

of every surface were substituted. This had the great advantage that these rudders in normal flight were set horizontally while they thus did not participate in the flying angle of the supporting surfaces, in action the left rudders could be set positively at exactly the same angle as the right ones negatively and vice versa. The mechanism always operated in this way, and thus there resulted no turning tendency from the righting tendency, like with the Wrights, which would have had to be compensated by the vertical rudder. In a clever way these safety surfaces were worked by the inclination of the upper body of the sitting operator. If the latter would incline, like Lilienthal, but with hardly the tenth part of the effort, towards the side which happened to be too high, he would set instantly these surfaces at the corresponding angles by means of a fork which surrounded his body, and the machine would at once right itself again. Like Farman, the steering wheel for the vertical rudder was used at the same time to work the frontal horizontal rudder by being shoved fore and aft. The "White Wing" was provided with three wheels like those used for the Curtiss motorcycles. They could not set themselves automatically in the direction of flight (in relation to the ground) like those of Farman, and also did not have any springs. In turn, though, they were considerably lighter, and the center of gravity of the machine could thus also be brought into greater proximity to the ground. The shortcomings mentioned have, however, never been felt before, although the practicing grounds were rather unfavorable, fields and meadows, with trees on two sides and a railroad