

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

everything done was approved by him.

Selfridge's "Red Wing" made a successful flight of three hundred and nineteen feet over the ice on Lake Kenka, near Hammondsport, New York, on March 12, 1908, in the presence of many witnesses. This experiment was somewhat remarkable as being the first successful public flight of a flying-machine in America, the earlier flights of the Wright Brothers at Dayton, Ohio, having been made in secret. The machine had been provided with sledge runners, and glided over the ice for about one hundred to one hundred and fifty feet before it rose into the air. It then flew very steadily at a general elevation of from ten to twenty feet above the surface of the ice carrying Mr. F. W. Baldwin as aviator.

Aerodrome No. 1, "Selfridge's Red Wing" came to an untimely end on March 17, 1908, by an accident which completely demolished the machine, although fortunately the aviator and the engine escaped uninjured.

The Association then immediately began the construction of aerodrome No. 2, Baldwin's "White Wing", upon plans approved by Mr. Baldwin. After several successful flights this machine also came to grief, and the Association then proceeded to construct aerodrome No. 3, Curtiss' "June Bug", in accordance with plans approved by Mr. Curtiss.

Mr. Selfridge:- Mr. Curtiss did not ascend successfully with the "June Bug" did he?

Dr. Bell:-Oh! yes, and he probably had a good deal more to do personally with the "June Bug" than perhaps Lieut.