DOWNLOAD PDF GLENN CURTISS, PIONEER OF FLIGHT

Chapter 1 : 6 Little-Known Pioneers of Aviation - HISTORY

*Glenn Curtiss, Pioneer of Flight [C R Roseberry, Cecil R Roseberry] on calendrierdelascience.com *FREE* shipping on qualifying offers. A biography of one of the most significant figures in the history of American aviation.*

Some people are born for greatness, others for happiness, and still others for love. Glenn Hammond Curtiss was born with a need for speed. Andrews, Glenn was an innovator who dreamed of defying physics from an early age. Frank and Lua had two children, Glenn Hammond May 21, and Rutha Curtiss February 15, and lived a happy quiet life, until tragedy struck and struck again. In August of , Frank died of a stroke, leaving his small family in the hands of his wife, Lua and his mother. At age 6, Rutha fell ill with a severe case of meningitis, which spared her life but stole her hearing. Rutha attended the school for 4 years from September to June Glenn, who had remained in Hammondsport to finish his schooling, moved to Rochester to join his family after graduating the 8th grade. Dreaming of Speed on Two Wheels When Glenn Curtiss had saved up enough money, he left his factory position and bought a bicycle, becoming a bike messenger for the Rochester branch of the Western Union Company, a financial service. On April 1, , Lua remarried and moved in with J. Charles Adams, an old flame. Adams owned and ran a large vineyard on the banks of Seneca Lake. As can be predicted with powerful minds, Glenn was always moving forward and searching for the next bigger, better, and faster piece of machinery to get his hands on. After establishing himself as a National Champion cyclist at county fairs across the country, Glenn decided to follow that need for speed and rig a small engine to a bicycle. Curtiss Manufacturing Company, with the financial support of friends and hopeful bankers. The Hercules often put heavier, and thus slower, motorcycles to shame in races, such as the Indian or the Harley Davidson. Because of this, the Hercules line of motorcycles gained a well-earned reputation for being the fastest, lightest motorbikes out there. Between and , Glenn became the first ever American Motorcycle Champion, establishing the first of his many world records with a Curtiss Manufacturing Company was making quite a name for itself as well, and in , famed balloonist Captain Thomas Baldwin requested an engine powerful enough to bring his airship concept to life. Orville and Wilbur Wright were reported to be fiercely independent to the point of blindness. The Red Wing had a foot wingspan and a V-8 engine, but only managed to fly for roughly 20 seconds, covering a distance of feet after lifting off the frozen surface of Keuka Lake in March of After a mechanical malfunction led to a portion of the tail falling off, the proto-plane crashed and was damaged beyond repair. The White Wing would be the first American aircraft to use ailerons for the purpose of control, a matter of record that would be fiercely combated by the Wright Brothers who tried to patent every moving panel on an airplane. The plane survived an unassisted take-off and remained airborne for nearly a mile 5, feet , which earned him the Scientific American Magazine trophy. After the June Bug was fitted with floats and failed at achieving a water take off, the AEA moved onto the next project, another record-breaking aircraft called the Silver Dart which became the first airplane to fly in Canada. From Railroad Engineer to The Father of Aviation Most people who have as profound an impact on an area of study or an industry like Octave Chanute did on aviation tend to spend most or all of their lives involved in that pursuit. But in the roughly 21 years he was heavily involved in aviation, he had an immense influence on the field of study just as it was preparing to take flight. But when other aviators developed and used ailerons to achieve the same control, the Wrights claimed that it was infringing on their patent and the methods described in it, and the US courts agreed that the Wright patent covered ailerons. Curtiss refused to pay any fees, and in , the Aeronautical Society of New York requested of Glenn a new type of experimental aircraft, which would become the Curtiss No. The Curtiss people responded to all of this by suggesting that if someone jumped into the air and waved their arms, the Wrights would sue them. While their European lawsuits were only partially successful, the US litigations brought development in the field of aviation to a virtual standstill for a number of years. Apparently, while a test pilot for Octave Chanute, Herring submitted his aircraft patent as early as May , but it was denied. Herring returned to work for Chanute a couple of years later, apparently only with the goal of getting his patent approved. This was not successful either, and over and over, for the next ten years, Herring revised and resubmitted his patent, convinced that he had something important, but to no avail.

