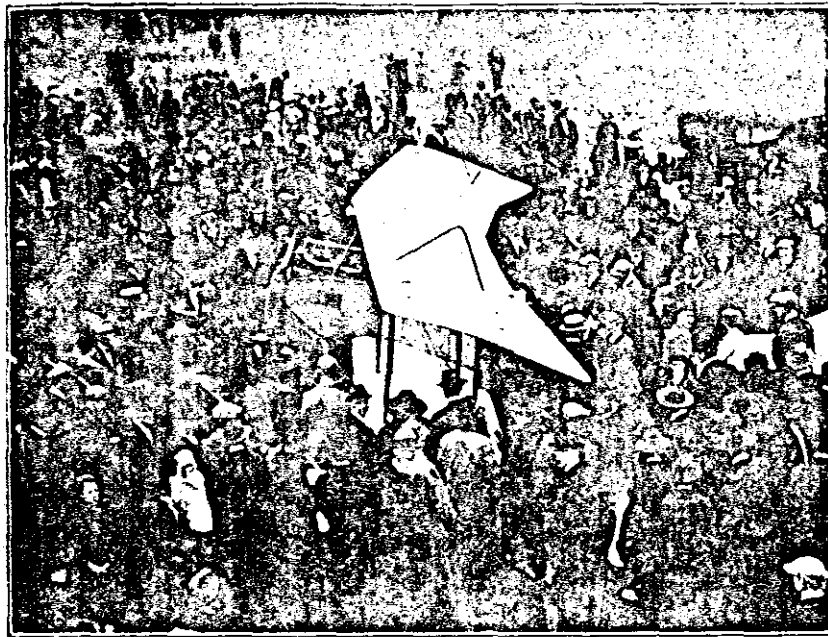




A. C. BEACH PREPARING FOR FLIGHT WITH HIS
STUDENT PLANE AT GOODALL FIELD



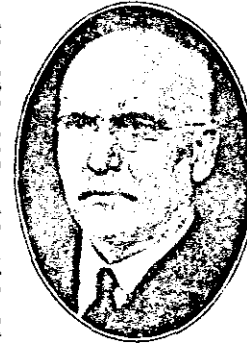
OUR AVIATION SCHOOL

We have set aside \$25,000 in stock of our Company to found an aviation school, the object of which is to train young men not only to be "flyers," but to build up a corps of trained assistants who will in the near future hold responsible positions in our company.

In selecting the students for this school we shall endeavor to avoid the hangers-on and curiosity seekers. Many young men have come to us saying that they have been trying for from six months to five years to break into the aviation game, but find it impossible on account of the expense of the course.

Aeroplane workers are in the race to conquer a world, a new element, to perfect a new science. There is room for brains, energy and thrift, but no place for idleness, drones, or shiftlessness. Address inquiries to

GOODALL AERO CO., Tinley Park, Ill.

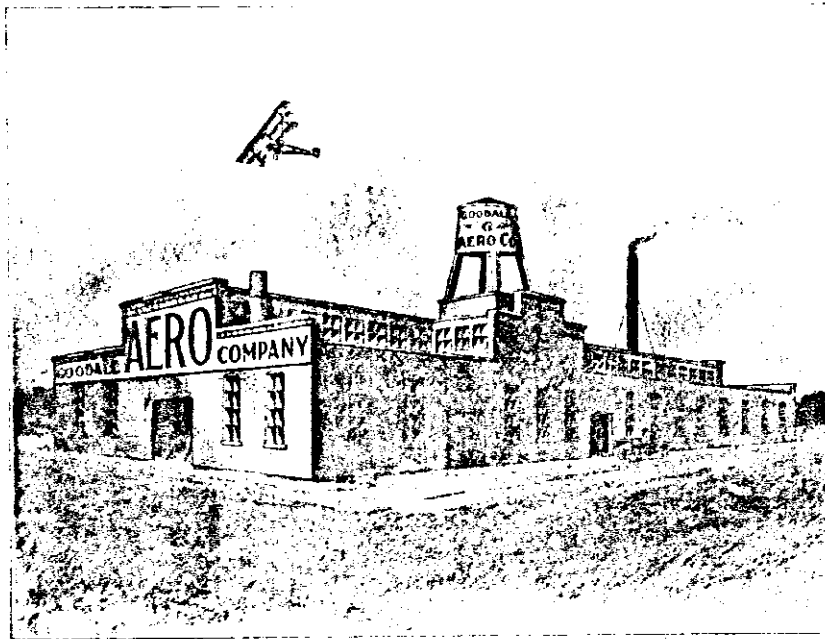


F. E. GOODALL,
president of the
Goodall Aero Co.,
is an engineer and
experimental me-

chanic of thirty years standing. He received the highest award in 1914 (a silver medal, fac similie below) from the State of Illinois, also Blue Ribbon awards from the States of Missouri, Texas and Oklahoma for machinery shown and in operation



