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Suppose that the original inclination should take the form of a tip to one side, then after gliding down hill a little way on that side, the machine would move up until its side-way was exhausted, and then commence a reverse glide down on the other side.

Thus, however the surfaces should happen to tip in the first instance, the machine would fall with an oscillating motion, first moving one way, and then reversing its path.

The inclination that could be most easily controlled by the aviator is the downward tip in front, so that the machine should gain headway rather than stern-way or side-way. This can be secured by having the center of gravity a little in front of the center of surface, only just sufficiently so to prevent the possibility of a stern tip. When the machine then begins to glide down hill in front, the headway gained will enable the aviator to use his front control as a rudder. The further movement of his machine would then be within his own control.

We are here of course dealing with a machine that has lost its motive power, so that the propelling power is gravity alone. The aviator, having secured control must preserve his headway at all hazards, or he will lose his steering power. He should be careful to keep his machine on the down-grade. Should he steer the machine on a horizontal path, or upon an up-grade, the resistance of the air would soon check his advance and he would be helpless until the machine should make another dive.