Curtiss then relaunched the newly formed Curtiss Airplane Company. This would be the seed for a later patent related lawsuit Herring would pursue against Curtiss. Powered by the record-breaking Curtiss OX V8 engine specifically lightened for speed and maneuverability, Glenn blew away the competition, including two Wright Brothers airplanes, and won the first place prize for speed. Winning the prize money and nationwide recognition, as well as the third instance of the Scientific American competition, Glenn finally convinced the world that airplanes would have practical uses outside of entertainment. Fickel, an Army officer, accompanied Glenn for an aerial demonstration of the usefulness of airplanes in combat, as well as structural integrity to compensate for the added weight and stress. Ely would, the following year, make the first ship-borne aircraft landing on the USS Pennsylvania. His hard work and furious determination gave him the honor of manufacturing more aircraft than any other American during WWI. Unfortunately, the slow-moving [Click here to read moreâ€¦] Also in February , the Wrights won their initial patent case against Curtiss, but the decision was appealed. In January of , the initial verdict was upheld in favor of the Wrights, though the Curtiss company was able to continue to avoid paying any penalties through legal maneuvering. As parts of the world stood reeling from the outbreak of WWI, the Smithsonian began trying to pin down the whirlwind of aviation history made in the last decade. Their first order of business was to determine who created the first airworthy plane. There had been a war raging between the Wright Brothers and Samuel P. Langley for years previously, and it looked like the Smithsonian was placing more stock in Langley than the Wright Brothers. However, that was apparently enough for the Smithsonian, who displayed the Aerodrome in the museum as the first plane capable of carrying a useful load and sustaining free flight, much to the dismay of Orville Wright. Wilbur had died two years prior of typhoid fever, leaving Orville to fight the never-ending battle for recognition alone. Finally, in , with the Wright Company and Curtiss Company effectively blocking the manufacturing of new aircraft, and the US set to enter the war, the government stepped in. Years prior, in preparation for the birth of his second child Glenn Hammond Curtiss in , Glenn had given up exhibition flying to better support his family after the tragic death of his first child, Carlton, just before his first birthday. Eventually, Curtiss and his family moved to Florida, where many of his new business ventures were centered. However, despite these changes and involvement in new business ventures, Curtiss stayed involved in aviation. According to aviation historian Simine Short, this is the first time aero-towing was successfully used to launch a glider of any kind, though the Curtiss sail-plane never actually achieved soaring flight. In , the lawsuit required Glenn to travel to Rochester, New York, to fight the case. Unfortunately, on the way there, Glenn doubled over in pain, clutching his abdomen. After a seemingly successful surgery, Glenn died from a blood clot on July 23, , at only 52, an anticlimactic ending to a colorful and record-breaking life. His memorial in the Inventors Hall of Fame reads: His keen insight into aeronautics and aviation, despite having no formal education past eighth grade, affirms his genius. He holds the Collier Trophy and the Langley Medal. Resources and Additional Reading.

Chapter 2 : Early Aviation: First Aviators and the Airline Industry for Kids ***

Glenn Hammond Curtiss (May 21, - July 23,) was an American aviation and motorcycling pioneer, and a founder of the U.S. aircraft industry. He began his career as a bicycle racer and builder before moving on to motorcycles.

