

DISCUSSION CONCERNING FRONT AND REAR CONTROLS  
OCT. 14, 1908: Report by Mabel B. McCurdy, Sten-  
ographer of the Association.

(Report of the Stenographer revised for this  
Bulletin).

Beinn Bhreagh, Oct. 14, 1908:- Dr. Bell read to Mr. F.W. Bal-  
dwin and Mr. Gardiner H. Bell his note upon "Front Control"  
given elsewhere in this Bulletin; whereupon the following  
discussion took place:-

Mr. Baldwin:- In the first place I think the aereodrome  
with its front control is not comparable to a pole with one  
surface on it. There are two surfaces on the pole that would  
represent the machine. The main surface is behind the center  
of gravity, or whatever point you want to take as a pivot.

I think one of the greatest things about a bow control  
is that you can see what you are doing, that makes up for a  
great many deficiencies, having the whole control in full  
view and seeing exactly what it is doing. In fact, I think,  
all steering or working parts should, if possible, be in full  
view. If your bow control breaks, why you would know where  
you are! When the Red Wing tail broke I did not know it had  
broken at all. You want to get your moveable parts in front  
where you can see them. You can make your truss strong, you  
can make your rigid parts strong; the things that go wrong  
are your working parts. Now the Red Wing certainly broke her  
tail on one side. Everybody excepting myself knew it, but I  
didn't until I came down on the ice. Now I should have seen  
it had it been in the bow. It is perfectly possible for a tail  
to break and operator not to know enough to shut off when to