

BULLETINS

OF THE

Aerial Experiment Association

Bulletin No. XXXIX Issued MONDAY, APRIL 12, 1909

APPENDIX B.

A Souvenir Volume of enlarged photographs
illustrating the work of the Aerial Experiment
Association.

MR. McCURDY'S COPY.

BEINN BHREAGH, NEAR BADDECK, NOVA SCOTIA

BULLETIN STAFF.

ALEXANDER GRAHAM BELL.....Editor
GARDINER H. BELL.....Assistant Editor
CHARLES R. COX.....Typewriter
MABEL B. McCURDY.....Stenographer

Bulletins of the Aerial Experiment Association.

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APPENDIX B.

A Souvenir Volume of enlarged photographs illustrating the work of the Aerial Experiment Association.

Beinn Bhreagh, near Baddeck, Nova Scotia.

To

Mrs. Alexander Graham Bell

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To whom the Aerial Experiment Association
owes its being, and to whose loyal support
the Association is indebted for all its
successes.

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This volume is dedicated.

APPENDIX B.

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A Souvenir Volume of enlarged photographs illustrating the work of the Aerial Experiment Association.

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1. Photograph of Mabel Gardiner Ball (Mrs. Alexander Graham Bell), founder of the Aerial Experiment Association.

2. Group of persons interested in Aerial Locomotion, including all the members of the A.E.A. Photograph taken at Hammondsport, N.Y., April 6, 1908.

(Standing - left to right)

Mr. T.S. Baldwin, who constructed the first dirigible balloon for the United States Government. (Not a member).

Mr. F.W. Baldwin, M.E. Toronto University; Chief Engineer of the A.E.A., who made the first public flight in America in a heavier-than-air flying-machine, March 12, 1908, in the Association's Drome No. 1, Selfridge's Red Wing, over the ice on Lake Keuka, near Hammondsport, N.Y.

Mr. J. Newton Williams, who constructed at Hammondsport, N.Y., a full-sized Helicopter to carry a man into the air. (Not a member).

Mr. J.A. Douglas McCurdy, M.E. Toronto University. Assistant Engineer of the A.E.A. Also Treasurer of the Association from the beginning, and Secretary since the death of Lieut. Selfridge. He made the first flight in Canada in a heavier-than-air machine, Feb. 23, 1909, in the Association's Drome No. 4, McCurdy's Silver-Dart, over the ice in Baddeck Bay, near Baddeck, Nova Scotia.

Lieut. Thomas E. Selfridge, Military Expert in Aerodromics, who was killed Sept. 17, 1908, in the accident to Orville Wright's flying-machine at Fort Meyer, Va. near Washington, D.C. He was detailed by the U.S. Government to observe the experi-

ments of the A.E.A. at Baddeck, N.S. and Hammondsport, N.Y. in the interests of the U.S. Army, and acted as Secretary of the Association. He made an ascent in the Association's Kite Cygnet I, Dec. 6, 1907, over the waters of the Bras d'Or Lake, near Baddeck, Nova Scotia.

(Sitting - left to right)

Dr. Alexander Graham Bell, Chairman of the A.E.A., the only member of the Association who has not been in the air.

Mr. Wm. F. Baldwin, Superintendent of Dr. Bell's Balloon Breach Laboratory. (Not a member).

Mr. Glenn H. Curtiss, Director of Experiments of the A.E.A., and its Chief Executive Officer who made the first measured flight in America in a flying-machine under test conditions, in the Association's Drone No. 3, Curtiss' June Bug, July 4, 1908, when he was awarded the Scientific American Trophy by the Aero Club of America.

THE KITE CYGNET I.

3. Kite Cygnet I in the air, towed by the Steamer Blue Hill, near Baddeck, N.S., Dec. 4, 1907. The vessel in the picture is the catamaran boat "The Ugly Duckling" from which the Cygnet arose. The Steamer Blue Hill is further to the right beyond the limits of the photograph. This illustrates a preliminary ascension of kite Cygnet I without any man on board.

4. Lieut. Selfridge in the man-hole of Kite Cygnet I Nov. 14, 1907.

5. The Kite Cygnet I, on board her tender "The Ugly Duckling", Dec. 6, 1907. Lieut. Selfridge, dressed in oil-skin, can be seen sitting on the tilting-frame of the Ugly Duckling.

6. The Kite Cygnet I, on board her tender "The Ugly Duckling", being towed into position on the Little Bras d'Or Lake by the Steamer Blue Hill, Dec. 6, 1907. Lieut. Selfridge can be seen stretched at full length in the man-hole of the Cygnet I.

7. The Kite Cygnet I, on board her tender "The Ugly Duckling", being towed into position on the Little Bras d'Or Lake by the Steamer Blue Hill, Dec. 6, 1907. Photograph taken from the Steamer Blue Hill by Mr. J. G. Davidson.

8. The Kite Cygnet I, carrying Lieut. Selfridge in the man-hole, flying at an elevation of 166 feet over the Little Bras d'Or Lake, near Baddeck, Nova Scotia, Dec. 6, 1907, towed by the Steamer Blue Hill. Photograph taken from the Steamer Blue Hill by Mr. J. G. Davidson.

THE HAMMONDSPORT GLIDER.

9. The Hammondsport Glider Feb. 12, 1908.

10. Mr. Glenn H. Curtiss, gliding down hill in the Hammondsport Glider, at Hammondsport, N.Y., Feb. 12, 1908.

DRONE NO. I, SELFRIDGE'S RED WING.

11. Drone No. I, Selfridge's Red Wing, on the ice on Lake Keuka, near Hammondsport, N.Y., March 9, 1908. Mr. Wm. F. Bedwin, Superintendent of Dr. Bell's Beinn Bhreagh Laboratory, is holding the machine in position.

12. Drone No. I, Selfridge's Red Wing, on the ice on Lake Keuka, near Hammondsport, N.Y., March 12, 1908. Mr. Glenn H. Curtiss, Director of Experiments of the A.E.A., is in the Aviator's seat.

13. Drone No. I, Selfridge's Red Wing, making its last flight over the ice on Lake Keuka, near Hammondsport, N.Y., carrying Mr. F.W. Baldwin, Chief Engineer of the A.E.A. as aviator March 17, 1908. The photograph shows a lack of lateral stability in the machine. It has tilted over on one side and is sliding down side-ways towards the ice.

14. Drone No. I, Selfridge's Red Wing, making its last flight over the ice on Lake Keuka, near Hammondsport, N.Y., carrying Mr. F.W. Baldwin as Aviator, March 17, 1908. The Red Wing tilted over on one side and struck the ice. The photograph shows the wing piece gradually crushing in, thus acting as a buffer to reduce the shock of landing. The machine was wrecked but the aviator escaped without injury.

DRONE NO. 2, Baldwin's White Wing.

15. Drone No. 2, Baldwin's White Wing at the race-track near Hammondsport, N.Y., May 14, 1908. The lateral stability has been improved by the use of lateral rudders attached to the wing-pieces.

