



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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

Extracted on Mar-28-2024 05:38:27

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.

ly interested in aviation and the two men began to combine their interests. A. M. Herring, ~~the~~ ^{an} early aviation experimenter, joined them for a time. ~~They~~ ^{The} trio planned and built an ~~aeroplane~~ ^{airplane} at the Burgess boat yard during the winter months of 1909-1910. They called their first plane the "FLYING FISH" and made ~~short test hops~~ ^{short test hops} at Plum Island on April 18, 1910, with Burgess and Herring piloting it in turn. Additional little jumps were made daily through the 21st, and on April 22nd Curtis made his first brief hop. They were all very encouraged. ~~The plane~~ ^{It was} a biplane using a 30 h.p. 4-cylinder engine with pusher propeller. Skids only were used for take-off and landing. They called their first plane the "Flying Fish" and made ~~the initial~~ ^{the initial} short test hops at Plum Island on April 18, 1910, with Burgess and Herring piloting it in turn. Additional little jumps were made daily through the 21st, and on April 22nd Curtis made his first brief hop. They were all very encouraged. As a result of their initial meager success it was decided Curtis should make a trip to Europe to study the latest aviation developments in France. During June, 1910, he visited the various French aeroplane and engine companies, bought a Bleriot Monoplane and took the American agency for Clement-Bayard aviation engines.

While Curtis was abroad Herring withdrew from the Burgess venture and as soon as Mr. Curtis returned, Mr. Burgess formed the Burgess Company and Curtis, at Marblehead, Mass. Incorporators were W. S. Burgess, Greely S. Curtis and Noble Clark. Also while Curtis was abroad, William Hilliard, a Boston auto race driver, started flying for Burgess, and flights of one to three miles were soon being made at Plum Island with the "Flying Fish". Such good progress was made during the summer of 1910 ~~on their developments~~ ^{on their developments} that they ~~progressed~~ ^{progressed} advanced from Model A to Model C, which had landing wheels and used the 2-cylinder 30 h.p. Clement-Bayard French built engines Curtis had imported. The company entered two planes in the first Boston-Harvard Air Meet, September 3-13, and Burgess and Hilliard made some flights. Also flying in this event were Walter Brookins, Ralph Johnstone, Glenn Curtiss, Charles Willard, Clifford Harmon and Claude Grahame-White of England. In this event Burgess planes ~~created~~ ^{received} much favorable comment for their fine workmanship and excellent construction.

During 1910 Curtis did some reporting for the early American aviation magazines, first, while he was in Europe, concerning his travels and what he saw there, and later he covered the Boston-Harvard Air Meet events. Later that fall Claude Grahame-White ordered seven Burgess planes for his flying school in England as a result of his interest in their showing at the Boston Meet. This was their first substantial order. The planes built for this contract were known as the Burgess Model E, ~~which~~ ^{which} resembled the French Farman, and used the 50 h.p. French ~~Gnome~~ ^{Gnome} engine. The new "Greely Curtis Deflectors" were used on these planes, a new invention

ly interested in aviation and the two men began to combine their interests. A. M. Herring, ~~the~~ ^{an} early aviation experimenter, joined them for a time. ~~They~~ ^{The} trio planned and built an ~~aeroplane~~ ^{airplane} at the Burgess boat yard during the winter months of 1909-1910. They called their first plane the "FLYING FISH" and made ~~short test hops~~ ^{short test hops} at Plum Island on April 18, 1910, with Burgess and Herring piloting it in turn. Additional little jumps were made daily through the 21st, and on April 22nd Curtis made his first brief hop. They were all very encouraged. ~~The plane~~ ^{It was} a biplane using a 30 h.p. 4-cyl. engine with pusher propeller. Skids only were used for take-off and landing. As a result of their initial meager success it was decided Curtis should make a trip to Europe to study the latest aviation developments in France. During June, 1910, he visited the various French aeroplane and engine companies, bought a Bleriot Monoplane and took the American agency for Clement-Bayard aviation engines.

While Curtis was abroad Herring withdrew from the Burgess venture and as soon as Mr. Curtis returned, Mr. Burgess formed the Burgess Co, and Curtis, at Marblehead, Mass. Incorporators were W. S. Burgess, Greely S. Curtis and Noble Clark. Also while Curtis was abroad, William Hilliard, a Boston auto race driver, started flying for Burgess, and flights of one to three miles were soon being made at Plum Island with the "FLYING FISH". Such good progress was made during the summer of 1910 ~~on their developments~~ ^{on their developments} that they ~~progressed~~ ^{progressed} advanced from Model A to Model C, which had landing wheels and used the 2-cyl. 30 H.P. Clement-Bayard French built engine Curtis had imported. The company entered two planes in the first Boston-Harvard Air Meet, September 3-13 and Burgess and Hilliard made some flights. Also flying in this event were Walter Brookins, Ralph Johnstone, Glenn Curtiss, Charles Willard, Clifford Harmon and Claude Grahame-White of England. In this event Burgess planes ~~created~~ ^{received} much favorable comment for their fine workmanship and excellent construction.

During 1910 Curtis did some reporting for the early American aviation magazines, first, while he was in Europe, concerning his travels and what he saw there, and later he covered the Boston-Harvard Air Meet events. Later that fall Claude Grahame-White ordered seven Burgess planes for his flying school in England as a result of his interest in their showing at the Boston Meet. This was their first substantial order. The planes built for this contract were known as the Burgess Model E which resembled the French Farman and used the 50 H.P. French ~~Gnome~~ ^{Gnome} engine. The new "Greely Curtis Deflectors" were used on these planes, a new invention

Harold E. Morehouse Flying Pioneers Biographies Collection - Curtis, Greely S.
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-28-2024 05:38:27



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

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

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