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## **Harold E. Morehouse Flying Pioneers Biographies Collection - McCulloch, David H.**

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[[stamp: FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE]]

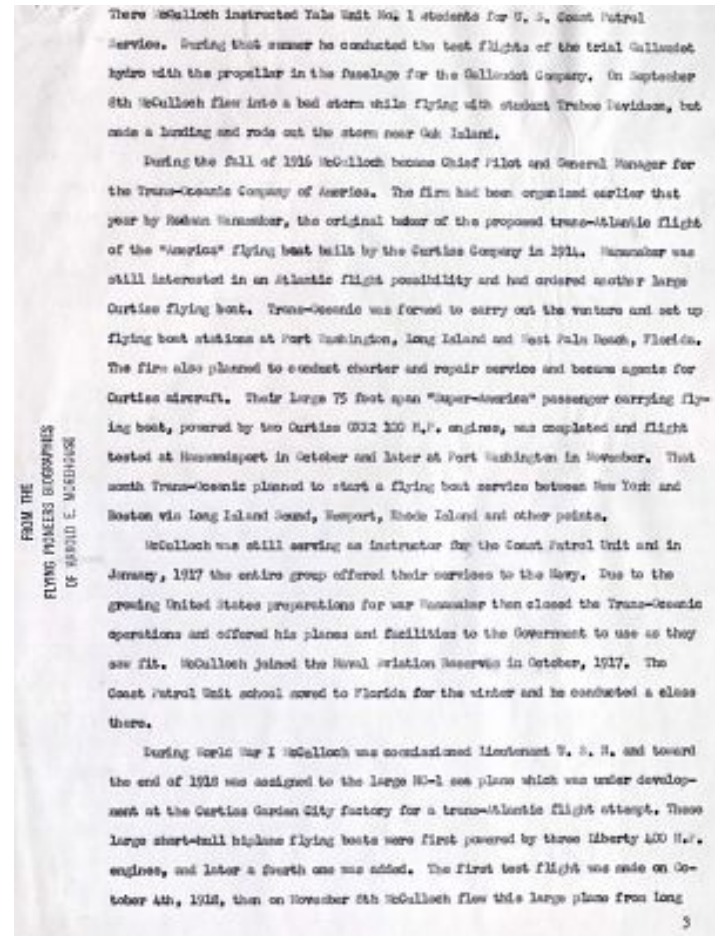
There McCulloch instructed Yale Unit No. 1 students for U.S. Coast Patrol Service. During that summer he conducted the test flights of the trial Gallaudet hydro with the propeller in the fuselage for the Gallaudet Company. On September 8th McCulloch flew into a bad storm while flying with student Trubee Davidson, but made a landing and rode out the storm near Oak Island.

During the fall of 1916 McCulloch became Chief Pilot and General Manager for the Trans-Oceanic Company of America. The firm had been organized earlier that year by R[?]dman Wanamaker, the original backer of the proposed trans-Atlantic flight of the "American" flying boat built by the Curtiss Company in 1914. Wanamaker was still interested in an Atlantic flight possibility and had ordered another large Curtiss flying boat. Trans-Oceanic was forced to carry out the venture and set up flying boat stations at Port Washington, Long Island and West Palm Beach, Florida. The firm also planned to conduct charter and repair service and become agents for Curtiss aircraft. Their large 75 foot span "Super-America" passenger carrying flying boat, powered by two Curtiss OXX2 100 H.P. engines, was completed and flight tested at Hammondsport in October and later at Port Washington in November. That month Trans-Oceanic planned to start a flying boat service between New York and Boston via Long Island Sound, Newport, Rhode Island and other points.

McCulloch was still serving as instructor for the Coast Patrol Unit and in January, 1917 the entire group offered their services to the Navy. Due to the growing United States preparations for war Wanamaker then closed the Trans-Oceanic operations and offered his planes and facilities to the Government to use as they saw fit. McCulloch joined the Naval Aviation Reserves in October, 1917. The Coast Patrol Unit school moved to Florida for the winter and he conducted a class there.

During World War I McCulloch was commissioned Lieutenant U.S.N. and toward the end of 1918 was assigned to the large NC-1 sea plane which was under development at the Curtiss Garden City factory for a trans-Atlantic flight attempt. These large short-hull biplane flying boats were first powered by three Liberty 400 H.P. engines, and later a fourth one was added. The first test flight was made on October 4th, 1918, then on November 8th McCulloch flew this large plane from Long

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