

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