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Harold E. Morehouse Flying Pioneers Biographies Collection - Heinrich Brothers: Albert S. and Arthur O.

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[[stamped]] FROM THE FLYING PIONEERS BIOGRAPHIES OF
HAROLD E. MOREHOUSE [[/stamped]]

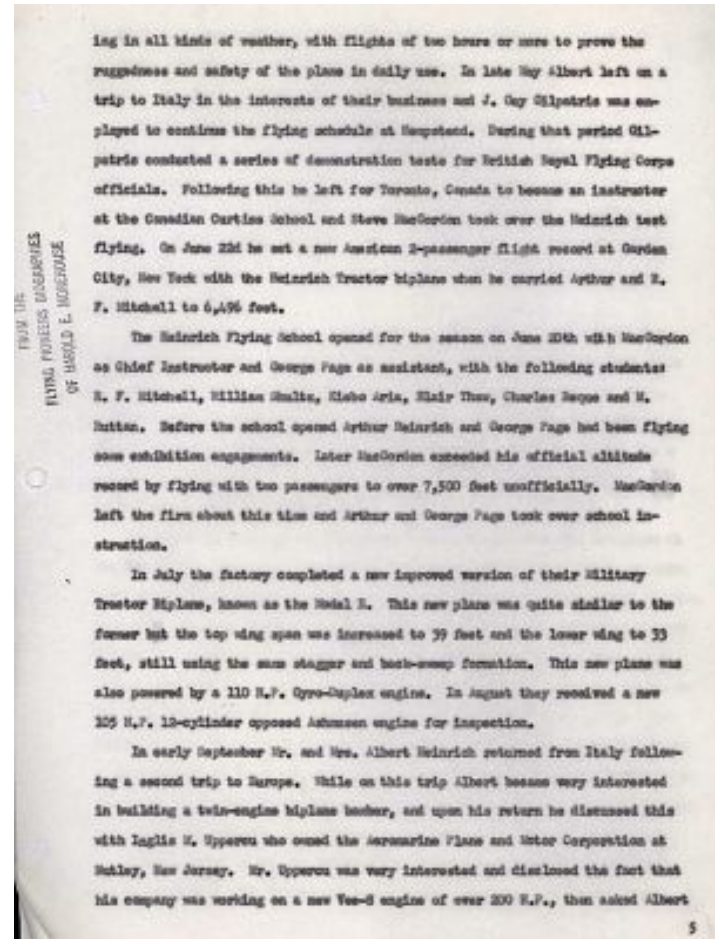
in all kinds of weather, with flights of two hours or more to prove the ruggedness and safety of the plane in daily use. In late May Albert left on a trip to Italy in the interests of their business and J. Guy Gilpatric was employed to continue the flying schedule at Hempstead. During that period Gilpatric conducted a series of demonstration tests for British Royal Flying Corps officials. Following this he left for Toronto, Canada to become an instructor at the Canadian Curtiss School and Steve MacGordon took over the Heinrich test flying. On June 22nd he set a new American 2-passenger flight record at Garden City, New York with the Heinrich Tractor biplane when he carried Arthur and R. F. Mitchell to 6,496 feet.

The Heinrich Flying School opened for the season on June 20th with MacGordon as Chief Instructor and George Page as assistant, with the following students: R. F. Mitchell, William Shultz, Kiebo Aria, Blair Thaw, Charles Reque and M. Rutton. Before the school opened Arthur Heinrich and George Page had been flying some exhibition engagements. Later MacGordon exceeded his official altitude record by flying with two passengers to over 7,500 feet unofficially. MacGordon left the firm about this time and Arthur and George Page took over school instruction.

In July the factory completed a new improved version of their Military Tractor Biplane, known as the Model E. This new plane was quite similar to the former but the top wing span was increased to 39 feet and the lower wing to 33 feet, still using the same stagger and back-sweep formation. This new plane was also powered by a 110 H.P. Gyro-Duplex engine. In August they received a new 105 H.P. 12-cylinder opposed ?? engine for inspection.

In early September Mr. and Mrs. Albert Heinrich returned from Italy following a second trip to Europe. While on this trip Albert became very interested in building a twin-engine biplane bomber, and upon his return he discussed this with Inglis M. Upperco who owned the Aeromarine Plane and Motor Corporation at Nutley, New Jersey. Mr. Upperco was very interested and disclosed the fact that his company was working a new Vee-3 engine of over 200 H.P., then asked Albert

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