OUR FACTORY BUILDING



TINLEY PARK, ILLINOIS

23 miles from Chicago, on the Rock Island R. R. Fare 25c.

"Washington has officially recognized the value of the large aeroplane, and the evidence that Germany is rushing work on huge air fleets will necessitate the United States greatly increasing its aeronautic program.

Aerial warfare will take on proportions by next spring which will make the imaginative fiction of H. G. Wells and other writers appear tame in comparison with the actual happenings. The flyers will not go out alone or by twos and threes or even by the dozens then, it is predicted, but will be marshalled for their trips of destruction by the hundreds.

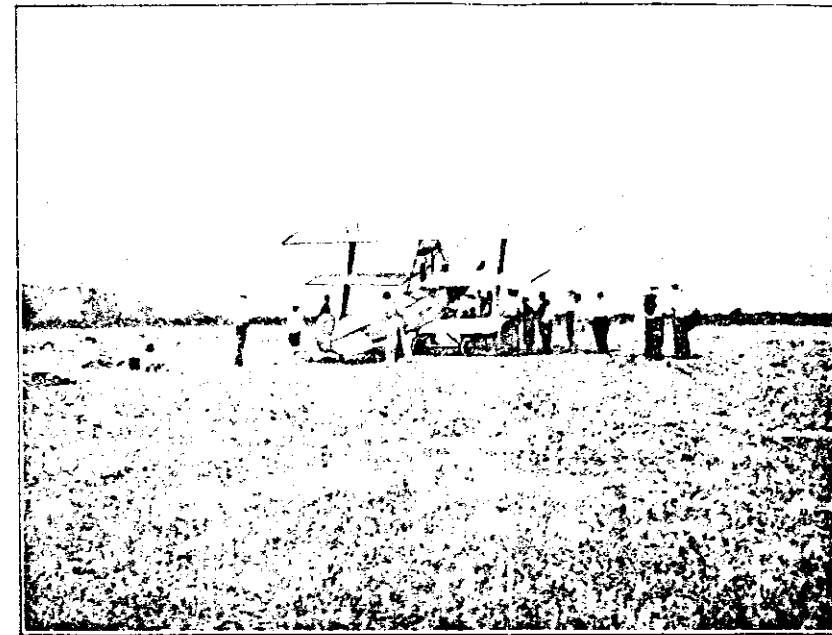
Persons in touch with the advance of military strategy abroad say that the aviation programs are taking on an importance which actually are overshadowing almost all else.

The British authorities, according to information reaching here, have awakened to the immense effectiveness of the aeroplane and are anticipating the demands of the people by embarking on an aeroplane construction program which would have been characterized as preposterous, if not impossible, not more than a year ago.

France is joining in the campaign, but it is on the United States that the Allies are counting for most substantial aid in turning out aeroplanes in quantity. American experts early having adopted the idea that quantity production in the present circumstances would count more effectively in winning the war than striving toward perfection of quality at the sacrifice of numbers."

—Aerial Age.

