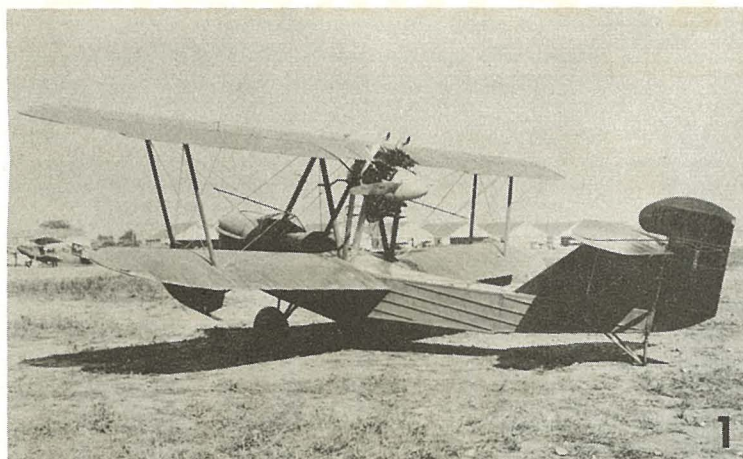
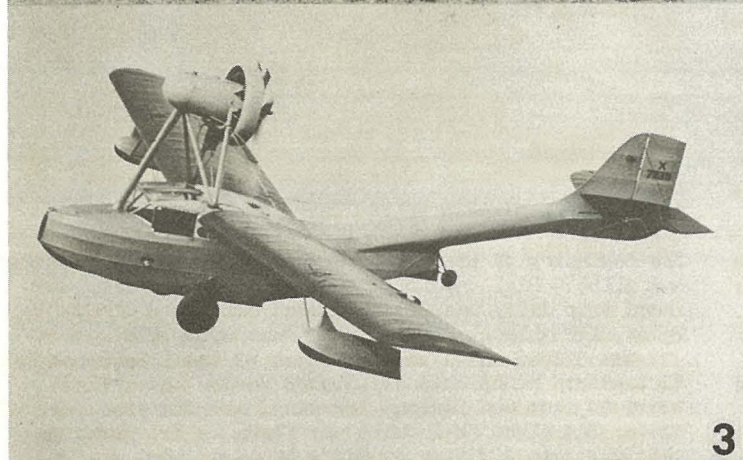




