



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Doherty, William E.

Extracted on Mar-29-2024 09:05:19

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.

The Italian government had purchased a number of Curtiss planes, and this trip was to demonstrate and instruct Italian Military officers at the Naval Flying School, Taranto, Italy. Remaining there until January, 1916 both men then went to London. While in London Doherty was married, and also received the Chevalier of the Italian Legion of Honor award at the Italian Embassy, in appreciation of his services in Italy.

In March, 1916 the Curtiss Company assigned him to Spain, to set up an operation for the Spanish Government similar to that established in Italy. He first ~~set up~~ organized facilities for land planes at a field near Madrid, and later for seaplanes at Cartagena. When he returned to the United States in the summer of 1916, the Curtiss Company ~~loaned~~ lent him to their Burgess Division at Marblehead, Mass., where he did test flying on Burgess-Dunne and various other experimental craft then under development. In October the Curtiss Company again sent Doherty to Europe on a brief trip. On his return he went back to the Burgess Division. That fall he also did some instructing for the Massachusetts State Militia.

Doherty remained ~~with~~ with Burgess until the fall of 1917, when he was commissioned in the Naval Flying Service as Naval Aviator No. 430. During World War I he was the first Commanding Officer of the Anacostia Naval Air Station at Washington, D.C. He remained in Government Service until the fall of 1919, when he returned to civilian life. Back with the Curtiss Company they sent him to New Orleans to set up a Southern Sales Agency, where he remained until 1925. There Doherty demonstrated Curtiss planes in the principal southern cities and did considerably flying with Curtiss Flying Boats on the Mississippi River and at various Gulf Ports. In 1925 he left the Curtiss Company and returned to Hammondsport to join his good friends and former Curtiss associates, J. L. Callan, Charles Witmer and Beckwith Havens to form a new concern, Airships, Inc., where he remained until 1929.

At that time Doherty joined the American Aeronautical Corp. of New York, N.Y. Importers and American ~~Agents~~ agents for Italian Savoia planes. He was connected with this firm until 1931 when they went out of business. Returning to Hammondsport, he retired from aviation and entered another business, until his death on March

The Italian government had purchased a number of Curtiss planes, and this trip was to demonstrate and instruct Italian Military officers at the Naval Flying School, Taranto, Italy. Remaining there until January, 1916 both men then went to London. While in London Doherty was married, and also received the Chevalier of the Legion of Honor at the Italian Embassy, in appreciation of his services in Italy.

In March, 1916 the Curtiss Company assigned him to Spain, to set up an operation for the Spanish Government similar to that established in Italy. He first ~~set up~~ organized facilities for land planes at a field near Madrid, and later for seaplanes at Cartagena. When he returned to the United States in the summer of 1916, the Curtiss Company ~~loaned~~ lent him to their Burgess Division at Marblehead, Mass., where he did test flying on Burgess-Dunne and various other experimental craft then under development. In October the Curtiss Company again sent Doherty to Europe on a brief trip. On his return he went back to the Burgess Division. That fall he also did some instructing for the Massachusetts State Militia.

Doherty remained ~~with~~ with Burgess until the fall of 1917, when he was commissioned in the Naval Flying Service as Naval Aviator No. 430. During World War I he was the first Commanding Officer of the Anacostia Naval Air Station at Washington, D. C. He remained in Government Service until the fall of 1919, when he returned to civilian life. Back with the Curtiss Company they sent him to New Orleans to set up a Southern Sales Agency, where he remained until 1925. There Doherty demonstrated Curtiss planes in the principal southern cities and did considerably flying with Curtiss Flying Boats on the Mississippi River and at various Gulf Ports. In 1925 he left the Curtiss Company and returned to Hammondsport to join his good friends and former Curtiss associates, J. L. Callan, Charles Witmer and Beckwith Havens to form a new concern, Airships, Inc., where he remained until 1929.

At that time Doherty joined the American Aeronautical Corp. of New York, N.Y. Importers and American ~~Agents~~ agents for Italian Savoia planes. He was connected with this firm until 1931 when they went out of business. Returning to Hammondsport, he retired from aviation and entered another business, until his death on March

Harold E. Morehouse Flying Pioneers Biographies Collection - Doherty, William E.
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-29-2024 09:05:19



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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)