SEEING HIM OFF



GOODELL AERO CO. FLYING FIELD

Tinley Park, Illinois

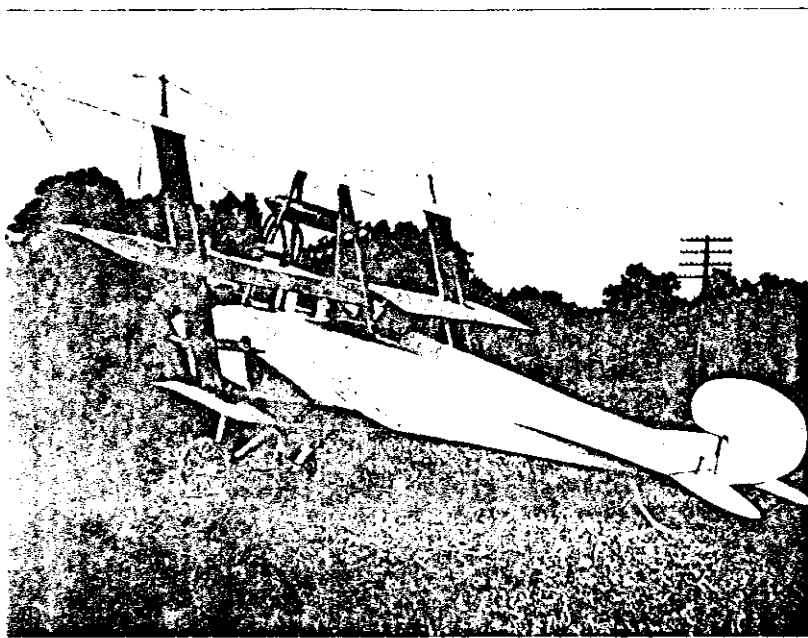
Fractional 100 acres purchased for training purposes. This land is perfect from an aviation point of view, being level, high and dry, and thoroughly tile-drained.

January 15th, 1917, England had 107 aeronautical stations. France is supposed to have about 20,000 aeroplanes.

General Petain, one of the defenders of Verdun, on the floor of the Chamber of Deputies:

"I see France in the near future with 50,000 aeroplanes."

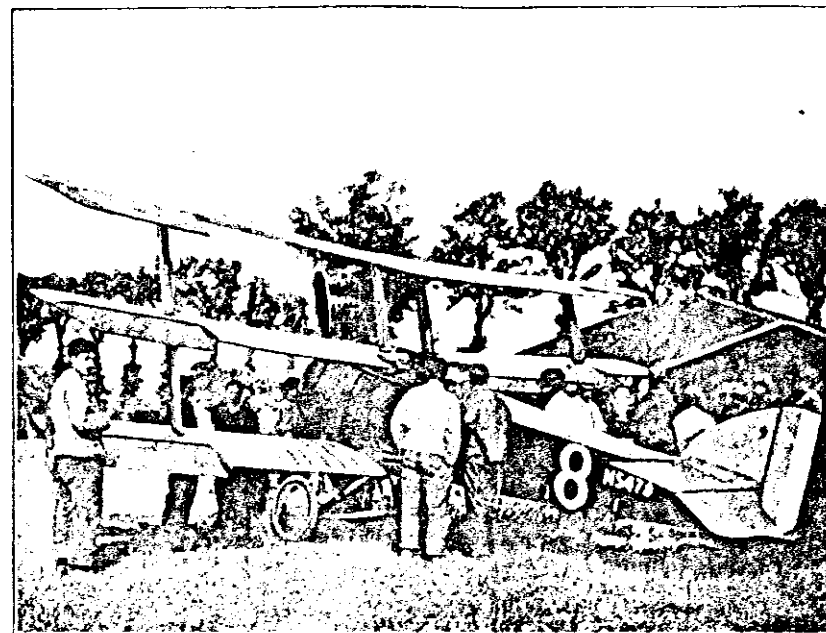
SIDE VIEW OF GOODALL TRIPLANE



The Goodall Aero Company is the only
exclusive manufacturer of Triplanes
in America.

Mr. Woodhouse, director of the Aero Club of America, says: "Triplane construction removes the speed limitations imposed upon small airplanes and monoplanes by their limited lifting power. Therefore speed can be increased to close to 150 miles an hour. The triplane is safe even if a wing is shot away."

THE BRITISH WARPLANE



This picture taken from the "Aerial Age," showing the Sopwith Co. of England, Triplane, claimed to be one of the fastest flying machines in the world. Note the similarity of design between the Goodall Triplane and the Sopwith.

Lord Charles Beresford on the floor of the House of Lords:

"The time is here when the air service of Great Britain will be more vital for her safety than her Army and her Navy combined."

