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man should have an opportunity to show what there was in him, and have aerodromes built by joint efforts upon plans approved individually by each of us in turn.

Beginning in Oct. 1907, the Association worked at my tetrahedral structures until the middle of December, 1907, when the kite "Cygnat" was completed in which Lieut. Selfridge made an ascent. The kite flew very steadily in the air at an elevation of about 168 ft. and came down so slowly and gently that Lieut. Selfridge whose view of the water was cut off by the silk surfaces below him, was quite unaware that the kite was coming down until he reached the water. Not being prepared for the descent he failed to release the towing line so that the kite was wrecked by being dragged full speed through the water by the steamer Blue Hill. It is needless to say to this audience that this accident did not in any way reflect upon the flying qualities of the kite. Its behavior in the air was eminently satisfactory, and it was not designed to stand the strain of being pulled through the water.

Shortly after the death of Lieut. Selfridge a statement appeared in a Boston newspaper, purporting to emanate from a cousin of Lieut. Selfridge to the effect that his fall in the Wright Brothers machine was not the first disaster of the kind that had happened to him. The impression left by the article was that the tetrahedral kite "Cygnat" had made a sudden dive similar to the dive of Orville Wright's machine and that Lieut. Selfridge's life had only been saved by the fact that he fell upon water instead of on land. This, however, is a mistake made by one who had not witnessed the flight.