

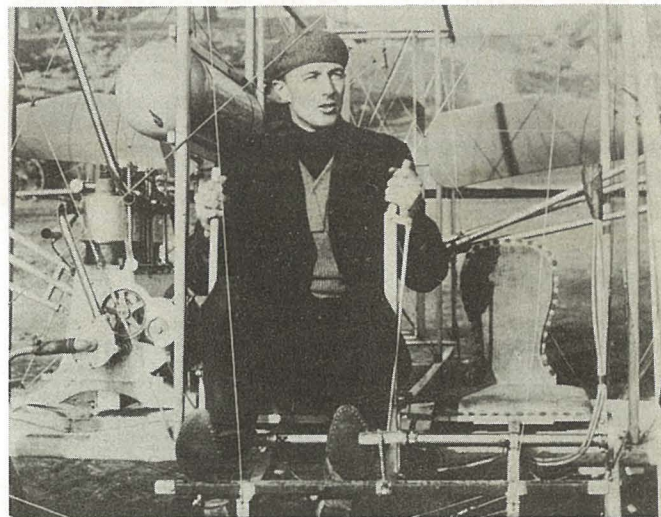
The Flying Pioneers

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.

In June, 1912, Waite purchased Atwood's Burgess-Wright plane, a Model F, No. 20. Reportedly this was the same machine Atwood used when he made his historical FIRST landing on the White House lawn in Washington, D.C. After repeated attempts to get his aviator friends to "check him out" on his own plane, he went at it alone and taught himself to fly. He was very active and during August made 136 flights. Actively continuing his practice, Waite received his license, No. 186, on November 12, 1912, at Cliftondale, Mass. Now anxious to make a living in aviation he established the Cliftondale School of Flying at Cliftondale, Mass. to instruct, carry passengers and do exhibition work. There he flew actively during the Fall and Winter months of 1912. He was one of the first to advocate the use of the aeroplane for advertising purposes.

In the spring of 1913, Waite became an instructor for the Burgess Co. at Marblehead, Mass. where he remained until September of that year, receiving a special letter of commendation from Mr. Burgess for his excellent flying record and assistance in training some of the early Naval aviators. He became a Lieutenant in the U. S. Naval Reserve at the same time. He desired to return to exhibition work so he joined the so-called Berger Aviators for exhibition work in the South. During October he made flights at the Greensboro Central Carolina Fair, Union, S.C., and the Charlotte, N.C. Fair. In November he flew at the Waterboro, S.C. Annual Fair and at Florence, N.C. He used a Wright Model B and a Burgess-Wright airplane, in company with Howard Rinehart and George Gray. (5)

Returning to Massachusetts in late 1913 Waite assisted A. A. Merrill and Chauncey Redding design and build an experimental tailless tractor biplane, using a 7-cyl. Gnome rotary engine. This was done at M.I.T. during the winter and spring months of 1913-1914. Waite made several flights with this plane in June, which ended in a bad smash-up. Luckily he escaped serious injury. He continued flying for the Burgess Co. but later in the year his Burgess-Wright was wrecked beyond repair when his friend Chauncey Redding, flying with Phil Bulman, had an accident and both were killed. Following this, Waite gave up active flying. He had accumulated approximately 2,000 flights in 250 hours of flying time.

Waite next accepted a position as Foreman for the Sturtevant Aeroplane Co. at Jamaica Plain, Mass. Grover Loening was Chief Engineer at that time, and together

they designed and built what was probably one of the first all metal airplanes. He also acted as the first Inspector of Aeroplanes for the state of Massachusetts. Waite became Shop Superintendent when Grover Loening formed his Loening Aircraft Engineering Corp. at Long Island City, N.Y. He remained there until he accepted a position with the Bureau of Steam Engineering, Navy Dept., as the Navy's first civilian aircraft inspector during World War I.

In 1918 he was transferred to the Bureau of Construction and Repair, Navy Dept. and when the Bureau of Aeronautics was established in July, 1921, Waite was transferred into the new Department as Technical Advisor.

(6) This was the beginning of a long and worthy service with the Bureau, during which time he received many high honors, becoming Senior Administrative Assistant. He retired in May 1952, after 35 years service with the Navy. On that date he was given a Special Service award and particular mention was made of the Catalog of Naval Aeronautical Materials which he had prepared and put into general use.

Waite feels that his greatest honor was to have been selected to supervise the bringing of the original Wright "Flyer" to Washington when it was returned from England in December, 1948. He supervised its assembly for display in the Smithsonian Institute where it remains, in the National Air Museum, for future generations of Americans to view. (7)

As an active Early Bird, one of New England's first aviators, and a devoted flying pioneer of early American aviation, Roy Waite lives at Norwood, Mass. He holds Department of Commerce License No. 1, and District of Columbia License No. 2. N. Roy Waite has served aviation in all its phases - mechanic, designer-builder, pilot, instructor and through a long period of inspection and advisory work where his early experience was of great value. A firm believer in "safe flying", his lifetime efforts have contributed much to the development of American aviation.

(5) Howard Rinehart - JOURNAL of A.A.H.S., Vol 4, No. 3
George Gray - Ibid, Vol 4, No. 2, p.94

(6) Bureau of Aeronautics - U. S. Naval Aviation 1910-1960, NAVWEPS 00-80P-1

(7) National Air Museum - JOURNAL of A.A.H.S., Vol. 5, No. 3, p. 209.

MAIL SACK

ADVERTISING PAYS

"Hud" Weeks' Beachey biplane with F.A.A. approved lettering on upper wing.



WHATSSIT???

Discovered by Mitch Mayborn near Arlington, Texas. Reg. No. NX86400