16. Drome No. 2, Baldwin's White Wing making a flight at the race-track near Hammondsport, N.Y., May 18, 1908, carrying Mr. F.W. Baldwin as Aviator.

DROME NO. 3, CURTISS' JUNE BUG.

17. Drome No. 3, Curtiss' June Bug at the race-track near Hammondsport, N.Y., June 21, 1908. The lateral stability has been improved by making the lateral rudders normally horizontal instead of in line with the supporting surfaces.

18. Drome No. 3, Curtiss' June Bug, carrying Mr. Glenn H. Curtiss as Aviator, July 1, 1908, at the race-track near Hammondsport N.Y. Photograph taken at dusk by Mr. H. M. Benner of Hammondsport.

19. Drome No. 3, Curtiss' June Bug, carrying Mr. Glenn H. Curtiss as Aviator, at the race-track near Hammondsport, N.Y. First flight of July 4, 1908.

20. Drome No. 3, Curtiss' June Bug, carrying Mr. Glenn H. Curtiss as Aviator, at the race-track near Hammondsport, N.Y. This was the second flight of July 4, 1908 for which the Scientific American Trophy was awarded by the Aero Club of America.

21. Drome No. 3, Curtiss' June Bug, carrying Mr. Glenn H. Curtiss as Aviator, July 10, 1908, near Hammondsport, N.Y.

22. Drome No. 3, Curtiss' June Bug, carrying Mr. J.A. Douglas McCurdy as Aviator, at the race-track near Hammondsport, N.Y., July 27, 1908.

23. Drome No. 3, Curtiss' June Bug placed upon pontoons and re-named "The Loon", at Hammondsport, N.Y. Nov. 5, 1908.

24. Drome No. 3, Curtiss' June Bug on pontoons and re-named "The Loon" on Lake Keuka, near Hammondsport, N.Y. Nov. 5, 1908.

25. Drome No. 3, Curtiss' June Bug on pontoons and re-named "The Loon", propelled over the water on Lake Keuka, near Hammondsport, N.Y., carrying Mr. Douglas McCurdy as Aviator, Nov. 30, 1908. "The Loon" did not rise into the air.

DROME NO. 4. McCURDY'S SILVER-DART.

26. Drome No. 4, McCurdy's Silver-Dart at the race-track near Hammondsport, N.Y., Nov. 3, 1908.

27. Drome No. 4, McCurdy's Silver-Dart, at the race-track near Hammondsport, N.Y., carrying Mr. J. A. Douglas McCurdy as Aviator, Dec. 13, 1908.

28. Drome No. 4, McCurdy's Silver-Dart, carrying Mr. J. A. Douglas McCurdy as Aviator, over the ice on Baddeck Bay, near Baddeck, Nova Scotia, Feb. 24, 1909.

29. Drome No. 4, McCurdy's Silver-Dart, carrying Mr. J. A. Douglas McCurdy as Aviator, over the ice on Baddeck Bay, near Baddeck, Nova Scotia, March 8, 1909. This photograph shows Mr. McCurdy passing the old McCurdy Homestead where he lived as a boy.

30. Drome No. 4, McCurdy's Silver-Dart, carrying Mr. J. A. Douglas McCurdy as Aviator, over the ice in the Harbor at Baddeck, Nova Scotia, March 8, 1909.

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DRONE NO. 5, BELL'S CYGNET II.

31. Drone No. 5, Bell's Cygnet II, on the ice in Baddeck Bay, near Baddeck, Nova Scotia, Feb. 22, 1909. Side-view showing the hollow construction.







DR. A. G. BELL, MR. J. NEWTON AND THE CAPT. T. BALDWIN, MR. G. CURTISS, MR. J. A. D. MCCURDY, AND MR. W. F. BEDWIN,
AT AN AERODROME SHED AT HAMMOIDS PORT, N.J., APRIL 16, 1908



KITE CYGNET I, IN THE AIR, TOWED BY THE STEAMER BLUE HILL, NEAR BADDECK
N.S. DEC. 4, 1907. THE VESSEL IN THE PICTURE IS THE UGLY DUCKLING
FROM WHICH THE CYGNET AROSE



79 Taken 1907 by 14 Duce.
Dec. 1907 by 15 J. M. C.



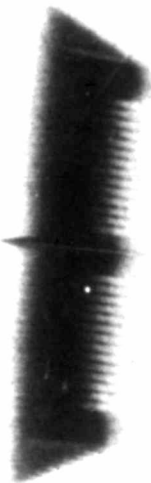
NET I, ON BOARD HER TENDER THE UGLY DUCKLING, DECEMBER 6, 1909. LIGHT, SELF-RIDING PUMP, AND OTHER EQUIPMENT ON BOARD THE UGLY DUCKLING.
GETTING ON TESTING FRAME OF THE UGLY DUCKLING



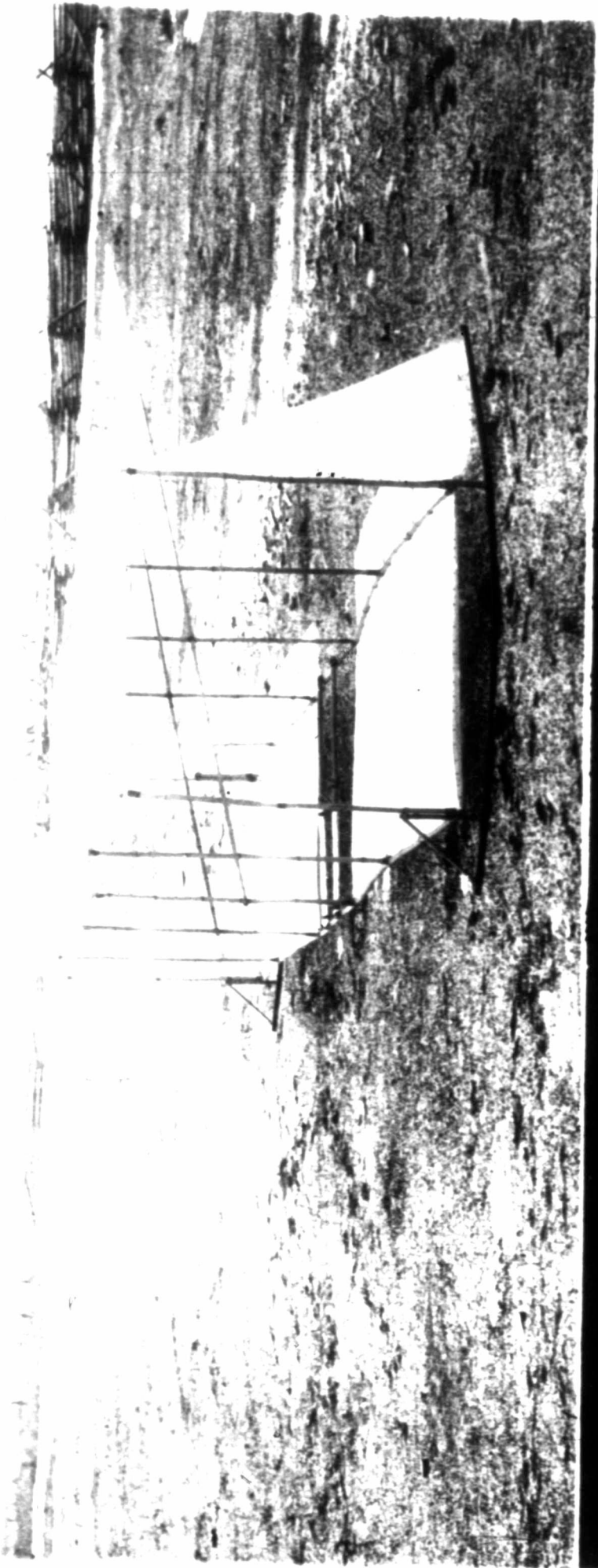
THE NETS ON BOARD THE DUCKLING, BEING TOWED INTO POSITION OVER THE LITTLE
BAS DOR LAKE BY THE STEAMER BLUE HILL, DEC. 6, 1907. LIEUT. SELF RIDGE, PERRY BE
SEEN STRETCHED AT FULL LENGTH IN THE MAMMOLE OF THE CYGNET.



