

To Dr. A. G. Bell,
Baddeck, N.S.

Hammondsport, N.Y., Aug. 26, 1908:- McCurdy's No. 4 is being assembled and is a beauty. Ingraham, who by the way is doing finely of late, thinks that a couple of days more will see it assembled.

Before taking the June Bug out of the tent to make room for the No. 4 we decided to replace the ribs which had straightened out by getting wet, and which accounts for Selfridge's failure to fly. This has been done and we will fly it to-day with the new surfaces which have no reverse curve. We have also added better lubrication for the engine which will enable us to make longer flights.

The new propeller is a grand success. It pulls ten to fifteen pounds more at 1000 than the old one at 1200 (roughly). I mailed yesterday a print of the folding tail on the June Bug which is Ingraham's idea. We can now make quick work of getting the machine out for flight.

Some stories have been going the rounds of the newspapers referring to a New York man, whose name is not mentioned, having ordered a flying machine for the Curtiss Manufacturing Company. For the most part there is no truth in it. It originated from a conversation with Mr. Baldwin in which he jokingly said he wanted one. As you know, most newspaper articles are unreliable.

Mr. Dienstbach of New York is with us. He is spending a couple of weeks in Hammondsport writing up aeronautical stories.

G.H. Curtiss,