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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 cylinder 50 h.p. radical engine. Designed especially for exhibition work it could be quickly disassembled ~~knocked down~~ and crated for shipment. Benoist installed Wright controls and after Day had flowing a few times his company bought it.

P. G. B (Bud) Morriss became 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 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 Reserve Military Aviator (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 State he quit flying and entered the hotel business. During the latter part of World War II he worked in the Operations Department of Eastern Air Lines at LaGuardia Field, New York, and Savannah, Georgia. He ~~retired~~ Now ~~retired~~ retired, ~~he~~ he ~~lives~~ lives in Elkhart, Indiana, and died in 1972.

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

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