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Harold E. Morehouse Flying Pioneers Biographies Collection - Gilpatric, John Guy

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In March, 1916, Gilpatric conducted initial flight tests of the new M.F.P. steel warplane for the Polson Iron Works at Toronto, Canada, then due to the urging of his mother to give up flying, he became associated with the Federal Advertising Agency of New York.

In the early spring of 1917 Gilpatric started flying again when Curtiss appealed to him to return to Toronto as an instructor at Canadian-Curtiss. He remained there until after the United States entered World War I, when he returned and enlisted in the Army Air Service as a First Lieutenant. He was sent overseas on August 13, 1917, as Engineering Officer, First Aero Squadron, A.E.F., and served in active flying duty until the Armistice in 1918. He returned to the United States in January, 1919, after having been promoted to Captain.

Following his discharge from the service he gave up flying and returned to the Federal Advertising Agency where he remained until 1930, during which time he was advanced to Vice President. Gilpatric had grown to dislike New York to such an extent that he moved to southern France and remained there for eleven years. While in France he evidently devoted his time to writing and became the author of numerous air fiction stories and articles. About 1941 he returned to the United States and settled at Santa Barbara, California, continuing his writing. There, after providing a mercy death for his long suffering wife, Gilpatric ended his own life on July 6, 1950, at age 54. He was survived by his mother and an uncle of New York. Both bodies were returned to New York for burial.

During his extensive writing career which brought him world-wide fame, Gilpatric wrote the Colin Glencannon series published in the Saturday Evening Post for some time. In addition he wrote the following books: Scotch and Water, in 1931; Half Seas Over, in 1932; Brown Store Front, in 1934; Three Sheets in the Wind, in 1936; and Action in the North Atlantic, in 1943, which was made into a movie starring Humphrey Bogart. Apparently Gilpatric had so divorced himself from aviation that he never joined the Early Birds.

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