It also provides a documented history of the development of the field of aviation and those involved in it through the first three decades of the 20th century. Suffice to say that anyone studying the life of Curtiss should read both books - and will come away with a new, never-before-understood appreciation of this great man. But the credit goes to Tip, who so spendid! Delightful book, many little known facts By Charles Hall on May 09, At pages, this book hardcover version sat on my shelf for some years before I felt up to tackling it. This book turns out to be a real gem. I also learned a great deal about his contemporaries that I had not known before. And how Henry Ford offered to help him in his endless legal battle with the Wrights? It seems Ford had his own legal battle over the idea of the automobile Selden patent , very much like the battle Curtiss had with Wright. It was Bell who suggested that the control surfaces we now associate with the tail of a plane be put at the BACK, not in front! Very Good Book By Merethe on Mar 04, My husband like this book a lot he thought it was very detail he build a Curtis Pusher himself a few years ago and it is in a museum so he knows the airplane very well. A great book about a great man By R. Stone on Nov 15, A great man in the era of the Wright Brothers who played a pivotal role in flight. Where the Wright Brothers discovered how to fly, Glenn Curtiss took flight to the next level. Actually the kind I would like to be. He rode bikes and motorcycles, got ideas and got them made and tried, organized companies and competed in races and contests of all kinds. His effect on the aircraft industry was huge. The Jenny alone puts him in the hall of fame. By Joan Rogerson on Jul 02, This book holds your interest from the very first page to the very last page. It is the best biography of Curtiss that I have read and is head and shoulders above the biography written many years ago by Hatch. It is well researched and written in a style that is lively and holds your interest. It also contains many historical photographs that add to the book. Curtiss himself was a fascinating man and not as well known by people as he should be. A giant among early aviation pioneers By R. Beasley on Oct 29, This is an excellent book and I really enjoyed reading it. Glenn Curtiss has become a largely forgotten figure in American history which is too bad considering his great accomplishments at growing both the art and science of human aviation. One of the true giants among early aviation pioneers. His long association with Alexander Graham Bell is fascinating to explore and the needless feud with the Wright Brothers is one of the enduring tragedies in aviation history. This actually happened in This book is a great disappointment. Glenn Curtiss was indeed a great pioneer Glenn Curtiss was indeed a great pioneer of aviation but you would never know it having read this book. It is almost completely devoid of information about the technical aspects of his inventions, the development of his airplanes, and aircraft engines. Instead this book droned on and and on about winning prize money. Having spent a thirty-eight year career flying for a living, I can safely assume that C. Glenn Curtiss was a technical genius, but you would never know it reading this book. This book was written in the style about the famous race horse Secretariat and all of his winnings and prizes. As a book about a great man in the history of aviation it is a waste of time. Im only half through and not gotten to the heavy aviation stuff yet but so far an excellent read. A book to keep or a great gift to airplane lovers. By Dennis Marker on Sep 06, A well conceived, meticulously researched book. Combine this with Mr. As great as the Wright Brothers were, and their dedication, hard work, and scientific approach to flight were impressive, they were a one trick pony and Curtiss was much more versatile, opened minded, and creative than they were but he has been lost in their shadow. This book is well-researched, well-written, and a pleasure to read. I knew it, I knew it. Glenn Curtis had no pets, nor wife. I bought this book after reading many kindle books on Glenn Curtiss. Many details the same, among all the books, but the kindle books leave out his Methodist missionary minded father and grandfather. Also leaves out, Glenn and his wife had no pets in their home. There are many evils associated with having a dog, and this is portrayed in Boss Baby, the recent movie. When Lincoln Beachly removed the front elevator on his Curtis airplane, after a crash, that proves what the Wright Brothers said all along. The reason the Wrights used the front elevator, was because it was easier to see what effect the elevator had on

flight operation and easier to correct, rather than the rear elevator used on so many airplanes today, but the operation with rear elevator is much smoother. I visited the Glenn Curtice Museum last summer and bought I loaned it to friends with whom I lunch, and I bought another copy for my son who is a pilot and owns his own plane. He raves about the book, too. Propeller in the front, ailerons on the wingtips, rudder and elevators in the rear, triangular landing gear, cigar shaped fuselage. Which of those features were invented by the Wright brothers? You guessed it - none of them. The biography is well written and is a great addition to your study of the development of flight. I fully agree with the previous review by GEO of The book is nothing but a poorly written timeline. It is devoid of details, contains many factual errors, and the author has little knowledge of aircraft, flying or aeronautics. This book does a monumental disservice to Glenn Curtiss. Great read By Vector59 on Nov 18, Great read. Roseberry , Cecil R. Roseberry , C R Roseberry. This particular edition is in a Paperback format. It was published by Syracuse Univ Press and has a total of pages in the book. To buy this book at the lowest price, Click Here.

Chapter 3 : glenn curtiss | Download eBook pdf, epub, tuebl, mobi

It was Glenn Curtiss, along with other members of the AEA founded by Alexander Graham Bell that defined the modern airplane. The biography is well written and is a great addition to your study of the development of flight.

