

One of them would still continue in action pushing in the central line. It is hardly likely that both engines, or both propellers, would give way at the same time; and, in case of accident to one, the aviator would not be obliged to come down at once without being able to choose his place of descent.

When the accident at Fort Meyer occurred, Mr. Wright did not know exactly what had happened, for the rudder and propellers were behind him, and therefore out of his sight. He did not dare to look round very much, for the operation of his controlling levers demanded all of his attention at the time.

This emphasizes the importance of the suggestion made by Mr. P. W. Baldwin that the moveable parts of an aerodrome should be placed in front of the aviator as much as possible, so that he may keep them under constant observation (see discussion concerning front and rear controls, Bulletin XVI, pp.36-44). If anything went wrong he would then see at a glance what had happened, and would be in a better position to meet the emergency.

Mr. Baldwin suggests that the vertical rudder should be placed in front of the machine instead of at the rear like the horizontal rudder known as the "front control". In both cases the natural and proper position would seem to be at the rear; but no inherent reason exists why the vertical rudder should not be able to operate in front, at least as well as the front control.

Where it is impracticable to put moveable parts in front, it might be worth while considering whether a fixed