

THE FIRST FLIGHT EXHIBITION AND TOURNAMENT OF THE AERONAUTIC SOCIETY.

As noted in our last issue, the first opportunity to witness aeroplane flights in the vicinity of New York city was given the public on June 26th at Morris Park. Several very successful flights were made that day by Mr. Glenn H. Curtiss with the new biplane he has built for the Society, the longest of these being almost a complete circuit of the Morris Park race track in about 1½ minute. A half dozen other new aeroplanes, built by members of the Society, were exhibited, and one of these was shot off the catapult in an effort at flight.

Next to Curtiss's flights the most sensational feature was a towed flight in a glider made by Mr. William H. Martin of Canton, Ohio. One of our illustrations shows this flight, while the other shows the flight made by Curtiss. The glider was towed at too high a speed by the Kissel car employed for this purpose, the result being that it swayed violently from side to side, tipping up as shown in the photograph, and finally crashing into the fence when the tow rope broke. Fortunately, save for a sprained wrist, Mr. Martin was uninjured. He has repaired his glider, and expects to try it again at the next meet on July 5th. At the same time Mr. Curtiss will attempt to set up a record for 1909 for the SCIENTIFIC AMERICAN Trophy—a record which, if unsurpassed this year, will entitle him to be declared the winner for the second time, and make it necessary for him to win it only once more to become the permanent holder.

The fact that even those most skilled in the art will not attempt flight with an aeroplane as yet except under the most favorable conditions, was brought out by the failure of the Wright brothers to try their machine for the first

time late in the afternoon of June 23th at Fort Myer, because a light breeze sprang up at the last moment. Congress had adjourned specially so that its members could witness a flight, and most of its members had

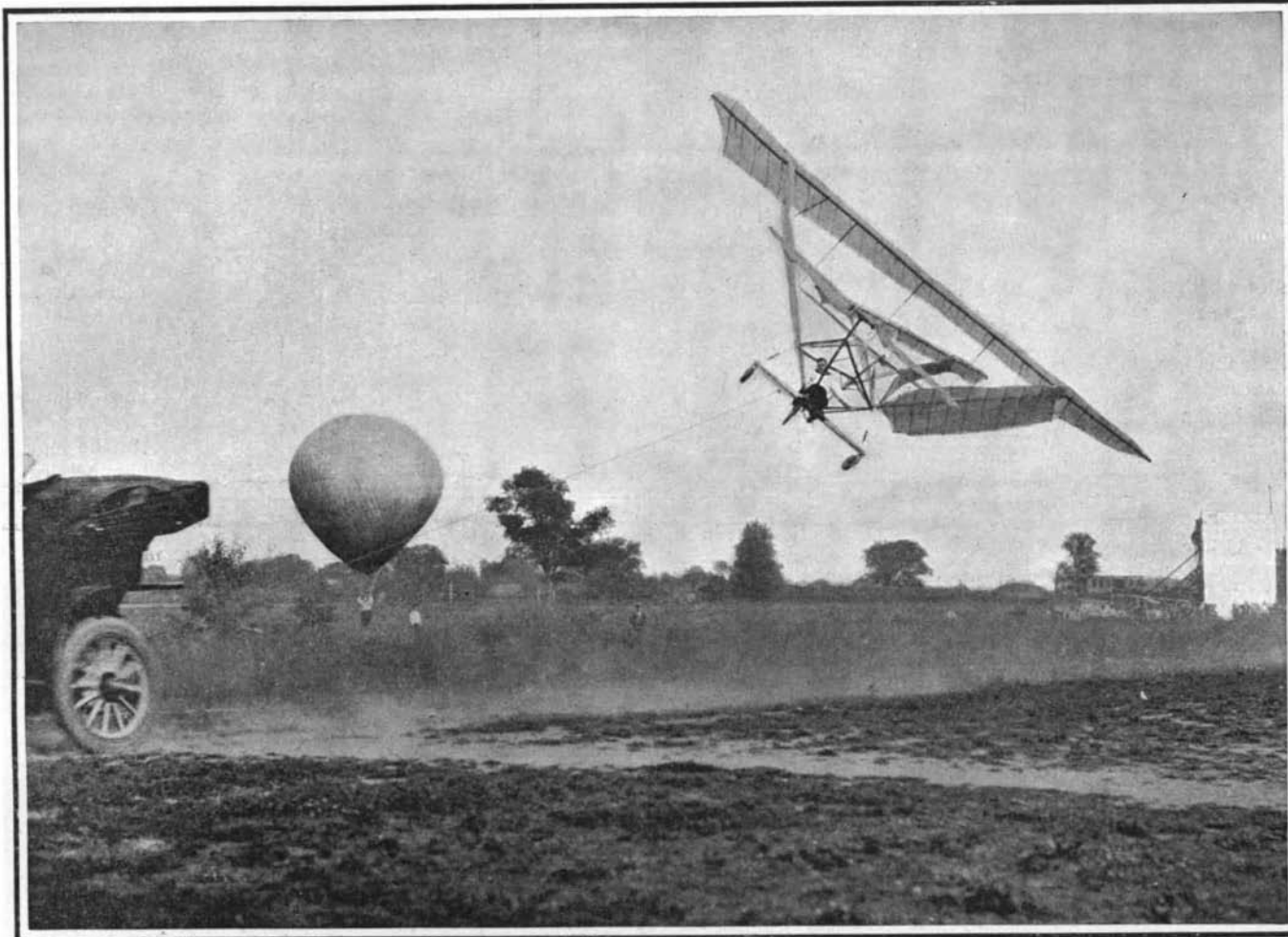
been present at the Fort Myer parade ground all the afternoon, waiting in the broiling sun. It was a terrifically hot day, and when the breeze came it was welcomed by the spectators, but not by the Wrights, who refused to attempt a flight with their new machine save in an absolute calm. The following two days

