



Curtiss Wins :: \$10,000 Prize ::

Flies From Albany to New York

THE FLIGHT IN FIGURES.

- Distance, course, Albany to Camelot, 71 1/4 miles.
- Distance, course, Albany to Spuyten Duyvil, 128 miles.
- Distance, course, Albany to Governor's Island, 142 1/2 miles.
- Distance, straight line, Albany to Spuyten Duyvil, 122.8 miles.
- Distance, straight line, Albany to Governor's Island, 136.34 miles.
- Speed per hour, by path, Albany to Spuyten Duyvil 50.52 miles.
- Total time in air, 2 hours, 50 minutes.
- Elapsed time, Albany to Spuyten Duyvil 2 hours 32 minutes.
- Gasoline used, 15 gallons. Oil used, 2 gallons.
- Weight of machine, Curtiss aboard, with tanks filled, etc., about 1,000 pounds.
- Distances compiled for AERONAUTICS by Mr. Williams Welch, Chief Draftsman, Office of the Chief Signal Officer, U. S. A.

Sunday, May 29. The Hudson-Fulton Celebration of last October was made complete only today when Glenn H. Curtiss, bearing a letter from the Mayor of Albany to the Mayor of New York, won the New York World's \$10,000 prize for the first man to fly from Albany to New York, with an allowance of two stops on the way. Curtiss made but one stop within the conditions of the prize.

After waiting several days for favorable weather, the start was made from Van Rensselaer Island in the Hudson River, at Albany, at 7:02 a. m. Circling over the lower part of the city, a minute later he crossed the line and was on his way to New York.

At New Baltimore, a special New York Central train bearing Mrs. Curtiss, Mrs. J. S. Fanciulli, Augustus Post, the official observer; J. S. Fanciulli, Henry Kleckler, Mr. Curtiss' Chief Engineer; a committee from Curtiss' home town of Hammondsport and the newspaper men and photographers caught up with the aeroplane and kept pace with it as far as the first stop, near Poughkeepsie.

The New York Central Railroad runs close along the river as far as Spuyten Duyvil and the passengers could see practically every foot of Curtiss' flight.

FIRST LANDING AT POUGHKEEPSIE.

On down the Hudson without a skip of the engine, high over the Poughkeepsie Bridge he came, landing for gasoline and oil at Camelot, a few miles below Poughkeepsie at 8:26, after flying 71 1/4 miles in 83 minutes, a speed of 51.5 miles an hour. The machine was in perfect condition, save for one stay wire which vibrated too much. This was remedied. A farm had previously been selected here and a red flag hoisted to enable Curtiss to make out the place.