KITE GYRNET I, WITH LIEUT. SELFRIDGE ON BOARD, ON HER TENDER THE UGLY DUCKLING
AT THE POSITION FOR AN ASCENSION DEC. 6, 1907, ON THE LITTLE BRAS DOR LAKE,
NEAR BARDECK, NOVA SCOTIA. PHOTO TAKEN FROM STEAMER, BLUE HILL BY MR. J. G. DAVIDSON.

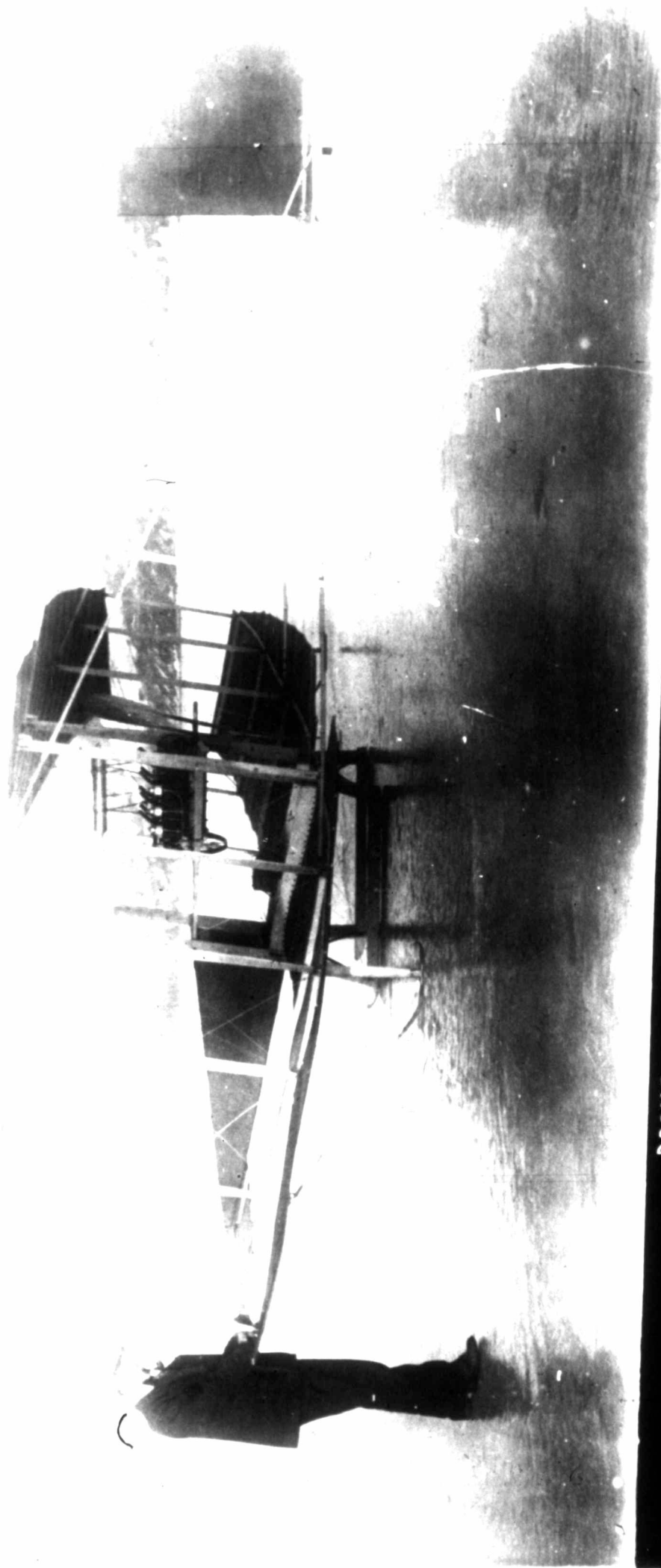


KITE GYONST I, WITH LIEUT. SELFRIDGE ON BOARD, FLYING OVER THE LITTLE BRAS
D'OR LAKE, NEAR BADDECK, NOVA SCOTIA, DEC. 6, 1907. PHOTO TAKEN FROM THE
STEAMER BLUE HILL BY MR. J. G. DAVIDSON.

