

Article, November 2

CANADIAN AERODROME COMPANY.

First long flight of Baddeck No 2.

Nov 2: — Although Dame fortune has not smiled upon us for the last two weeks, as to weather conditions, she nevertheless scattered her clouds long enough yesterday (Nov 1) to see the to let us get a glimpse of the sun, and even allow one's thoughts to drift towards the possibility of sojourning going to the Bentick Farm with the idea of having a flight with Baddeck No 2. Invariably good achievements often result from an idea that is put into practice on the spur of the moment, the truth of which was proven yesterday, when Baldwin and McCurdy entertained thoughts of going to the Bentick Farm with the hope of being able to nurse the wind, and finally pull off a flight with Baddeck No 2 at about dusk.

Off to the Bentick Farm

An early lunch was ordered and about 12:30, Mr. and Mrs. F.W. Baldwin, Miss Darling, Mr. Douglas McCurdy, and Mr. Cox left Beinn Bhreagh in the Gauldrie for Baddeck, where they were met by John McDermid who drove them out to the Bentick FarM. It was noticed on the way out, that the roads were in very bad condition owing to the heavy rains of late, and it was thought by some that perhaps the field would be too wet to have a trial. Upon arriving at the farm the meadow was found to be in a very bad condition, although one corner, at a distance,gave promise of standing inspection.

The wind velocity at this time was found to be about eight miles an hour, and of a very squally nature, and it was therefore decided to utilize the time in oiling and getting 2 Baddeck No 2 in a condition to be hauled at a minute's notice from the aerodrome shed should the wind moderate to any great extent. ¶ It also became necessary, selecting a suitable starting point owing to the numerous puddles on the field, to inspect the grounds

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with the idea of picking out a suitable spot from which to start the machine, from , and Baldwin and McCurdy, after promenading the field in all directions , chose a spot about 400 yards west of the aerodrome shed along the bank of the river. This spot although very soggy and wet was perhaps one hundred per cent better than any other spot on the field, the remainder of the meadow being filled with ponds. ¶ Another very important question came up, as to whether the machine, would in this distance, be able to gain headway enough to get into the air, before she reached reaching the aerodrome shed. Mr. Baldwin stated that he thought the machine would not take the air in that distance, even though the angle of flight had been changed a little, ofr for on previous occasions he found that the machine is had much difficulty in getting into the air in that distance. doing this. It was therefor decided to take the machine is to nearly to the extreme western corner of the meadow in a direct line with the aerodrome shed, which would allow the machine much more ground to run along, thereby doing away with all possible chances of striking the aerodrome shed should the machine is fail to take the air. The wind by this time had moderated to about 6 miles an hour, but yet at times was quite squally, and the party went back to the aerodrome shed to talk over arrangements should the machine be taken out for a flight.

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A measured course

Willie McDonald stated that he had measured a fairly staked off a fairly accurate course on the meadow which he considered to be a little over a mile, and had staked it off. He explained the course to Mr. Baldwin and McCurdy, stating that a circle made round the stake in front of the aerodrome shed, taking in a point in a direct line with the Bentick Farm house, back to the starting point was a little over a mile. This gave Messrs. Baldwin and McCurdy some fair idea as to what one complete circle round the meadow meant. ¶ Mr. Baldwin thought he would like to know, or get a fair idea as to what speed the machine would make, and therefore made arrangements to have Willie McDonald and Mr. Cox stand at one end of the field, while John McDermid and himself would stand at the other

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end of the field, the distance between both parties to be afterwards measured. Cox and Baldwin were to keep the time, while McDonald and McDermid were to notice when the front control passed these points. Mr. Baldwin has figured out these observations, together unto the time and I shall leave it to him to have them recorded.

The machine towed to starting point

All this time the wind had been falling, and at about quarter to five the machine was ordered from the shed and hauled to the starting point described above. As the writer was one of the horses used in towing this machine is to the starting point, he can truly state, that had he not known beforehand that the machine he was hauling had already left the ground under its own motive power and gone into the air, no one present could have convinced him of the possibility of ever accomplishing this achievement.

