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Harold E. Morehouse Flying Pioneers Biographies Collection - Barnhart, George E.

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and engine maintenance. There he assisted in many routine rebuilding and repair projects and did considerable piloting, including flying boats. He also aided Curtiss in building some experimental training planes in late 1914 and early 1915.

Barnhart left Curtiss in April, 1915, to design and build a plane for Ledyard Blake, who had learned to fly at the Curtiss school. Returning to Los Angeles, with six employees, Barnhart completed this plane in six weeks. It was an advanced design, tractor biplane powered by a Curtiss OX-2 engine. On June first Blake made the initial flight with this plane at Griffith Park flying field and it proved to be a very successful machine, easily flown, with fine performance. It saw active service with several pilots through 1925 in training, stunt work and racing.

After completing this project, Barnhart returned to North Island and started to work for the Signal Corps, U.S. Army, where his engineering training enabled him to accomplish advanced assignments. He remained there until World War I when he was transferred to Wilbur Wright Field at Fairfield, Ohio, as an engineer and research consultant.

From May, 1918, to March, 1919, Barnhart was at Standard Aircraft Corporation, Elizabeth, New Jersey, as Assistant to the President, then later he was assigned as Chief Engineer in the department where a copy of the English Handley-Page bomber was made. From March to October he was with the B.F. Goodrich Rubber Company, Akron, Ohio, as an engineer on government assignment; then from October to January 1920, before returning to California, he inspected government flying.

From January twentieth until September, 1921, he was with the C. Robert Little Aircraft Works, Pasadena, California where he designed and supervised the construction of a twin-engine, 50-foot span, folding-wing tractor biplane, powered by two Curtiss OXX engines. Called the "Wampus-Kat," it was flight

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