



**Smithsonian Institution**

*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Curtis, Greely S.**

Extracted on Apr-24-2024 03:20:37

**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](https://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](mailto: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.

During 1910 Curtis did some reporting for the early American aviation magazines, first while he was in Europe, reporting on his travels and what he saw there, and later covering the Boston-Harvard Air Meet events. That fall, as a result of their showing at the Boston Meet, Claude Grahame-White ordered seven Burgess planes for his flying school in England. This was their first substantial order. The planes built for this contract were known as the Burgess Model E, resembled the French Farman, and used the 50 h.p. French Gnome engine. The "Greely Curtis Deflectors," a new invention by Curtis to equalize the wing yaw when aileron control was in use, was incorporated in these planes.

In January, 1911, the Burgess-Curtis Company displayed two of their latest planes at the Aero Show in Grand Central Palace, New York. In February, the company entered into a licensing agreement with the Wright Company to build Wright planes for sport only. Wilbur Wright decided on this agreement due to their fine yacht experience and superior workmanship. As a result, the Burgess-Wright Model F. was brought out. It was a modification of the famed Wright Model B, using the standard 4-cylinder Wright engine, 2 propellers with chain drive controls, etc. Model F. became a famous plane for the Burgess-Curtis Company, and they were used by many prominent early aviators on numerous noteworthy flights. The first one made was shipped to Mineola, Long Island, where Burgess made the initial flight on April 12, 1911. Charles K. Hamilton bought it on the 15th and Burgess promised a second one about May 1st. That spring the company opened their first flying school at Squantum with Burgess and Harry Atwood as instructors. Many renowned civilian and military aviators were trained there.

On June 30th, Atwood started his first famed cross-country flight from Boston to Washington, D.C., arriving on July 10th, ~~for~~ a total distance of 461 miles. While there he made his famous landing and takeoff from the White House lawn, using a Burgess-Wright Model F. On August 14th, Atwood started from

3.

During 1910 Curtis did some reporting for the early American aviation magazines, first while he was in Europe, reporting on his travels and what he saw there, and later covering the Boston-Harvard Air Meet events. That fall, as a result of their showing at the Boston Meet, Claude Grahame-White ordered seven Burgess planes for his flying school in England. This was their first substantial order. The planes built for this contract were known as the Burgess Model E, resembled the French Farman, and used the 50 h.p. French Gnome engine. The "Greely Curtis Deflectors," a new invention by Curtis to equalize the wing yaw when aileron control was in use, was incorporated in these planes.

In January, 1911, the Burgess-Curtis Company displayed two of their latest planes at the Aero Show in Grand Central Palace, New York. In February, the company entered into a licensing agreement with the Wright Company to build Wright planes for sport only. Wilbur Wright decided on this agreement due to their fine yacht experience and superior workmanship. As a result, the Burgess-Wright Model F. was brought out. It was a modification of the famed Wright Model B, using the standard 4-cylinder Wright engine, 2 propellers with chain drive controls, etc. Model F. became a famous plane for the Burgess-Curtis Company, and they were used by many prominent early aviators on numerous noteworthy flights. The first one made was shipped to Mineola, Long Island, where Burgess made the initial flight on April 12, 1911. Charles K. Hamilton bought it on the 15th and Burgess promised a second one about May 1st. That spring the company opened their first flying school at Squantum with Burgess and Harry Atwood as instructors. Many renowned civilian and military aviators were trained there.

On June 30th, Atwood started his first famed cross-country flight from Boston to Washington, D.C., arriving on July 10th, ~~for~~ a total distance of 461 miles. While there he made his famous landing and takeoff from the White House lawn, using a Burgess-Wright Model F. On August 14th, Atwood started from

3.

Harold E. Morehouse Flying Pioneers Biographies Collection - Curtis, Greely S.  
Transcribed and Reviewed by Digital Volunteers  
Extracted Apr-24-2024 03:20:37



## 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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: [www.si.edu](http://www.si.edu)

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

On Twitter: [@smithsonian](https://twitter.com/smithsonian)