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

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agreed to help, this time working in an abandoned Methodist Church in Santa Ana. Day made the propellers for both of these first Martin planes, and ~~and~~ reportedly ~~independently~~ conceived the idea to laminate the ~~blocks~~ <sup>blank</sup> from which they were carved in order to increase the strength, a practice which was ~~also used by other pioneers~~ <sup>also used by other pioneers, and</sup> continued as long as wood propellers were made ~~also used by other pioneers~~ <sup>continued as long as</sup> wood propellers were made, to the present time.

With this second plane Martin succeeded in making his first very brief hop on August 1st, 1909. At that time, Day was operating a motorcycle agency and repair shop in Long Beach, California, but had become sincerely interested in aviation. Martin continued his practice that fall, experimenting, making changes and slowly learning to make short flights with the help of Day and Beall. This extended into 1910 and during that time they installed a 3 cylinder, 30 h.p. Elbridge engine for added power. By this time Day wanted to build a plane of his own and started work on a light tractor biplane of 32 foot span. He also made his own engine for this plane, a 5-cylinder, fan-type of 25-30 h.p. using five Harley-Davidson motorcycle engine cylinders with a 2:1 gear ratio for the propeller reduction drive.

When Day and Martin learned that a big aviation meet was to be held at Los Angeles from December 20, 1910, to January 1, 1911, both entered their machines in the events for local novices. At that event they learned much from the experienced prominent aviators who were competing. Other local amateur builders entered were B. F. Roehrig, Charles Walsh and J. J. Slavin. Martin made the best showing in ~~the~~ events for novices with a flight of over twelve minutes. Day made some short flights but was plagued with overheating and loss of power, and later sold his engine to Earl Remington, who installed it in a Bleriot monoplane.

As a result of Martin's success he soon had a chance to sell some planes but lacked the capital to finance such a venture, so decided to try flying exhibitions to raise money. This proved successful and early in 1911 he arranged for Day and Beall to prepare to build planes. They moved out of the Church and rented an old cannery in Santa Ana. There, with Day as chief engineer and Beall as shop man, the Glenn L. Martin Company was started. Martin kept the money coming by

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