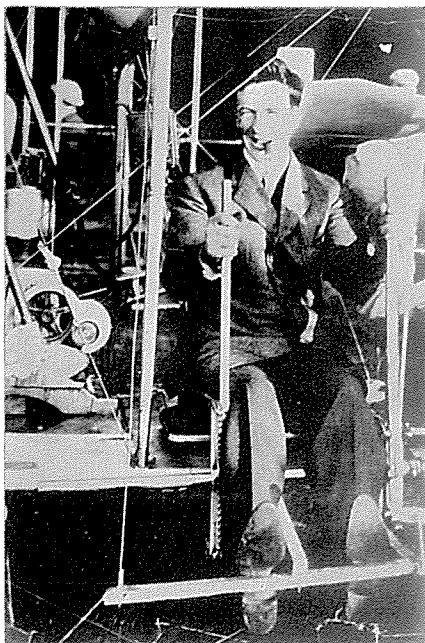


HAROLD E. MOREHOUSE

The FLYING PIONEERS of Aviation

This is a continuation into the third year of the series of articles written for the JOURNAL by Mr. Morehouse. The series began in the Summer, 1959 issue and has covered, so far, many of the Wright and Curtiss pilots. It is fitting, at this time, for him to select several Wright pilots who had a close connection with men who later became the leaders in U.S. Naval Aviation. (Editor)



PHILLIPS WARD PAGE
Early Burgess-Wright Pilot - Instructor

A native of Boston, Mass., he was a newspaper reporter before becoming interested in aviation. During the Spring of 1911, as Aviation Editor of the Boston Herald, he was a passenger on a few flights around Boston and vicinity with Harry N. Atwood. June 11, 1911, he was one of four men to form the Aero Club of Boston, and was elected Secretary. As a result of his new aviation interests, he joined the Wright Flying School at Nassau Boulevard, Long Island, N.Y. the latter part of July. There his instructor was Al Welsh. He made his first flights alone about October 1st and obtained his Pilot License, No. 68, on October 10, 1911, on a School Wright.

He continued his practice there through October and into November. During this time he started carrying passengers and doing week-end exhibition flying around New York and vicinity. Late in Nov-

ember he returned to Boston and became a full time instructor for the Burgess Co. of Marblehead, Mass. on Burgess-Wright planes. Among his students during December was Greely S. Curtiss, one of the executives of the Company. The latter part of December he took a number of motion pictures of Boston Harbor and vicinity from the air, flying a Burgess Hydro. He had a camera mounted beside him, pointing downward at an angle. It was driven from the engine and arranged so he could turn it on and off as desired. These were the first motion pictures of the Boston area from the air. At this time he was flying both land and water planes.

He was sent South in January, 1912, as chief instructor for their winter school at Daytona, Florida, on land planes. He made his first flight there on January 28th, with six pupils enrolled. He remained at Daytona until April 1st, where, in addition to his instruction work, he carried 41 passengers. He returned to Marblehead April 13, 1912, where he piloted a Burgess-Hydro with Kirkham engine for Rodman Law, who made the first parachute drop into the harbor. In April he was made Chief Instructor for the Burgess Co. for the 1912 season. On May 11th he carried Rear Admiral B. A. Fisk on a ride around Boston Harbor and vicinity in a Hydro. He circled the battleships Georgia and Rhode Island at anchor, then landed alongside the Georgia where Admiral Fisk went aboard.