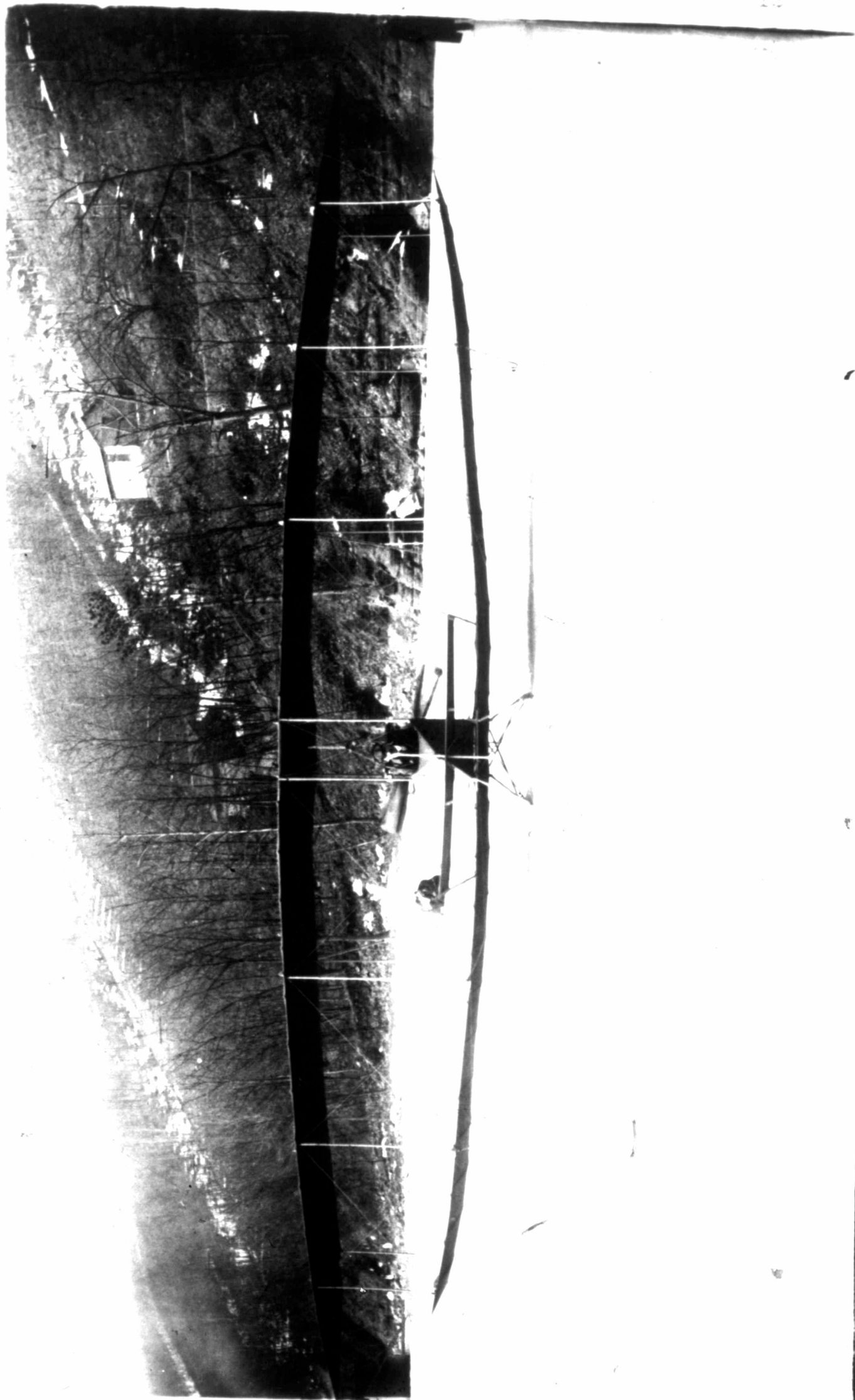


THE HAMMONDSPORT GLIDER, FEB. 12, 1908.






DROME NO. 1 SELFRIDGES RED-WING AT HAMMUNDSPORT, MARCH 7, 1908.



DRONE NO. 3, SELFRIDGE'S RED WING, WITH MR. ULEMN H. CURTIS ON BOARD, ON THE ICE ON LAKE KEUKA, NEAR HAMMONDSPOORT, N.Y.

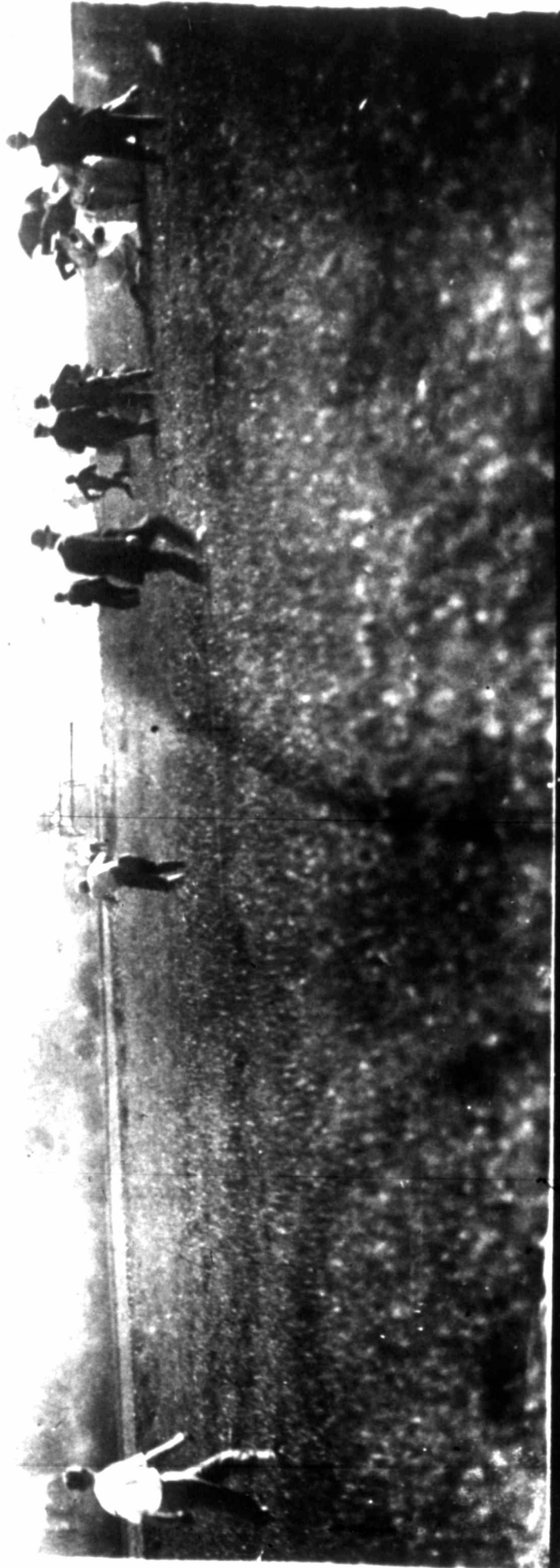


DROME NO 1, SELPRIDGE'S BED WING FLYING OVER THE
SPOT. AT CARPENTER MR. P.M. BALDWIN OPERATOR OF HAWK
MEDIATELY BEFORE CATASTROPHE WHICH MISSED THE
LEFT THE AIRPORT WINDS

