Harold E. Morehouse Flying Pioneers Biographies Collection - Walden, Henry W.

Extracted on Apr-19-2024 09:20:18

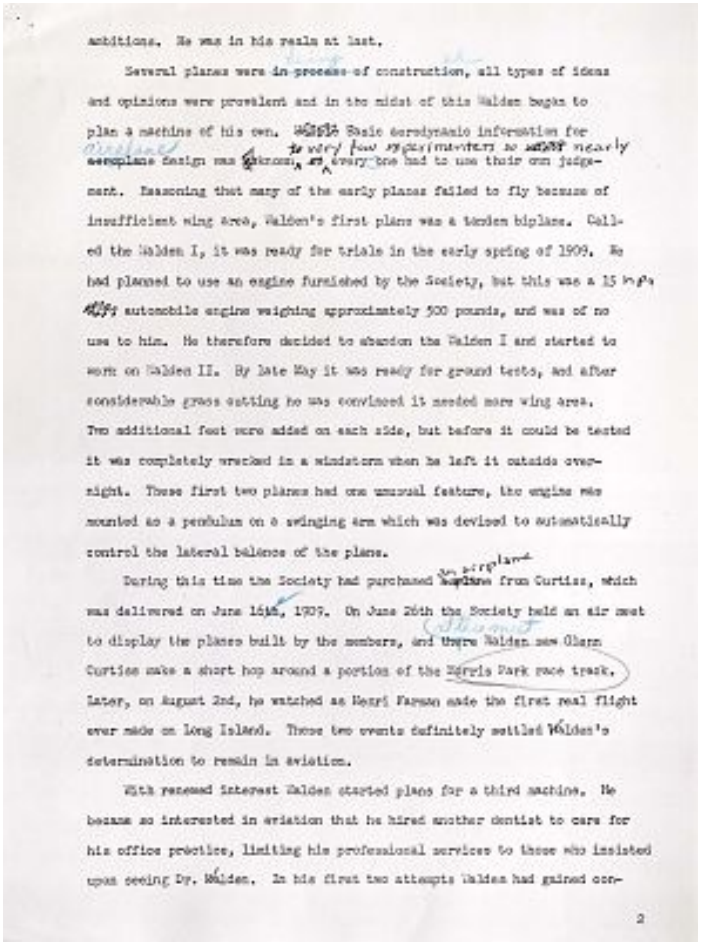
The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

ambitions. He was in his realm at last.

Several planes were [[strikethrough]] in process of [[/strikethrough]] being constructed, all types of ideas and opinions were prevalent and in the midst of this Walden began to plan a machine of his own. [[strikethrough]] Usable [[/strikethrough]] Basic aerodynamic information for airplane design was known to very few experimenters so nearly everyone had to use their own judgement. Reasoning that many of the early planes failed to fly because of insufficient wing area, Walden's first plane was a tandem biplane. Called the Walden I, it was ready for trials in the early spring of 1909. He had planned to use an engine furnished by the Society, but this was a 15 hp., [[strikethrough]] H.P. [[/strikethrough]] automobile engine weighing approximately 500 pounds, and was of no use to him. He therefore decided to abandon the Walden I and started to work on the Walden II. By late May it was ready for ground tests, and after considerable grass cutting he was convinced it needed more wing area. Two additional feet were added on each side, but before it could be tested it was completely wrecked in a windstorm when he left it outside overnight. These first two planes had one unusual feature, the engine was mounted as a pendulum on a swinging arm which was devised to automatically control the lateral balance of the plane.

During this time the Society had purchased [[strikethrough]] a plane [[/strikethrough]] an airplane from Curtiss, which was delivered on June 16, 1909. On June 26th the Society held an air meet to display the planes built by the members, and [[strikethrough]] there [[/strikethrough]] at the meet Walden saw Glenn Curtiss make a short hop around a portion of the Morris Park race track. Later, on August 2nd, he watched as Henri Farman made the first real flight ever made on Long Island. These two events definitely settled Walden's determination to remain in aviation.

With renewed interest Walden started plans for a third machine. He became so interested in aviation that he hired another dentist to care for his office practice, limiting his professional services to those who insisted upon seeing Dr. Walden. In his first two attempts Walden had gained considerable



ambitions. He was in his realm at last.

Several planes were in process of construction, all types of ideas and opinions were prevalent and in the midst of this Walden began to plan a machine of his own. Basic aerodynamic information for airplane design was known to very few experimenters so nearly everyone had to use their own judgement. Reasoning that many of the early planes failed to fly because of insufficient wing area, Walden's first plane was a tandem biplane. Called the Walden I, it was ready for trials in the early spring of 1909. He had planned to use an engine furnished by the Society, but this was a 15 hp's automobile engine weighing approximately 500 pounds, and was of no use to him. He therefore decided to abandon the Walden I and started to work on Walden II. By late May it was ready for ground tests, and after considerable grass cutting he was convinced it needed more wing area. Two additional feet were added on each side, but before it could be tested it was completely wrecked in a windstorm when he left it outside overnight. These first two planes had one unusual feature, the engine was mounted as a pendulum on a swinging arm which was devised to automatically control the lateral balance of the plane.

During this time the Society had purchased an airplane from Curtiss, which was delivered on June 16th, 1909. On June 26th the Society held an air meet to display the planes built by the members, and there Walden saw Glenn Curtiss make a short hop around a portion of the Morris Park race track. Later, on August 2nd, he watched as Henri Farman made the first real flight ever made on Long Island. These two events definitely settled Walden's determination to remain in aviation.

With renewed interest Walden started plans for a third machine. He became so interested in aviation that he hired another dentist to care for his office practice, limiting his professional services to those who insisted upon seeing Dr. Walden. In his first two attempts Walden had gained con-

2

Harold E. Morehouse Flying Pioneers Biographies Collection - Walden, Henry W.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-19-2024 09:20:18