During the mid-Summer months he was instructing on a school Hydro with 4-cyl. Sturtevant engine. In addition, he was flying some exhibition engagements for the Company that season. He was a contestant in the Boston Meet of June 29th to July 7th, 1912, flying a Burgess-Wright land plane, where he made a good showing in all the major events. On July 26th he flew an exhibition at Harwich, Mass., and August 1st he made the first test flights of a new military tractor on floats, using the imported 8-cy. Vee Renault engine. Lt. Roy C. Kirtland of the Army was a passenger on these test flights. August 14th he flew a Burgess-Wright Hydro from Marblehead to Gloucester, Mass., and return, for an exhibition at a local celebration. On August 29th, he flew both land and water planes in exhibitions at Barnstable, Cape Cod. September 12-14, he flew an exhibition in a Hydro at Sturbridge, Mass. About this time he was also giving instructions to Lt. T. G. Ellyson of the Navy. On September 24-27

he flew a land plane exhibition at the Rochester, N.H. Fair. He was busy instructing through October. His pupils included Frazier Curtis who had previously taken some instruction at the Curtiss School at North Island, San Diego, and he was also busy continuing flight tests on new model planes. In November he started giving Norman Prince further instructions, and began teaching Lt. Loren H. Call and Henry L. Brownback of Philadelphia. In December he started teaching Lt. E. L. Ellington.

Apparently as the year ended, he left Burgess and gave up active flying for a time. On March 7, 1914, he became a member of the U.S. Aviation Reserves and responded to the call in World War I, becoming a Naval aviator. During active duty overseas he lost his life by drowning in the English Channel. An active early pilot and instructor, he justly earned a well deserved place in the long list of "flying pioneers", finally giving his life to the cause and his country.



CLIFFORD L. WEBSTER

Early Burgess - Wright Pilot - Instructor

Born in Haverhill, Mass., May 14, 1891, he attended Dean Academy. Joining Burgess Co. and Curtiss at Marblehead, Mass, in June 1911, he helped Harry Atwood make his Boston-Washington flight. In July he started flight training at the Burgess School at Mineola, Long Island, N.Y. from Company Pilot W. M. Hilliard, on a Burgess-Wright Model B, made under license from the Wright Co. He also took some instruction from Al Welsh at the Wright School at Nassau, and received license No. 69 there on October 10, 1911, on a School Wright.

On October 12th he had his first accident when one of the propeller chains jumped a sprocket while in flight, causing him to make a bad landing, but he was unhurt. He continued his practice at Nassau until October 26th when he returned to Marblehead, Mass. and became an instructor and test pilot for the Burgess Co. His first assignment was to test their first Burgess-Wright on floats. He remained at Marblehead until late December, when he was

shipped south for the Winter to Ormond Beach, Florida. There he was Chief Instructor on Hydros, making his first flights the latter part of January. In addition to his instruction work, he carried many passengers from the resort area that winter.

He returned to Marblehead about April 1st, continuing his instruction and test work. That Spring and Summer he assisted in the development of their new military tractor using the French 8 Cyl. Vee-type air-cooled engine. This machine was flown both as a land and water plane. In early September he was training Lt. Alfred Cunningham of the U. S. Marines and Lt. T. G. Ellyson at Marblehead. In the Fall of 1912 he left Burgess for a time. During the early Summer months of 1913 he was piloting a Curtiss Flying Boat with Elwood Doherty at Buffalo, N. Y.

Early in March, 1914, he returned to Burgess where he started the first flight tests of their new Burgess-Dunne tailless plane, using a Curtiss OX engine, first as a hydro, then later as a land machine. This pronounced Vee shaped inherently-stable plane was made by the Burgess Co. for a time under license from Europe. In May he started flying the second Dunne with changes, and on May 24th he flew it from Marblehead to Gloucester and return, carrying merchandise. About this same time he began demonstrating it to the U. S. Military officers and carrying passengers. During this period he became a member of the U. S. Aviation Reserves.

By August he was flying the third Dunne machine, doing considerable flying on them that Summer and Fall, both as land and water planes. He continued on the Dunne plane tests in 1915 when they were using Sturtevant Vee-eight cyl. engines. Also in 1915, he did some test flying for other concerns, in July conducting some tests on the new Timson-Albree monoplane at Nahant Beach, Mass. Again in the Spring of 1915 he was flying for Burgess, starting in April. On May 27, 1916 he flew over Boston for a Preparedness Demonstration, carrying Company Executive Godfrey L. Cabot as a passenger on a 50 mile flight. He then left for Vincent Astor's estate at Rinebeck on the Hudson for two weeks to instruct some New York Naval Militia men. On June 13th he and Cabot flew over Nastasket during an M.I.T. graduates' reunion there. Later the same day they flew over Cambridge during dedication ceremonies of some new M.I.T. buildings.

