

Bulletin No. XV-----MONDAY-----October 19, 1908.

Selfridge had with the details of his own machine, the "Red Wing". In all cases, however, there was discussion over details by the members and conjoint action.

Mr. Selfridge:- You told me that he wished me to understand that these young men that were associated with him were acting conjointly with him, and that he could not say that anything was his own.

Dr. Bell:- The idea of the Association was conjoint action. I was in Washington a great portion of the time and only spent a short period in Hammondsport, so that the assistance which I was able to render was chiefly through correspondence. The other members of the Association resided in Hammondsport under the same roof and were in constant communication with one another, and all took part in the development of all the machines through discussion and suggestions. As a matter of fact it is probable that the chief part of the designing of all these aerodromes was done by the chief engineer Mr. Baldwin, although I believe that Mr. Curtiss had a great deal to do with the special features of the "June Bug", if, indeed they were not exclusively of his own design. In all cases the plans were put into execution by Mr. Curtiss, who acted officially as "Director of Experiments".

Aerodrome No. 3, Curtiss' "June Bug" turned out to be a very successful machine, and numerous flights have been made with it, and it is still in existence available for further experiments. All the members with the exception of myself have tried it, and on the 4th of July 1908, Mr. Curtiss, in the