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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Redding, J. Chauncey**

Extracted on Mar-28-2024 10:08:37

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aviators Gray and Waite he had learned to fly, so following the ending of the Merrill project he decided to make an attempt to get into the exhibition business for himself.

Early in 1915 Redding signed up with Howard Bushway, a wealthy Bostonian, the proprietor of a large ice cream business, who was also backing and promoting a company to do exhibition flying. Bushway also engaged Curtiss pilot Leon D. Smith and reportedly furnished planes, arranged flying contracts and acted as business manager for Redding and Smith. Together the trio put on exhibitions featuring mock aerial warfare, dropping dummy bombs on improvised forts, did some aerial advertising by dropping leaflets and carried passengers that summer through Massachusetts, New Hampshire and Maine. Later in the summer a young novice aviator and parachute jumper, Phil Bulman, joined the troupe and made jumps as a part of their exhibitions. In late July Redding made a 50-minute flight over Boston and vicinity in a Burgess-Wright carrying Miss Dona Montran, leading actress of the new film, "Birth of A Nation". During the flight Miss Montran dropped one hundred pennants, to each of which was attached a pair of complimentary tickets to the premier showing of the film in Boston. The flight attracted considerable publicity.

The Bushway Exhibition Company terminated the season at the end of September and Redding borrowed Roy Waite's plans for some occasional local flying during October. With it Redding and Bulman made several flights during the early part of the month at the old Saugus Flying Field and on October 21st both were killed instantly in a bad crash near the field. They had been up about five minutes and were seen to be diving the plane then zooming upward. On the second attempt the plane collapsed in the air and crashed to the ground. Redding then 22 year old and unmarried. Bulman, also from Malden, was 20. Redding was buried in Forestdale Cemetery, Malden, Mass. Reportedly he held the first Massachusetts State Aviators Certificate, but was not FAI licensed. Due credit must be given to flying pioneer J. Chauncey Redding for his contributions to early American aviation history to which he gave his life.

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