



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Heath, Edward B.

Extracted on Apr-19-2024 06:19:55

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.

[[crossed-out]]and[[/crossed-out]] assisted another Curtiss employee, Fred Eells, [[crossed-out]]to[[/crossed-out]] build a Curtiss-type pusher biplane, using a Kirkham automobile engine. Heath made the first short flight with this [[crossed-out]]machine[[/crossed-out]] airplane at Hammondsport on September 5[[crossed-out]]th[[/crossed-out]], 1910. Eells flew it the next day and soon both were flying quite well and making circles. Heath was so unhappy about his job with Curtiss's motorcycle factory that he quit later that fall and returned to Amsterdam, fixed up his first plane and flew a few small exhibition dates with it. Sometime during the winter of 1910-1911 Heath went to Chicago, [[crossed-out]]Illinois[[/crossed-out]] where he established an Aero Supply Company to make parts and accessories for home builders of planes, [[crossed-out]]the[[/crossed-out]] principally mail-order business. [[crossed-out]]being[[/crossed-out]] His first ads in the early aviation magazines of April, 1911, read: "The E. B. Heath Aerial Vehicle Company, Chicago. Everything for aircraft, parts made to order--props, hardware and materials." This was undoubtedly one of the first such aeronautical supply companies in the United States. Although [[crossed-out]]small,[[/crossed-out]] limited in sales and varieties of material, he was able to keep the business going. [[crossed-out]]then[[/crossed-out]] He then bought out Chicagoan Carl Bates in 1912; Bates had developed some aviation engines and they were added to the Heath Catalog. After acquiring these engines Heath started building complete aircraft, principally for his own experimentation. During this work he reportedly built one of the smallest practical flying boats ever made. In 1916 Heath had a bad fire which destroyed his original shop, at which time he moved to a new and more desirable location [[crossed-out]]and[[/crossed-out]] with better facilities. The status of his company continued as a very small operation until after World War I when Heath, like so many other, started to buy and sell Government war surplus airplanes, motors and aviation equipment [[crossed-out]]which was[[/crossed-out]] that were flooding the market at that time. This gave him a new start, and with the name of his firm [[crossed-out]]was[[/crossed-out]] changed to the Heath Aeroplane Company, [[crossed-out]]and[[/crossed-out]] he soon became more [[crossed-out]]aggressive[[/crossed-out]] active in designing and building new planes.

In 1921 he designed and [[crossed-out]]started[[/crossed-out]] began building a biplane to use an OX engine. Completed in 1922 it somewhat resembled a Jennie, but with additional wing area and of lighter construction, it was capable of carrying more load and had a slower takeoff and landing speed. Called the "Heath Favorite," the bottom surface of the lower wing was transparent and frosted. Any type of sign could be painted on it and changed from time to time. With internal wing illumination the plane

2

and assisted another Curtiss employee, Fred Eells, to build a Curtiss-type pusher biplane, using Kirkham automobile engine. Heath made the first short flight with this machine at Hammondsport on September 5th, 1910. Eells flew it the next day and soon both were flying quite well and making circles. Heath was so unhappy about his job with Curtiss's motorcycle factory that he quit later that fall and returned to Amsterdam, fixed up his first plane and flew a few small exhibition dates with it. Sometime during the winter of 1910-1911 Heath went to Chicago, Illinois where he established an Aero Supply Company to make parts and accessories for home builders of planes, the business being principally mail-order. His first ads in the early aviation magazines of April, 1911, read: "The E. B. Heath Aerial Vehicle Company, Chicago. Everything for aircraft, parts made to order-- props, hardware and materials." This was undoubtedly one of the first such aeronautical supply companies in the United States. Although small, he was able to keep the business going. Then he bought out Chicagoan Carl Bates in 1912; Bates had developed some aviation engines and they were added to the Heath Catalog. After acquiring these engines Heath started building complete aircraft, principally for his own experimentation. During this work he reportedly built one of the smallest practical flying boats ever made. In 1916 Heath had a bad fire which destroyed his original shop, at which time he moved to a new and more desirable location and better facilities. The status of his company continued as a very small operation until after World War I when Heath, like so many others, started to buy and sell Government war surplus airplanes, motors and aviation equipment which was flooding the market at that time. This gave him a new start, and the name of his firm was changed to the Heath Aeroplane Company, and he soon became more aggressive in designing and building new planes. In 1921 he designed and started building a biplane to use an OX engine. Completed in 1922 it somewhat resembled a Jennie, but with additional wing area and of lighter construction, it was capable of carrying more load and had a slower take-off and landing speed. Called the "Heath Favorite," the bottom surface of the lower wing was transparent and frosted. Any type of sign could be painted on it and changed from time to time. With internal wing illumination the plane

Harold E. Morehouse Flying Pioneers Biographies Collection - Heath, Edward B.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 06:19:55



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)