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Harold E. Morehouse Flying Pioneers Biographies Collection - Kirkham, Charles B.

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an added interest in this new ~~[[striketrough]]~~ [activity] field. Naturally he kept abreast of what was going on at Hammondsport during that historic period of aviation developments, and likewise the Association members were well acquainted with Kirkham's reputation as an engine manufacturer.

When the Association activities were dissolved at Hammondsport the SILVER DART and JUNE BUG planes were shipped to Baddeck, Nova Scotia, Canada in January, 1909 for further tests by Messrs. Baldwin and McCurdy, two former Association members. Flying was resumed there on February 23d and continued until the fall of that year. During this period they approached Kirkham about the possibility of his making some specially ~~[[striketrough]]~~ revised ~~[[striketrough]]~~ modified and lightened automobile engines for their use in aeroplanes.

In March Baldwin and McCurdy formed the Canadian Aerodrome Company at Baddeck to further their aviation developments, assisted financially by Alexander Graham Bell. ~~[[striketrough]]~~ Following this ~~[[striketrough]]~~ They started building two more planes, called the Baddeck I and Baddeck II, both using revised Kirkham 6-cylinder 35-40 hp, automobile engines. During mid-1909 they also installed one of these ~~[[striketrough]]~~ motors ~~[[striketrough]]~~ engines in the SILVER DART. These planes were all flown successfully by both men in test and demonstration flights through the year.

In January, 1910 they started building a special tractor monoplane on order from G. G. Hubbard of Boston, Massachusetts, using another 6-cylinder Kirkham engine. This plane was flown at Baddeck by McCurdy in April, then shipped to Hubbard. This was the actual start of the Kirkham in the aircraft engine business.

Also in late 1909 William T. Thomas, a Curtiss employee at Hammondsport, started building a plane in the barn there, assisted by two local mechanics. For this plane Kirkham supplied a specially revised 4-cylinder 22 hp, automobile engine. When completed the plane was taken to Hornell, New York where Thomas started flying it in the spring of 1910. Walter Johnson joined Thomas on the project in August and this plane and engine started Thomas in the aeroplane business.

During these activities Kirkham became more keenly interested in aviation and the lure of learning to fly. As a result he and a local mechanic, Fred Eells, started building a Curtiss-type biplane at Bath in early 1910, also powered by a

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