were then varnished once more and the machine, alas, lost its flying power. That unfortunate dispute about the question: "plane or curved suraces" appears really very superfluous if one has seen how the bending straight of the too light ribs with the increased tension of the cloth resulting from the re-varnishing, had turned the curved surfaces into straight ones, disenabling the machine to rise from the ground. New ribs were then manufactured with a still more efficient single curve without the S curve, glued from four blades in place of three, and therefore preserving better form. Thanks to a favorable principle of construction, these ribs only needed to be inserted into pockets of the cloth from which the old ones had been removed, and the surfaces were again possessed of a most efficient curvature.

The motor was then provided with an extra lubricating apparatus, which allowed the cylinders to flood with oil and which kept them cool considerably longer. At the first steering test with all these improvements, even the last horizontal surface was torn off the tail and the machine would now fly more obediently than ever. It was then simply natural, to take off the useless empty frame of the rear cell altogether and to hold the vertical rudder directly by means of four bamboo poles the vertical rudder being made shorter and higher at the same time. Finally the plan of the machine was completely in accordance with all the best features known to ensure steady flight, one important feature being the increased power of the first control. It was made of two big superposed surfaces and at the same time shifted farther towards the front. These changes made it