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Harold E. Morehouse Flying Pioneers Biographies Collection - Martin, Glenn L.

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[[left margin]] [[stamp]] FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE [[/stamp]] [[/left margin]]

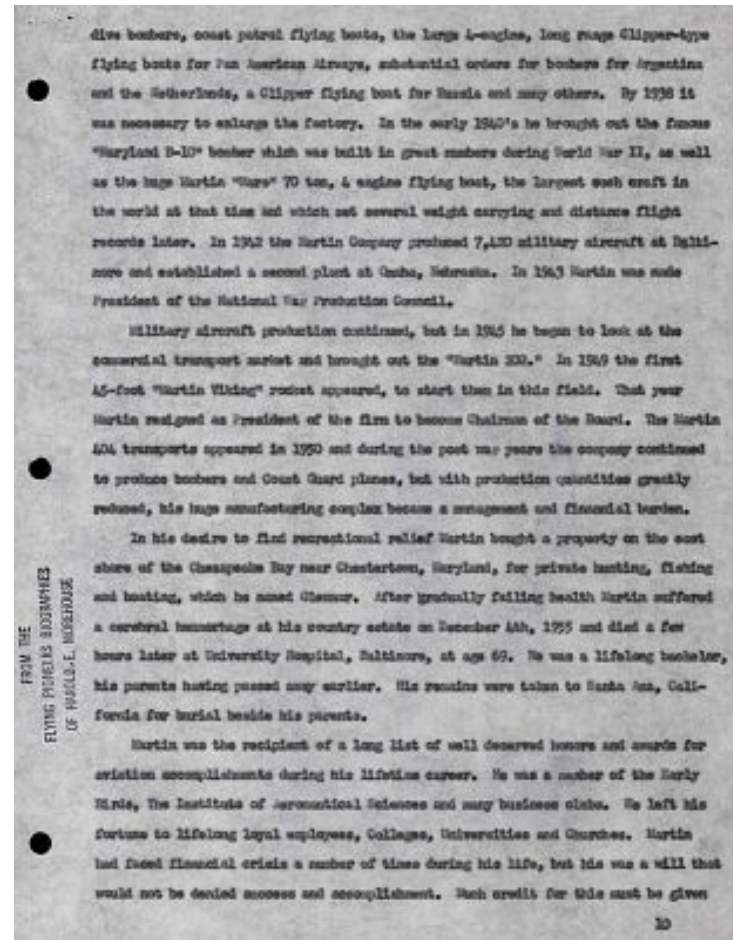
dive bombers, coast patrol flying boats, the large 4-engine, long range Clipper-type flying boats for Pan American Airways, substantial orders for bombers for Argentina and the Netherlands, a Clipper flying boat for Russia and many others. By 1938 it was necessary to enlarge the factory. In the early 1940's he brought out the famous "Maryland B-10" bomber which was built in great numbers during World War II, as well as the huge Martin "Mars" 70 ton, 4 engine flying boat, the largest such craft in the world at that time and which set several weight carrying and distance flight records later. In 1942 the Martin Company produced 7,420 military aircraft at Baltimore and established a second plant at Omaha, Nebraska. In 1943 Martin was made President of the National War Production Council.

Military aircraft production continued, but in 1945 he began to look at the commercial transport market and brought out the "Martin 202." In 1949 the first 45-foot "Martin Viking" rocket appeared, to start them in this field. That year Martin resigned as President of the firm to become Chairman of the Board. The Martin 404 transports appeared in 1950 and during the post war years the company continued to produce bombers and Coast Guard planes, but with production quantities greatly reduced, his huge manufacturing complex became a management and financial burden.

In his desire to find recreational relief Martin bought a property on the east shore of the Chesapeake Bay near Chestertown, Maryland, for private hunting, fishing and boating, which he named Glenmar. After gradually failing health Martin suffered a cerebral hemorrhage at his country estate on December 4th, 1955 and died a few hours later at University Hospital, Baltimore, at age 69. He was a lifelong bachelor, his parents having passed away earlier. His remains were taken to Santa Ana, California for burial beside his parents.

Martin was the recipient of a long list of well deserved honors and awards for aviation accomplishments during his lifetime career. He was a member of the Early Birds, The Institute of Aeronautical Sciences and many business clubs. He left his fortune to lifelong loyal employees, Colleges, Universities and Churches. Martin had faced financial crisis a number of times during his life, but his was a will that would not be denied success and accomplishment. Much credit for this must be given

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