

Fall, 1910

"The Model D is a large modified Farman type of unusual interest, as there are many new features and ideas embodied in its construction, one particularly noticeable feature being the placing of the skids very far apart and prolonging them up to the front rudder as on the old style Wright. There are no wooden members leading from the front elevator to the top main-spar as on the Farman.

"The control on both the Burgess-Curtis machines is unique. It consists of two universally-jointed levers situated on each side of the pilot's seat, joined by a cross rod which passes in front of the operator and the whole so constructed as to enable the pilot to guide the machine with both hands-- jointly or separately.

"The control operates in the same manner as the Farman, with the exception that in this case provision is made to overcome the drag effect of the pulled-down ailerons. This is accomplished by the use of flaps on the upper side of the extremities of the upper plane; normally they lie flat; if, however, a gust of wind heels the machine over the ailerons are used to raise the low side and at the same time and by the same movement the flap rising on the high side causes a resistance to that side, equal to the drag exerted by the ailerons on the left. Steering to the right and left is done with the feet. In other respects this machine differs but little from the regular Farman.

"The main dimensions of the Model D are: Surface, 536 sq. ft.; Weight, 700 lb.; Motor, 8 cyl. Hendee 60 hp. Prop, 8 ft. Burgess.

AIRCRAFT

GREELY CURTIS DEFLECTORS

Described in AIRCRAFT, February, 1911. P 436

A provision made to overcome the drag effect of pulled-down ailerons. This is done by flaps on the upper side of the ends of the upper planes. Normally, they lie flat; if, however, the aileron is used to lift the low wing, the opposite deflector rises to equalize the drag.

A sketch shows a Model D so equipped.

