

dangerous feature in an aerodrome.

It is somewhat remarkable that the Ring-Kite showed no tendency to right itself when released from the strain of the flying line. We knew it would have done so had there been no upper aeroplane.

With the lower aeroplane alone and the empty framework above it, without any upper aeroplane at all, we would have had conditions comparable to those existing in the gliding models with whose antics in the air we have become familiar.

From our past experiments with these models we know that a single aeroplane with its supporting framework above it always steers itself up when thrown edgewise down hill, its pathway gradually forming an ascending curve; Whereas an aeroplane with its framework below it, slides down hill in a descending curve. In the case of the Ring-Kite the path pursued in falling formed almost a straight line, there being very little indication of a curvilinear path, and there was certainly no tendency to a recovery of position. The altitude reached when the sliding movement began was quite sufficient to have developed a sensible curve had there been any marked tendency to deviate from a rectilinear path, but there was very little indication of deflection, and certainly none in the upward direction. The flying line was 100 meters long, and when the sliding began, the kite was probably at an altitude of about 30 meters in the air.

It is probable that in this case the tendency of the empty framework to steer the lower aeroplane up when the