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Harold E. Morehouse Flying Pioneers Biographies Collection - Day, Curtiss LaQ.

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completed a small, single-seater tractor biplane, powered by a 6 cyl. 50 H.P.

Radial engine. Designed especially for exhibition work it could be quickly knocked down and crated for shipment. Benoist installed right controls and

after Day had flown it a few times his company bought it.

P.G.B. (Bud) Morriss because Day's booking agent. He had Day pose for pictures in short pants and billed him as SATAN DAY--THE BOY AVIATOR, with

his name painted under the wings in five [stamped] FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE foot letters. Day did considerable flying at Cicero and in the Chicago vicinity that summer. He escaped injury

when a faulty propeller caused him to crash into the race track fence at Anna,

Illinois, while flying a Fourth of July exhibition. The highlight of the summer came in August when he put on a two-day exhibition at his home town,

Gibson City, along with Frank Kastory, one of his Cicero colleagues, who flew

a P.L.V. two-seater biplane.

In June, 1916, he became Assistant Instructor at the Wright Flying School

at Hempstead Plains, Long Island, New York. His former instructor, Howard Rinehart, was in charge of the School and it was a pleasant assignment for Day.

All went well until one morning in July when a wingwarping wire broke and he

sideslipped in, fracturing his right wrist.

Soon after graduating from college in 1917 Day began flying Jennies at

Chanute Field. After two months as an instructor at Scott Field that fall he

joined the Air Service. He was commissioned and received his R.M.A. Wings in

1918. On August 14th, while in the Service, he also received Expert License

No. 187.

In 1925 Day was a member of the Escadrille Cherifienne during the Riff

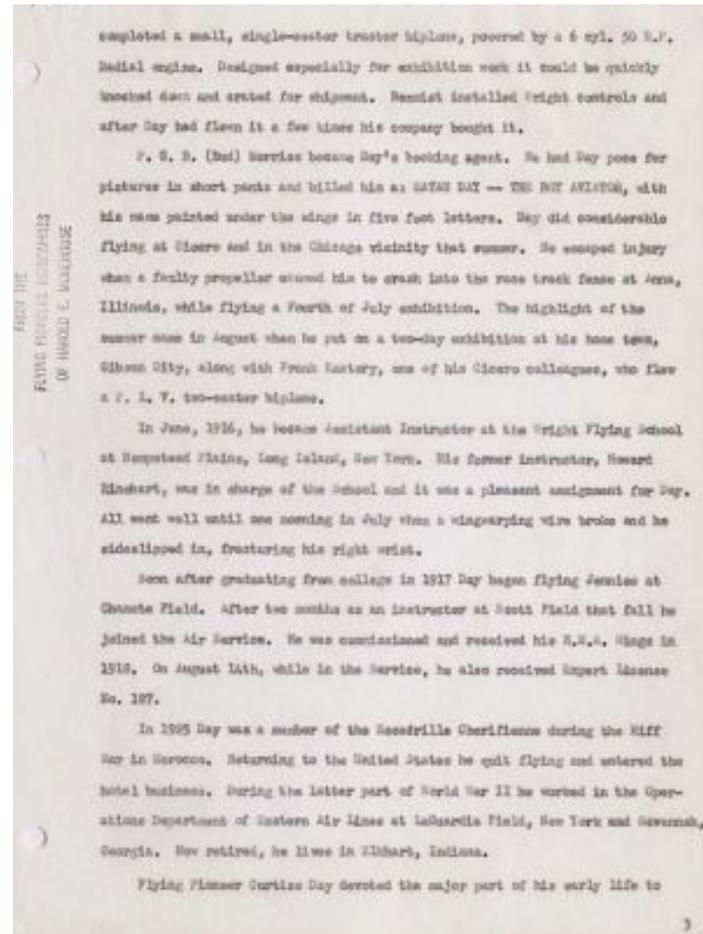
War in Morocco. Returning to the United States he quit flying and entered the

hotel business. During the latter part of World War II he worked in the Oper-

ations Department of Eastern Air Lines at LaGuardia Field, New York and Savannah, Georgia. Now retired, he lived in Eldhard, Indiana.

Flying Pioneer Curtiss Day devoted the major part of his early life to

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