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Hattie Meyers Junkin Papers - Materials about Charles Meyers

Extracted on Mar-28-2024 06:34:15

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Handwritten note below the 1st picture (upper left): BiPlane - Waco Cootie

Handwritten note below the 2nd picture (upper left):
- arrow pointing NE and letters reading vertically down:

B
R
U
K
N
E
R
CW.

Handwritten note under 2nd picture: Arrow pointing to the picture. 5 AM Jd KIR 6' 3"

[Image] Top: Working in a barn, without machine tools, Meyers designed and built 3-place OX-5 powered biplane in 1920. Above: Early Waco's were tiny, this biplane being the second design. It was not successful, and soon Waco switched to larger airplanes.

Adding the handwritten notes:

"Buck" Weaver pilot Ref NASM files 190? Library Congress 7X> copyrite 35-025 Dec 20-1979. XXXXX.XXXXX.JVACO Aircraft by Miss Waco Hattie Myers 1979 Weaver Jenkins. Idea from WACO Cootie 3 ply mahogany fuselage

Left: Meyers Midget was intended to be a from-a-kit design for home construction. Charlie entered it in 1926 National Air Races. Below: First Waco was single-place monoplane with 2-cylinder Lawrance engine. It crashed, and Waco then switched to biplane configuration.

Handwritten note above: Not R.A.F.

Still a pilot 55 years after his first solo, the man who helped design some of America's most famous biplanes, flew with the Royal (handwritten underline) Flying (handwritten underline) Corps (handwritten underline) during WW-1, was a barnstormer, air racer, test pilot. He closed down his airline career after a quarter-century and 26,000 flying hours. When Charles W. Meyers welcomes you to his Moorish-style home in Coral Gables, Fla., he insists you call him "Charlie." His aviation interests date back to 1909 when his father, a newspaperman, would take 13-year-old Charlies along while covering air shows in the New York City area. "I remember seeing Barney Oldfield and Lincoln Beachey race at Sheepshead Bay. Oldfield had a 300-hp Christie automobile. He'd tear down the straightaway in front of the grandstand and Linc would plink his front landing-gear down on the round gas tank just behind Oldfield's head. Then on the curves, Linc would lift off and take a shortcut across the infield to catch Barney on the opposite straightaway. The crowd would just howl about Beachey cutting the corners."

Handwritten note to the right of this paragraph: 100% Lies (double underscore under the word Lies) all thru

Charlie began building flying models. In 1913, he constructed a biplane



glider. "The kind you hang from by your arms and control by shifting your body. Since your feet serve as the landing gear, there are but two ways to land these contraptions-on your face or on your seat. I got awfully tired of that." So Charlie built a monoplane glider with a cockpit, movable controls and wheeled under-carriage. It flew. It was towed aloft by several friends at the end of a 200-ft rope. It was cracked-up when a wing brace failed. Meyers was unhurt.

Handwriting to the right of the above paragraph:
9 pictures
Glen Ridge, N.J.
"Buck" Weaver from Chgo
Freeman - Age 22.

Charlie's home in Mineola, Long Island, was near early airfields. He helped around the hangars to get close to Wright pushers, Gallaudets, Lanzius, Heinrich and Thomas-Morse craft. This led to a job with Aeromarine, an early plane maker, in Nutley, N.J. Aeromarine moved to a larger factory at Keyport, N.J., where they built a twin-float single-engine machine intended as a Navy torpedo plane. Meyers remained there until 1916. He managed to get in about 12 hours flying time under the tutelage of Allen Adams, Aeromarine's test pilot. Then, young Meyers tried to enlist in the 50-plane U.S. Air Service. Rejected, Charlie went to Canada. There his 12 hours meant more to a \

Handwritten note below this:
Arrow pointing down Gen E. "Buck" Weaver CW<
[Image]

Handwritten notes above the bottom image:
WACO - COOTIE - 1979
Weaver Aircraft Co
Lorain, OHIO X
Different Handwriting to the right of this:
X ???? School (underlined)
??????
High School
X

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