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Harold E. Morehouse Flying Pioneers Biographies Collection - Waterman, Waldo D.

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of almost a year resulted. By the time he was able to try to revive the Arrowbile program World War II was approaching and financing for private aircraft was not available.

While recovering from his illness, in mid-1939 Waterman became Co-Ordinator of Civilian Pilot Training at Pasadena, California City College under the C.A.A. Pilot Training Program. He remained in this activity until late 1943 and played a major part in the primary training of World War II aviators. Following this Waterman became Chief Engineer of Convair's Research Division, Dearborn, Michigan, headed by W. D. Stout, until the end of World War II, then returned to Santa Monica, formally retired and bought a cabin cruiser for maily recreation. He soon became such an ardent yachtsman that he acquired a 40-foot Fibreglas sailing sloop, the "Lady Godiva", with which he has become well known in the southern California racing fraternity.

In 1947 Waterman looked over his "flying auto" inventory of miscellaneous parts and decided to build one as a leisure hobby project. It was finished and flown at Gillespie field near San Diego in 1958. Later this machine was given to the National Air Museum for the Smithsonian Institution collection. In 1951 he moved back to his old home territory and settled on point Loma overlooking San Diego Harbor and North Island.

For years he had harbored [[harbored]] a wish to build a flyable replica of a 1911 Curtis pusher, so in October, 1964 Waterman started such a hobby project. While not an exact copy, it was very similar, and having been built from various existing modern major components was more stable and much safer to fly than the original machines. Using Vought VE-7 wings, Cessna 140 landing gear, modern brakes and full complement of instruments, it was powered by a Franklin 6-cylinder, 150 H.P. air-cooled aircraft engine. Called the "Early Bird" waterman made the initial flight on July 1st, 1964, the 56th anniversary of his first flight at San Diego. After almost three years of personal enjoyment with the "Early Bird" the plane was retired to the San Diego Aero-Space Museum on September 20th, 1967 after an accumulated 114 hours of fly time.

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