GOODALL AERO CO. "PENGUIN"



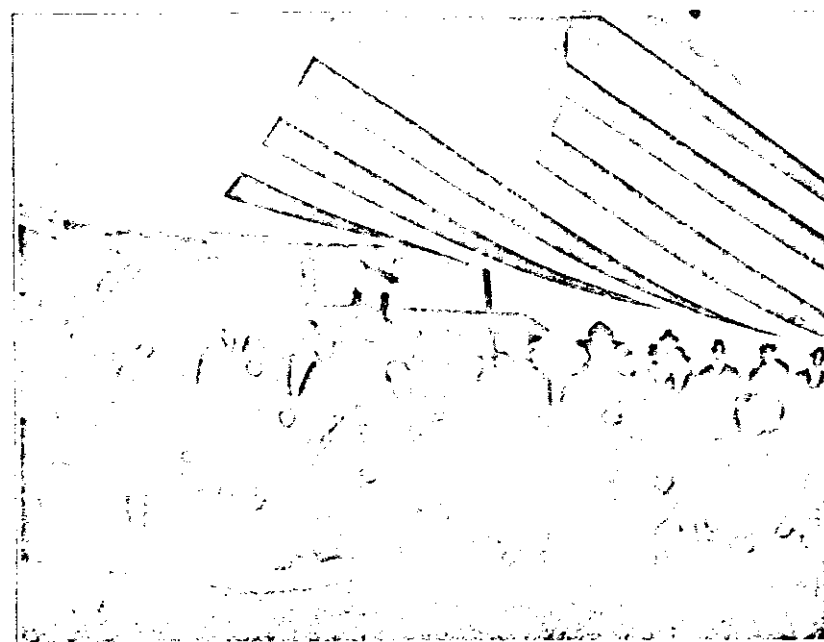
Designed by F. E. Goodell, assisted by A. C. Beach, the noted aviator and instructor.

This "Penguin" is designed to be used for ground work only, to teach the beginner controls and balances before taking him into the air.

General Foch, now in France, says:

"One aviator in one aeroplane is worth a regiment of cavalry."

FLAG RAISING AT TINLEY PARK

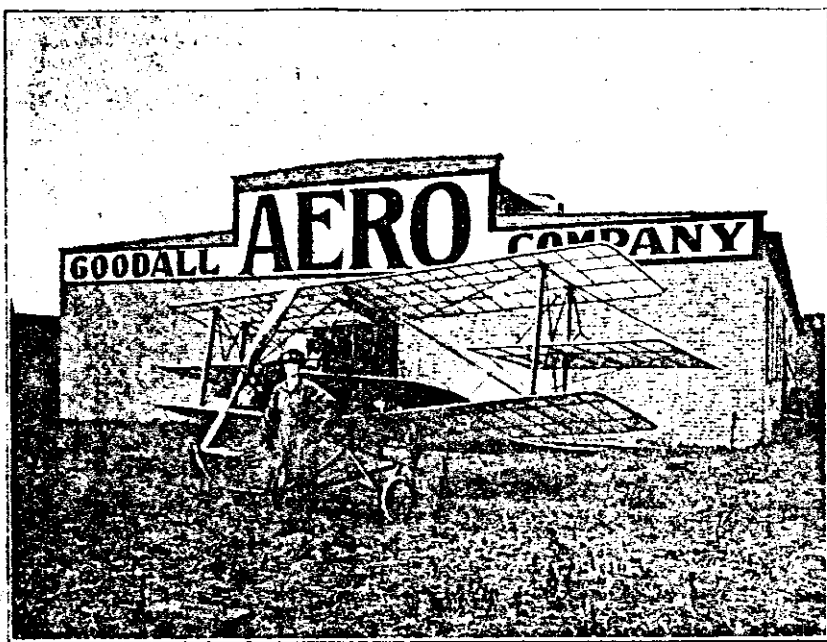


Dedicating the Goodall Aero Company flying field. Raising the flag by part of the Illinois Second Regiment boys just before leaving for the front.

Mr. Ballou, on the floor of the House of Commons said:

"The time is here when command of the sea will be of no value to Great Britain without corresponding command of the air."

GOODALL AERO CO. "PENGUIN"



Designed by F. E. Goodell, assisted by A. C. Beach, the noted aviator and instructor.

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FLAG RAISING AT TINLEY PARK



Dedicating the Goodall Aero Company flying field. Raising the flag by part of the Illinois Second Regiment boys just before leaving for the front.

Mr. Balfour on the floor of the House of Commons said:

"The time is here when command of the sea will be of no value to Great Britain without corresponding command of the air."