

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

Extracted on Mar-29-2024 09:18:23

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.

Government order for twelve Model H planes and the firm began to expand, moving to Plainfield for added facilities.

Day carried on a very active engineering program and by the early summer of 1917, [strikethrough] had [/strikethrough] following out entry into World War I, he brought out single- and twin-engine planes for both land and water, a single-seater scout and the famed J-1 trainer that became one of the standardized World War I machines. Later the company name was again changed to Standard Air-craft Corporation, plant facilities were increased at Plainfield and another plant was acquired at Elizabeth, New Jersey. Day also assisted in re-engineering and supervising the construction of the [strikethrough] foreign [/strikethrough] English, Handley-Page and Italian Caproni planes for United States production at that time.

As a major staff member of one of the largest United States producers of aircraft during World War I, Day clearly demonstrated his ability as one of the topflight aeronautical engineers of the industry. After the War Day engineered some special planes for the [strikethrough] then [/strikethrough] growing Air Mail Service. In 1921 he designed the C.D. Express biplane with Liberty engine, which was planned for freight and cargo use with an 1,800-pound load capacity. It was later built by the Rodgers Construction Company of Gloucester, New Jersey. Day left Standard in 1923 to become American Sales Engineering Representative for Elektron Metal, a German firm, to promote the use of magnesium in the United States aircraft industry, and remained with Elektron in this capacity until late 1927. At that time he became Vice-President and Chief Engineer of the Gates-Day Aircraft Corporation, Paterson, New Jersey. Manufacturing facilities were established at the Teterboro, New Jersey, airport and the New Standard plane was brought out. The first one, called the GD-24, was a large 5-place open cockpit biplane with a [strikethrough] Hisso [/strikethrough] a Hispano-Suiza engine, designed for passenger work and mail service. This plane, announced in July, 1928, was followed by some smaller 2-place biplanes for training and sport, using Kinner or Cirrus engines. In 1929 the firm name was changed to New Standard Aircraft Corporation, still in Paterson, New Jersey, and their line of open biplanes for both land and water was continued. Day remained there until the end of 1930 when he retired from the firm and decided to take an extended vacation.

Covernment order for trains looks if piones and the firm began to expend, sowing to Plainfield for added facilities.

Hay carried on a very active engineering program and by the early numer of ferbouring once destroy jude topolit below 1, Mer.

1917 had brought out single and tein-engine planes for both land and enter, a single-seater short and the funed. J-1 trainer that became one of the standardized Dorld for I machines. Inter the company more was again changed to Standard Air-orach Corporation, plant facilities were increased at Finisfield and matter plant was acquired at Elizabeth, New Jersey. Buy also and sted in re-engineering and English (Finish)

supervising the construction of the Address Printley-Page and Corporal planes for Dorld Address presenting at that time.

As a major staff member of one of the largest Waited States producers of aircraft during Sords the I,Day shearly Seconstroted his ability as one of the topflight Seronautical engineers of the industry. After the Mar Day engineered some special places for the EMM growing Air Mail Service. In 1921 he designed the C. S. Express hipline with liberty engine, which was planned for freight and sargo use with me 1,000-yours lead aspecity. It was later built by the Bodgers Gasstraction Gasgany of Glossester, New Servey.

Bay left Standard in 1923 to become Acerican Schen Ingineering Representative for Elektron Estals, a German firm, to promote the use of magnesium in the United Control of the capacity until late 1927. At that time he become Vice-freezident and Stalet Regimen of the Gotes-Day Alreroft Corporation, Faterson, New Acresy. Enuminatoring facilities were established at the Deterbore, New Acresy, import and the New Standard plans was brought out. The profit that one, called the Co-26, was a large 5-place open cockpit biplane with Mipape engine, for passenger work and mail corrier. This place, Assounced in Auly, 1928, was followed by some similar 2-place hiplanes for training and sport, using Kinner or Civrus engines.

In 1929 tio firm name was changed to bee Standard Alreraft Desperation, still in Paterson, New Jersey, and their line of open hiplanes for both land and water was continued. Day remained there would the end of 1930 stem he retired from the firm and decided to take an extended wountion.

Harold E. Morehouse Flying Pioneers Biographies Collection - Day, Charles H.
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-29-2024 09:18:23



## **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