

McCurdy and Lieut. Selfridge that they associate themselves with him for the purpose of putting a practical aerodrome in the air, stating that Mrs. Bell had requested that she be allowed to furnish funds for the promotion of the experiments of some such body. As a result, the Aerial Experiment Association was formed on October 1st, 1907, with the above object, the funds for its investigations and experiments to be furnished by Mrs. Bell. Since its formation they have put up a man in a tetrahedral kite for seven minutes, built two aerodromes, No. 1 the "Red Wing", which made two flights of 107 yards and 40 yards, and No. 2 the "White Wing" which made five flights of 45, 33, 79, 205 and 134 yards: total, 679 yards, or 626 yards for both. They are now constructing their No. 3 machine.

A. M. Herring, whose interest had been aroused by Lilienthal's example, commenced experimenting in the early part of the last decade. He began gliding with a Lilienthal type of machine as early as 1893, and in that year also completed a very efficient model driven by rubber bands. He was one of Prof. Langley's assistants during the latter's earlier experiments, and later, in 1896 and 1897, joined Mr. Chanute in his work in the vicinity of Chicago. There he designed the party's most successful glider, which has since been erroneously known as the Chanute type. We find his spring tail, mounted on a universal joint, used in all of Prof. Langley's successful models, and in the best of the gliding machines used by Chanute. He was also the first in this country to use superposed surfaces built up in the form of an ordinary bridge