

in the "June Bug", was mounted directly at the stern of the catamaran, while the single surface front control was mounted directly from the bow, thus doing away with the usual cantilever trussing employed in our former machines. This gave a great saving in head resistance and also made the whole thing when finished look very compact and neat.

The engine used was the one originally designed for the "Silver-Dart". It is a Curtiss, 8 cylinder, $3\frac{3}{4}$ bore x 4 in. stroke, water-cooled motor, and is mounted midway between the planes, driving direct an eight foot propeller of $6\frac{1}{4}$ ft. pitch. The machine thus constructed was renamed "The Leon".

To transport "The Leon" from the aerodrome shed to the head of Lake Keweenaw, where two parallel wharves were built to serve as launching ways, a two wheeled cart was constructed upon which "The Leon" would balance, and by attaching a rope to the front end of the cart, the machine was easily hauled along the road.

On Saturday evening, November 28th, the first experiment was tried. The engine being started by Mr. Curtiss and the seat being taken by Mr. McCurdy, the machine started on its maiden flight. The exact push of the propeller at the time was not known, although it was probably in the neighborhood of 250 pounds. Hardly had the machine, however, covered 400 yards when the propeller shaft was twisted off, the propeller being thrown violently into the water. This concluded experiments for the day. The speed attained was