short time afterward Strehle walked down Market street and recognized the cab as belonging to his garage. He hunted around for the driver, and after a long search and not finding anyone he climbed on the front seat and started to take the taxicab back to the garage.

When Seraphin left the moving picture place and found his automobile missing he hustled to city hall and told Lieut. Mills of the "theft." A general alarm was sent out to arrest the man driving taxicab No. 905. A short while afterward Reserve Policeman Gleason arrested Strehle not far from the city hall. He was taken to city hall, but after he made explanations Lieut. Mills discharged him. Hearing that his partner was at the Forrest theater, Strehle started there in the auto to find him. Just as he drove up in front of the theater a policeman climbed up on the seat with him and told him to drive to city hall. "What for?" said Strehle. "You're under arrest," said the policeman. "But I just came from there," protested the owner. "Cut out the jokes," answered the policeman; "we've been looking all over town for you."

Once more Strehle was brought before Lieut. Mills, and once again he was discharged. "I can't prevent the police from arresting you," said the lieutenant, "for I have no way of getting word to all of them. When you leave here don't use the principal streets, and perhaps you will be able to keep out of the hands of the police."

Strehle started for the garage through all the small streets he could find, and just as he was turning into Fifth street from Commerce he was halted and arrested for the third time. Despite his protests he had to return to the city hall. Lieut. Mills by this time was at his wits' ends. He again discharged Strehle, and after thinking the matter over for a while ordered one of the special policemen from the city hall to accompany Strehle back to the garage and prevent him from again being brought back to the city hall.



In the center is a scene at the construction camp of the Playa del Rey motordrome. Below is a view of the workmen constructing the big motordrome.

up awaiting the conference of aero club representatives at St. Louis, and at that meeting President Bishop voted the proxy of the Aero Club of California in whatever manner he saw fit.

The Aero Club of California expects one of the annual dates to be issued by the Aero Club of America for a big international meet, and this probably will be pulled off some time in the winter of this year.

In addition it is proposed to hold contests and exhibitions whenever the occasion permits, and at all times there will be experiments and tests of motors and machines whenever such are in condition for use.

**Motordrome Co. Aids Work**  
The Motordrome company has done the handsomest thing by the Aero club and is preparing to build a line of sheds an eighth of a mile long for housing machines, and will equip a

machine shop with lathes and such tools necessary for use in repairing airships.

It is not the purpose of the Aero club to prompt a commercial factory nor does the Motordrome company plan to go into that phase of the business. The Aero club proposes to encourage inventions and scientific experiments, arranging a number of exhibitions to show progress; the Motordrome company will encourage the exhibition features as its share of the undertaking, and provide permanent facilities to bring that end about. Between the two organizations it is believed the greatest aero field in America, or in the world, can be developed here.

Private companies which may desire to secure facilities later may be given opportunities in the vicinity, and any experiments or exhibitions of a sporting nature they may desire to give will be sanctioned or observed by the

Aero club if properly conducted, but in no case will private stock companies or ventures be recognized officially.

The details of the contract to be promulgated by the Aero club and the Motordrome company are being arranged by Manager F. C. Moskovic of the company and a committee of the Aero club composed of H. La V. Twining, A. L. Smith, W. G. Cannon, W. H. Leonard and George B. Harrison. These men visited the site of the motordrome this week and went over the various features. Sites for the sheds probably will be chosen within the next week at a point inside the motordrome and the remainder space inside the track, except such as is used by automobiles, will be kept clear for experimental work. A long strip on the outside also will be laid out for longer trials and flights.

**Many Own Machines**  
There are a dozen members of the Aero club who have machines ready to be taken to the motordrome, and they will be moved there as fast as facilities are provided for their care.

The first machine to be taken to the motordrome is the Gill-Dosh biplane, which was constructed in Baltimore after the Curtiss model, and which was flown for the first time by Hillery Beachey at the aviation meet and was damaged in an accident on its last flight there.

Since the meet the machine has been housed at the Chutes undergoing repairs. It was put in such condition by the middle of the week that the owners took it to the motordrome for continued experimental work.

Mr. Dosh is a member of the Aero club of California, and expects to remain in Los Angeles for permanent experimental work and construction. Mr. Gill, after further trials of the machine, expects to return east, for a time at least, and handle the eastern features of his business. If all experiments result favorably, it is likely that these two men will form a firm for the manufacture of a machine which will differ sufficiently from other biplanes not to conflict with existing patents.

The experiments with the Gill-Dosh machine have opened the eyes of those who have been studying aviation. The engine used by them has been a British-American automobile model of much greater weight than those used by Curtiss and other successful aviators. The Curtiss machines weigh about 450 pounds fully equipped, while the

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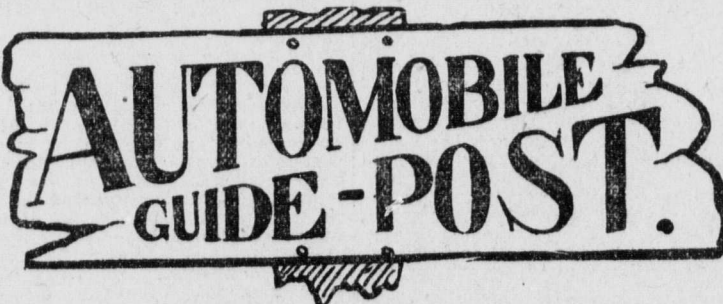
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