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Smithsonian National Air and Space Museum Archives

Arthur Raymond Brooks Collection - Diary, 1917-1918

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more than the selfsame dangerous old "spinning nose dive" or "tail spin". Only those planes were supposed to be built for such usage so it was a case of "go-to-it-and-God-bless-you sort of an offer". At a good 1200 meters we "stalled" the bus, waited till she fluttered, then kicked the rudder hard and jerked the stick back. ~~scribble~~ and to the sides ~~scribble~~ Whirling, spinning, diving, the earth a terrible turntable, the altimeter a fascinating indicator that had hard work to ^{steadily} record the descent with accuracy ^{it} seemed -- so fast was the twisting fall. A setting of the rudder in neutral, ~~striking through~~ and ~~striking through~~ a slight forward pressure on the stick and a ^{straight} nose dive resulted, which ^{latter} was easily quitted by pulling gently back on the stick. Repeated, this manoeuvre gave its own special little thrills - and made me want to do it some more! The "vertical virage" and "renversements" came next. The former was simply a quick vertical bank, a pulling of the stick

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