

stationary, they remaining along side engine for observation and adjustment of the mechanical apparatus.

At 9.45 aviator resumed seat, and start of Drome was accomplished gliding to a point say 100 feet forward, heading slightly to the left. Drome was shoved back a short distance, and started off again. Drome glided forward in straight line about, say, one-quarter of a mile, coming to a finish off Dr. Bell's Observation Point on the small island.

Another trial resulted in Drome going forward say 300 yards, curving quite considerably to the right, towards shore, till it finished glide.

At 9.55 another start resulted in, say, 200 yard glide till concluded about, say, 60 feet from two small ice ridges on hummocks. Men pushed her over the ice and some adjustment of power batteries was about to be undertaken when Dr. Bell having come up, advised that no further time be spent in the test, as it was evident that engine was not powerful enough to produce needed speed to cause Drome to "get into the air"!!

Drome was reversed, and at 10.15 started back over and down the course towards original starting point, making a continuous glide of three-quarters of a mile.

Dr. Bell had driven down course in advance, and at a point about three-quarters of the distance covered, when off Dr. Bell's sleigh, Drome was seen to glide forward on rear runners, as result of the aviator causing front control to rise slightly which rear runner support continued towards