



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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

Extracted on Apr-19-2024 04:28:14

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

resigned on August 17, 1917 and returned to California. The following month a group of Cleveland, Ohio, business men financed Martin to form a new Glenn L. Martin Company ~~there~~ at Cleveland, and a new factory and flying field were made ready for World War I aircraft production. At this time Martin was requested to give up flying and apparently never flew again as a pilot.

Martin persuaded Douglas to return as Chief Engineer and work was started on a twin Liberty-engined bomber. Although too late for wartime production it was first flown in September, 1918, and proved to be a very advanced machine. ~~which soon found post war use and~~ Several notable records were made with these famous planes after the war. Martin was ~~clearly~~ ^{firmly} established as a prime contractor of military aircraft. The Cleveland business grew and many ~~eminent~~ ^{progressive} developments came ~~from there~~ for both the Army and Navy. ~~He brought out and~~ Martin produced torpedo planes, bombers, submarine scouts, observation types, and special planes for the Air Mail Service. In 1922 the first Navy all-metal monoplanes and seaplanes were introduced. At Cleveland with Martin were Donald Douglas, Larry Bell and J.A. Kindelberger, who later became head of North American in California, and Erik Springer, ~~their~~ ^{well known} test pilot. Martin bombers were used in the historic ~~sinking of~~ ^{surrendered} German vessels off the Virginia coast in 1921, under the leadership of General "Billy" Mitchell.

At Cleveland, Martin's organization ~~became master of~~ ^{developed} mass production techniques and ~~sizable~~ ^{large} numbers of aircraft were built. By 1928 the facilities were overcrowded and the limit of possible expansion in that location had been reached. Martin ~~wanted~~ ^{decided} to leave Cleveland. ~~He chose Baltimore~~ ^{to be} because it was near Washington, D.C. ~~and because of the unlimited expanse of~~ ^{for} government contacts, and also close to Chesapeake Bay where he could test the large seaplanes he had in mind.

The Cleveland plant was sold to the Great Lake Aircraft Corporation and Martin bought 1,200 acres of water-front land at Middle River, 12 miles east of Baltimore. The land was cleared and one of the finest aircraft factories in the United States was built, then an airport was established adjoining the plant. On October 7, 1929, his staff and 1,500 employees moved into the new plant of the Glenn L. Martin Company of Baltimore, where he truly made aviation history.

During the years before World War II the Martin Company developed and ~~produced~~ ^{manufactured}

resigned on August 17, 1917 and returned to California. The following month a group of Cleveland, Ohio, business men financed Martin to form a new Glenn L. Martin Company ^{at Cleveland}, and a new factory and flying field were made ready for World War I aircraft production. At this time Martin was requested to give up flying and apparently never flew again as a pilot.

Martin persuaded Douglas to return as Chief Engineer and work was started on a twin Liberty-engined bomber. Although too late for wartime production it was first flown in September, 1918, and proved to be a very advanced machine. ~~Several notable records were made with these famous planes~~ ^{after the war}. Martin was ~~clearly~~ ^{firmly} established as a prime contractor of military aircraft. The Cleveland business grew and many ~~eminent~~ ^{progressive} developments came ~~from there~~ for both the Army and Navy. ~~He brought out and~~ Martin produced torpedo planes, bombers, submarine scouts, observation types, and special planes for the Air Mail Service. In 1922 the first Navy all-metal monoplanes and seaplanes were introduced. At Cleveland with Martin were Donald Douglas, Larry Bell and J.A. Kindelberger, who later became head of North American in California, and Erik Springer, ~~their~~ ^{well known} test pilot. Martin bombers were used in the historic ~~sinking of~~ ^{surrendered} German vessels off the Virginia coast in 1921, under the leadership of General "Billy" Mitchell. At Cleveland, Martin's organization ~~became master of~~ ^{developed} mass production techniques and ~~sizable~~ ^{large} numbers of aircraft were built. By 1928 the facilities were overcrowded and the limit of possible expansion in that location had been reached. Martin ~~wanted~~ ^{decided} to leave Cleveland. ~~He chose Baltimore~~ ^{to be} because it was near Washington, D.C. ~~and because of the unlimited expanse of~~ ^{for} government contacts, and also close to Chesapeake Bay where he could test large seaplanes he had in mind.

The Cleveland plant was sold to the Great Lakes Aircraft Corporation and Martin bought 1,200 acres of water-front land at Middle River, 12 miles east of Baltimore. The land was cleared and one of the finest aircraft factories in the United States was built, then an airport was established adjoining the plant. On October 7, 1929, his staff and 1,500 employees moved into the new plant of the Glenn L. Martin Company of Baltimore, where he truly made aviation history.

During the years before World War II the Martin Company developed and ~~produced~~ ^{manufactured}

Harold E. Morehouse Flying Pioneers Biographies Collection - Martin, Glenn
L.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 04:28:14



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)