In early July, the Burgess Co. sent him to the Naval Aircraft Station at Pensacola, Florida, to put some new planes through Government tests before officials there. Late in July he joined the Massachusetts Naval Militia stationed at Newburyport, Mass. In early August he gave instructions to Mr. H. S. Borden on his new Burgess-Dunne Hydro at Oceanic, N.J. While there, they made flights over Seabright, Long Branch, Asbury Park and various New Jersey resorts. In 1917 he was senior civilian instructor at the Squantum Naval Air Station from June to October, then transferred to Hampton Roads, Virginia, as Flight Commander. From there he transferred to Miami, Florida, where he was promoted to Lt. (J.G.). In June, 1918, he was sent to LaFerme Field, France, where he ferried DH planes from England to France.

He returned to civilian life in the States on April 30, 1919, and entered the U.S. Air Mail Service, first from Washington to New York, then the New York - Cleveland flight via Bellefonte, Pa. In the Fall of 1919 he joined the Trans-Oceanic Co.

of New York as Corporation pilot. In 1921 he was flying for Loening, and on October 7th he set a new Flying Boat record when he flew a Loening Air Yacht from Aberdeen, Md. to Port Washington, L.I., a distance of 188 miles, in 80 minutes, carrying Grover Loening and Naval Commander H. C. Richardson. On October 14th he made six round trips from Port Washington, L.I., to New London, Conn., carrying four passengers each way, during a Curtiss Day Flying Meet. He received the Annual Wright Trophy for this. On December 10-14th he flew a Curtiss "Seagull" Flying Boat from Port Washington, L.I., to Palm Beach, Florida, 1257 miles, in 21 hours, 32 minutes flying time, with his mechanic Horace Wilson as a passenger. In April, 1922 he flew a Loening Air Yacht from Palm Beach, Florida, to New York in 9 hours, 56 minutes, with Fred Gilder as a passenger. One stop was made at Southport, N.C. for gas. Shortly after this, Vincent Astor purchased a Loening Air Yacht and Webster was his pilot for a time. Later in 1926 he obtained transport pilot License No. 297. After giving up active flying, he became an inspector at Gruman and Consolidated.

An Early Bird, he lives at West Palm Beach, Florida. An extremely active pilot who put in thousands of hours in the air, he instructed many to fly and did a great deal of early test flying. Truly one of the real flying pioneers, he deserves great credit for his personal contributions to aviation.



MARSHALL E. REID
Early Wright Sportsman Pilot

Marshall E. Reid was from Milton, Pa., the son of a wealthy tobacco merchant. Later, he moved to Philadelphia. He started to take flying lessons from George Beatty at Nassau, Long Island, in early March, 1912, and on April 12th obtained pilot License No. 114 at Hempstead, L.I., on a Beatty Wright school machine. The next day he ordered a new Wright Model "B" plane for himself. He was in a smashup on May 5th while flying with George Beatty on Staten Island, N.Y., but both escaped serious injury.

On June 8th, he flew from Staten Island to Philadelphia in his own plane, carrying a passenger and making one stop at Trenton, N. J. He was then 21 years old. On July 18th he took his sister, Mrs. H. C. Mustin, on an 18 mile flight over the Delaware River at Philadelphia in his Wright, equipped with floats. At that time he was carrying passengers and making extended flights around Philadelphia and vicinity. He carried mail, authorized by the Post Office Department and sponsored by the Aero Club of Pennsylvania in the interests of aviation, between Ocean City and Stone Harbor, N.J. for eight days beginning August 3rd. He also carried passengers at Ocean City during his stay there through August 17th. His mail carrying, which was inaugurated as an experiment, was judged a complete success. At this time Orton Hoover was his mechanic and accompanied him on his mail carrying trips. Hoover later became a well known pilot himself.

