KILLED BY HIS AIRSHIP.

Inventor Lilienthal's Fatal Fall From a Flying Machine.

COULD NOT KEEP IT BALANCED.

The Apparatus Turned Over, and the Scientist Was Precipitated to the Ground, Breaking His Spine—Experiments With German Machine In America.

BERLIN, Aug. 12.—Herr Lilienthal, an engineer, who for years had been experimenting in the building of flying machines, met with an accident that resulted in his death. He started with one of his machines to fly from a hilltop at Rhinow, near Berlin.

The apparatus worked all right for a few minutes, and Lilienthal flew quite a distance, when suddenly the machinary of the apparatus got out of order, and man and machine fell to the ground. Lilienthal was so badly injured that he died in the hospital to which he was removed.

Otto Lilienthal, who was 48 years old, was a builder of steam engines and had for years experimented with flying machines.

He often succeeded in keeping in the air for some time with the aid of his artificial wings, which seemed to be adapted rather for sailing than for flying in the proper sense of the term. His machine was made almost entirely of closely woven muslin, washed with collodion to render it impervious to air, and stretched upon a ribbed frame of split willow, which was found to be the lightest and strongest material for this purpose.

During the past two or three years he gave much attention to motive force and reached the conclusion that the vapor of liquid carbonic acid would be effective.

Experiments In This Country.

NEW YORK, Aug. 12.—Experiments were made with one of Lilienthal's flying machines on Staten Island last April and May. Harry B. Bodine of New Jersey made several trips in the machine and found great difficulty in maintaining the center of balance. It was inability to do this that caused Otto Lilienthal to take his fatal plunge. In Mr Bodine's most successful trip he soared away in the machine from the top of a hill. He sailed, or flew, through the air for a distance of 125 yards and made a safe descent. A gusty wind was blowing at the time, and an article written on the trip the day after it was made said: "The machine responded to each puff of wind just as suddenly as a weathervane on a well greased pivot would. As a matter of fact, the steering apparatus makes a weathervane out of the whole machine. The rudder is a vertical affair and is shaped not unlike a mammoth palm leaf fan. It acts as a rein in always keeping the head of the machine to the wind. Bodine's flight of 125 yards was the longest ever made in this country on a flying machine. Bodine's greatest height above the ground was 52 feet. Lilienthal had gone higher than this and had also sailed 200 yards through the air.