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Harold E. Morehouse Flying Pioneers Biographies Collection - Christofferson, Harry P.

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completion and two more were started.

Early in April, 1913, the first Christofferson flying boat was launched. It was a biplane of 49-foot span, seated three, and was powered with a 110-120-horsepower Hall-Scott engine installed in the hull, and ~~driving with~~ a roller-chain driven ~~a~~ propeller mounted high between the wings. This aircraft was an immediate success. In May two of these flying boats were sold to Arctic explorer Roald Amundsen for exploring the polar regions. They were to be capable of operating from the water or ice fields. These were built but not delivered to Amundsen, as World War I changed his plans. They were never used in the Arctic. Later they were sold to Japanese interests.

During the summer of 1913, the Christofferson brothers were very active in exhibition flying at many places throughout the western states. Starting July 14th, Harry flew his Hall-Scott-powered hydro at the 1913 Potlatch celebration in ~~Seattle~~ Portland for six days. While there he had a part in the ~~spectacular~~ spectacular record-breaking, round-the-world trip of John E. Mears of New York, by flying him from his incoming ship across Elliot Bay to the wharf in record time, using a Christofferson hydro. In August, Harry and Silas gave exhibitions at Saltair, Salt Lake City, for a time, and while there Harry became the second aviator to fly off the great Salt Lake (Glenn Curtiss was the first). In the fall of 1913, the brothers began flying at the Panama-Pacific International Exposition, San Francisco, carrying passengers and participating in aerial tournaments each Sunday. That winter they were very active with their flying and construction work, as well as conducting their school.

Throughout the early spring and summer months they promoted and made many noteworthy record flights and also operated an aerial ferry line between San Francisco and Oakland across the Bay, using their Christofferson flying boat, "Airmaid." July 8-18, 1914, they again flew at the Potlatch celebration in Seattle. In September they brought out a new 3-seat tractor biplane, with

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