While Reid was carrying Lt. Comm. H. C. Mustin of the Philadelphia Navy Yard on a flight from May Point, N.J. to Philadelphia, over Delaware Bay, on October 11th, his engine suddenly disintegrated and caught fire. They were 18 miles from shore and flying at about 100 feet. He dove the plane as steeply as possible for the water and made a crash landing, somewhat damaging the plane and splitting the pontoons. They succeeded in getting the fire out, but were forced to bail water from the pontoons for nearly 16 hours before being picked up by an oyster boat near Maurice Cove, N.J. on the morning of October 12th.

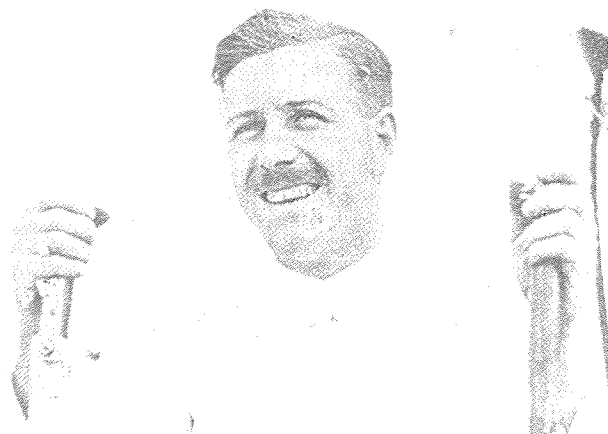
In early November, 1912, he placed an order with the Washington Aeroplane Co., Washington, D.C., for a Colombia Flying Boat equipped with an 80 H.P. Gyro rotary engine. It was also equipped with Wright controls and had a beautiful all-mahogany hull finished in natural wood. Through November he spent considerable time in Washington supervising the construction of his new boat. Late that month he offered his Wright Hydro and spare parts for sale. On March 1st, 1913, his new Colombia Flying Boat was finished and about ready for flight tests. On March 14th he made six trial flights in it at Washington, D.C. which were a success in every way. He took it to Philadelphia the latter part of March, where he put it through a series of tests at League Island before interested military officers. He later had a bad smash up in this plane at Wildwood, N.J., but escaped injury. He decided not to rebuild it, and on May 20th, 1913, took delivery of a new Curtiss Flying Boat at Hammondsport, N.Y. His was the second one delivered to wealthy sportsmen that season by the Curtiss Co.

Glenn Curtiss accompanied him on several try-out flights at Lake Keuka between May 20th and 24th. On his first trip alone he carried his mechanic Orton Hoover on an extended flight and was so pleased that he ordered it shipped to Philadelphia at once. When his new boat reached Philadelphia he displayed it in the main lobby of the Bellevue-Stratford Hotel for a few days so that Philadelphians could examine it at close range. It was then taken to the Navy Yard at League Island, and he made his first flight in it there on June 10th, accompanied by C. L. Wynne, President of the Aero Club of Pennsylvania. Following this, he took the Mayor and other City Officials for rides. This was followed by almost daily flights carrying Naval Officers and their wives and socially prominent people of Philadelphia.

On June 14th he announced that he was establishing a Flying Boat Service between Philadelphia and Chester, Pa., operating from League Island over the Delaware River. His daily flying schedule soon made

many enthusiasts in the sport of over water flying. On July 9th he made two flights at Wildwood, N.J., to Atlantic City for a demonstration there. After doing a great deal of flying on the New Jersey Coast through July and early August, he announced on August 16th that he was giving up flying for the time being. On March 5th, 1914, he gave a lecture before the Aero Club of Philadelphia on "My Experiences in Aviation". May 14, 1914, he ordered a second 1914 Model Curtiss Flying Boat to be delivered in May for the Summer season in Philadelphia. In October, 1916, he joined the U.S. Aviation Reserves. He continued to occasionally do some flying for sport and commuting in later years, and on December 17, 1934, flew Grover Bergdoll's Model "B" Wright once more before it was permanently put on display in the Franklin Institute Museum in Philadelphia.

