

I thought perhaps the fault lay in the gasoline pipe which fed the carburettor. I had Ingraham put in large ones, and I decided to stay over another day and try that turn again. I made the complete turn three times that day but always on the first flight, in other words when the engine was perfectly cool each flight lasting the same length of time 1 minute and 50 seconds. I had to go high in order not to strike the down wing on the ground in making the turn.

I think that some day a great artist who has great powers of description will describe in writing the feelings and sensations of the aviator. Mr. Bell I had perfect control of the machine and could have steered her anywhere. Please don't consider this as a brag, I only put it that way to try and convince you that we have absolutely mastered the control of the machine. You can either steer her round quickly or slowly as you will. I think the secret of making a successful turn is to go high (that is comparatively speaking of course).

I made a series of flights yesterday and completed the turn every time, but each time as before the power died away, and it turns out that the air-cooling is not perfect and will only cool for about 1 minute and 30 seconds, and allow the engine to develop its full power.

I think that we must have a water-cooled engine, one that will maintain a given power for a long period of time. I would suggest one similar to Capt. Baldwin's new engine which gave us a steady pull of 240 lbs. with a theoretical speed of advance of 50 miles an hour. I don't know whether I wrote this