



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Schriver, Todd "Slim"

Extracted on Apr-19-2024 07:16:17

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.

head the crew when Curtiss went to France for the first International Cup Race at Rheims in August, 1909. During these activities Schriver became interested in building a plane of his own and learning to fly. Apparently he left Curtiss during the winter of 1909-1910, and went to Long Island, New York, where he built a plane in a barn during the spring and summer months of 1910. Schriver was financially supported in this project by wealthy New York lamp manufacturer Howard J. Dietz. Known as the Dietz-Schriver, their plane was a modified Curtiss-type biplane using a 6 cyl. Kirkham engine. Soon they organized the Hempstead Aeroplane Company, Mill Road, Hempstead, New York to manufacture, deal in and exhibit planes. By late July Schriver was making short straightaway flights and reportedly taught himself to fly in three weeks. He continued his flying practice in the Hempstead and Mineola area through August and was soon flying cross-country, and made one night flight by moonlight. On September 17th, 1910 Schriver obtained his F.A.I. pilot license, No. 9, flying his Dietz-Schriver plane at Mineola, Long Island, passing the tests with ease. During the remainder of September Schriver made a number of cross-country flights from Hempstead, flying over neighboring towns and return. October 4th to 7th he made his first public exhibition flights at Wilmington, Delaware with John Frisbie. There he did some wonderful flying for a beginner. On the 7th, after making his last scheduled flight over the city, he lost control in rough air just as he was landing and had a minor smashup, breaking his ankle. This stopped his flying for a time but he entered the large International Meet at Belmont Park, Long Island, on October 22nd to 30th. There, possibly due to his mending ankle, he had another bad accident on his first flight, but fortunately was not further injured. His plane was so badly wrecked, however, that he was unable to get back into the contests. This must have ended the Schriver-Dietz partnership, for evidently after this Schriver went back with Capt. Baldwin, who was also operating his aviation activities on Long Island at that time. Baldwin was planning a foreign exhibition tour, and on December 24th, 1910

2

head the crew when Curtiss went to France for the first International Cup Race at Rheims in August, 1909. During these activities Schriver became interested in building a plane of his own and learning to fly.

Apparently he left Curtiss during the winter of 1909-1910, and went to Long Island, New York, where he built a plane in a barn during the spring and summer months of 1910. Schriver was financially supported in this project by wealthy New York lamp manufacturer Howard J. Dietz. Known as the Dietz-Schriver, their new plane was a modified Curtiss-type biplane using a 6 cyl. Kirkham engine. Soon they organized the Hempstead Aeroplane Company, Mill Road, Hempstead, New York to manufacture, deal in and exhibit planes. By late July Schriver was making short straightaway flights and reportedly taught himself to fly in three weeks. He continued his flying practice in the Hempstead and Mineola area through August and was soon flying cross-country, and made one night flight by moonlight. On September 17th, 1910 Schriver obtained his F.A.I. pilot license, No. 9, flying his Dietz-Schriver plane at Mineola, Long Island, passing the tests with ease.

During the remainder of September Schriver made a number of cross-country flights from Hempstead, flying over neighboring towns and return. October 4th to 7th he made his first public exhibition flights at Wilmington, Delaware with John Frisbie. There he did some wonderful flying for a beginner. On the 7th, after making his last scheduled flight over the city, he lost control in rough air just as he was landing and had a minor smashup, breaking his ankle. This stopped his flying for a time but he entered the large International Meet at Belmont Park, Long Island, on October 22d to 30th. There, possibly due to his mending ankle, he had another bad accident on his first flight, but fortunately was not further injured. His plane was so badly wrecked, however, that he was unable to get back into the contests. This must have ended the Schriver-Dietz partnership, for evidently after this Schriver went back with Capt. Baldwin, who was also operating his aviation activities on Long Island at that time.

Baldwin was planning a foreign exhibition tour, and on December 24th, 1910

2

Harold E. Morehouse Flying Pioneers Biographies Collection - Schriver, Todd "Slim"
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 07:16:17



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)