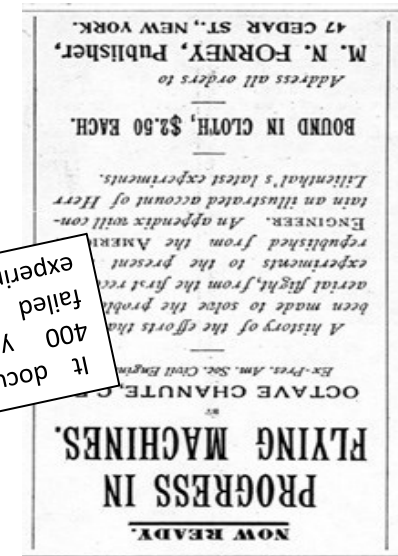


Octave Chanute
1832-1910



It documented
400 years of
failed aviation
experiments.

Chanute's book *Progress in Flying Machines* came out in 1894, nine years before the Wright's first flight.



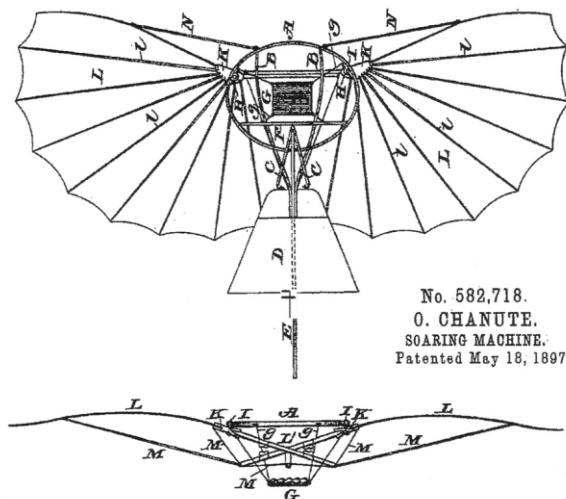
Learn more lessons from Chanute in Dan Ward's new book LIFT!

www.thedanward.com/LIFT

His book aimed to do three things:

- 1) Determine whether it might be **reasonable to hope** that flight might be possible?
- 2) To identify the **dead-end ideas** people should stop wasting time on (i.e. gluing feathers on wings)
- 3) To identify the **most promising pathways** that are most likely to lead to flight.

To accomplish this, he **studied failure** (partly because there were no successes to speak of)

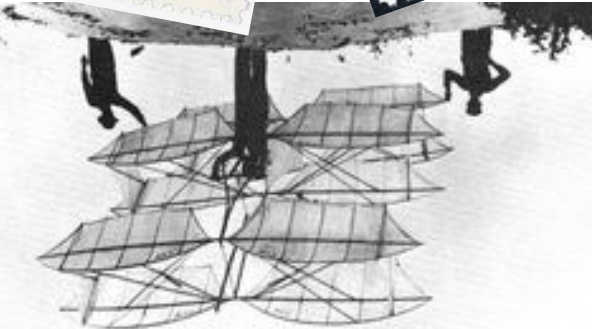


Top and front view of Octave Chanute's "Soaring Machine," an improved Lilienthal-type glider. United States Patent No. 582,718, granted May 18, 1897.

He was also an inventor and **experimenter**.
Here's a picture of one of his gliders



He was rightfully proud of his safety record. The only recorded "injury" was a **rip in his son's trousers**.



Chanute's Katydid Glider, 1896

Chanute was a great **connector** and **networker**. He wrote letters and built relationships with pretty much everyone who was working in the field.

Chanute placed a premium on simplicity and praised designs that were "cheap, simple, and not easily broken."

He showed that **curved** wings were better than flat, **static** wings better than flapping, **simple** designs better than complex, **physical demonstrations** better than hypothetical drawings, and **rotating** propellers better than any back-and-forth motion.

One of the harshest criticism he offered about any flying machine design was "it was not built."