



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Wilson, Paul D.

Extracted on Apr-23-2024 07:13:54

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.

were brought out intended for military use, but none appeared to have progressed beyond the experimental stage. Included in this program as considerable pioneering work on attempts at all-metal construction, ~~which~~ ~~was~~ undoubtedly some of the first such developments in the United States.

Wilson remained there until the latter part of 1928 when he left Thomas-Morse to join the newly formed Cunningham-Hall Aircraft Corporation of Rochester, New York. He was convinced that the field for new commercial aircraft was ready to ~~expand~~ ^{rapidly} and this new firm planned to produce a new six-place cabin bi-plane, powered by a Wright J-6, 9-cylinder 300 ~~hp.~~ ^{hp} radial engine. Known as the Cunningham-Hall model PT-6, the plane had an all-metal structure and a metal-covered cabin. This firm brought into the aviation industry the James Cunningham, Son and Company, an old line producer of vehicles and coaches, then later the well-known high priced Cunningham motor cars. The market for their cars had dwindled to almost nothing and they were looking for a new product. William T. Thomas, who had resigned from Thomas-Morse in 1922, joined the new firm as Chief Engineer. There Wilson assisted R. F. Hall, W. R. R. Winans and William Thomas in the design and development of this new plane through 1929, following which Wilson demonstrated their product throughout the country in an effort to establish a market, but the depression was at its peak, which put an end to the venture. Following this Wilson decided to give up flying and as a result took on the Kendall Oil distributorship at Danville, Illinois. Times were tough and he had a long hard struggle to stay in business, then ~~after~~ ^{eventually} beginning to get things going ~~well~~ ^{smoothly} after ~~World War II~~ ^{World War I} came along and his oil supply was rationed. During this period he had also started a retail store selling Stromberg-Carlson radios and General Tires. After a management change at the Kendall Oil head-quarters he opened an Oliver farm equipment agency and planned to drop the oil business. During World War II both Wilson and his wife developed illnesses making it advisable for them to seek a change of climate. As a result he turned the management of his business ~~connections~~ ^{connections} over to his employees, sold his Kendall Oil distributorship, bought a trailer and moved to Florida. There they spent the winter months in Daytona Beach and Miami.

were brought out intended for military use, but none appeared to have progressed beyond the experimental stage. Included in this program was considerable pioneering work on attempts at all-metal construction, ~~which~~ ~~was~~ undoubtedly some of the first such developments in the United States.

Wilson remained there until the latter part of 1928 when he left Thomas-Morse to join the newly formed Cunningham-Hall Aircraft Corporation of Rochester, New York. He was convinced that the field for new commercial aircraft was ready to ~~expand~~ ^{rapidly} and this new firm planned to produce a new six-place cabin bi-plane, powered by a Wright J-6, 9-cylinder 300 ~~hp.~~ ^{hp} radial engine. Known as the Cunningham-Hall model PT-6, the plane had an all-metal structure and a metal-covered cabin. This firm brought into the aviation industry the James Cunningham, Son and Company, an old line producer of vehicles and coaches, then later the well-known high priced Cunningham motor cars. The market for their cars had dwindled to almost nothing and they were looking for a new product. William T. Thomas, who had resigned from Thomas-Morse in 1922, joined the new firm as Chief Engineer. There Wilson assisted R. F. Hall, W. R. R. Winans and William Thomas in the design and development of this new plane through 1929, following which Wilson demonstrated their product throughout the country in an effort to establish a market, but the depression was at its peak, which put an end to the venture.

Following this Wilson decided to give up flying and as a result took on the Kendall Oil distributorship at Danville, Illinois. Times were tough and he had a long hard struggle to stay in business, then ~~after~~ ^{eventually} beginning to get things going ~~well~~ ^{smoothly} after ~~World War II~~ ^{World War I} came along and his oil supply was rationed. During this period he had also started a retail store selling Stromberg-Carlson radios and General Tires. After a management change at the Kendall Oil head-quarters he opened an Oliver farm equipment agency and planned to drop the oil business. During World War II both Wilson and his wife developed illnesses making it advisable for them to seek a change of climate. As a result he turned the management of his business ~~connections~~ ^{connections} over to his employees, sold his Kendall Oil distributorship, bought a trailer and moved to Florida. There they spent the winter months in Daytona Beach and Miami.

3

Harold E. Morehouse Flying Pioneers Biographies Collection - Wilson, Paul D.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-23-2024 07:13:54



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)