



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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.

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.

ambitions. He was in his realm at last.

Several planes were ~~in process of~~ 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. ~~Usable~~ 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. ~~H.P.~~ ~~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 ~~a plane~~ 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 ~~there~~ 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 a 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

2

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. ~~Usable~~ Basic aerodynamic information for ~~airplane~~ ^{to very few experimenters so nearly} ~~airplane~~ design was known, ~~as~~ every one 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. ~~H.P.~~ ~~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 ~~a plane~~ ^{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~~ ^{where} 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

2

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



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)