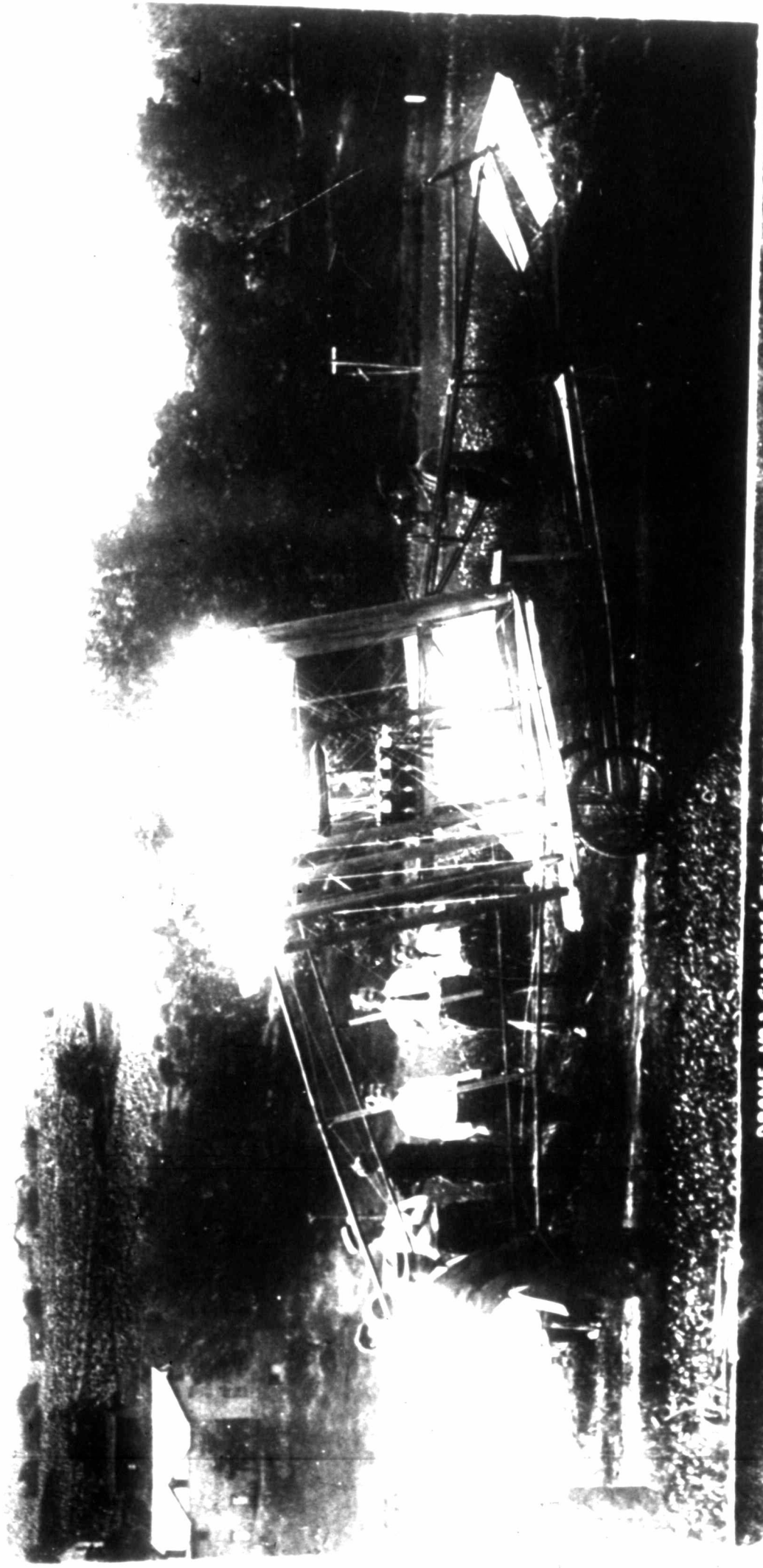


DROME NOI SELFRIDGES REDWING ON THE ICE LAKE KEUKA NEAR HAMMONDSPORT, N. Y.,
CARRYING MR. F. W. BALDWIN AS AVIATOR THE RED WING STRUCK THE ICE ON ONE
WING AND WAS WRECKED THE PHOTO SHOWS THE WING PIECE CRUSHING IN,
THUS ACTING AS A BUFFER TO REDUCE THE SHOCK TO THE AVIATOR.
THE MACHINE WAS DESTROYED, BUT MR. BALDWIN ESCAPED
WITHOUT INJURY PHOTO TAKEN MARCH 17, 1908





DRONE NO 2 BALDWIN'S WHITE WING, CARRYING MR. E. G. BALDWIN AS AVIATOR, MAY 18, 1908, AT HAMMONDSPORT, NY



DROME NO 3, CURTISS JUNE BUG, AT HAMMONDSPOST, NY, JUNE 31, 1908.



CARRYING MR. GLENN H. CURTISS AS AVIATOR, JULY 8, 1908, AT HAMMONG

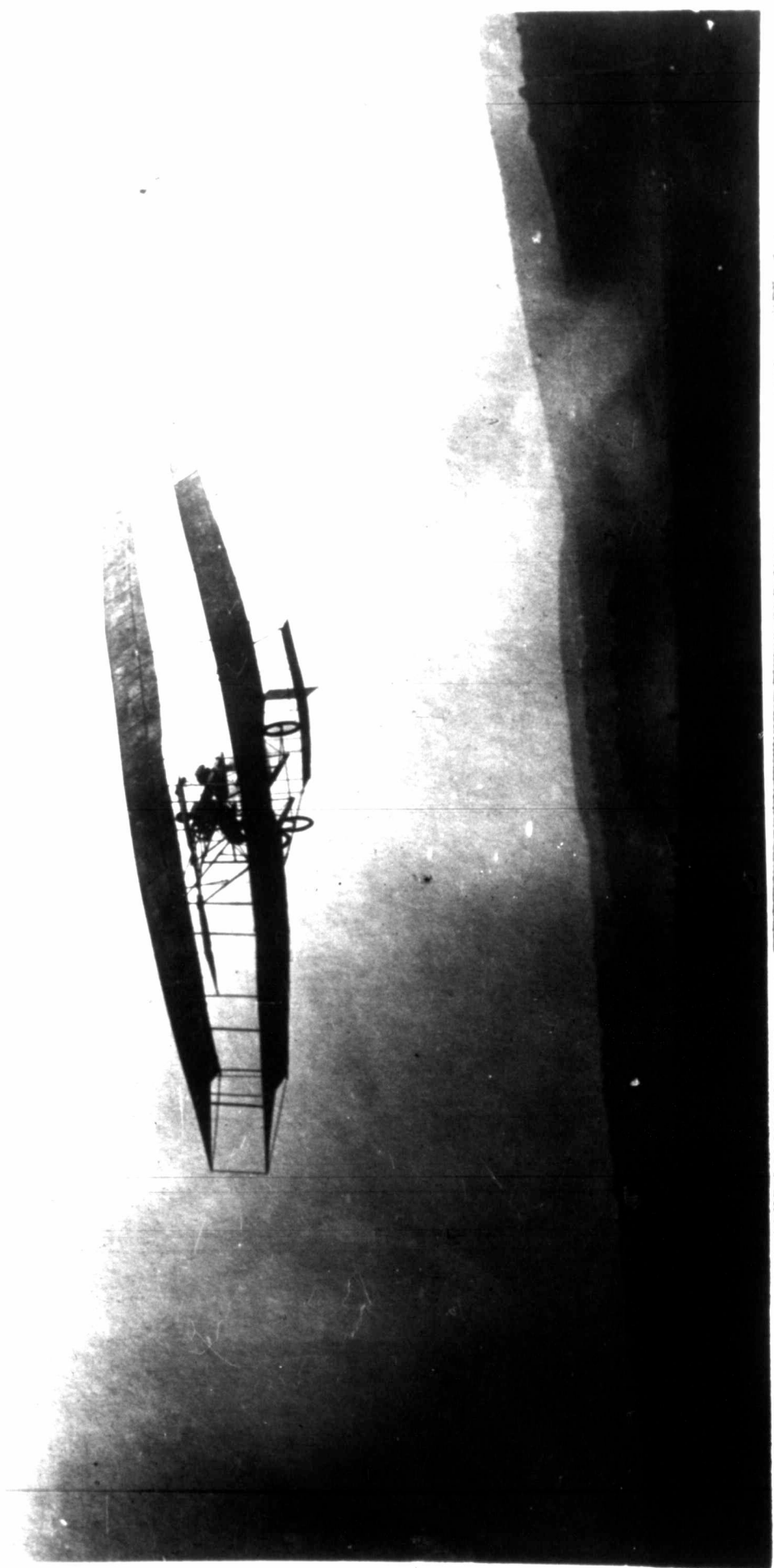
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DRONE NO. 3 CURTISS' JUNE BUG, CARRYING MR. GLENN H. CURTISS AS AVIATOR, AT HAMMO

