

Mr. Gardiner Bell: And it really does not matter how far back you put your tail does it?

Mr. Baldwin: You bet your life it does! Anything behind the propellers is a bad proposition. There is a draft of air from the propellers upon any rear surfaces, and if they are inclined so as to be supporting surfaces, then when your propellers stop the change in the balance of the machine might be very great.

Mr. Gardiner Bell:- In that case it would be a good scheme to put your rear tail further back.

Mr. Baldwin: There is a drag to the tail though.

Dr. Bell:- This is shown in the Hammondsport experiments. The speed of the June Bug was greatly increased by the omission of the tail. There is one consideration you can get great longitudinal extension by using ^{both} the front control and the rear tail, and at the same time get quick action by using them simultaneously.

Mr. Gardiner Bell: Mr. Baldwin's idea of having the front control at a negative angle so as to intensify the safety seems to me to be wrong in principle.

Dr. Bell:- Why?

Mr. Gardiner Bell: Because there is nothing that brings about resistance so much as that.

Dr. Bell:- That is, introduces an artificial resistance to advance.

Mr. Gardiner Bell: That is what I mean.

H.B. McC.