



**Smithsonian Institution**

*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Haupt, William E.**

Extracted on Mar-29-2024 06:22:00

**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](https://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](mailto: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.

in a Bleriot at Mineola, and rapidly becoming one of the Long Island aviation fraternity. The renowned Captain Thomas Baldwin complimented him on his rapid progress. Haupt soon decided to buy his own plane and go into the exhibition business. Accordingly he placed an order with Fred Hild, of the American Aeroplane Supply House of Garden City, for a single-seater Bleriot monoplane copy, with a 4-cylinder, 50 h.p. Roberts engine. This order started Hild in the airplane construction business, as up until that time his firm was merely a supply house, specializing in Bleriot parts and materials. Reportedly this plane was made from measurements taken from Earl Ovington's new Bleriot which he had brought to the United States only a few weeks previously.

Haupt's new plane was completed in June, 1911, and he made his first twelve minute test flight with it at Mineola, Long Island, on June 30th. The flight was entirely successful and was quickly followed by two more flights. Haupt flew his plane again in the following day and was so pleased with it that he shipped it to Altoona, Pennsylvania, at once for an exhibition there. Henry Neely, an Aero Club friend, was his exhibition manager. After filling the Altoona engagement Haupt flew at Alcyon Park near Philadelphia. During the week of July 17th he flew at Cape May, New Jersey.

On July 28th Haupt was back at Mineola to conduct the initial flight tests of a two-seater for Hild. This plane was built for J. Albert Brackett of Boston, and was to be flown by his chauffeur, George McNarra. After the first flight Haupt took up a passenger, made additional flights the following day and took McNarra for his first aerial trip. This plane was also Roberts-powered and was the first two-seater Bleriot made in the United States. Haupt remained as test pilot for the American Aeroplane Supply House for a time and flight tested planes for A.V. Rayburn of St. Louis, Missouri, and A.C. Menges of Memphis, Tennessee. About this time Haupt considered making a flight over New York City, but apparently this idea was later abandoned.

in a Bleriot at Mineola, and rapidly becoming one of the Long Island aviation fraternity. The renowned Captain Thomas Baldwin complimented him on his rapid progress. Haupt soon decided to buy his own plane and go into the exhibition business. Accordingly he placed an order with Fred Hild, of the American Aeroplane Supply House of Garden City, for a single-seater Bleriot monoplane copy, with a 4-cylinder, 50 h.p. Roberts engine. This order started Hild in the airplane construction business, as up until that time his firm was merely a supply house, specializing in Bleriot parts and materials. Reportedly this plane was made from measurements taken from Earl Ovington's new Bleriot which he had brought to the United States only a few weeks previously.

Haupt's new plane was completed in June, 1911, and he made his first twelve minute test flight with it at Mineola, Long Island, on June 30th. The flight was entirely successful and was quickly followed by two more flights. Haupt flew his plane again the following day and was so pleased with it that he shipped it to Altoona, Pennsylvania, at once for an exhibition there. Henry Neely, an Aero Club friend, was his exhibition manager. After filling the Altoona engagement Haupt flew at Alcyon Park near Philadelphia. During the week of July 17th he flew at Cape May, New Jersey.

On July 28th Haupt was back at Mineola to conduct the initial flight tests of a two-seater for Hild. This plane was built for J. Albert Brackett of Boston, and was to be flown by his chauffeur, George McNarra. After the first flight Haupt took up a passenger, made additional flights the following day and took McNarra for his first aerial trip. This plane was also Roberts-powered and was the first two-seater Bleriot made in the United States. Haupt remained as test pilot for the American Aeroplane Supply House for a time and flight tested planes for A.V. Rayburn of St. Louis, Missouri, and A.C. Menges of Memphis, Tennessee. About this time Haupt considered making a flight over New York City, but apparently this idea was later abandoned.

Harold E. Morehouse Flying Pioneers Biographies Collection - Haupt, William E.  
Transcribed and Reviewed by Digital Volunteers  
Extracted Mar-29-2024 06:22:00



## 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](http://www.si.edu)

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

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