

might call for a certain lift on the opposite side in return.

Like Farman's, was a rear cell but of one surface with a vertical rudder, hinged on its top. It was smaller in proportion and was much lower than the principal cell. The wing profile was peculiar in the shape of Turnbull's S curve. (The curve reversed in the rear).

It had been adopted eclectically in the interest of stability. This machine, mounted on sleigh runners, was tried on the ice of the frozen Keuka Lake. It was provided with that 40 horse-power, air-cooled, Curtiss motor which had been judged so favorably by experts at the second exposition of the Aero Club of America, and has been illustrated and described in the article of last year's issue of this journal. Indeed, the fear expressed at that time that air-cooling would not be sufficient for full power was found to be only too well founded, with this accumulation of eight cylinders. In flight full power can be counted upon only for about three minutes. Taken over from the French was also the mounting of a small propeller directly on the motor shaft. This machine unexpectedly flew up and away during a trial which was only to test its dirigibility on the ice. At a second successful flight, there being no method employed to control the lateral stability, the machine capsized, fell down sidewise on the ice and smashed. Officially, Lieut. Selfridge had been its builder. A second machine, the "White Wing", succeeded it immediately with the great innovation of the "wing tip control".

The twisting of the Wrights' wings was here imitated in principle, but two special horizontal rudders on the ends