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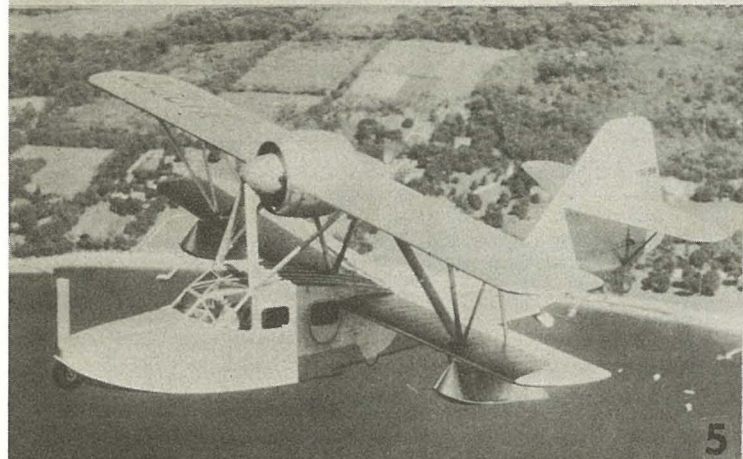
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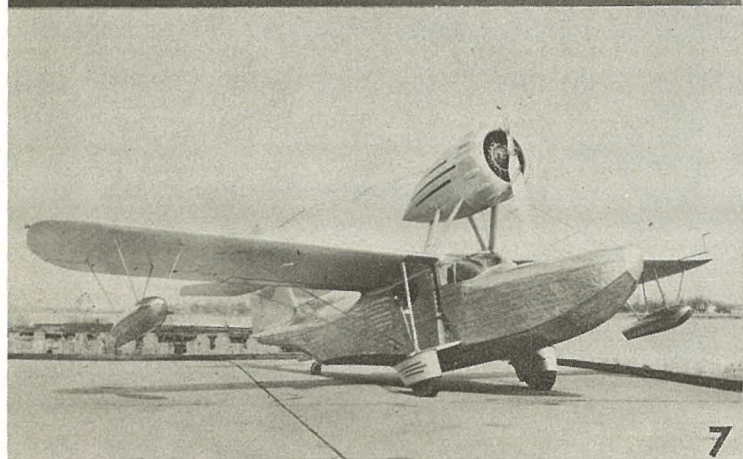
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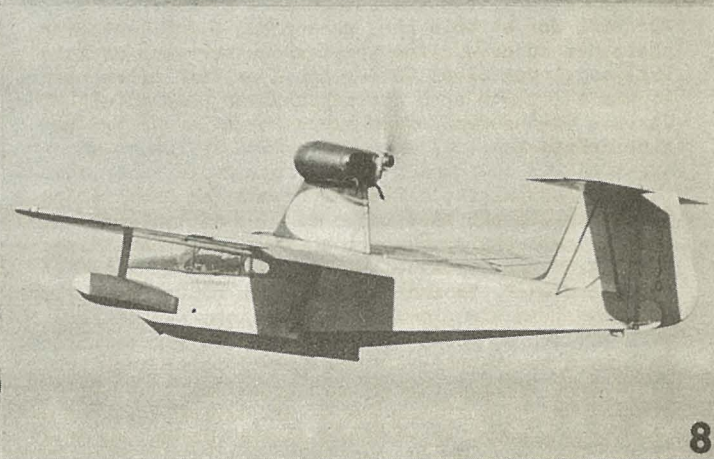
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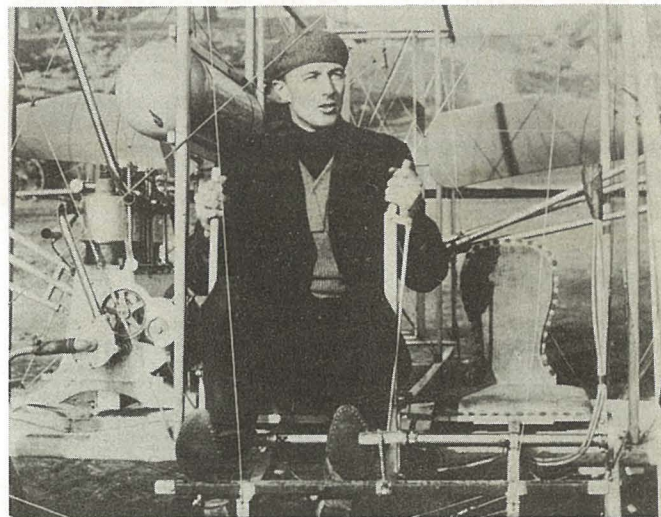
The Flying Pioneers

By HAROLD E. MOREHOUSE

N. Roy Waite, our pioneer aviator for this issue, had a goodly acquaintance with the sea from the time he was a small boy. His father was well known in local yachting circles in Roxbury, Mass. and Roy "grew up on the water". Later on he went to the Massachusetts Nautical Training School, and spent two years under Naval Officers on training ships making European voyages.

When he saw the Englishman, Claude Grahame-White, fly at the Harvard-Boston Air Meet (September 3d to 16th, 1910) at Squantum, he became intensely interested in flying. There, he also saw Glenn Curtiss, Charles Willard, Ralph Johnstone and Walter Brookins. (1) The next Summer he helped build a home-made Curtiss-type biplane. In October he saw Lincoln Beachey and Harry Atwood (2) fly at the Brockton (Mass.) Fair and definitely made up his mind he wanted to learn to fly. He had his first ride, as a passenger with Harry Atwood in November, 1911. Later, flights were made with Arch Freeman and Farnum Fish. (3)

