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Smithsonian National Air and Space Museum Archives

Arthur Raymond Brooks Collection - Diary, 1917-1918

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has tremendous power, but is hard to set moving from a "dead" position - I can attest that because I "lost my prop" in the air and had to do a terrific nose dive to get the blade to turn over ^{enough to "catch" it} before I was forced to land.

The take-off is still shorter than with the 80 HP 18 meters, or 80 HP 15 meters. Give the bus the gun and before you can say, "My what a cute little ship" the little ship will be mounting heavenward at a still greater angle than you've ever before seen except with a balloon. And in coming down you must switch on and off continuously, in order to "hold" the engine. So out of the sky you hear a br-r-rt--b-r-r-- -- b-r-r-t as a plane comes from a mere speck to a full-fledged fledgling before ~~the~~ ^{the} ~~gun~~ ^{gun} ~~is~~ ^{is} given to catch the motor in order to taxi or take-off without spinning the prop again.

I led Hieber and Rucker in a little jaunt --

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