**GLENN CURTISS' ALBANY-NEW YORK FLIGHT.**

Since his remarkable success in winning the Gordon-Bennett Trophy at Rheims last year, little has been heard of Glenn Curtiss until Sunday last, when by his fine flight along the Hudson River from Albany to New York he again lent new publicity and won for himself a sum of $10,000 (£2,000). The prize was offered by the New York World, in connection with the Hudson-Fulton Centenary celebrations, and the original rules stipulated that the aviator should fly up the river from New York to Albany and make the trip without a stop. Several dirigibles entered, but none of them got through, and then the rules were somewhat modified, to allow of the journey being made in either direction, with stops for fuel.

For some days Mr. Curtiss had been waiting on the weather, and when the conditions on Sunday morning were favourable he decided to start at once. Everything was ready at 7 a.m., and the aeroplane, which is only of 30 ft. span, rose from Van Rensselaer Island and flew above the Hudson river at a height of 1,000 ft. It was followed by a special train, which had to keep up to top speed in order not to lose sight of the flyer. The first stop was at Poughkeepsie Island, where he landed at 8.24 to replenish petrol and look to his engine. An hour later he was under way again, and flew down the river at a steady pace to Manhattan Island, but he made a second stop in a field near Spuyten Duyvil, having covered 137 miles in 2 hrs. 32 mins. After a stop of an hour and ten minutes, Curtiss once more started and flew to Governor's Island, where he landed on the shore after passing over the shipping in the river, which included the Cunard ss. "Mauretania." The total distance covered was a little under 150 miles, and the net time, not including stops of course, was 2 hrs. 44 mins., the average speed being 51.7 miles per hour. At the end of the flight, Mr. Curtiss said the conditions were splendid, and he only found the wind troublesome at one point, just between the Catskill cliffs. He had, however, some anxiety during the first part of the trip, through the excessive vibration on a stay wire, but this was lightened at Poughkeepsie and gave no more trouble.

**CORRESPONDENCE.**

**STRUT SECTIONS.**

On page 73 of your issue of January 29th last, in an article on "Design and Construction of Aeroplanes," by Messrs. Chittenden and Robinson, referring to the resistance of struts or exposed beams of various sections, they say: "Taking the resistance of a flat surface R = 1, then for a cylindrical section R = 54, and for an ichthyoid R = "2." In a lecture of Mr. Cody's, which I recently attended, he spoke strongly in favour of the ichthyoid section.

**BUOYANT WINGS.**

Being deeply interested in the study of aeroplanes I wish to ascertain if the following suggestion has ever been made, and, if so, why it is not carried out. The suggestion is, "Why not make the planes hollow, and fill them with hydrogen?"

I shall be deeply obliged if you will let me know.

Upper Clapton, N.E.  
Harold L. Goldman.

"We have no doubt that this idea has occurred to many, but we do not suppose that its advantages would compensate for the difficulties of its practical application. Moreover, we imagine that a