On May 19, 1912, Waite was a passenger with Arch Freeman on a history making flight when they bombed fortifications and battle ships at Boston Harbor, on one of the world's first demonstrations of using the aeroplane as a Bombardment Craft. Taking off from Atwood Park at 4:25 A.M., they flew across the marshes to Forts Heath and Banks where Waite dropped several 16 oz. flour bombs in paper bags, hitting buildings and mortar pits. They then flew on to the Charleston Navy Yard where Waite dropped three bombs each on the battleships NEW JERSEY and RHODE ISLAND at anchor. The flight required 45 minutes and they were back at the Field before full



N. ROY WAITE

Early Burgess - Wright Pilot & Naval Aviation Inspector

daylight. Their stunt proved surprisingly accurate and drew much front page publicity, but local military officers ridiculed the matter saying it would never amount to anything. This was only eight years before Billy Mitchell's famed bombing demonstrations off the coast of Virginia in 1921. (4) Following this, Waite made repeated attempts to interest the Massachusetts National Guard in aviation, but without success.

(Text continued overleaf)

(4) Bombing of Ostfriesland - AIR POWER HISTORIAN, Vol. 4, No. 2, p.51

- (1) Ralph Johnstone - JOURNAL of A.A.H.S., Vol 4, No. 2
Walter Brookins - Ibid, Vol 4, No. 2
- (2) Lincoln Beachey - Ibid, Vol 6, No. 2, p.105
Harry Atwood - Ibid, Vol 5, No. 1
- (3) Arch Freeman - Ibid, Vol 5, No. 1
Farnum Fish - Ibid, Vol 5, No. 4, p.320, 328

VINTAGE AMPHIBIANS

By GERALD H. BALZER

See photographs opposite (Page 274)

(1) Ireland Amphibian - In 1929 Ireland Aircraft, Inc. developed and produced an interesting five-place open-cockpit airplane. It was distributed through the Curtiss Flying Service.

(2) Ireland N-2-B - The Ireland N-2-B was a 5-place closed cabin development of the earlier open-cockpit model. It was produced for the sportsman pilot who wished to make use of the seashore and the mountain lakes. The aircraft was powered by a 300 HP Wright R-975 engine.

(3) Amphibians P-3 "Privateer" - The Amphibians Inc., (formerly Ireland Aircraft Inc.) P-3 "Privateer" was a three-place cabin monoplane powered by either a Continental A-70 engine of 165 HP or a Wright Whirlwind 165 HP. Top speed with the Continental A-70 engine was 112 mph.; landing speed was approximately 52 mph.

(4) Curtiss-Wright "Junior" - The "Junior" was a two-place open cockpit pusher amphibian manufactured by the Curtiss-Wright Airplane Co. of St. Louis, Mo. The aircraft was powered by either a Warner Scarab Jr. or a 90 HP Lambert engine.

(5) Curtiss-Courtney Amphibian - The Curtiss Courtney Amphibian featuring a retractable tricycle under-carriage was designed and constructed under the supervision of Captain Frank T. Courtney. The airplane carried a pilot and four passengers at a cruising speed of 125 mph. The engine mounting is of interest -- the pusher propeller was driven by a short extension shaft.

(6) Fairchild 91 - The Fairchild Model 91 "Baby Clipper", a large single-engined amphibian transport was built to Pan American Airways Systems specifications for use along river routes. The "Baby Clipper" carried a crew of two, eight passengers, and 1,000 pounds of cargo at a cruising speed of 152 mph. at 5,800 feet.

(7) Fleetwings "Sea Bird" - The 4-place Sea Bird produced by Fleetwings Inc., Bristol, Pennsylvania, was one of the first all-stainless steel aircraft built for commercial use. The landing gear was hydraulically operated. Powered by a 285 HP. Jacobs engine, the "Sea Bird" had a rated high speed of 150 mph.

(8) Bunyard BAX-3 "Sportsman" - The "Sportsman" was a 3-place all-wood amphibian designed and built by K. L. Bunyard of Queens, New York. Powered by a 130 HP. Franklin engine, the "Sportsman" would cruise at 110 mph.