

Bulletin, October 27, 1909

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McCurdy's Account of Flights Oct. 6, 7 & 8

Oct. 8: — Wednesday evening (Oct. 6) flew down with McCurdy.

Thursday morning (Oct. 7) flew down with McCurdy reaching far end of meadow. Rear chord broke as usual before machine took air but it was un-noticed by the aviator. Too windy for further trial.

After this flight the wind came up to about 15–20 miles per hour, so we attempted to test engine, using wind as draught on radiator. The breeze was insufficient for absolute cooling.

Thursday evening (Oct. 7) McCurdy flew down, started back and flew up to the shed intending to go to other end of meadow but overheating prevented this. Too dark for further trials.

Friday morning (Oct. 8) McCurdy flew down and started back intending to fly across meadow. Just off shed machine gradually came down. Three visitors from Sydney were here to witness the attempt. Were very much pleased as machine rose to altitude of about 15 feet. After breakfast Baldwin made short flight across meadow from shed towards vegetable garden. Machine came down and ran into bad bunker breaking front control. Ingraham gone into town this morning to hustle up new radiator and also to send out automobile radiator. Machine has made 20 flights so far. McC

Oct. 15 :— Douglas McCurdy returned to camp at Big Baddeck AGB

Aluminum edge

Oct. 16 :— The aluminum edge underneath the cloth has 2 never been satisfactory because it tends to get out of shape, and once bent it is almost impossible to straighten it.

While Baddeck No. 1 was being put together (after its return from Petewawa) we had the aluminum back edge replaced by a comparatively heavy wooden member about three inches wide and ¼ inch thick, thinning off at the rear in the usual manner. The cloth is at this date all stretched on the machine, and the appearance thereof is much improved, there being no scallops. McC

The new radiator

Oct. 16 :— A new radiator has been made and is just finished. It is on the same design as the old horizontal tube type, but has twice the surface and twice the capacity of the one originally used on Baddeck No. 2. This radiator has 32 tubes, 16 on each side, and will be tried out in Baddeck No. 2 as soon as finished. At present we are using the old "Silver-Dart" automobile radiator, having taken the first C.A.C. design out on account of insufficient capacity and cooling surface. McC

Changes on Baddeck No. II

Oct. 16 :— In first trials of Baddeck No. II she seemed to be too heavy at the rear and so we moved the seat for the operator a foot forward. In trials with this arrangement the balance seemed better and the old tendency to shoot up at the instant of shutting off the power is rectified. These items, together with the elevating of the front edge of the skids, 3 changing the launching angle to about 6° instead of 4°, constitute about all the changes made in machine so far.

About thirty flights have been made up to date. McC

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McCurdy's Account of flight Oct. 21

Oct. 21 :— Made good flight early this morning. Just took preliminary jump down the usual course to be in good position for starting on longer flight. Ground was awfully soft, but machine left ground O.K. and first turn to left was negotiated with ease.

I was surprised to find out that the machine would turn with a comparatively short radius.

Flew along the river bank past Bentick's and then across marshy part of meadow to starting course. Machine seemed so good that a second turn was attempted and was successfully negotiated. Casey kept the time and his watch showed 2#55#. We reckoned the distance at about two miles, which gives a speed of 40 miles an hour.

The descent at landing was made by shutting down the engine and machine touched ground about where she took the air first.

The shoulder arm was discovered to be twisted and one sliding arm was loosened so we thought it best to have that repaired before attempting any further trials. We all drove into Baddeck to have this repair effected. MCC

Baldwin's account

Oct. 21 :— John made a splendid flight twice around 4 field this morning, landing near the shed. The distance seemed like a good two miles and the time was 2#55#. It was by far the prettiest flight yet made being perfectly steady and finishing up with a perfect landing. The engine gave no signs of heating up and altogether it was most encouraging.

A propeller test a few days ago gave a thrust of 240 lbs. with engine turning 1400 rpm, propeller 840 rpm. FWB

Account by Mrs. Baldwin and Miss Darling

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Oct. 21 :— We were wakened this morning by hearing Willie McDonald's voice saying, "Boys it's a fine morning for a flight." We fell asleep and were next aroused by the buzz of the engine. We donned our dressing gowns and rubber boots, rushed out to the field in time to see John slowly rising into the air till he attained a height of what we thought to be 15 feet.

Passing us he flew round over the Bentick Farm, completing a circle. On the second round the machine rose higher until we imagined it to be perhaps thirty feet in the air, apparantly responding perfectly to the will of the operator, who brought her down slowly and accurately to the spot by the river bank from where she started. KSB, MWD

Flight of Baddeck No II Oct 23

Oct. 27 :— saturday afternoon (Oct. 23) we all drove out to Bentick Farm to be there incase the wind should go down with the Sun. Earlier in the day, as also on Friday, it had been blowing far too hard to attempt a flight so we had remained in at the Point.

We arrived about 4:30 P. m. and by the time the shoulder brace, which had needed some brazing after Thursday's flight, had been adjusted, the wind seemed to have entirely disappeared and everything looked propitious for a good flight

The machine was taken out of the shed about 5:30. John ran her down about 200 yards past the Houseboat and, instead of continuing to the end of the meadow, turned her around and John started off again. She didn't take the air till just opposite the shed when she struck a bump which seemed to give her the impetus necessary to put her into the air. as before this she appeared not to have enough speed. Once in the air, however, my impression was that she could have stayed up forever, she seemed so absolutely steady. She was under perfect control and the engine worked magnificiently never skipping once

Recent Freshed on Flying ground

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Oct. 27 :— The weather moderating yesterday afternoon (Oct. 26) we decided to go out to Bentick Farm to be all ready for a flight the following morning in case the weather should be propitious.

Left here about five o'clock by boat and arranged to have John McDermid meet us in town with the Hubbard wagon. When we got to McKay's store we learned that, owing to the rain the Big Baddeck River had over-flowed its banks till the meadow was completely flooded and in some respects endangering the machine. We took supper at the Bras d'Or House before going out and upon arriving at McRae's Big Farm our information proved to be correct.

Willie McDonald informed us that the night before they were up until two o'clock collecting the various things that were floating around in the shed, and in keeping the House-boat from floating well in on the meadow; for when they arrived there it was completely out of the river. Willie McDonald also stated that he had rowed in a small boat clean across the meadow.

It was evident that there would be no flying for some days so we decided to return that evening. The party consisted of Mr. and Mrs. Baldwin, Miss Darling and myself. McC