Later he established a welding rod business in Philadelphia known as the Reid-Avery Co. It prospered and by 1926 they also established a plant in Baltimore, Md. In 1936 he moved to Baltimore to manage that division. He died at his home there on December 5, 1955, at age 69, and was buried in Laurel Hill Cemetery, Philadelphia, Pa. An active Early Bird and wealthy pioneer sportsman pilot, he joined with others of his time to accept the pure sport of aviation. He never engaged in exhibition flying as such, but deserves full credit for his efforts and contributions to the pioneering of flying and the demonstration of its usefulness to others.



WILLIAM E. SCRIPPS
Early Burgess-Wright Hydro Sportsman Pilot

Born Detroit, Michigan, May 6, 1882, William E. Scripps was a business leader and President of the Detroit News. He organized the Scripps Marine Motor Co. to build marine engines, was one of the founders of the Detroit Yacht Club and a prominent yachtsman before becoming interested in aviation.

In June, 1912, Walter Brookins was demonstrating a Burgess-Wright Hydro on the Detroit River, carrying passengers and taking prominent Detroiters for rides. Scripps took a ride or two and was enthused. As a result, he arranged a race between Brookins and a speed boat and rode with Brookins as a passenger. Due to his enthusiasm, he placed his order for a Burgess-Wright Hydro, with a 4 cyl. Sturtevant engine and engaged Brookins to teach him to fly it. He soloed on Labor Day, 1912, but

did not fly for a license. He built a hangar at water's edge on the Boat Club grounds for his plane, and equipped it with every convenience necessary for a hydro-aeroplane haven. By October 1st he was flying daily and carrying passengers from the Detroit Yacht Club. He continued flying actively until the Fall season closed, and then started again in the Spring of 1913.

On July 18, 1913, when Beckwith Havens and J. B. R. Verplanck were approaching Detroit on the last winning leg of the Great Lakes Reliability Flying Boat Cruise, Scripps flew out to meet them over Lake St. Clair, in his Burgess Hydro, and escorted them to the Detroit Yacht Club. As a result of some rides with Beckwith Havens in the Curtiss Boat while he was in Detroit, Scripps ordered one on July 24th. It was delivered about September 1st, and the Curtiss Co. sent William E. "Gink" Doherty to Detroit to give Scripps some instruction on it. By September 8th he was flying it alone and carrying passengers. Again, he continued to fly for sport and pleasure through the remainder of the Fall season.

In the Spring of 1914 he began flying actively again, carrying passengers, including Mrs. Scripps and his mother about the Detroit River front and over Lake St. Clair. Throughout 1914 he kept up his frequent flying practice until the Fall season. During this period he did a considerable amount of flying, carrying news photographers, making pictures and movies of Detroit and vicinity.

From this beginning, his aviation interests developed into many channels. He established his private airport at his country home near Lake Orion, Michigan, and continued flying as a sport. He purchased one of the first Pitcairn Auto Giro's for his own use when it came on the market. He always took a leading part in every important aviation undertaking in Detroit, the organizing of aeroplane companies, the Aircraft Shows and the establishment of airports. He was one of the first to value the advantage of flying in business, when, at an early date, the Detroit News bought a plane for aerial photography and general use for company executive travel. He was one of the founding group of the Early Birds organization and served as President for the year 1935-1936. It was largely due to his efforts that Henry and Edsel Ford were induced to include the Aviation Division in the planning of Greenfield Village at Dearborn, Michigan, and it was entirely due to his negotiations that Orville Wright consented to move and preserve the Wright home and workshop from Dayton to Dearborn. After many years of devoted service to aviation, Mr. Scripps passed away on June 12, 1952.

A wealthy business leader, ardent sportsman and staunch devotee of flying, he was a modest, likeable man who usually held himself somewhat in the background, but his influence and help was always evident. He loved to tinker and care for his own craft and understood its workings well. Many prominent Detroiters had their first introduction to flying with him, and his enthusiasm and faith in its future was always evident in the Motor City. He was indeed a truly valued pioneer of aviation.

