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Harold E. Morehouse Flying Pioneers Biographies Collection - Boland Brothers: Frank E., Joseph J. and James P.

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Nothing of note appears to have developed from this and by April, 1915, Kirkham had left Aeromarine and was working for the Curtiss Company.

In June, 1915, a new 100 and, 6-cylinder, geared Aeromarine engine was announced, weighing 435 pounds and resembling the former Kirkham engines in many respects. At this time Aeromarine also advertised New York offices in the Times Building. In November Mr. Upperco engaged pioneer Long Island aviator and plane manufacturer Albert Heinrich to design and supervise the construction of a new twin-engine military type bombing plane at the Nutley, New Jersey, shop, using two of the new Aeromarine 6-cylinder engines. For this project the Atlantic Aircraft Company was formed, jointly owned by Upperco and Heinrich.

In January, 1916 the Aeromarine 100 engine had passed the Government tests in Great Britain and tests were in progress in France. In mid-February the Atlantic Aircraft Company exhibited the new twin-engine bomber at the Newark Automobile Show, following which it was taken to Hempstead, Long Island, for flight tests, which proved highly satisfactory. Heinrich wanted to get the Government interested in this plane but Upperco objected, which resulted in Heinrich resigning from the project, to take over the plane developments himself.

In March Aeromarine purchased 50 acres of land at Keyport, New Jersey, as part of a move to provide additional facilities. In October the famous pioneer-engineer, Charles Willard, joined Aeromarine at Keyport on engineering and development work. For a time that year Joseph was at the Plattsburgh, New York military training camp. Meanwhile, James had developed a growing Cadillac automobile agency in Rahway.

In February, 1917, Aeromarine exhibited a new twin-float tractor biplane trainer with 90 H.P. 6-cylinder engine at the Pan American Aeronautic Exposition in Grand Central Palace, New York City. Two engines were also shown, a 6-cylinder and their new 12-cylinder Vee. That month the company also announced an all new 8-cylinder Vee-type, 100 engine, weighing 450 pounds.

Joseph remained in the Aeromarine organization through World War I, where he assisted in the engine and plane developments, mainly on seaplanes for the United States Navy. The Aeromarine Company became one of the leading

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