Should the engine happily prove sufficient for this purpose the tow-line will become slack. It can then be dropped and the machine proceed on its way as a free flying machine

If, on the other hand, the engine power should prove insufficient the machine will not come down but will continue flying as a kite. The engine and propeller will certainly produce some effect which we can study and measure. The strain on the flying line for example will certainly be reduced; we can observe this reduction of pull instrumentally, and thus be able to accumulate data from which to calculate the amount of power required for self support; and the general practicability of a tetrahedral aerodrome of this kind which makes no use of horizontal surfaces. Through the presence of a man in the structure, we can also obtain data concerning the angle of incidence of the supporting surfaces to the wind, a matter of which we are ignorant at the present time.

In aerodromes of the June Bug class, if the engine power is insufficient, the aerodrome will not fly at all; and it is only when sufficient power has been obtained for support that experiments can be made in the air. There is no half way between these conditions, but in a kite aerodrome we have intermediate conditions all the way fro the kite without self propulsive power at all up to the free flying machine without a restraining rope. I look upon the kite as a flying machine at anchor, and the flying machine as a free kite, and between these two conditions we have a vast field for exploration with engines and propellers operating under the actual conditions of flight, the whole being supported in the air by the wind