EDITOR'S NOTE: Readers are encouraged to add to the information given in these pages. As Mr. Morehouse submits in a letter to the Editor, in this issue, he is constantly uncovering new bits of interest in the lives of the early Pioneer Airmen.
Address him at 1057 Rural Ave., Williamsport, Pa.



EDWARD A. STINSON
Early Wright Exhibition Pilot
Instructor - Plane Manufacturer

Born in Fort Payne, Ala., July 11, 1894, Edward Stinson was an older brother of Katherine and Marjorie Stinson. After helping his sisters in their early flying exploits, and observing their notoriety and successes, he decided to get into the game himself. During that time his sisters reportedly gave him some instruction, but later he decided to take a course at the Wright School, so enrolled and started there about September 20, 1915. His instructor was Roderick Wright, assisted at times by Howard Rinehart. He finished his instruction in late November, but did not take his license tests at that time. Returning to San Antonio, he joined his sisters where they were operating the Stinson School of Aviation and had established their own Flying Field. Shortly after, he started building a new tractor plane for exhibition and school work. On December 29, 1915, he obtained License No. 375 on one of their Wright planes. He remained there that Winter and continued his practice, and on April 28, 1916, he flew over San Antonio during a local "Flower Day" celebration.

Later in the Spring of 1916 he moved North with his sisters, and they established headquarters at Ashburn Field, Chicago, to fly exhibitions for the Summer throughout the middle West. He was flying a new 50 Gnome Loop Tractor, which Walter Breck of Chicago had helped him design and build. During mid-Summer he began looping this plane in his exhibition work. He and E. M. Laird flew many exhibitions together that season. At this time, Bud Snyder was his mechanic. In mid-October he left Ashburn Field to fill a series of dates in the Southwest before returning to San Antonio, where the Stinsons spent the Winter operating their school. He was then Instructor-President of the school, and their mother was business manager. Together with his sisters, he trained many Canadians, who later entered the Royal Air Force in World War I.

In June, 1917, he made an extensive trip around the country, dropping paper bombs appealing for Red Cross funds. At this time he began doing some flight testing of various new planes. Early in July he flight-tested a new Military Tractor for

the Wittermann-Lewis Co. of Newark, N.J., at a Government Field on Long Island. Shortly after this, he responded to the call for Government Instructors and started at the Hampton Roads Aviation Station in Virginia. On April 20, 1917, he established a new passenger looping record of 34 consecutive loops, with Mrs. Robin Gray, of Norfolk, as a passenger. He accepted a commission and became a 1st. Lt. in the Air Service. In July, he and Carl Batts looped a large twin-motored double-float seaplane twice at Newport News, Va. Late that summer he was transferred to Love Field, Texas, and there set up another loop record of 134 times.

Later in 1917 he was transferred again, to Kelly Field, and in April of 1918 he took Rod Law up for a parachute jumping demonstration. In August he took time out for a flying weekend trip to his mother's, landing on her farm at Alamo Heights.

After World War I the Stinsons continued to operate their Flying School at San Antonio during Winter months, and in the Spring of 1919 Eddie started barnstorming around the country and testing new experimental planes for various companies. In late March, 1919, he tested the new Ace Scout for the Aircraft Engineering Co. of New York on Long Island. On May 1st he flew a JN-4 from Queens, L.I. to Atlantic City, N.J. with Lt. G. W. Shaw as passenger to attend the Pan-American Aeronautic Convention. Katherine and Marjorie were there and they did considerable flying during the event. On May 10, he took up Lt. Jean Ors of France for a parachute demonstration. During 1919 he formed the Stinson Airplane Syndicate to develop and produce a new aeroplane.

