

## Notes by J.A.D. McCurdy, October 1909

### CANADIAN AERODROME COMPANY.

Oct 16: — The aluminum edge underneath the cloth has 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 is 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  $\frac{1}{4}$  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

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. In first changes in Baddeck No. II trials of Baddeck No 2 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 shut short up at the instant of shutting off the power is rectified. These items together with the elevating of the front edge of the skids, changing the launching angle to about  $6^{\circ}$  instead of  $4^{\circ}$  constitute about all the changes made in machine so far. About 30 flights have been made up to date. McC.

CAC

Wednesday evening flew down with McCurdy.

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Thursday morning flew down with McCurdy reached for rear chord broke as usual before machine took air . It was unnoticed 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 6?? evening 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, 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 run into bad bunker breaking front control. Ingraham gone into town this morning to buckle hustle up new radiator and also to send out automobile radiator. Machine has made 20 flights so far. McC

Friday Oct 8, 1909.

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McCurdy's account of flights Oct 6, 7 & 8