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turn head down rather than tail down? How the effect of a single surface away out in front would, under the influence of dewnway tend to send the head up, and lead to a storn fall. Whereas the influence of a rear tail would be to elevate the stern and lead to a dive with subsequent recevery of headway when the machine would be again under control. I speak here of the tendencies of the front or rear controls. You introduce a new element and place the center of gravity in front of the center of surface so that, under the influence of gravity alone, the machine will dive when headway is lost, and then claim that the front contrel is safer because its tendency to turn the head up, when dropping, neutralizes to a certain extent the tendency of gravity to turn the head down. Whereas the influence of the rear rudder tends to make the dive greater. So that your proposition is that the front control, combined with an advance in the conter of gravity, is safer than a rear control, combined with an advance in the center of gravity.

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<u>Hr. Baldwin</u>: That is it in a nutshell. They are equally safe if you have a long enough distance to drop; but if you have only get a short distance it is much better to have a machine with which you could regain steerage way more quickly. New I think you can regain steerage way more quickly and without such a steep diwe, when you have a bew control and preferably carry it at a slight negative angle. In all our machines the center of gravity must be well ferward of the center of surface of the machine.

Dr. Bell: - Why?

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