

## Harold E. Morehouse Flying Pioneers Biographies Collection - Day, Charles H.

Extracted on Apr-19-2024 02:08:34

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.

they were so far behind the leader. As a result they returned to Chicago on July 22d and remained there until into August, carrying social passengers and demonstrating the Aeroyacht.

Back in California Day evidently remained with Martin through 1913, then left again to design and build a special exhibition tractor biplane for DeLloyd Thompson that winter, using a 50 H.P. Gnome engine. This plane was flying at Los Angeles in March, 1914 and Thompson began looping it. In May Day and Thompson returned to Chicago with this machine, where apparently Day was mechanic and assistant to Thompson in exhibition flying. By July they had installed an 80 H.P. Gyro engine in the plane and were at Overland Park, Kansas City, Missouri on an extended exhibition engagement. Well known Chicago aviation mechanic Al Hofer was also with them and preparations were under way for an attempt at an altitude record flight. On August 6th Thompson did set a new United States altitude record of 15,580 feet there with this plane. While on this assignment Thompson reportedly gave Day more instruction and he became a very competent pilot.

In September Day became Chief Engineer of the Aircraft Company, Inc. of New York, a new firm which had just been formed due to a reorganization of the Sloane Aeroplane Company. The new firm had shop facilities in Long Island City, New York and Boundbrook, New Jersey. On May 5th, 1915 Day became a member of the Aero Club of America. In this new capacity during the remainder of 1915 Day engineered a new Sloane-Day training type, tandem tractor biplane with a 90 H.P. Kirkham engine, special exhibition machines for DeLloyd Thompson and Overton Bounds, and a new Model H, 40 foot span military tractor biplane with a 6-cylinder 125 H.P. Hall-Scott engine. As the year ended Day was in Great Britain with the new Model H machine and came home with an order.

On April 10th, 1916 DeLloyd Thompson established a new American altitude record of 13,950 feet for pilot and a passenger at Garden City, Long Island, flying a Sloane-Day Model H plane. Another reorganization of the firm was made in mid-May, John Sloane retired and the name was changed to Standard Aero Company. Day was now Vice-President and Director of Engineering. Standard soon received a United States

5

[[left margin]] FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE [[/left margin]] they were so far being the leader. We a result they returned to Chicago on July 226 and remained there until into sequet, excepted social passengers and demonstrating the secondata.

Beek is Cellfornia New oridinally ramshaud with Earth through 1913, them
left again to design and build a special exhibition tractor biplane for Belleyd
Thompson that Winter, using a 50 H.F. Chann engine. This plans was flying at
less Angeles in March, 1916 and Whompson begin lesping it. In May Day and Thompson returned to Chimago with With modifier, where apparently Day was metante and
accelerant to Thompson in crimitation raying. By July they had installed as 80 H.F.

Gyro engine in the plans and were at Overland Park, Kannar City, Massouri on an
extended administion sugaposest. Well known Chicago aviation mechanic all Hafer was
also with them and preparations were under very for an absorpt at an altitude record
flight. On August 6th Thompson did not a new United Justes altitude record of
15,500 feet there with this plans. While on this amignment Thompson reportedly
gave Day now instruction and he became a very computent pilot.

In September Day became Chief Engineer of the sirverit Company, Ire. of New York, a new firm which had just been forced due to a reorganization of the Sleans Aeroplane Company. The new firm had shop facilities in Long Island Sity, New York and Countryook, New Jercey. On May 5th, 1915 Day became a member of the Acro Chris of America. In this new companity during the remainder of 1915 Day angineered a new Sleans-Day training type, tenden tractor Siplane with a 90 K.F. Mirhims engine, special exhibition machines for Delicyt Thompson and Dwarton Douads, and a new Model H, 40 feet spen military tractor biplane with a Scoplinder 125 K.F. Hell-Scott angine. As the year exist Day was in Great Sritain with the new Model H machine and came home with an order.

On April 18th, 1955 Dellayd Thompson established a new American altitude record of 13,990 free for pilot and a phasoner at Sarden City, Long Laland, flying a Sicens-Cay Indial R plane. Another re-organization of the firm was made in min-Cay, John Sicens retired and the name was simulated to Standard auto Coupany. Day was new Recordant and Director of Engineering. Standard ment received a United States

Harold E. Morehouse Flying Pioneers Biographies Collection - Day, Charles H.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 02:08:34



## **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