In the early Spring of 1920 he brought out the Stinson "Greyhound" and introduced it by flying from Dayton, Ohio to Mineola, L.I. It was a two-place, side by side biplane, using a Curtiss OX motor. The market for planes was not yet ready and the "Greyhound" venture was not a success. Through 1920 and 1921 he continued to do barnstorming and test work for other companies. When J. L. Larsen formed the J. L. Aircraft Co. in New York late in 1921 to import the Junkers-built JL-6 and JL-12, all metal cabin monoplanes, Eddie did considerable flying for him on the first planes brought to the United States. On December 30, 1921, he and Lloyd Bertand established a new endurance record of 26 hours, 19 minutes, on a JL-6 plane at Roosevelt Field, L.I. They covered an estimated 2200 miles circling about Long Island and vicinity. He acquired a JL-6 plane and used it for some time in his barnstorming work and eventually located in Detroit.

In 1922 he started an airline between Detroit and Cleveland, using the JL-6 plane, which operated for a time. During 1923-1924, he and "Bill" Mara were flying this plane based at Selfridge Field. He was also Proprietor of a tire station in downtown Detroit. In May, 1925, he secured the Michigan Fliers Field for the season to carry passengers, do cross country flights and give student instruction. He still had the JL-6, in addition to a Liberty-6 Standard and a JN-4 for the season.

Early in 1926 he changed the name of the Stinson Aircraft Syndicate to the Stinson Aircraft Corp., Northville, Mich., and introduced the Stinson "Detroiter", an enclosed and sound-proofed cabin biplane with a Wright Whirlwind engine. It had cabin heater, starter and brakes. In this new plane he carried many well-known aviation personalities, flying with his hat and coat off and his sleeves rolled up, in typical Michigan March weather. His passengers rode in comfort in the heated cabin and clad in no extra clothing, able to carry

on a normal conversation. It made a great impression, and this time his plane was an immediate success and he was on his way toward bigger things. In 1926 his new company built and sold ten of these planes, some to newly formed airways. In March, 1927, he sold three to Northwest Airways for air-mail service. That month he flew one to Miami, Fla. and return, on a publicity trip. Also that month, two were sold to Wilkins for his projected Arctic Expedition, and on March 28th he put his first company ad in "Aviation" Magazine. On May 2, 1927, he exhibited two planes at the All-American Aircraft Display at Bolling Field, Washington, D.C. One was his standard "Detroit Cabin Biplane" and the other was an all new 5-place cabin monoplane with Wright Whirlwind engine. This was the first of his long line of Monoplanes to follow. On May 27th he sold two "Detroiters" to the well-known Detroit oil man, Ed. F. Schlee, who started an aerial taxi route out of Detroit. He sold one each to Horace and John Dodge, motor car manufacturers, for executive use; one to Cliff Durant, auto race driver; one to the Detroit News, and several to others prominent in business. By this time it was clearly evident that he was making the greatest production and sales record in the history of commercial aviation.

On July 12, 1927, Eddie won first place in the Ford Reliability Tour, in a "Detroit". He then began to get orders for special planes for record flight attempts and late in July delivered one to Paul Redfern for a non-stop flight from Brunswick, Ga. to Rio de Janeiro, also one for Ed. F. Schlee and William Brock, who intended to make a trip around the world. Redfern started on August 25th from Brunswick, Ga., but was lost and never found. Between August 27th and September 14th, Brock and Schlee flew from Harbor Grace, Newfoundland, to Tokyo, Japan, 12,295 miles, in 18 days. By the end of August, the factory had already delivered 35 planes that year, 1927. In September, two Canadians, Capt. Terry Tully and Lt. James Medcalf took off from Harbor Grace, Newfoundland, for London in a "Detroit", but were lost at sea. Later that month Eddie was a contestant in the New York to Spokane Air Derby, but was forced out of the race at Missoula, Montana, with engine trouble. On October 12, 1927, Ruth Elder and George Halde- man were forced down at sea after losing oil on a flight from Roosevelt Field, L.I. to Paris in a "Detroit". Fortunately, they were able to a- light alongside a vessel northeast of the Azores and were rescued.