He began his career as a bicycle racer and builder before moving on to motorcycles. As early as , he began to manufacture engines for airships. His contributions in designing and building aircraft led to the formation of the Curtiss Aeroplane and Motor Company , now part of Curtiss-Wright Corporation. His company built aircraft for the U. Army and Navy, and, during the years leading up to World War I, his experiments with seaplanes led to advances in naval aviation. Curtiss civil and military aircraft were predominant in the inter-war and World War II eras. Although his formal education extended only to Grade 8 , his early interest in mechanics and inventions was evident at his first job at the Eastman Dry Plate and Film Company later Eastman Kodak Company in Rochester, New York. Potter Neff, in Hammondsport, New York. They had two children: Curtiss â€" Bicycles and motorcycles Glenn Curtiss on his V8 motorcycle in Curtiss began his career as a Western Union bicycle messenger , a bicycle racer, and bicycle shop owner. In , he developed an interest in motorcycles when internal combustion engines became more available. In , Curtiss began manufacturing motorcycles with his own single-cylinder engines. Corson of the Hendee Mfg Co manufacturers of Indian motorcycles visited Hammondsport in July , he was amazed that the entire Curtiss motorcycle enterprise was located in the back room of the modest "shop". The air-cooled F-head engine was intended for use in aircraft. This motorcycle is now in the Smithsonian Institution. Between and , the AEA produced four aircraft, each one an improvement over the last. On June 8, Curtiss received U. The flight of the June Bug propelled Curtiss and aviation firmly into public awareness. Hamilton and Hugh Robinson. Aerial competitions and demonstration flights across North America helped to introduce aviation to a curious public; Curtiss took full advantage of these occasions to promote his products. The Wrights , who were selling their machines to customers in Germany at the time, decided not to compete in person. There were two Wright aircraft modified with a landing gear at the meet but they did not win any events. In June , Curtiss provided a simulated bombing demonstration to naval officers at Hammondsport. Two months later, Lt. Fickel demonstrated the feasibility of shooting at targets on the ground from an aircraft with Curtiss serving as pilot. One month later, in September, he trained Blanche Stuart Scott , who was possibly the first American woman pilot. His successful takeoff and ensuing flight to shore marked the beginning of a relationship between Curtiss and the Navy that remained significant for decades. At the end of , Curtiss established a winter encampment at San Diego to teach flying to Army and Naval personnel. It was here that he trained Lt. Theodore Ellyson , who was to become U. Naval Aviator 1, and three Army officers, 1st Lt. Beck , 2nd Lt. Kelly , and 2nd Lt. Chikuhei Nakajima , founder of Nakajima Aircraft Company , was a graduate. Through the course of that winter, Curtiss was able to develop a float pontoon design that would enable him to take off and land on water. On January 26, , he flew the first seaplane from the water in the United States. This was the first arrester-cable landing on a ship and the precursor of modern-day carrier operations. On February 24, , Curtiss made his first amphibian demonstration at North Island by taking off and alighting on both land and water. Back in Hammondsport, six months later in July , Curtiss sold the U. Navy their first aircraft, the A-1 Triad. The A-1, which was primarily a seaplane, was equipped with retractable wheels, also making it the first amphibian. The Triad was immediately recognized as so obviously useful, it was purchased by the U. Navy, Russia, Japan, Germany and Britain. Curtiss won the Collier Trophy for designing this aircraft. In , Curtiss produced the two-seat Flying Fish, a larger craft that became classified as a flying boat because the hull sat in the water; it featured an innovative notch known as a "step" in the hull that Porte recommended for breaking clear of the water at takeoff. Curtiss correctly surmised that this configuration was more suited to building a larger long-distance craft that could operate from water, and was also more stable when operating from a choppy surface. Porte and Curtiss produced the America in , a larger flying boat with two engines, for the transatlantic crossing. Porte licensed and further developed the designs, constructing a range of Felixstowe long-range patrol aircraft, and from his experience passed along improvements to the hull to Curtiss. The later British

designs were sold to the U. The Curtiss factory also built a total of 68 "Large Americas", which evolved into the H , the only American-designed and -built aircraft to see combat in World War I. As approached, it was feared that the United States would be drawn into the conflict. Signal Corps ordered the development of a simple, easy-to-fly-and-maintain two-seat trainer. It is one of the most famous products of the Curtiss company, and thousands were sold to the militaries of the United States, Canada and Britain. Civilian and military aircraft demand boomed, and the company grew to employ 18, workers in Buffalo and 3, workers in Hammondsport. In , the U. Navy commissioned Curtiss to design a long-range, four-engined flying boat large enough to hold a crew of five, which became known as the Curtiss NC. The four NC flying boats attempted a transatlantic crossing in , and the NC-4 successfully crossed. Patent dispute See also: Wright brothers patent war A patent lawsuit by the Wright brothers against Curtiss in continued until it was resolved during World War I. Since the last Wright aircraft, the Wright Model L, was a single prototype of a "scouting" aircraft, made in , the U. Post-World War I Peace brought cancellation of wartime contracts. Keys gained control of the company, which later became the nucleus of a large group of aviation companies. Shortly before his death, he designed a tailless aircraft with a V-shape wing and tricycle landing gear that he hoped could be sold in the price range of a family car. He died on July 23, , in Buffalo, New York , [23] of complications from an appendectomy. His funeral service was held at St. Awards and honors By an act of Congress on March 1, , Curtiss was posthumously awarded the Distinguished Flying Cross, which now resides in the Smithsonian. Curtiss Airport when it began operation in Curtiss Manufacturing Company, Inc. Army on April 27 Created first military flying school Developed and flew the first flying boat on Lake Keuka First ship catapult launching on October 12 Lt.

Chapter 4 : Glenn Curtiss - The Full Wiki

Of all the famous aviation pioneers who have been honored for their dedication to the dream of manned flight and their genius for making that dream come true, few can match the creativity and determination of Glenn Hammond Curtiss.

