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as had been done by all, or nearly all of the successful aviators of the world. While experience was to be gained in gliding flight the members of the Association were to study the successful motor-driven machines that had been produced elsewhere including what little was known or surmised of the machine of the Wright Brothers, who were then working in secret and allowed very little information to leak out.

In a word the policy suggested by Lieut. Selfridge was to walk in the footsteps of those who had gone before and then advance beyond.

In pursuance of this policy gliding machines were made at Hammondsport, and all the members with the exception of myself made many experiments at gliding flight.

Then the Association advanced to the power-driven stage, and constructed an aerodrome upon plans approved by Lieut. Selfridge. As my tetrahedral structures had only reached the man-carrying kite stage and had not been fitted with a motor and propeller, this aerodrome became our No. 1, known as "Selfridge's Red Wing".

Mr. Selfridge:- I did not know that Tom took credit for that altogether, but thought that those other men were associated with him.

Dr. Bell:- He did not. There was joint work upon the machine, all the members present in Hammondsport being associated with him, but the plans of the "Red Wing" were to be approved by him and the machine was to bear his name. As a matter of fact our chief engineer, Mr. Baldwin, had more to do with it in the matter of details than Lieut. Selfridge, but