

Harold E. Morehouse Flying Pioneers Biographies Collection - Cessna, Clyde V.

Extracted on Apr-19-2024 06:15:26

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space
 Museum Archives as source of the content and the project title as provided at the top of the document. Include
 the accession number or collection name; when possible, link to the Smithsonian National Air and Space
 Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

[[strike-through]] which [[/strike-through]] In 1923 it became the Swallow Aeroplane Company. Cessna [[strike-through]] had evidently continued [[/strike-through]] his flying to some extent during this period and was at the Bartlesville, Oklahoma air meet September 1st and 2d, flying an OX-powered Swallow biplane.

Toward the end of 1924 Walter Beech and Lloyd Stearman resigned from the Swallow Company and planned to start another firm. Early in 1925 they approached Cessna and offered him the presidency of their new venture if he would join them. As a result the Travel Air Company was formed in Wichita on February 5th, 1925 with Cessna as President, Walter Beech, Vice-President and Lloyd Stearman, Chief Engineer. Their first Travel Air, a 3-seat biplane, was completed that spring. Powered by a 90 H.P. OX engine, it had a 33 feet span upper wing, 29 feet lower and weighed 1,200 pounds. On test it gave a fine performance and showed good load-carrying ability. Walter Beech flew one in the Ford Tour that year and by the end of 1925 nineteen planes had been built and sold.

In 1926 they made 46 planes, but by the end of the year Cessna and Beech [[strike-through]] openly [[/strike-through]] disagreed on plane types. Cessna had always favored monoplanes while Beech insisted on biplanes. Toward the end of 1926 Cessna built a 4-place externally braced cabin monoplane powered by a 120 H.P. Anzani engine. He did so away from the factory and at his own expense, to satisfy his personal desire. He succeeded in interesting Beech in this plane and after demonstrating it to National Air Transport an order was obtained for several planes of this type. As a result Travel Air started to build an externally braced monoplane, powered by a Wright J-5 engine. It was successful and soon Travel Air monoplanes established several noteworthy records, including some of the first trans-Pacific flights to Hawaii but the majority of the firm's production remained biplanes.

In the spring of 1927 Cessna wanted to build a full-cantilever Travel Air monoplane, but Beech would not agree and as a result Cessna sold his stock to Beech in April and resigned from the company. He bought a shop in Wichita and at once started work on a 4-place, full-cantilever cabin monoplane, powered by a 120 H.P. Anzani engine.

Call the "Comet", it was ready for tests by mid-summer and was highly successful

[[margin]] 5/B 3 Place 1st prototype had 90 hp Anzani; Later Model had 120 hp. [[/margin]]

4

perich in 1923 persons the Semilar Aeropians Company. Comman Andrews Mississifity continued his flying to some extent during this ported and was at the Buriles-ville, Chinhons air most September let and 2d, flying on CO-powered Smaller biplace.

Toward the end of 1924 Whiter Booch and Lloyd Steaman resigned from the Swallow Company and planned to start another firm. Early in 1923 they approached Coaste and offered him the presidency of their new venture if he would gain than. As a result the Travel Air Company was formed in Michita on February 5th, 1923 with Comman as Frankésse, Walter Booch, Tico-Frankésse and Lloyd Steaman, Chief Regimes. Their first Travel Air, a 3-mean hiplace, was completed that spring. Proceed by a 30 MaP. ON engine, it had 33 feet upon upper sing, 29 foat Lower and medghed 1,300 pounds. On test it gave a fine performance and showed good load-corrying shility. Walter Booch flow one in the Ford Tour that year and by the end of 1925 nimboom planes had been built and sold.

In 1926 they need to planes, but by the end of the year Cosses and Reach

sphily disagreed on plane types. Gaussi and always forecast monoplanes while

Booch insisted on hiplanes. Tourst the end of 1926 Cosses wellt a h-plane co
plantification of the committee powered by a 120 H.F. Americ engine, every free

the factory and at his own expense, to extinty his personal decire. He cos
coeded in interesting Boach in this plane and after denomitating it to Satismal

Air Transport an order was obtained for overall planes of this type, .As a result

Travel Air started to build an externally braced samplace, powered by a Wright

4-5 angles. It was unconstalled not now Travel Air samplace established several

potymorthy removes, including sees of the first trans-Feeling Clapits, but the

majority of the first's production remained biplanes.

In the spring of 1927 Ceres wasted to build a fall-contilever travel Air moscoplane, but Beach bould not agree and us a result Casuma sold his stock to Beach in April and resigned from the company. He brought a shop in Wichita and at once storted work on a <u>bendere</u>, full-contilever cabin monoplane, powered by a 120 H.P. Amazzi engine.

Called the Commet, it was yearly for tests by mid-casumory digitly sessessful

It persons are quite marger are quite marger are later marger are

Harold E. Morehouse Flying Pioneers Biographies Collection - Cessna, Clyde V. Transcribed and Reviewed by Digital Volunteers Extracted Apr-19-2024 06:15:26



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian