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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Turpin, J. Clifford**

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so a local balloonist, Charles Saunders, took his place and made a successful jump both days.

Their next exhibition was at Bellingham, Washington, then they split up, Turpin going to Seattle and Parmelee to North Yakima, Washington. While flying from the Meadows Race Track at Seattle on May 30th Turpin lost control and crashed into the grandstand, and although he was not hurt several spectators were severely injured. On June 1st Parmelee crashed and was instantly killed at North Yakima while attempting a flight against his better judgement in a very strong gusty wind. His mechanic begged him not to fly but he did not want to disappoint the crowd. Turpin went at once to claim Parmelee's body and return it to his home in St. John, Michigan, which was indeed a very sad mission for him to bear. Following this Turpin was so deeply moved by the loss of his close friend and partner that he announced he was ~~giving up~~ permanently giving up flying.

In September, 1912 Turpin joined the Sales Department of the Bartholomew Motor Car Company, manufacturers of the Glide automobile. After some time with them he went with the Packard Motor Car Company as District Sales Manager of the New York Area, where he remained for several years. He later went into the wholesale cotton waste business in Boston and continued in this activity until his retirement, when he moved to Cape Cod and established a home near Barnstable, Massachusetts. He resided there for the remainder of his life, making his home with his daughter and family following Mrs. Turpin's death. After gradually failing health Turpin passed away January 24, 1966 at age 79, survived by his daughter and her family. He had the distinction of being the last living member of the famous original 1910 Wright flying team. Only one other living pioneer aviator held a lower pilot license number. Mr. Turpin joined the Early Birds in 1961.

Flying pioneer Cliff Turpin was truly one of the outstanding early airmen. He was regarded as a very safe and skillful pilot who became one of the most renowned instructors of his time. Many of his students went on to great fame, among them being Gen. T. D. Milling, U.S. Air Force, and Commander John Rodgers, U.S. Navy,

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