Although his formal education extended only to eighth grade , his early interest in mechanics and inventions was evident at his first job at the Eastman Dry Plate and Film Company later Eastman Kodak Company in Rochester, New York. Neff and Jenny M. Potter, in Hammondsport, New York. They had two children: Curtiss â€" and Glenn Hammond Curtiss â€" Bicycles and motorcycles[edit] Glenn Curtiss on his V-8 motorcycle in Curtiss began his career as a Western Union bicycle messenger , a bicycle racer, and bicycle-shop owner. In , he developed an interest in motorcycles when internal-combustion engines became more available. In , Curtiss began manufacturing motorcycles with his own single-cylinder engines. Corson of the Hendee Mfg Co manufacturers of Indian motorcycles visited Hammondsport in July , he was amazed that the entire Curtiss motorcycle enterprise was located in the back room of the modest "shop". The air-cooled F-head engine was intended for use in aircraft. This motorcycle is now in the Smithsonian Institution. AEA aircraft experiments[edit] The June Bug on its prize-winning historic flight with Curtiss at the controls Between and , the AEA produced four aircraft, each one an improvement over the last. The flight of the June Bug propelled Curtiss and aviation firmly into public awareness. On June 8, Curtiss received U. Hamilton , Augustus Post , and Hugh Robinson. Aerial competitions and demonstration flights across North America helped to introduce aviation to a curious public; Curtiss took full advantage of these occasions to promote his products. The Wrights , who were selling their machines to customers in Germany at the time, decided not to compete in person. Two Wright aircraft modified with a landing gear were at the meet, but they did not win any events. In June , Curtiss provided a simulated bombing demonstration to naval officers at Hammondsport. Two months later, Lt. Fickel demonstrated the feasibility of shooting at targets on the ground from an aircraft with Curtiss serving as pilot. One month later, in September, he trained Blanche Stuart Scott , who was possibly the first American woman pilot. His successful takeoff and ensuing flight to shore marked the beginning of a relationship between Curtiss and the Navy that remained significant for decades. At the end of , Curtiss established a winter encampment at San Diego to teach flying to Army and Naval personnel. Here, he trained Lt. Theodore Ellyson , who became U. Naval Aviator 1, and three Army officers, 1st Lt. Beck , 2nd Lt. Kelly , and 2nd Lt. Chikuhei Nakajima , founder of Nakajima Aircraft Company , was a graduate. Through the course of that winter, Curtiss was able to develop a float pontoon design that enabled him to take off and land on water. On January 26, , he flew the first seaplane from the water in the United States. This was the first arrester-cable landing on a ship and the precursor of modern-day carrier operations. On February 24, , Curtiss made his first amphibious demonstration at North Island by taking off and alighting on both land and water. Back in Hammondsport, six months later in July , Curtiss sold the U. Navy their first aircraft, the A-1 Triad. The A-1, which was primarily a seaplane, was equipped with retractable wheels, also making it the first amphibious aircraft. The Triad was immediately recognized as so obviously useful, it was purchased by the U. Navy, Russia, Japan, Germany, and Britain. Curtiss won the Collier Trophy for designing this aircraft. In , Curtiss produced the two-seat Flying Fish , a larger craft that became classified as a flying boat because the hull sat in the water; it featured an innovative notch known as a "step" in the hull that Porte recommended for breaking clear of the water at takeoff. Curtiss correctly surmised that this configuration was more suited to building a larger long-distance craft that could operate from water, and was also more stable when operating from a choppy surface. Porte and Curtiss produced the America in , a larger flying boat with two engines, for the transatlantic crossing. Porte licensed and further developed the designs, constructing a range of Felixstowe long-range patrol aircraft, and from his experience passed along improvements to the hull to Curtiss. The later British designs were sold to the U. The Curtiss factory also built a total of 68 "Large Americas", which evolved into the H , the only American-designed and -built aircraft to see combat in World War I. Signal Corps ordered the development of a simple, easy-to-fly-and-maintain, two-seat trainer. They were some of the most famous products of the Curtiss company, and thousands were sold to the militaries of the United States,

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Chapter 5 : Glenn Curtiss | Revolvy

Curtiss, an associate of Alexander Graham Bell and bitter enemy of the Wright brothers, achieved several notable firsts in American aviation. Roseberry ``has caught the excitement, suspense and camara.