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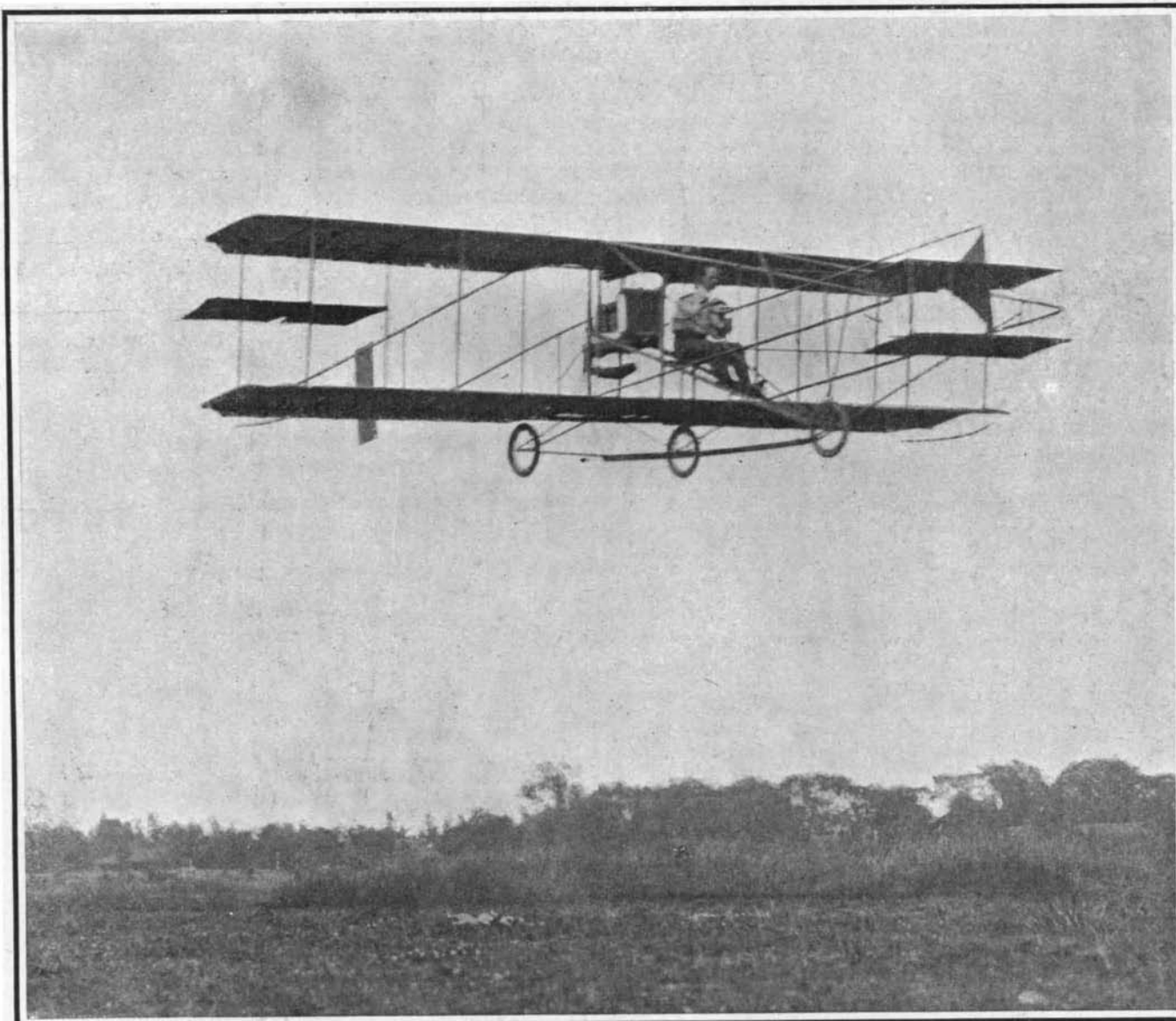
The opening article of the current SUPPLEMENT, No. 1749, gives a description of a novel railway testing machine. Col. Sir Frederic L. Nathan contributes an authoritative paper on gun-cotton and its manufacture. Marine producer-gas power is a subject very much in the engineering eye at present and is discussed by Mr. C. L. Straub. Roger B. Whitman of the New York School of Automobile Engineers has prepared a handy testing chart for automobilists, which tells the chauffeur what to do when the engine stops. A description is published of the casting of a colossal statue for the monument to King Victor Emmanuel II. Wilhelm Krebs writes on how the earth looks from the moon, supplementing his explanation with excellent drawings. S. Frank Aaron contributes an instructive article on cocoons. The sea, carbon dioxide, and the duration of human life on the earth is the subject of an interesting article by J. C. Gregory.

