Harold E. Morehouse Flying Pioneers Biographies Collection - Jannus, Rodger W.

Extracted on Apr-19-2024 02:02:14

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.

own to operate a flying school, carry passengers and fly exhibitions. They also planned to design, build and market a new Jannus Flying Boat. The brothers started operating their flying boats from the Patapsco River and late that fall carried many prominent people from both Baltimore and Washington on flights about the Bay area. On November 4th Rodger made an extended flight over Baltimore carrying a local news photographer and put on quite a show [[strikethrough]] making [[/strikethrough]] that produced headlines.

At this time the Jannus Brothers [[strikethrough]] both [[/strikethrough]] took tests and obtained U.S. Dept. of Commerce Marine Operator Licenses authorizing them to operate motor vessels, thereby complying with harbor regulations. They were probably the first flying boat pilots to comply with this requirement when operating in conjested harbors. Former Benoist student J. D. Smith joined them and took some additional instruction, Fritz Ericson completed his lessons and A. W. Harris, of Peoria, Illinois entered the school. Former Sloane land graduate, W. Knox Martin, joined them, purchased one of the Benoist [[strikethrough]] Boats [[/strikethrough]] flying boats and took some flying boat instruction. In late November the new Jannus Brothers Company started construction of their new Flying Boat, a pusher biplane model of 45 ft. span for pilot and two passengers, using an 8 cylinder 120 H.P. Maximotor engine installed in the hull behind the occupants driving the propeller [[strikethrough]] mounted between the wings [[/strikethrough]] by a roller-chain transmission.

In January, 1915 Rodger and W. Knox Martin started to fly [[strikethrough]] their Boats [[/strikethrough]] under contract for the Panama-California Exposition at San Diego, California, making daily flights and carrying passengers. Between January 5th and March 13th they made 627 flights and carried 367 passengers. Later J. D. Smith also joined Rodger as a pilot there. On January 15th, 1915 Rodger obtained hydroaeroplane license No. 26 on his Benoist [[strikethrough]] Boat [[/strikethrough]] flying boat. At the Exposition that winter Rodger carried many distinguished passengers on flights about the San Diego and Coronado area. On February 19th he had a smash-up into San Diego Bay while flying alone, but he was not injured. During the late winter months of 1914-1915 Tony and Ericson started first flight tests of the new Jannus flying boat at Baltimore which were highly satisfactory. The design work on this craft was largely the work of Ericson, who was a close friend of Max Lillie and had attended technical school-

our to operate a flying school, carry passengers and fly exhibitions. They also placed to design, build and market a new factors Flying Boot. The brothers started operating their flying boots from the Fatapeso River and late that fall carried many prominent people from both Baltimore and Machington on flights should the Bay area. On Mosember 4th Hodger made an extended flight over Baltimore corrying a local news photographer and put on quite a new metring, headlines.

At this time the Japane Brothers being took tests and obtained U. S. Bept, of Commerce Marine Operator Licenses authorizing them to operate notor vessels, thereby complying with barbor regulations. They were probably the first flying boat pilots to comply with this requirement when operating in conjected history. Former Benefit student J. S. Smith Joined them and took some additional instruction, Fritz Bricasa completed his lessels and A. W. Marria, of Feoria, Illinois entered the school. Former Sicare land graduate, M. Ency Martin, joined them, purchased friends to the Benefit Section of the Pennist Section of took some Flying Boat Instruction. To late Torogher the new Japane Fred Company started openingsisted of their new Flying Boat, a pusher biologue model of 15 ft. span for pilot and two passengers, using an 8 cylin^{del*}
120 H.P. Marinotor engine instabled in the built behind the companie driving the propoliur accessed between the stability by a poller-obsin transmission.

In Jamery, 1715 Endger and H. Since Bartin started to fly anti-Selfa under contract for the Canasa-California Exposition at Son Diego, California, asking dutly flights and carrying passengers. Retween Jamery 5th and Earth 13th they made 627 flights and carried 376 passengers. Later J. D. Salth also joined Reiger on a pilot there. On Jamery 15th, 1715 Endger obtained Artronopoutae Alconse Mayor beat Mayor beat the Exposition that winter Redger carried many clathinguished passengers on flights about the San Diego and Coronaic area. On Patruary 18th he had a massive into the Diego Bay while flying alone, but he was not injurys. During the late master months of 1711-1715 Tony and Ericson started flows flight tests of the new James Flying Mast at Baltimore which were highly satisfactory. The decign work on this craft was largely the work of Ericson, who was a class friend of the Lallos and had attended townstal school of Friends, who was a class friend of the Lallos and had attended townstal school of Friends, who was a class friend of the Lallos and had attended townstal school of the second of the Lallos and had attended townstal school of the carried and the carried townstal school of the carried school of the carried townstal school of the carried school of the carried townstal school of the carried school of the carried townstal school of the carried school of the

Harold E. Morehouse Flying Pioneers Biographies Collection - Jannus, Rodger W.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 02:02:14



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