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The Start

The wheels of the machine actually stuck at times in the soft soil, and it was very doubtful to Baldwin and McCurdy as to whether the machine under these conditions it would take the air or not. The machine finally reached the starting point and was placed in a position with the wind, or what little wind was blowing ((I should judge about two or three miles and hour). At a given signal from McCurdy, Willie McDonald turned over propeller, which failed to revolve; second attempt was bad; third attempt machine slowly started along the soft soil towards the aerodrome shed. After she it had travelled about 60 yards she it rapidly picked up speed, and took the air about 150 yards from the aerodrome shed. McCurdy at this time was preparing for his first turn, and the machine soared down the northern side of the meadow at an elevation of about 40 feet from the ground. As the machine Baddeck No 2 took her second turn the front control was seen to raise and immediately the machine shot up to a higher elevation, perhaps fifty feet, and was travelling at this height, when she

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it flew Mr. Cox and McDonald's heads made her its turn at the place she is first started from.

The flight

It is to be noticed how easily one may be deceived in judging the actual distance of a machine from the ground, for when McCurdy had passed the starting point of his on completing his first first circle of the field, and was flying directly away from us, making for the aerodrome shed, one would almost wager that the machine as she gradually drew away from was dropping all the time, when in reality she was at the same elevation and perhaps even higher. There seems to be a difference of opinion as to how high the machine was flying, some say 60 feet, while others say 90 to 100. It was evident to all present that the machine on her the third lap round the field it was traveling very high, for as it crossed the river, it appeared to be some 20 feet above the tallest tree on the northern bank of the river. I am sure McCurdy on this turn must have been at least eighty feet in the air, soaring like an eagle. The men at the McRae farm, some eight in number, who had been in the barn bundling up hay, were at once attracted by the buzz of the engine, and witnessed the flight. They stated last night as we were leaving that they thought the machine at one time (on the third lap of the field), was flying at least 100 feet in the air, over the river, and I think they had a good chance to judge, as they were in a direct position to see, being stationed on a hill some distance away.

On the second lap just as McCurdy was about to negotiate his turn, a snapping sound was heard, and McDonald and I were in doubt as to whether the propeller was gone, or a guy wire had snapped. The noise was very loud and could be heard from any point of the meadow. It was also heard by Mr. Baldwin and John McDermid who were at the other end of the field. Baddeck No 2 kept soaring through the air, and we were then satisfied that it was a guy wire.

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On the sixth lap McCurdy again crossed the river in negotiating both turns, and flew directly over the aerodrome shed, the machine having perfect equilibrium. McCurdy kept this up for fourteen times round the meadow manoeuvring at all different elevations, and decided to make a landing, as he heard the 6 engine skipping, which on the impulse of the moment he thought was caused from overheating. He made a good landing, although the front wheel caught in a bed of mud, and buckled, smashing all the spokes. A new wheel was immediately put on, and the machine was hauled again to the shed to be housed for the night.

Remarks

I have witnessed nearly all of McCurdy's long flights in the Silver-Dart, but never have I seen him give so satisfactory a demonstration as to the possibility of being able to produce a machine capable of being put on the market as an up to-date flying machine. There is no doubt in my mind that Baldwin and McCurdy now have a machine (1) that is remarkably steady in the air (much more noticeable than in the Silver-Dart) (2) that they are now in the possession of a good reliable motor, & (3) and that they are both now experienced enough to give satisfactory demonstrations to the public of their ability to cope with other manufacturers along these lines.

I consider Baddeck No 2 to be about the neatest looking flying machine I have ever seen in the air, to say nothing of the excellent workmanship found on her when inspected on the ground. The machine could easily win first prize in the biplane class, all the crude experimental arrangements found in other well known machines being done away.

Baddeck No 2 contains no scale materials her fastenings and joints are all strong. She is very heavy and trust to stand a great strain.

I consider his flight

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Baddeck No 2 is very heavy and built to