Albany - 7:02 - 7:03 - 7:04 - 7:05 - 7:06 - 7:07 - 7:08 - 7:09 - 7:10 - 7:11 - 7:12 - 7:13 - 7:14 - 7:15 - 7:16 - 7:17 - 7:18 - 7:19 - 7:20 - 7:21 - 7:22 - 7:23 - 7:24 - 7:25 - 7:26 - 7:27 - 7:28 - 7:29 - 7:30 - 7:31 - 7:32 - 7:33 - 7:34 - 7:35 - 7:36 - 7:37 - 7:38 - 7:39 - 7:40 - 7:41 - 7:42 - 7:43 - 7:44 - 7:45 - 7:46 - 7:47 - 7:48 - 7:49 - 7:50 - 7:51 - 7:52 - 7:53 - 7:54 - 7:55 - 7:56 - 7:57 - 7:58 - 7:59 - 8:00 - 8:01 - 8:02 - 8:03 - 8:04 - 8:05 - 8:06 - 8:07 - 8:08 - 8:09 - 8:10 - 8:11 - 8:12 - 8:13 - 8:14 - 8:15 - 8:16 - 8:17 - 8:18 - 8:19 - 8:20 - 8:21 - 8:22 - 8:23 - 8:24 - 8:25 - 8:26 - 8:27 - 8:28 - 8:29 - 8:30 - 8:31 - 8:32 - 8:33 - 8:34 - 8:35 - 8:36 - 8:37 - 8:38 - 8:39 - 8:40 - 8:41 - 8:42 - 8:43 - 8:44 - 8:45 - 8:46 - 8:47 - 8:48 - 8:49 - 8:50 - 8:51 - 8:52 - 8:53 - 8:54 - 8:55 - 8:56 - 8:57 - 8:58 - 8:59 - 9:00 - 9:01 - 9:02 - 9:03 - 9:04 - 9:05 - 9:06 - 9:07 - 9:08 - 9:09 - 9:10 - 9:11 - 9:12 - 9:13 - 9:14 - 9:15 - 9:16 - 9:17 - 9:18 - 9:19 - 9:20 - 9:21 - 9:22 - 9:23 - 9:24 - 9:25 - 9:26 - 9:27 - 9:28 - 9:29 - 9:30 - 9:31 - 9:32 - 9:33 - 9:34 - 9:35 - 9:36 - 9:37 - 9:38 - 9:39 - 9:40 - 9:41 - 9:42 - 9:43 - 9:44 - 9:45 - 9:46 - 9:47 - 9:48 - 9:49 - 9:50 - 9:51 - 9:52 - 9:53 - 9:54 - 9:55 - 9:56 - 9:57 - 9:58 - 9:59 - 10:00 - 10:01 - 10:02 - 10:03 - 10:04 - 10:05 - 10:06 - 10:07 - 10:08 - 10:09 - 10:10 - 10:11 - 10:12 - 10:13 - 10:14 - 10:15 - 10:16 - 10:17 - 10:18 - 10:19 - 10:20 - 10:21 - 10:22 - 10:23 - 10:24 - 10:25 - 10:26 - 10:27 - 10:28 - 10:29 - 10:30 - 10:31 - 10:32 - 10:33 - 10:34 - 10:35 - 10:36 - 10:37 - 10:38 - 10:39 - 10:40 - 10:41 - 10:42 - 10:43 - 10:44 - 10:45 - 10:46 - 10:47 - 10:48 - 10:49 - 10:50 - 10:51 - 10:52 - 10:53 - 10:54 - 10:55 - 10:56 - 10:57 - 10:58 - 10:59 - 11:00 - 11:01 - 11:02 - 11:03 - 11:04 - 11:05 - 11:06 - 11:07 - 11:08 - 11:09 - 11:10 - 11:11 - 11:12 - 11:13 - 11:14 - 11:15 - 11:16 - 11:17 - 11:18 - 11:19 - 11:20 - 11:21 - 11:22 - 11:23 - 11:24 - 11:25 - 11:26 - 11:27 - 11:28 - 11:29 - 11:30 - 11:31 - 11:32 - 11:33 - 11:34 - 11:35 - 11:36 - 11:37 - 11:38 - 11:39 - 11:40 - 11:41 - 11:42 - 11:43 - 11:44 - 11:45 - 11:46 - 11:47 - 11:48 - 11:49 - 11:50 - 11:51 - 11:52 - 11:53 - 11:54 - 11:55 - 11:56 - 11:57 - 11:58 - 11:59 - 12:00



Curtiss Passing West Point

Pictorial News Co.

At 9:26 Kleckler, who had come down on the special train, started the propeller and Curtiss was off again on the second half of his journey.

Passing through the Storm King Mountains, where the crew of the Hendrik Hudson are said to play at bowls on stormy nights, Curtiss met with his only difficulties in the way of air currents. Suddenly the air seemed to give way beneath the machine and it dropped like a plummet a few feet in the descending current.

"At Storm King," Mr. Curtiss told AERONAUTICS. "I was flying high through the narrow gap in the mountains and I caught the down current on one side more than on the other, and I dropped thirty or forty feet very suddenly and sideways. I had to shift the front control to get straightened out."

LANDS IN NEW YORK.

Making a wide detour toward the Jersey side of the river, he flew over the railroad bridge spanning Spuyten Duyvil Creek and landed at 10:35 on an open field on Manhattan Island. His oil tank was leaking and, though the conditions were fulfilled, he wanted to make the feat complete by continuing on to Governor's Island off the southern part of New York City, so he deemed it best to fill up with oil to make sure of the accomplishment. From Camelot to Spuyten Duyvil is 56¾ miles, time 69 minutes, or an average of 49.347 miles an hour, somewhat slower than the first half.

