

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.



Octave Chanute
1832-1910

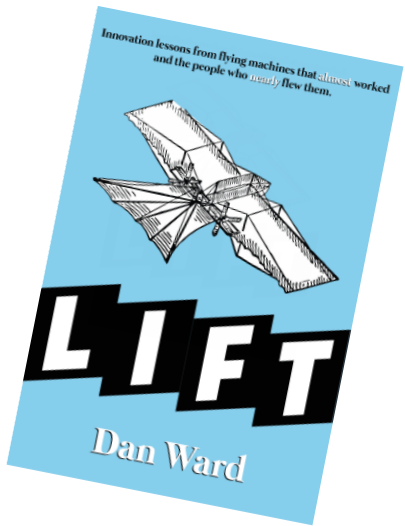
3) To identify the most promising pathways that are most likely to lead to flight.

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

2) To identify the dead-end ideas people should stop wasting time on (i.e. gliding feathers on wings)

1) Determine whether it might be reasonable to hope that flight might be possible?

His book aimed to do three things:



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

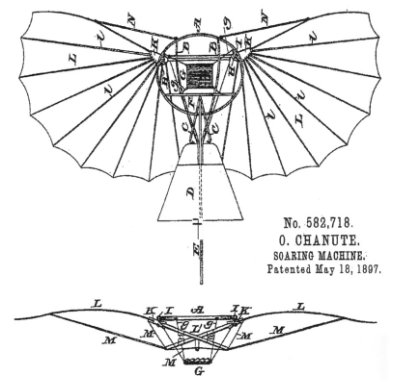
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He was rightfully proud of his safety record. The only recorded "injury" was a rip in his son's trousers.

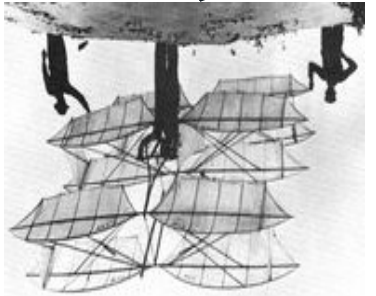
Chanute's Double Decker Glider, 1896



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



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.



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."