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

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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 crosscountry 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

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