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Harold E. Morehouse Flying Pioneers Biographies Collection - Knabenshue, A. Roy

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engine driving two propellers. It had a long all-aluminum fuselage-like car underneath and an entirely new method of fore-and-aft control by placing movable surfaces both front and rear which were interconnected, and proved very effective.

In February, 1913, permission was obtained from the Pasadena city government to rent ten acres of land and erect a hangar. Roy and Brookins made the first flight with the new ship on May 3rd and were very pleased with the performance. Tests ~~contunied~~ continued through May 20th and they planned to start their airline soon. Through the balance of the 1913 season several hundred passengers were carried and many special trips were made with groups that wanted to see specific places from the air. By the end of the year they had established an unprecedented record of safe airship passenger operations and eastern aviation leaders were interested.

In January, 1914, Roy and his airship were featured in a new Universal movie, "The Flight of Life," at Pasadena. On March 6th wireless messages were sent between their airship in flight at Pasadena and the government station at San Pedro, 40 miles away. Passenger carrying was continued in California until about May 1st when the dirigible was taken to the White City Amusement Park in Chicago, Illinois, for an 8-week engagement. There Roy carried passengers and made several trips over the city and Lake Michigan carrying city dignitaries. Some good movies were made of his flights over Chicago. A contract associated with city planning arranged with Knabenshue for his services with the airship for laying out a lake-front drive and bulkhead.

In late 1916 Roy was a manager of a firm in the east ~~to~~ which developed the patented ideas of James V. Martin. In May, 1917, he advertised: "The Knabenshue Aircraft Corporation, New York City, Dirigible Constructors, Kite Balloon and Parachutes." Later the Goodyear and Goodrich Companies in Akron, Ohio, were engaged in the construction of airships for the Navy to hunt for submarines, and Roy's counsel was called upon in this program. His former airship hangar in White City, Chicago, was used for a final assembly building and he did some of the flight testing of these ships.

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