

52
by noon and got the
machines out on the
tracks by front of the
building ready for a
trial from the level.
The wind was gradually
decreasing and by the time
we were ready was blow-
ing only about 4 to 5
miles per. sec. After
waiting several hours
to see whether it would
breeze up again we took
the machines in.

Thursday, Dec. 17th

When we got up a
wind of between 20 and
25 miles was blowing from
the north. We got the
machines out early and
put out the signal in the
mouth of the station. Before
we were quite ready, John
T. Daniels, W. S. Hough,
A. D. Etheridge, W. C.
Brinkley of Maules, and
Johnny Moore, of Nags
Head arrived. After

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running the engine and
propellers a few min-
ute to get them in working
order, I got on the machine
at 10:35 for the first
trial. The wind according
to our anemometer at
this time was blowing a
little over 20 miles (cor-
rected) 27 miles accord-
ing to the Government an-
emometer at Kitty Hawk.
On slipping the rope
the machine started off
increasing in speed to
probably 7 or 8 miles. The
machine left from the
track just as it was
entering on the fourth rail.
Mr. Daniels took a pic-
ture just as it left the
tracks. I found the
control of the front rid-
der quite difficult on
account of its being bal-
anced too near the center
and thus had a tendency
to turn itself when started
so that the rudder was
turned too far on one
side and then too

far on the other. As a result the machine would rise suddenly and then as suddenly, on turning the rudder, dart for the ground. A sudden dart when out about 100 feet from the end of the tracks ended the flight. Time about 12 seconds (not known exactly as watch was not promptly stopped). The second flight lever for throwing off the engine was broken, and the skid under the rudder cracked. After repairs, at 20 min after 11 o'clock Will made the second trial. The course was about like mine, up and down but a little longer over the ground though about the same in time. Dist not measured but about 175 ft. Wind speed not quite so strong. With the aid of the station men present, we picked the machine up and carried it back to the starting ways. At about 20

minutes till 12 o'clock ⁵⁵ I made the third trial, ~~Will~~^{out} about the same distance as Will's, I met with a strong gust from the left which raised the left wing and sidled the machine off to the right in a lively manner. I immediately turned the rudder to bring the machine down and then worked the end control. Much to our surprise, on reaching the ground the left wing struck first, showing the lateral control of this machine much more effective than on any of our former ones. At the time of its sidling it had raised to a height of probably 12 to 14 feet. At just 12 o'clock Will started on the fourth and last trip. The machine started off with its ups and downs as it had before, but by the time he had gone three or four hundred feet he had it under much

better control, and was traveling on a fairly even course. It proceeded in this manner till it reached a small hummock out about 80 feet from the starting ways, when it began its pitching again and suddenly darted into the ground. The front rudder frame was badly broken up, but the main frame suffered none at all. The distance over the ground was 852 feet in 54 seconds. The engine turns was 1071, but this included several seconds while on the starting ways and probably about a half second after landing. The jar of landing had set the watch ^{on purpose} back so that we have no exact record for the 1071 turns. Will took a picture of my third flight just before the gust struck the machine.

The machine left the

ways successfully ^{57.} at every trial, and the track was never caught by the track as we had feared.

After removing the front rudder, we carried the machine back to camp. We set the machine down a few feet west of the building, and while standing about discussing the last flight, a sudden gust of wind struck the machine and started to turn it over. All rushed to stop it. Will who was near the end ran to the front, but too late to do any good. Mr. Daniels and myself seized spars at the rear, but was purpose. The machine gradually turned over on us. Mr. Daniels, having had no experience in handling a machine of this kind, hung on to it from the inside, and as a result was knocked

down and turned over and over with it as it went. His escape was miraculous, as he was in with the engine and chains. The engine legs were all broken off. The chain guards badly bent, a number of uprights, and nearly all the rear ends of the ribs were broken. One spar only was broken.

After dinner we went to Kitty Hawk to send off telegram to Mr. W. White. Then we called on Capt. and Mrs. Hobb, Dickerson and the station men.

Friday, Dec. 18th

Commenced tearing down machine ready for packing.

Saturday, Dec 19th

Completed packing machine and tools. About noon Capt. Jesse Ward brought telegrams from

Norfolk correspondent of N. Y. World asking price for exclusive rights to pictures and story, and one from Editor Womans Home Companion, wanted pictures. Later in the day Mr. Daniels brought over another batch. N. Y. World wanted a 600 word account telegraphed to them. Scientific American wanted pictures. Century magazine would exclusive account and pictures. Chamber and A. Merrill, of Boston, sent congratulations.

