Harold E. Morehouse Flying Pioneers Biographies Collection - Ericson, Frithiof G.

Extracted on Apr-19-2024 03:44:14

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.

had it completed in March, 1915. In early April Tony and Ericson flight tested the new plane on the Patapsco River near Fort McHenry and the new craft proved highly satisfactory. It was a 42-foot span stagger wing biplane with an 8-cylinder 125 H.P. Maximotor engine mounted in the hull driving a pusher propeller by chain, geared 3:4. The pilot sat forward with seating for three passengers behind him. This new boat was sold at once and was shipped on April 28th to W.E. Davidson of Detroit, Michigan.

In May Tony Jannus joined the Toronto, Canada division of the Curtiss Company as an instructor in the newly formed Canadian Curtiss Flying School, and Ericson soon joined him there. This move evidently ended the Baltimore Jannus venture. The Curtis Company had established a Canadian branch factory, the Curtiss Aeroplanes and Motors Ltd., where JN-4 planes for their school were being built, and they were also working on a large new bombing plane for the British Government. Ericson fitted into all this work at once and became a co-designer of the new large Bomber, the "Canada". It was completed and tested by Tony Jannus and Ericson in September and soon accepted by the British officials who ordered 30 of them. During this period Ericson obtained Canadian F.A.I. Pilot License No. 5.

By May, 1916 Ericson was Chief Engineer of the Toronto Curtiss Division. In early 1917 this Division was taken over by the Canadian Imperial Munitions Board and re-organized, becoming Canadian Aeroplanes, Ltd. The new arrangement was headed by Canadian F.W. Baillie and F.G. Ericson, Chief Engineer. The Division had been and was still building Curtiss JN-4 training planes for both Canadian and British requirements and during that time Ericson had made many improvements over the original design, which was then known as "Canucks".

Toward the end of 1917 the Canadian orders for these planes had been filled and they then built one thousand of them for the United States, completing twelve to fifteen a day. During this period Ericson was made a member of the International Aircraft Standards Board.

In January, 1918 he was sent to England, France and Italy on a trip to study European aviation, and to bring back the plans of the large British "Felixstowe" flying boat for the United States Air Board. After his return to the United

had it completed in Earth, 1915. In early spril Tony and delegen flight tested the new plane on the Pateupon Hiver o or Fort Edinity and the new criff proved highly actinfactory. It was a 40-feat upon stagger sing biplane with an 3-cylinder LS H. . Subjector engine searched in the half driving a pusher propeller by chain, general Jch. The pilot and forward with scatting for three possessors behind him. This was best was sold at error and was shapped on spril 20th to M. E. Devidson of Detroit, idehiges.

In May Yong Jenna joined the Toronto, Geneda division of the Dartics General
as on Instructor is the saidy forced Genedian Dartics Plying School, and Ericon
sons joined him there. This were coldently ended the Baltimora Januar conture.
The Cartics Gospany had established a Escadian breach factory, the Cartics Acroplanes and Inters Ltd., where JD-4 planes for their school were being built, and
they were also werking on a large use booking place for the British Government.
Ericson fitted late all this work at once and because a co-damigner of the use large
Booker, the "Gamada". It was completed and tented by Yong Jennes and Mylam in
Acptender and more excepted by the Dritish of Sinials who ordered 30 of them.
Doring this puriod Science Ottalnot Gamadian P.A.I. Filet Mooree No. 5.

by May, 1916 Orlesson was Chief Englisson of the Toronto Carties Division. In sorty 1917 this Division was taken over by the Generican Imperial Minitions Board and re-organized, becoming Genedian corophises, Mtd. The new arventeems was headed by Unsatien F. w. Balliks and F. G. arisson, Chief Engineer. The Division had been and was still helding Gurties Nick training planes for both Canadian and Dritten requirements and during that time Erizous had made many improvements over the original design, which was then known as "Gamaka".

Youard the end of 1917 the Gazarian orders for those places had been filled and they than built one toursed of them for the United States, completing Swelve to Hittern a day. Puring this period Ericson who made a number of the International Africal's Standards Board.

In January, 1918 he was sent to regload, France and Study on a trip to study Surspess swinting, and to bring badd the plans of the Europe Sritish Wellindows* flaint bast for the Dubbe States air Board, After his return to the Emited

Harold E. Morehouse Flying Pioneers Biographies Collection - Ericson, Frithiof G.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 03:44:14



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