

Bulletin No. XXIV

McCurdy to G.H. Bell.To G.H. Bell,  
Baddeck, N.S.

Hammondsport, N.Y., Dec. 14, 1908:— Just received your note of December 10th. I have already mailed Mr. Bell an account of the experiments here with the Loon, and a short account of the preliminary tests with the Silver-Dart. If these letters come in Mr. Bell's absence, open them up and take anything you want. We this morning had four flights with the Silver-Dart. We were already on the track at 8 A.M., so as to get going before the wind came up. Three starts were made down the track in the usual manner, the machine rising gently from the ground after covering a distance of about 150 ft. The remarkable part of it is that no torque manifested itself, as in former machines. The Dart rose directly from the track without veering off to starboard, as is generally the case, and another curious fact is that the starboard hind wheel would invariably lift first, whereas to be in keeping with the torque theory the port wheel should have lifted first. These flights were all short, the machine dropping of her own accord. One flight was tried up the track in a reversed direction more as a matter of convenience in getting the machine back to the starting point than anything else. The engine is now fitted with mechanical intake valves and this means that she runs constantly without necessitating a change in the mixture after being once started, as was the case in the suction valves. The best propeller speed obtained was 808 R.P.M. It was anticipated