

track with telegraph poles and wires on the opposite side, and half crossed by a very disturbing vineyard, in which an emergency landing would have been excluded. It was formed by the broad valley which is the continuation of the elongated (and farther up forked) Kuka Lake. Hammondport itself occupies its left side at the Lake shore, and the practicing grounds are over three kilometers distant from the town. The necessary first run was taken on a rectangular race track with rounded corners, which though more resembled a German "fieldroad". Therefore, it was found necessary to place a wheel under the framing of the front control which would be moved by the steering wheel simultaneously with the vertical rudder, because the latter alone was not efficient in keeping the apparatus on the track during that preliminary run. It should yet be mentioned that the upright posts between the surfaces were sharpened after scientific rules, and that all details of construction were of a very practical nature such as sheet steel connections for the wooden posts etc., all these machines were unusually light for their size. The "White Wing" was tried successfully several times by Selfridge and Curtiss, but came to grief at the first flight Mr. McCurdy ever took, because the latter leaned out of the fork of the tip control and thus could not prevent the machine in the end from striking the ground sidewise with full force and be smashed to pieces. He was fortunate enough to escape with but a slight wound on the arm. The "White Wing" had been officially the work of Baldwin and now came Mr. Curtiss' turn. His design was very similar, but the execution was more solid and deliberate.