



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Dyott, George M.

Extracted on Apr-19-2024 01:01:12

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.

Captain Patrick Hamilton was in the same class with Dyott at Hendon and they became close friends, graduating together. After obtaining their licenses they went to France and each bought a Deperdussin 2-place ~~seat~~ monoplane, powered by a 6-cylinder 50-60 H.P. Anzani engine. ~~They proposed to tour the United States and Mexico. They arrived in the United States in mid-September, 1911, and started flying at Nassau Boulevard Long Island. These were the first "Dep" machines seen in this country, and they created much interest. Dyott flew as a contestant in the Nassau Boulevard International Air Meet September 24th to 30th, and Dyott and Captain Patrick Hamilton flew actively at Nassau through October. During that month Dyott equipped his plane with a searchlight and made a successful night flight in total darkness without ground lighting of any kind, carrying Hamilton as a passenger.~~

In October they joined with the Moisant ~~interest~~ Fliers and went to Mexico with Matilda Moisant, Harriet Quimby and Andre Houpert, where they all flew at Mexico City in an air meet held in connection with the Inaugural Celebration of President Francisco Madero. The event, which started November 16th, lasted several days and there Dyott took the President-elect for a ride. After flying a few other exhibitions in Mexico, Dyott and Captain Hamilton returned to New York.

~~There is evidence that~~ Apparently, Dyott and Hamilton severed connections after this tour and Dyott took over Hamilton's ~~machine~~ airplane. ~~He~~ Dyott exhibited ~~his plane~~ a Deperdussin in the New York Aero Show held at Grand Central Palace May 9~~th~~ to 18~~th~~ - 18, 1912, and shortly after apparently sold both planes to the Sloane Aeroplane Company, to be used for ~~school work~~ instruction. ~~Immediately following this~~ Dyott became Chief Instructor at the Sloan Flying School at Hempstead, Long Island, using the Dep planes. In his first class he taught John G. Gilpatric and Mr. and Mrs. Irving Twombly. In August Dyott arranged for the Sloane Company to import a small, single-seat French Caudron monoplane, powered by a 6-cylinder Anzani engine; ~~this was added to the school equipment.~~

Early in September Dyott left the Sloane Company, ~~and~~ bought an interest in the Morak Aeroplane Company, and started to fly for them. Charles Morak has taken over the Rex Aeroplane Company and Dyott began flying a Rex monoplane at Hempstead, New York. September 26th he flew an exhibition at Carlisle, Pennsylvania, and on

2

Captain Patrick Hamilton was in the same class with Dyott at Hendon and they became close friends, graduating together. After obtaining their licenses they went to France and each bought a Deperdussin 2-place monoplane, powered by a 6-cylinder 50-60 H.P. Anzani engine. They proposed to tour the United States and Mexico. They arrived in the United States in mid-September, 1911, and started flying at Nassau Boulevard Long Island. These were the first "Dep" machines seen in this country, and they created much interest. Dyott flew as a contestant in the Nassau Boulevard International Air Meet September 24th to 30th, and Dyott and Captain Hamilton flew actively at Nassau through October. During that month Dyott equipped his plane with a searchlight and made a successful night flight in total darkness without ground lighting of any kind, carrying Hamilton as a passenger.

In October they joined with the Moisant Fliers and went to Mexico with Matilda Moisant, Harriet Quimby and Andre Houpert, where they all flew at Mexico City in an air meet held in connection with the Inaugural Celebration of President Francisco Madero. The event, which started November 16th, lasted several days and there Dyott took the President-elect for a ride. After flying a few other exhibitions in Mexico, Dyott and Captain Hamilton returned to New York.

Apparently Dyott and Hamilton severed connections after this tour and Dyott took over Hamilton's airplane. Dyott exhibited his plane a Deperdussin in the New York Aero Show held at Grand Central Palace May 9th to 18th - 18, 1912, and shortly after apparently sold both planes to the Sloane Aeroplane Company, to be used for instruction. Dyott became Chief Instructor at the Sloan Flying School at Hempstead, Long Island, using the Dep planes. In his first class he taught John G. Gilpatric and Mr. and Mrs. Irving Twombly. In August Dyott arranged for the Sloane Company to import a small, single-seat French Caudron monoplane, powered by a 6-cylinder Anzani engine; this was added to the school equipment.

Early in September Dyott left the Sloane Company, and bought an interest in the Morak Aeroplane Company, and started to fly for them. Charles Morak has taken over the Rex Aeroplane Company and Dyott began flying a Rex monoplane at Hempstead, New York. September 26th he flew an exhibition at Carlisle, Pennsylvania, and on

Harold E. Morehouse Flying Pioneers Biographies Collection - Dyott, George M.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 01:01:12



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)