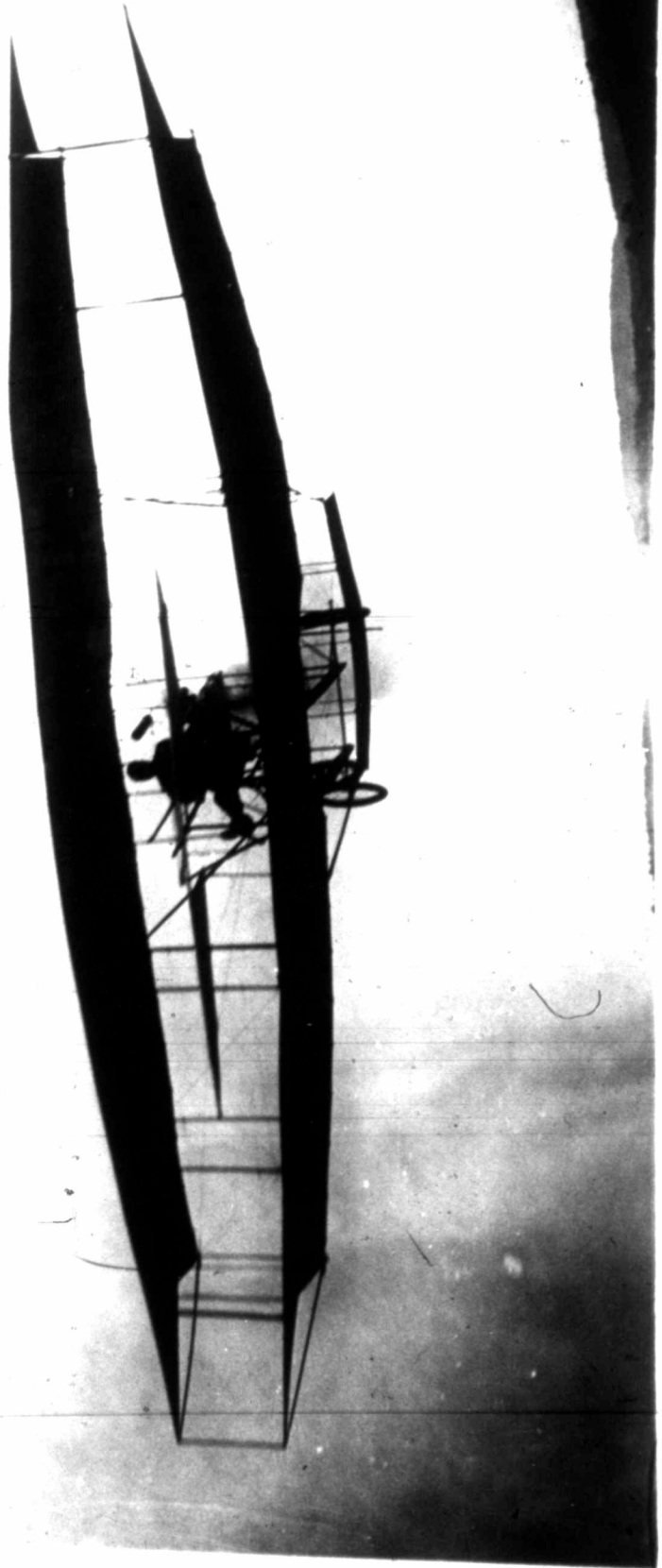


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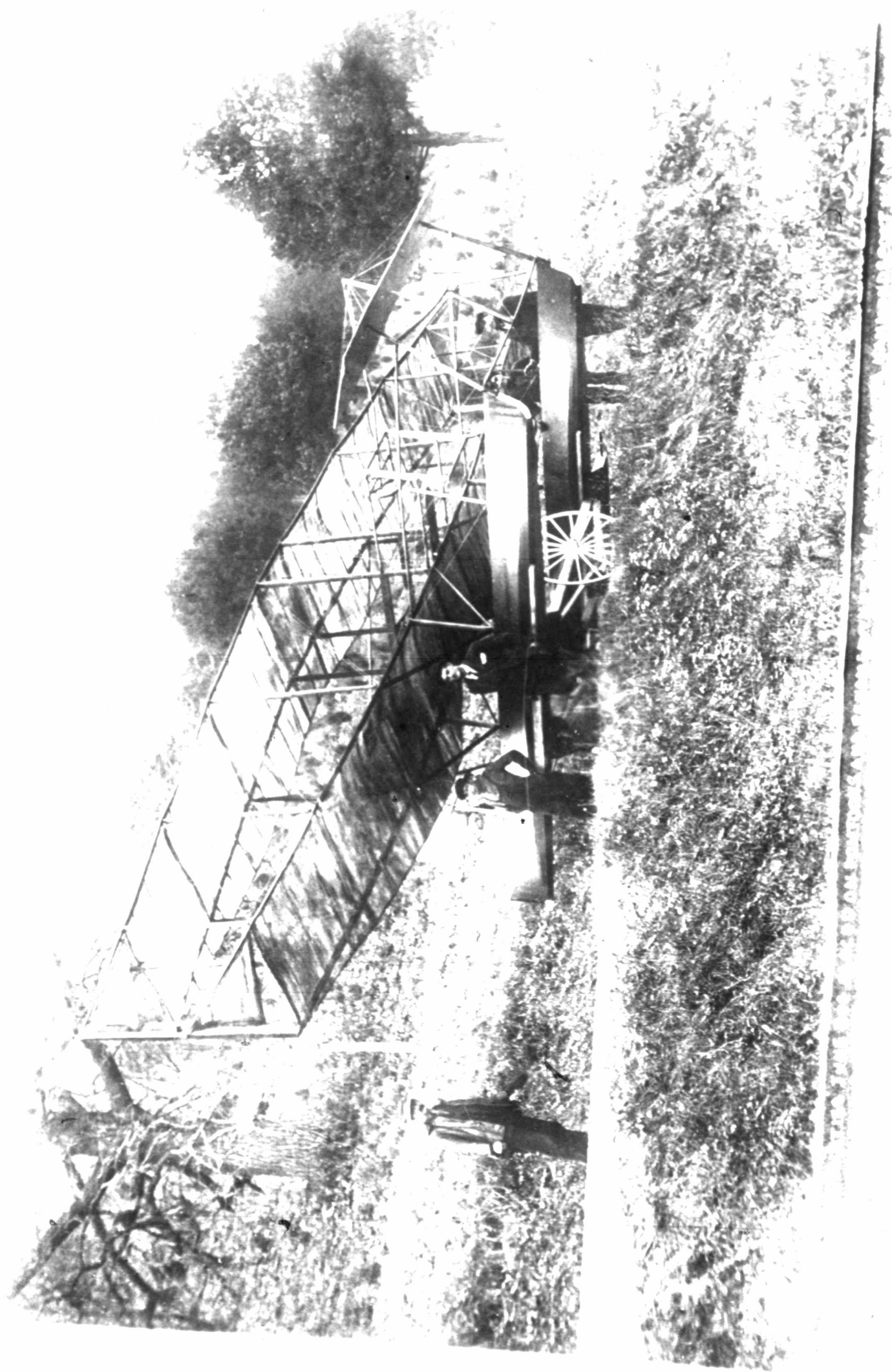
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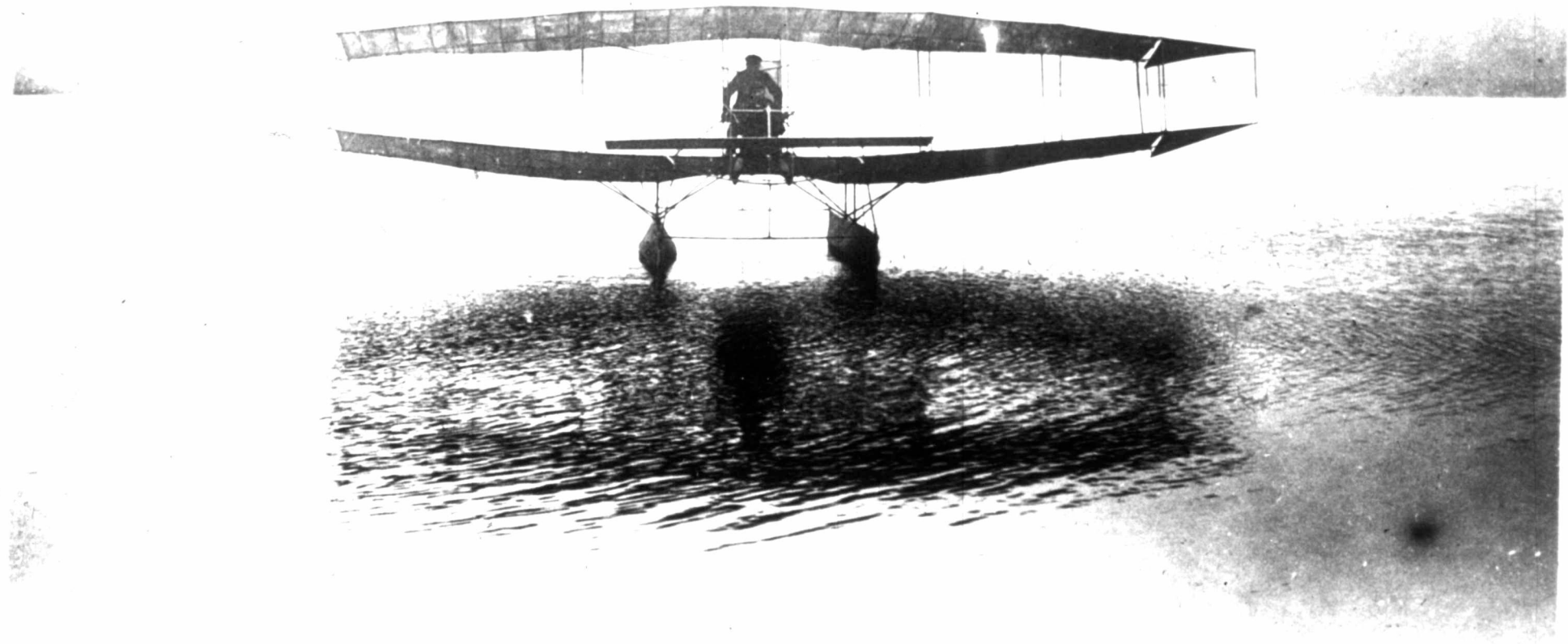


PROME NO. 5, CURTISS JUNE 1910, CARRYING MA. 351 IN HULL



