angle to the line of advance without robbing the whole of one side of the machine of support, which would be the result of twisting one side of the Wright's acroplane to a negative angle.

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When our machine advances through the air, say upon a horizontal path, the lateral rudders themselves are horizontal. Their surfaces are parallel to the line of advance, not tilted up in front as in the case of supporting-surfaces. They are not, normally, supporting-surfaces at all; being merely appendages driven edgeways through the air.

In operating the lateral rudders the rear pertion of one rudder is depressed, and the rear pertion of the other elevated, and to an equal extent. The angles of incidence, one positive and the other negative, are equal; and the resulting resistance to onward advance is the same at either side of the machine, so the operation of the rudders does not tend to turn the machine about a vertical axis, but permits it to continue its fortilineal path without disturbance while the rudders perform their proper function of righting the machine after a tip.

Even though it should be held that the twisted aeroplanes of the Wright Brothers machine act as lateral rudders, or are lateral rudders themselves in effect, still it is obvious that they are not the equivalents of <u>our</u> lateral rudders, for an additional element is required in the Wright combination (the vertical rudder), to produce our result.

While the twisting of the acroplanes is the method preferred by the Wright Brothers, and the only method shown

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