Ingenious men are continually contriving new kinds of shoes, new suspenders, and hundreds of different kinds of braces, but so far no one has taken up the idea of making a hat which will hold on the head and not blow off, and at the same time not bind the head all around like a constricting band. Some one ought to invent a hat which will prevent baldness. Hundreds of remedies are on the market which are advertised as sure hair restoratives, but not one of them will bring back one hair once the hair follicle is atrophied and functionless; nor will any of these remedies prevent the falling of hair unless the habits of the sufferers are changed. At best these remedies are merely skin irritants, which promote a slightly increased flow of blood to the scalp. Dandruff cures are mostly

fakes. The only good accomplished by these medications is the scalp massage indulged in while applying them, and the practitioner should make a fight against their use.—Dr. T. O. Cobb, in the N. Y. Med. Jour.



Copyright 1909 by Edwin Levick. **The Martin glider towed by an automobile at Morris Park.** The photograph shows the glider tilted to one side and swaying badly owing to the high speed at which it was being towed. The rope broke and the glider crashed through the fence just after the picture was taken.



Copyright 1909 by Edwin Levick. **Curtiss flying on his new biplane, built for the Aeronautic Society, at the Society's grounds at Morris Park.** The photograph was taken just before making the turn during the first circular flight on June 26th.

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only short flights of a few hundred yards were made, the engine developing insufficient power to make turns. Some damage was also sustained in alighting.