I hope the week was good for you and you are going to have some time this weekend to catch up with the business of life. Today we are going to talk about Mr. The following article is from the Glenn Curtiss Museum and I have a video that recaps the events found in the article. Glenn Hammond Curtiss Of all the famous aviation pioneers who have been honored for their dedication to the dream of manned flight and their genius for making that dream come true, few can match the creativity and determination of Glenn Hammond Curtiss. Born in Hammondsport, NY, in , his insatiable curiosity, mechanical ability and ambition soon became evident. By the time he reached his teens, bicycles and speed had become a near-obsession with the young Curtiss. He was a champion bicycle racer for years and naturally progressed to designing and building his own machines. By , Curtiss, with three employees, was manufacturing his own motorcycles under the trade name, "Hercules". In a measured-mile run at Ormond Beach, Florida, on Jan. In , Glenn Curtiss began his aviation career in earnest as a member of the Aerial Experiment Association, a group of men focused on getting a man into the air. Army Lieutenant Thomas Selfridge. By this time, the Wright Brothers had already made the first successful controlled flight of a manned aircraft. The Wright Brothers, however, had not allowed public viewing of the flight, and their tendency toward secrecy and continued distrust of the press had resulted in little public notice of the event. It was a mistake that would cost them dearly. On March 12, , the A. The craft took off from the frozen surface of Keuka Lake and remained aloft for 20 seconds, covering a distance of feet, 11 inches, before it went down on one wing and crashed. Two months later, the "White Wing" with Curtiss flying it, covered a distance of 1, feet in controlled flight. This airplane responded so well in testing, that Curtiss determined to enter it in competition for the Scientific American trophy. Winning the first leg in the competition involved flying in a straight line for a distance of one kilometer. On July 4, Curtiss piloted the "June Bug" across Pleasant Valley for a distance of 5, feet â€” 1, feet farther than required. No less important, it was the first officially-recognized, pre-announced and publicly-observed flight in America. In , he flew his "Golden Flyer" a distance of He won the prize money, nationwide recognition, and in the process, won the third leg of the Scientific American Competition and permanent possession of the coveted trophy. It was his much-publicized Albany to New York flight that established the airplane as having some practical value. It was even suggested that it might have a wartime use. Some months later, Curtiss gave the first demonstration of aerial bombing to Army and Navy representatives at Keuka Lake. In addition to making the airplane a practical reality, he pioneered in the design of seaplanes and flying boats. His interest in water-flying led to an association with the U. Navy that was to form a basis for Naval aviation as we know it today. In , he essentially left the aviation business and moved to Florida to become a highly-successful land developer. Opa-Locka was intended to be his crowning achievement, a planned community resembling something from the Arabian Nights. In the spring of , he was awarded an honorary Doctor of Science degree from the University of Miami for his many contributions to the development of the Miami area. At age 52, while undergoing surgery for appendicitis in Buffalo, NY, he developed a blood clot that ended his life. Glenn Hammond Curtiss was returned to his home town where he rests today in a quiet spot in the Pleasant Valley Cemetery, not far from the site of his historic flight in the "June Bug". Source Document Have a good weekend, enjoy some quiet time with a good book, and keep friends and family close.

Chapter 6 : Curtiss Aeroplane and Motor Company - Wikipedia

Glenn Curtiss, Pioneer of Flight has 14 ratings and 1 review. KennyO said: I read this in the same month I read The Bishop's Boys about the Wright Brothe.

Statement of Purpose Of all the famous aviation pioneers who have been honored for their dedication to the dream of manned flight and their genius for making that dream come true, few can match the creativity and determination of Glenn Hammond Curtiss. Born in Hammondsport, NY, in , his insatiable curiosity, mechanical ability and ambition soon became evident. By the time he reached his teens, bicycles and speed had become a near-obsession with the young Curtiss. He was a champion bicycle racer for years and naturally progressed to designing and building his own machines. By , Curtiss, with three employees, was manufacturing his own motorcycles under the trade name, "Hercules". In a measured-mile run at Ormond Beach, Florida, on Jan. In , Glenn Curtiss began his aviation career in earnest as a member of the Aerial Experiment Association, a group of men focused on getting a man into the air. Army Lieutenant Thomas Selfridge. By this time, the Wright Brothers had already made the first successful controlled flight of a manned aircraft. The Wright Brothers, however, had not allowed public viewing of the flight, and their tendency toward secrecy and continued distrust of the press had resulted in little public notice of the event. It was a mistake that would cost them dearly. On March 12, , the A. The craft took off from the frozen surface of Keuka Lake and remained aloft for 20 seconds, covering a distance of feet, 11 inches, before it went down on one wing and crashed. Two months later, the "White Wing" with Curtiss flying it, covered a distance of 1, feet in controlled flight. This aeroplane responded so well in testing, that Curtiss determined to enter it in competition for the Scientific American trophy. Winning the first leg in the competition involved flying in a straight line for a distance of one kilometer. On July 4, Curtiss piloted the "June Bug" across Pleasant Valley for a distance of 5, feet - 1, feet farther than required. No less important, it was the first officially-recognized, pre-announced and publicly-observed flight in America. In , he flew his "Golden Flyer" a distance of He won the prize money, nationwide recognition, and in the process, won the third leg of the Scientific American Competition and permanent possession of the coveted trophy. It was his much-publicized Albany to New York flight that established the aeroplane as having some practical value. It was even suggested that it might have a wartime use. Some months later, Curtiss gave the first demonstration of aerial bombing to Army and Navy representatives at Keuka Lake. In addition to making the aeroplane a practical reality, he pioneered in the design of seaplanes and flying boats. His interest in water-flying led to an association with the U. Navy that was to form a basis for Naval aviation as we know it today. In , he essentially left the aviation business and moved to Florida to become a highly-successful land developer. Opa-Locka was intended to be his crowning achievement, a planned community resembling something from the Arabian Nights. In the spring of , he was awarded an honorary Doctor of Science degree from the University of Miami for his many contributions to the development of the Miami area. At age 52, while undergoing surgery for appendicitis in Buffalo, NY, he developed a blood clot that ended his life. Glenn Hammond Curtiss was returned to his home town where he rests today in a quiet spot in the Pleasant Valley Cemetery, not far from the site of his historic flight in the "June Bug".

