

The Aerial Experiment Association, two aeroplanes.
 Reshon, one aeroplane.
 Beach and Whitehead, one aeroplane.
 Bowland, one aeroplane.
 Gasmeter, an ornithoptere.
 Myers, two ornithopteres.
 Luyties, helicopters.
 Kimball, helicopters.
 Williams, helicopters.

Making a total in America of 19 machines.

This makes a grand total of 97 machines, and is not, I believe more than 60% of the whole.

Twenty-five of these, or over 26% have actually flown, or left the ground, and have carried into the air 22 different men who are:

1. Herring, 1 machine.
- 2 Orville Wright
3. Wilbur Wright 1 machine.
4. Vuis, 2 machines.
5. Santos Dumont, 2 machines.
6. Eliehaemer, 3 machines.
7. Charles Veissin, 1 machine.
8. Cleriot, 4 machines.
9. Farman, 1 machine.
10. Breguet, helicoptere, 1 machine.
11. Renault-Pelterie, 2 machines.
12. Cornu, helicoptere, 1 machine.
13. Puschoff, 1 machine.
14. Count de la Vaulx, 1 machine.
15. Delagrang, 1 machine.
16. Beyer (Gastarhide-Hengin) 1 machine.
17. F.V. Baldwin, 2 machines.
18. Furness, (With Wrights).
19. Farman (Father and Henry Farman).
20. Lieut. T. Selfridge.
21. G. H. Curtiss, Aerial Experiment Association.
22. J.A.D. McGurdy

For must we forget that in addition to the above there were Maxim's, Herring's, Ader's, Kress' and Langley's machines all built on rational lines and all probably capable of flying.

This activity is manifesting itself in the United States, England, France, Germany, Italy, Russia, Denmark, Switzerland, Austria, in all nine different countries. The two leading manufacturers of aeroplanes to date are the Veisin Freres of France and the Curtiss Manufacturing Co., of Hammondsport, New York, U.S.