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Harold E. Morehouse Flying Pioneers Biographies Collection - Walsh, Charles Francis

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Now, for the first time, he had a good engine in his plane and this gave him the first real start toward success. As a result of his improved flying he contracted with the Pacific Aviation Company, of Portland, Oregon, about May 1st to fly exhibitions for them throughout the Northwest during the 1911 season. This firm was owned and managed by H. W. Manning of Portland; Harry Christofferson was working for them as a mechanic at that time. When Walsh started flying for the company, Christofferson became his mechanic. The first flying date was at Portland May 27th and 28th, where he made eight flights and carried passengers. June 9th through 11th he was at Seattle, Washington, but had bad luck when high winds blew him into a telephone pole on takeoff, and although he was not injured the plane was somewhat damaged. From then on into August Walsh had an extremely busy schedule, making exhibition flights at Vancouver, British Columbia; Wenatchee, Washington; Albany, and LaGrande, Oregon; Twin Falls, Idaho; Cheyenne, Moscow and Laramie, Wyoming. Also during this period he made some test flights at the Vancouver Barracks, Vancouver, Washington using the Ellsworth Automatic Stabilizer for the D. B. Ellsworth Company of Portland, Oregon. The tests were unsatisfactory and Walsh told them he did not think their device warranted further development.

Walsh flew at Kearney, Nebraska, on August 4th and at Freemont on the 14th, where he decided to leave the Manning management, and went to the famed Chicago Meet at Grant Park, where he joined the Curtiss Exhibition Team and started flying for them at once. Harry Christofferson retained as his mechanic by the Curtiss Company. Through the fall seasons of 1911 Walsh made flights at Eagle Grove, Iowa; Ogden, Utah; Garden City, Kansas; Fremont, Nebraska; Wichita, Kansas; Raton and Albuquerque, New Mexico in addition to various other midwestern points. In early November he flew at Houston, Texas, at a small meet. There he carried passengers and made a fine forty-two minute cross-country flight during the event. Throughout the entire 1911 season of exhibition flying Mrs. Walsh and the children had remained with the troupe. Walsh insisted upon

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