Chapter 7 : Glenn Curtiss, Pioneer of Flight by Cecil R. Roseberry

A biography of one of the most significant figures in the history of American aviation. It also provides a documented history of the development of the field of aviation and those involved in it through the first three decades of the 20th century.

Although he only received a formal education up to Grade 8, his early interest in mechanics and inventions was evident at his first job at the Eastman Dry Plate and Film Company later Eastman Kodak Company in Rochester, New York. He invented a stencil machine adopted at the plant and later built a rudimentary camera to study photography. Neff, in Hammondsport, NY. Curtiss began his career as a Western Union bicycle messenger, a bicycle racer, and bicycle shop owner. In he developed an interest in motorcycles when internal combustion engines became more available. In he began manufacturing motorcycles with his own single cylinder engines. His first motorcycle actually had a tomato can for a carburetor. In he set a motorcycle land speed record at 64 miles per hour for one mile. In he set a world record of For four years, until , he was literally "The Fastest Man on Earth". In , Curtiss became a supplier of engines for California "aeronaut", Tom Baldwin. In , Curtiss was approached by Alexander Graham Bell to provide a suitable engine for heavier-than-air flight experimentation. Through the course of the next two years, the AEA produced four aircraft, each one an improvement over the last. Curtiss primarily designed and flew their third aircraft, the famous June Bug, 5, feet on 4 July to win the Scientific American Trophy. This was considered to be the first pre-announced public flight of a heavier-than-air flying machine in America. For this flight and for other achievements that were to follow, Curtiss received U. The flight of the June Bug propelled Glenn Curtiss and aviation firmly into public awareness. The Wright Brothers , who were selling their machines to customers in Germany at the time, elected to not personally compete. There were two Wright aircraft at the meet but they did not win any events. Curtiss went on to win the overall speed event, flying a 10 km course at It is notable that two years earlier, Curtiss went 90 mph faster on a motorcycle. During the period, Curtiss employed a number of demonstration pilots including Eugene Ely, Charles Hamilton and Lincoln Beachey. Aerial competitions and demonstration flights across North America helped to introduce aviation to a curious public; Curtiss took full advantage of these occasions to promote his products. In May , he flew from Albany to New York City to make the first long-distance flight between two major cities in the U. A month later he provided a simulated bombing demonstration to Naval officers at Hammondsport. Two months later, Lt. Fickel demonstrated the feasibility of shooting at targets on the ground from an aircraft with Curtiss serving as pilot. One month later, in September, he trained the first woman pilot, Blanche Stuart Scott. On 14 November , Curtiss demonstration pilot Eugene Ely took off from a temporary platform mounted on the forward deck of the cruiser USS Birmingham. His successful takeoff and ensuing flight to shore marked the beginning of a relationship between Curtiss and the Navy that remained significant for decades. At the end of , Curtiss established a winter encampment at San Diego to teach flying to Army and Naval personnel. It was here that he trained Lt. Theodore Ellyson, who was to become U. Through the course of that winter, Curtiss was able to develop a float pontoon design that would enable him to take off and land on water. Demonstrations of this advancement were of great interest to the Navy, but more significant as far as the Navy was concerned, was Eugene Ely successfully landing his Curtiss pusher the same aircraft used to take off from the Birmingham on a makeshift platform mounted on the rear deck of the battleship USS Pennsylvania. This was the first arrester-cable landing on a ship and the precursor of modern day carrier operations. Curtiss custom built floats and adapted them onto a Model D so it could take off and land on water to prove the concept. Back in Hammondsport six months later, in July , Curtiss sold the U. Navy their first aircraft, the A-1 Triad. The A-1, which was primarily a seaplane, was equipped with retractable wheels, also making it the first amphibian. The A-1 was immediately recognized as so obviously useful, it was purchased by the U. Navy, Russia, Japan, Germany, and Britain. Curtiss won the Collier Trophy for designing this aircraft. Around this time Curtiss met the retired English naval officer John Cyril Porte who was looking for a partner to produce an aircraft with him in order to win the Daily Mail prize for the first transatlantic crossing. In Curtiss produced the two-seat

