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## **Harold E. Morehouse Flying Pioneers Biographies Collection - MacGordon, W. Stevenson**

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Staten Island. While there they flew with Ruth Law, carrying passengers over lower New York Bay and the Harbor. On one occasion they followed an ocean liner out to sea, circled it, then flew back. In November MacGordon Shipped his boat to Pal Beach, Florida, and again Thaw went with him. There they started carrying passengers and promoting interest in water sports flying.

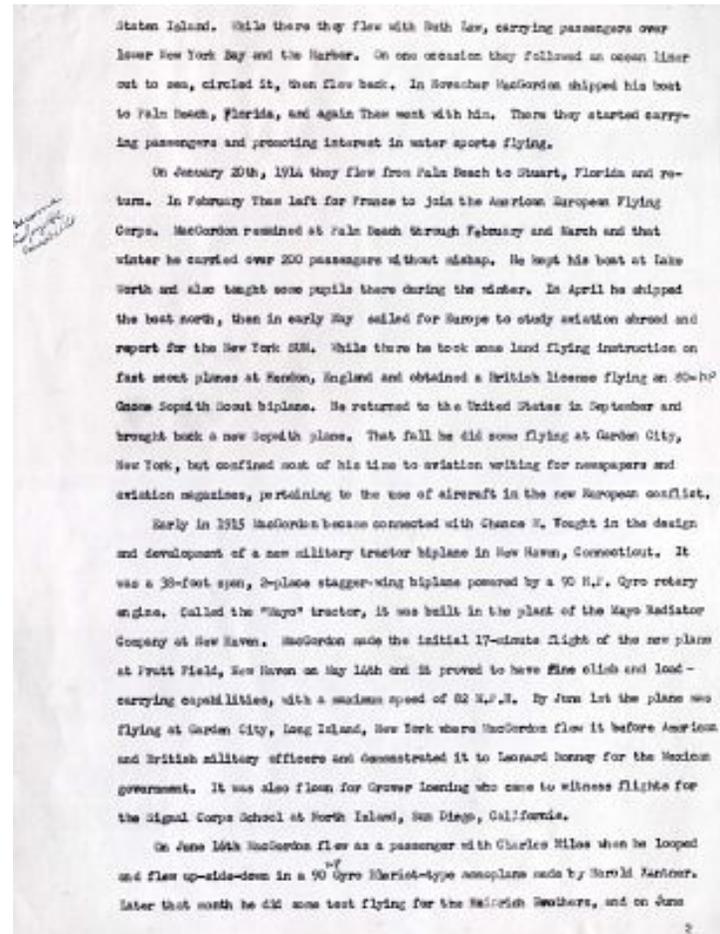
On January 20th, 1914 they flew from Palm Beach to Stuart, Florida and return. In February Thaw left for France to join the American European Flying Corps. MacGordon remained at Palm Beach through February and March and that winter he carried over 200 passengers without mishap. He kept his boat at Lake Worth and also taught some pupils there during the winter. In April he shipped the boat north, then in early May sailed for Europe to study aviation abroad and report for the New York SUN. While there he took some land flying instruction on fast scout planes at Hendon, England and obtained a British license flying an 80-HP Gnome Sopwith Scout biplane. He returned to the United States in September and brought back a new Sopwith plane. That fall he did some flying at Garden City, New York, but confined most of his time to aviation writing for newspapers and aviation magazines, pertaining to the use of aircraft in the new European conflict.

Early 1915 MacGordon became connected with Chance M. Vought in the design and development of a new military tractor biplane in New Haven, Connecticut. It was a 38-foot span, 2-plac stagger-wing biplane powered by 90 H.P. Gyro rotary engine. Called the "Mayo" tractor, it was built in the plant of the Mayo Radiator Company at New Haven. MacGordon made the initial 7-minute flight of the new plane at Pratt Field, New Haven on May 14th and it proved to have fine climb and load carrying capabilities, with a maximum speed of 82 M.P.H. By June 1st the plane was flying at Garden City, Long Island, New York where MacGordon flew it before American and British military officers and demonstrated it to Leonard Bonney for the Mexican government. It was also flown for Grover Loening who came to witness flights for the Signal Corps School at North Island, San Diego, California.

On June 16th MacGordon flew as a passenger with Charles Niles when he looped and flew up-side-down in a 90 [[insert hp]] Gyro Bleriot-type monoplane made by Harold Kantner. Later that month he did some test flying for the Heinrich Brothers, and on June

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[[insert on left side - became Lafayette Escadrille]]



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