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an angular cutting edge instead of a plane at right angles to the line of advance.



This might reduce the head resistance and not seriously affect the lift.

\*\*\*The new engine will be ready to be assembled to-night and limbered up in the stand. It will then probably take a few days to refit the parts and re-assemble for tuning up. It certainly looks nice and if it develops the power we hope for, it will be a credit to the Curtiss Manufacturing Company, and Glenn can be proud of it.

\*\*\*I received the promised articles from Mr. Chanute and am having a couple of copies made for our records as he wants me to return the original. I will forward you one to-night

J.A.D. McCurdy.

Curtiss to Bell.

Hammondsport, N.Y., Oct. 15, 1908:- The New York World recently printed an article headed "Air Travel" and credited it to me, or I might better say "charged" to me. I enclose copy of what I really said, but it was hashed over and added to suit the Editor. The dictation may be worth using in the Bulletin.

G.H. Curtiss.

(See article on "Future Air Travel" in this Bulletin).