On March 28-30, 1928, Eddie and George Halde- man broke the world's endurance record in a "De- troiter" by flying 53 hours, 36 minutes at Jack- sonville, Fla. In April he introduced the Stinson "JR." at the Aircraft Show in Detroit. It was a 3-place Cabin Monoplane with Warner 120 Engine. His business continued to grow and in June he flew in the Ford Reliability Tour again, but did not win first place due to engine trouble. In Sepem- ber the Packard Motor Car Co. bought a "Detroit" equipped with their new radial aircraft Diesel en- gine installed for flight test work. In December Eddie announced plans for a large new factory and flying field at Wayne, Mich. and planned production facilities for five planes a day.

On July 6, 1929, Byron Newcomb and Roy Mitchell established an endurance record of 174 hours in a "Detroit" at Cleveland, by refueling in the air. On October 12, 1929, the Stinson Corp. was merged with the Cord Corporation.

In April, 1930, he introduced a new 10-passen-

ger tri-motored transport plane, using Lycoming engines. By the end of May he had already delivered 51 planes in 1930. His planes were good. Due to his extensive flying experience, and his rigorous barnstorming days, he knew when a plane was right and what was required in its construction to with- stand constant, every-day use, and he had endured so much hardship in his earlier flying days he under- stood the need for the quiet, clean, upholstered comfort of his cabin planes in order to sell aviation to the public.

On January 26, 1932, he had a bad accident in attempting to land in Jackson Park, Chicago, Ill. while demonstrating one of his planes. In his ap- proach he struck a flagpole which he had not seen and smashed up. He was seriously injured and died the next day. Surviving were his wife, sisters and brother. There were no children. Well-known and loved throughout the industry, his death was a tremendous loss to aviation and it is hard to ima- gine where his progress would have led had he lived. His was a life of hard work and well- deserved success. He was one of the greatest am- bassadors of aviation the industry has ever had. During his career he flew many thousands of miles and he and his planes held about every record in the book.

An Early Bird and Flying Pioneer, he is richly deserving of everlasting credit for his great faith and tireless efforts in the cause of aviation pro- gress. His name appears on the Wright Memorial plaque at Dayton.

CAPTAIN BARNABY NAMED ELDER STATESMAN

Capt. Ralph S. Barnaby, USN (Ret.), of 2107 Chan- cellor St., Philadelphia, Pa., was named "Elder Statesman of Aviation" by the National Aeronautic Association. Capt. Barnaby, who was issued the first U.S. Soaring Certificate and was the Navy's first glider pilot, received the award at the Association's Awards Banquet in Indio, Calif. in November of 1960. It reads:

"In recognition of your significant and end- uring contributions over the years to the progress of aeronautics, and your demonst- rated qualities of patriotism, integrity, and moral courage worthy of emulation."

Thirty-eight Elder Statesman of Aviation have been named since the National Aeronautic Association in- augurated the practice in 1955. These include Dr. William F. Durand, Capt. Eddie Rickenbacker, Harry Guggenheim, ADM Richard E. Byrd, Donald Douglas, and Ralph S. Barnaby was born Jan. 21, 1893, in Meadville, Pa. He was graduated from Columbia Univ- ersity School of Mines, Engineering and Chemistry, in 1915 with M.E. degree. During his 30-year career with the U.S. Navy he served as the original Navy representative in setting up the Army-Navy Standards, was Chief Engineer and Asst. Manager of the Naval Aircraft Factory, and was C.O. of the Johnsville N.C.

Author of the book, "GLIDERS AND GLIDING", Capt. Barnaby has written numerous technical papers on aeronautics. He is a member of various scientific organizations and is a Fellow of the Institute of The Aeronautical Sciences. His awards include the Legion of Merit, the Air Medal, and the Medal of Merit of Columbia Univ. In 1955 he received the Paul Tissandier Diploma of the Federation Aeronaut- ique Internationale, and was named to the Helms Athletic Hall of Fame for his contributions to glid- ing and soaring. (Capt. Barnaby is an A.A.H.S. Member)