This field sloped steeply to the creek and there was no room to get a running start, so the machine was headed down the steep, grassy pitch and was in the air in record distance at 11:42. Out over the bridge again he went, between roughly wooded hills on either side and turned south down the Hudson, past Grant's tomb and

over the plying excursion and ferry boats, the Statue of Liberty, to within a few feet of the shed which housed his machine on Governor's Island during the Hudson-Fulton celebration. The exact time was not taken here, but has been put at 12 noon. At 49.3 miles an hour it would just about take from 11:42 to 12 noon to cover the 14.5 miles.

As soon as the Curtiss party and the newspaper men could get to the battery they boarded the little government ferry which runs to Governor's Island. Mr. and Mrs. Curtiss embraced and were then congratulated by the few who were lucky enough to get by the guards at the ferry. The Hammondsport delegation and a committee from the Aeronautical Society were on hand to express their appreciation of the great feat. The Aero Club of America, under whose auspices the prize was donated, unfortunately neglected the formalities of such a momentous occasion.

The party went to the Astor for luncheon and then proceeded to the *World* office where the check for \$10,000 was handed Mr. Curtiss with a few congratulatory words on his achievement.

TRIAL FLIGHTS.

Previous to this memorable flight, Curtiss made several long flights at Hammondsport over Lake Keuka, landing in the water, one of which lasted thirty-eight minutes.

Mr. Curtiss also entered for the Scientific American trophy, and the first half of his trip counts as a record for this event. Mr. Curtiss won the cup on the only two previous trials.

THE MACHINE.

Nearly four pounds to the square foot were carried in the flight, the upper plane having a

spread of 31 feet 3 inches, being extended 30 inches on each side. The lower plane measured 26 feet 3 inches. The front and rear horizontals were about three inches wider than usual. Flat rubber bags had been arranged below the outer extremities of the under planes, wooden strips being fastened to the front and rear lateral beams forming the chord of the surface and in between were the rubber air bags. Two cylindrical metal tanks were also attached under the lower surfaces on a line with the wheels, and the usual central skid had a wide board nailed to it on which was another rubber bag as shown in the photo. The two tanks were left behind at Spuyten Duyvil. Just in front of the front wheel, too, was a small curved surface to act as a hydroplane in case of landing in the water.

A Bosch magneto secured the efficiency of the spark and a special large El Arco radiator kept the 50 H. P. Curtiss 8 cylinder engine cool, and Vacuum oil did the lubricating. The wheels are fitted with Palmer tires and the planes are covered with Baldwin combination cloth.

PAULHAN'S FLIGHT COMPARED.

Paulhan took 4 hours 12 minutes elapsed time to cover 183 miles when he won the London Mail's \$50,000 and made it in two stages of 117 and 66 miles each. The 117 miles were covered in 2:39, a rate of nearly 44 miles per hour. A night's sleep intervened and the remaining 66 miles were covered in 1:23, a rate of nearly 48 miles per hour. The average for the above was 44:37 miles per hour. Paulhan could have

landed at almost any time and started again, whereas Curtiss could not have started if he had had to land in the water and for the whole distance there was scarcely a suitable space for landing on the ground, as for nearly the entire way rocky, wooded hills with precipitous sides line the river.

DINNERS TO CURTISS.

The following Tuesday evening a banquet was given by the *World* at the Hotel Astor to Mr. Curtiss, presided over by Mayor Gaynor, to which invitations were sent by the commonplace telegraph. Telegrams of congratulation from all over the world were read between courses. The speakers were: Mayor Gaynor, Hudson Maxim, president of the Aeronautical Society; Samuel H. Valentine, vice-president Aero Club of America; Don Seltz, of the *World*; Hon. James M. Beck, and Glenn Curtiss himself was prevailed upon to say a few words.

On June 7th the N. Y. Press Club gave a dinner to Curtiss. President John A. Hennessy presided and introduced the speakers with an abundant fund of humor. J. Bernard Walker, editor of the *Scientific American*, announced the Edwin Gould prize with appropriate remarks. William A. Johnston, of the *N. Y. World*, announced a trophy of the *Evening World* for amateurs; both proffers aroused great enthusiasm. The other speakers were: G. H. Curtiss, Charles M. Manly, Lieut. Humphreys, late of the U. S. A.; Lee S. Burridge, Clifford B. Harmon, William J. Hammer, and Rhinelander Waldo.



Just After Curtiss Landed at Governor's Island

Pictorial News Co.