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Harold E. Morehouse Flying Pioneers Biographies Collection - Boyer, Phillip

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on loan [[margin note 1]] and also sent Company pilot Howard Rinehart to supervise operations for Boyer. Rinehart remained for a time and assisted pilot Gaines with flying until in mid-August the repaired hull was returned and schedules were resumed with their own equipment. This continued through the fall season, after which The Hudson-Wright Company was apparently dissolved.

As a result of these operations Boyer became more absorbed in aviation and when the Wright Company was sold in October, 1915, to Eastern interests, he became connected with the new organization. Through the fall of 1915 Boyer was busy establishing new Wright flying school locations. The school at Dayton was to be abandoned, a summer school set up at Hempstead on Long Island and a winter school established in the south. By December Boyer had Rinehart and Gaines instructing at the new Wright School at Atlanta, Georgia, for the winter of 1915-1916. They were training 25 pupils, most of whom were Canadians. The school closed there about May 1st, 1916, and the Long Island school opened May 10th with Rinehart as Chief Instructor. By this time Boyer had made up his mind he really wanted to learn to fly so he started taking instruction from Rinehart and made his first solo flight in June, but did not become licensed.

Continuing his practice Boyer later wanted to enter World War 1 service as a pilot, but was influenced by friends to join the Chemical Warfare Service instead. In later life this apparently remained a disappointment to him. Boyer saw service in France, and upon his return rejoined Hayden Stone & Co., where he remained until his retirement in 1945. Following this he continued doing some business on his own and started building a retirement home at Osprey, Florida. After enjoying his new home for only a short time he passed away there on December 13, 1950 following a coronary thrombosis. He was survived by his wife and two sons.

Early Bird and flying pioneer, Philip Boyer deserves full credit for the part he played in early American aviation history. While he did not do much flying he nevertheless did learn to fly and operate a plane, and helped to promote the growth of the aviation industry we enjoy today.

[[margin note 1]] Transfer "in order to keep operations going" to the last sentence of Page 1 (previous image) at ^.

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