DRONE NO. 3 CURTISS JUNE BUG, CARRYING MR. DOUGLASS McCURDY, AS AVIATOR, AT HAMMONDSPORT, N.Y. JULY 17, 1908.





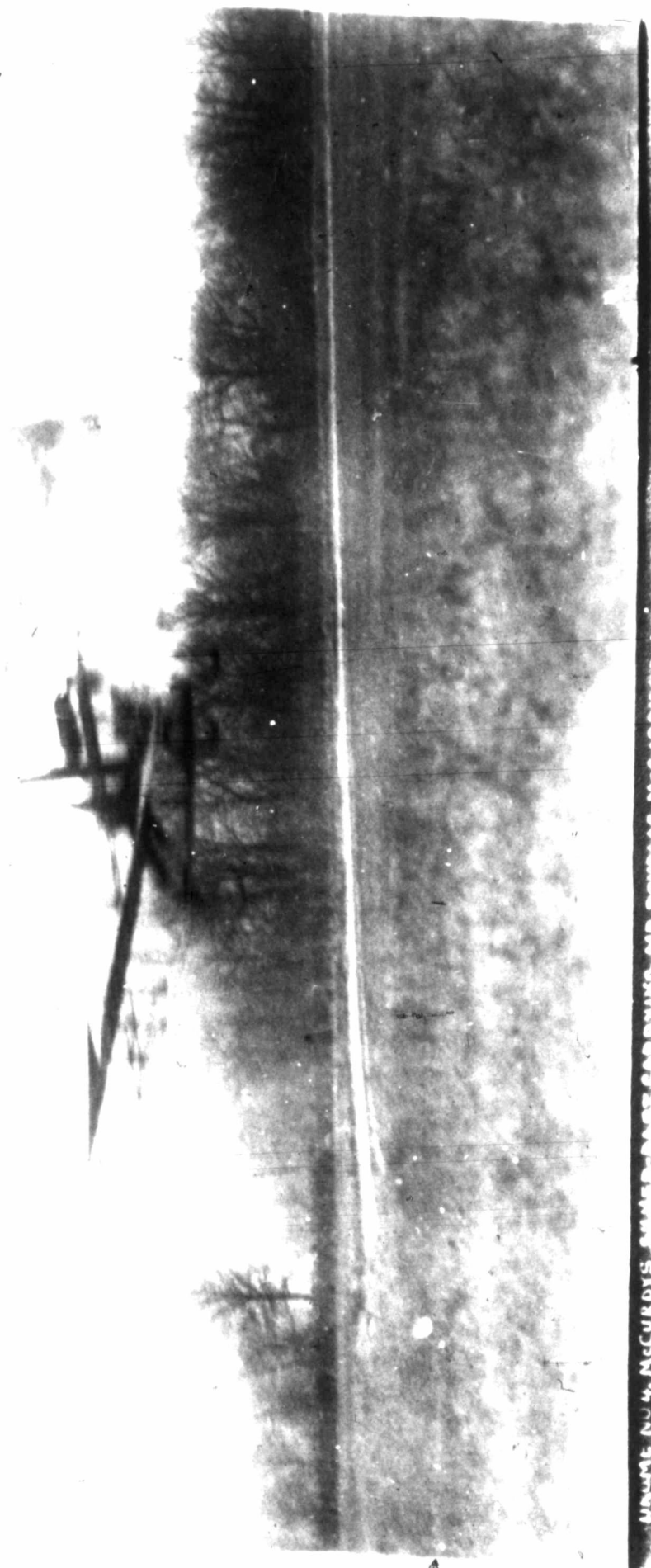
PLANE NO. 3, CURTISS JUNE BUG ON PONTOONS AND RENAMED THE LOON AT HAMMONDSPORT, N.Y. NOV. 5, 1908



