

## Harold E. Morehouse Flying Pioneers Biographies Collection - Coffyn, Frank T.

Extracted on Mar-28-2024 05:49:40

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.

at will. This worked [[strikethrough]] out [[/strikethrough]] perfectly and through February he circled the Statue of Liberty, the Singer Building and Lower Manhattan, flew over and under the Brooklyn and Manhattan Bridges, around Ellis and Governors Island, and escorted incoming vessels up the Harbor.[[strikethrough]] and [[/strikethrough]] His almost daily flights were witnessed by thousands of [[strikethrough]] people [[/strikethrough]]. This work was indeed notable, for they probably were the first movies ever made from the air, and were shown all over the country at that time.

In early March Wilbur Wright came to see him and observe his work. During his extensive flying time Coffyn carried many passengers, members of his own family and city officials. On March 20th Coffyn was seriously injured in a taxi-cab smashup in New York, sustaining a fractured skull and other injuries that [[strikethrough]] put him in the [[/strikethrough]] Mobile there [[/strikethrough]] Wilbur Wrights visited him in the hospital to express his regrets concerning this serious misfortune. In mid-July Robert Collier engaged Coffyn to do some occasional flying with his Wright Hydro while he recuperated from his long confinement, and after an easy summer Coffyn went with the Burgess Co. and Curtis[[strikethrough]]s [[/strikethrough]]in December, 1912, to be a test pilot and take charge of their flying school activities.

His first assignment was to conduct initial and official flight tests of the new Burgess Coast Defense Hydro at Marblehead, Massachusetts. This was a new twin-float machine using Burgess-Wright wings, but with a fuselage, standard Wright pusher propellers and 6 cylinder Sturtevant engine. Coffyn satisfactorily completed these tests on January 20th, 1913, following which the plane was shipped to the winder school at Palm Beach, Florida, where he trained Army and Navy officers Lts. Call, Ellington, Murray and Comdr. Richardson on this new plane. Coffyn remained at Palm Beach until April when the school closed and he returned to Marblehead. He was kept busy during the summer months flight testing two new planes, first a pusher biplane flying boat for the Navy, using an 8 cylinder 70 [[strikethrough]] H.P. [[/strikethrough]]Renault engine, then later a special pusher biplane flying boar for Robert Collier, using a 220 [[strikethrough]] H.P. [[/strikethrough]]20 cylinder air-cooled Anzani engine. In addition to this he tested some military planes built and delivered that season. In early October Collier's flying

is will. The moral off contacts and invest flatering the circular the interest of interest, the single initiating and lower flatering, the owner and enter the investigation of maintain initiation, around fittle and describe placeton, proported invoking ensemble up the inches, and this almost saily flights now eliminately thereases of profess. This ways was indeed estable, for they probably more the first rowing over make from the mir, and were storm all over the contact of the little to the littl

In early Picch Ligher which char to see him and observe his core. During the entersive flight hims Buffer terried many presentant, sections of his was Labily see edge of February, matchings a fractional stational and other injuries the book and an income for the control of the description of the control o

His first sociament was to consect initial and official flight tests of the new imagess Gent Defense lights at Inchickent, lieroidization. This was a new twist-floot continuously Suggest-Prior dags, but with a funcing, standard iright pursur propulates and a 5 cyll Starter of major. Coffyn satisfactorilly completed those tests on January 20th, 19th, following which the plane was stapped to the ideas school of rate learn, Florida, where he instead are sed day officers Mos. Coll, althoughes, Murray and Cook! References on this new plane. Soffyn resulted at fall Such authorist the new of the related to the related to the related to Soffyn resulted at fall Such authorist; the numer worths flight heating the new planes, first a passes highes fighing that for the Soy, using an apply to M.J. Section caping, then later a special passes highes flying best for later to later trailing, asing a 220 S.R. 20 agus also-cooks annual argine. In addition to this he tested seem illetery planes brilly and delivered test recopes, In supplement Collier's flying

Harold E. Morehouse Flying Pioneers Biographies Collection - Coffyn, Frank T.
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-28-2024 05:49:40



## **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