

## Harold E. Morehouse Flying Pioneers Biographies Collection - Atwood, Harry N.

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reportedly undertaken principally to gain experience.

About December 1st, 1911 Atwood became Chief Instructor for the newly formed Clayton and Craig Flying School of Boston and negotiations were underway for the use of the Saugus Race Track for their field, with plans to instruct with both land and water equipment. On December 20th Atwood took delivery of a new Burgess-Wright Hydro for the school. Leaving Marblehead with H.C Moulton as passenger he flew southward over Swampscott, Lynn and started up the Saugus River intending to land, but the tide was running out so he turned and flew out over the ocean to Nahant and Bass Point, then returned to Point of Pines for a landing. The next day Atwood started from Point of Pines and flew south along the Massachusetts coast to the north entrance of the Cape Cod Canal, then along the canal to Buzzards Bay, across the Bay to Newport and Providence, Rhode Island and landed on Narragansett Bay, a flight of 130 miles in 2 hours, 40 minutes, a new Hydro Distance Record for aviator alone. There Atwood made exhibition flights and carried passengers through December 25th.

On January 2d, 1912 Atwood started from Point of Pines to fly to Portland, Maine, with the landing gear installed. After flying about two miles over water the magneto shorted out, he had a forced landing and suffered a severe ducking. He was quickly picked up by a fishing boat, but the plane was so badly damaged it had to be returned to the factory for repairs. In late January announcement was made of the establishment of Point of Pines Hydro Station, called Atwood Park and Aviation Field, a beach and level marshland area.

Atwood continued to fly for Clayton and Craig through most of 1912, instructing, carrying passengers, filling exhibition engagements and making cross-country flights in and about the New England area. On March 8th he carried three passengers at Atwood Park for 30 minutes. On April 21st Atwood and Freeman started to fly to Portland, Maine, but gave up after a few miles due to strong head winds. He made another attempt on May 2d and flew from Saugus to Wells, Maine, a distance of 75 miles. Leaving there the following morning he was forced down near Kennebunkport with magneto trouble. At that point Atwood claimed a real "hoodoo" in trying to fly to Portland.

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