DROME NO. 3, CURTISS' JUNE BUG, PLACED UPON PONTOONS AND RE-NAMED THE LOON, PROPELLED OVER THE WATER ON LAKE KEUKONAG
NEAR HAMMONDSPORT, N.Y., CARRYING MR. DOUGLAS McCURDY AS AVIATOR, NOV. 30, 1908. THE LOON DID NOT RISE
INTO THE AIR.



DROME NO 4, McCURDY'S SILVER-DART AT HAMMONDSPORT, N.Y. NOV. 3, 1902



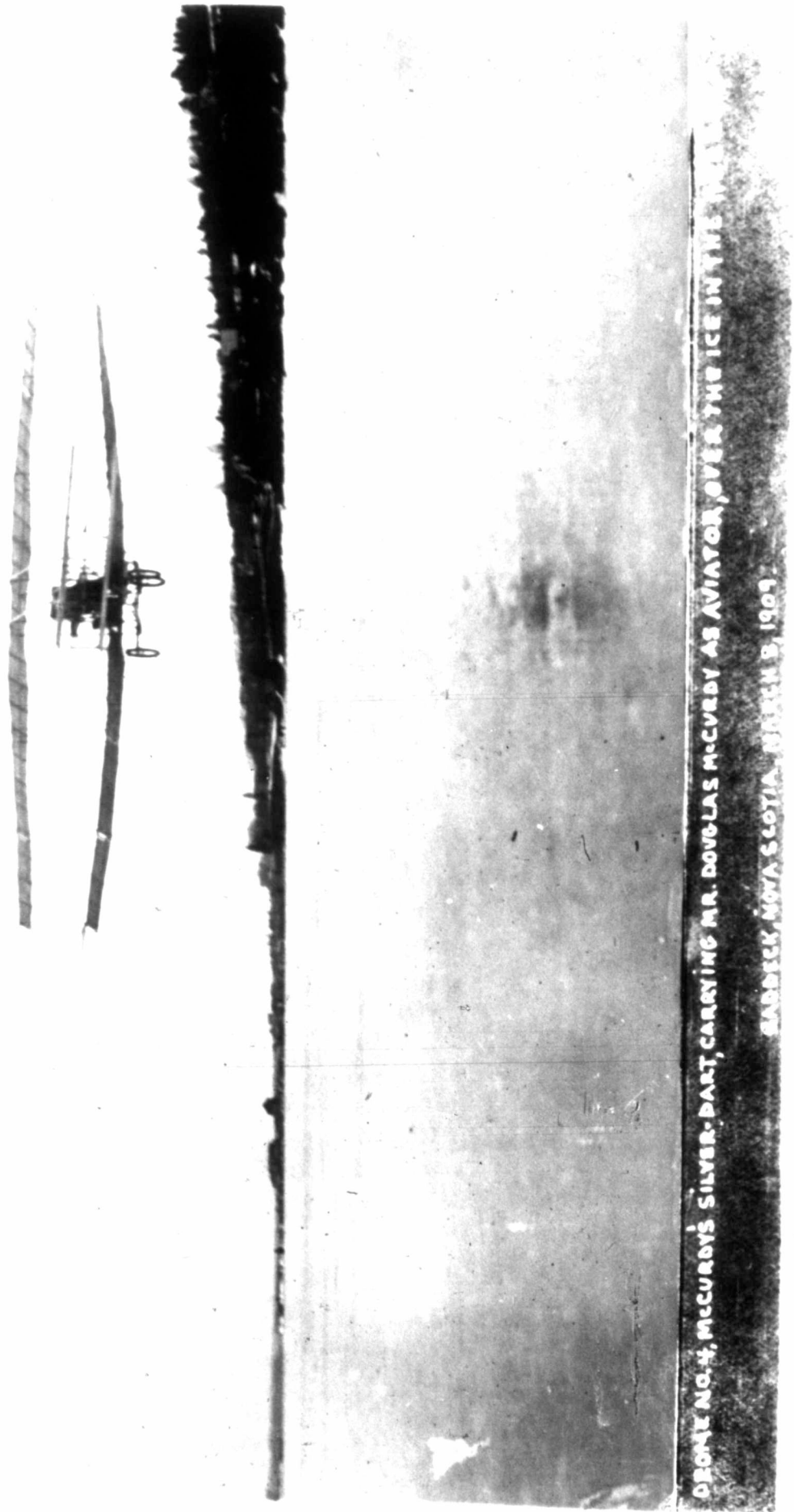
BRIDGE NO. 4, McCURDY'S BRIDGE, PAZZ, CALIFORNIA, AT



DIOME NO. 4, MACURDY'S SILVER-DART, CARRYING MR. DOUGLAS McCURDY AS AVIATOR, OVER THE ICE ON BADDECK BAY
BADDECK, N.S., FEB. 24, 1909



EDMUND J. QUINN, AIRCRAFT ENGINEER, CARRYING MR. DOUGLAS MCCURDY AS AVIATOR OVER THE ICE OF BRADDECK BAY
MARCH 8, 1909



ORONOK NO. 4, McCURDY'S SILVER-DART, CARRYING MR. DOUGLAS McCURDY AS AVIATOR, OVER THE ICE IN THE

SARDECK, NEW SCOTIA. MARCH 9, 1909.

