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Smithsonian National Air and Space Museum Archives

Arthur Raymond Brooks Collection - Diary, 1917-1918

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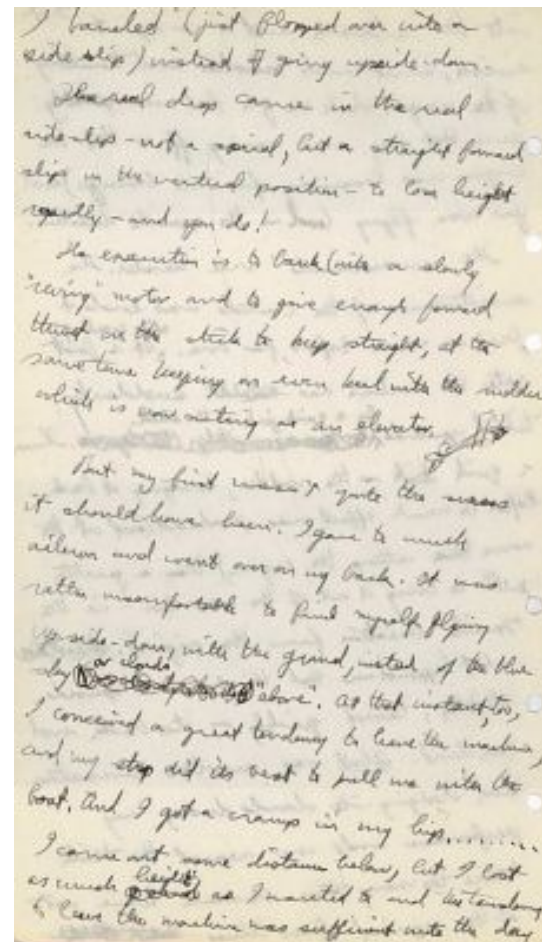
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I "barreled" (just flopped over into a side slip) instead of going upside-down. The real drop came in the real side slip - not a spiral, but a straight forward slip in the vertical position - to low height rapidly - and you do!

The execution is to bank (with a slowly "revving" motor and to give enough forward thrust on the stick to keep straight, at the same time keeping an even keel with the rudder which is now acting as an elevator. 

But my first wasn't quite the success it should have been. I gave to ~~much~~ aileron and went over on my back. It was rather uncomfortable to find myself flying upside-down, with the ground, instead of the blue sky or clouds ~~above~~ ~~below~~ "above". At that instant, too, I conceived a great tendency to have leave the machine, and my strip did its best to pull me with the boat. And I got a cramp in my hip I came out some distance below, but I lost as much height ~~ground~~ as I wanted to and the tendency to leave the machine was sufficient unto the day



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