

pushing back of the ever increasing crowd by the soldiers and the rushing here and there of newspaper correspondents and photographers. A striking contrast to the former period of deathly stillness, but a relief to ones overwrought nerves. Willing hands soon extricated Lieut. Selfridge from the wreckage and physicians at hand administered as best they could to the two injured men. After what seemed an interminable length of time two stretchers were brought to the scene, and the unfortunates placed upon them and carried across the long field to the hospital.

The diversity of opinion as to which propeller was broken, was probably due to the peculiar position in which the machine lay. In some manner too quick for me to perceive, the machine turned at right angles to its path of flight and was headed to the northward when it struck the ground. The wreck was so complete that it was difficult to make out its original construction, but that it was the right propeller I am convinced, as I distinctly remember noting that the propeller toward the east had both its blades broken off completely, while the one toward the west was unbroken. This would have made it the starboard propeller that was broken. Photographic evidence has since corroborated this fact.

I agree with Mr. Wright that if the propeller had broken at a greater distance from the ground, the accident would not have occurred, the machine was regaining its equilibrium when it struck. The accompanying diagram will explain the position of the machine, and my own at the time of the accident. W.S. Cline.