"Flying Fish", a larger craft that became classified as a flying boat because the hull sat in the water; it featured an innovative notch in the hull that Porte had recommended for breaking clear of the water at takeoff. Curtiss correctly surmised that this configuration was more suited to building a larger long-distance craft that could operate from water, and was also more stable when operating from a choppy surface. In collaboration with Porte, in Curtiss designed the "America", a larger flying boat with two engines, for the Atlantic crossing. Porte licensed and further developed the designs, constructing a range of Felixstowe long-range patrol aircraft, and from his experience passed back improvements to the hull to Curtiss. The later British designs were sold to the U. The Curtiss factory also built a total of 68 "Large Americas" which evolved into the H, the only American designed and American built aircraft that saw combat in World War I. As approached, it was feared that the United States would be drawn into the conflict. Army Air Corps ordered the development of a simple, easy to fly and maintain two-seat trainer. It is one of the most famous products of the Curtiss company, and thousands were sold to the military of the United States, Canada and Britain. Civilian and military aircraft demand was booming and this year saw their operations grow to employ 18, workers in Buffalo and 3, workers in Hammondsport. In the U. Navy commissioned Curtiss to design a long-range, four-engined flying boat large enough to hold a crew of five, which became known as the NC Post World War I, peace brought a downturn in military contracts which saw the Curtiss company shrink significantly, and Glenn Curtiss returned to his love of racing to improve product development, only this time with racing aircraft instead of motorcycles. Curtiss seaplanes won the Schneider Cup two consecutive races, and The race was won by U. Piloted by US Army Lt. Thirteen days later, Jimmy Doolittle won the Schnieder in the same aircraft fitted with floats. Doolittle finished first with a top speed of The patent dispute with the Wright brothers continued for several years until it was resolved during World War I. Since the last Wright aircraft, the Wright Model L was a single prototype of a "scouting" aircraft, made in , the U. In , the U. Those who have followed the development of aviation on international lines since the very earliest days will learn with regret of the death, on Wednesday, July 23, of Mr. As one of the pioneers of American flying, Mr. Curtiss shared the perils, anxieties and disappointments of that period with the Wright Brothers , and coming through these risks successfully built up one of the two largest firms of aircraft constructors in the United States. Curtiss, who also, like the Wright Brothers, was the son of a clergyman, was born in , and began his career in a cycle-repairing shop. He then in turn took up motor-cycle racing and motor-cycle building, his success in the latter field bringing him an order to build the engines for a dirigible. This task so interested him that thereafter he devoted himself entirely to the furtherance of aviation. In he designed his first aeroplane, which was known as the June Bug, and succeeded in flying it for a distance of about a mile. A year later he competed successfully at the International Aviation Meeting at Bheims, and in won a prize of 10, dols. Both the machines and the engines used on these three occasions were designed and built by him. The former were comparable to a series of box kites with the engines placed between the wings, but they possessed the important features that the biplane tail had its counterpart in two small planes thrown out in front of the machine, and that for the first time the aileron principle was successfully used to secure balance. In a flight, which he made at the Langley aerodrome, he used-a twin monoplane, whose engine was placed between two pairs of wings fore and aft. Later on, he spent a considerable time in developing hydroplanes and flying boats, as well as in organising flying schools. By , both boats and aeroplanes were, being manufactured, and his factories were working on commercial lines. It is of interest to note that a Curtiss engine was employed in the-large German flying boat, Do.

Chapter 8 : Glenn Curtiss - Wikipedia

As was true of so many early aviation pioneers Glenn Curtiss was interested in anything that moved - and moved fast. In Glenn Curtiss rode his Curtiss Motorcycle with an 8 cylinder 40 horsepower engine at Ormond Beach, Florida on January 23rd, covering a mile in just 25 and 2/5 seconds!

And then there is Hammondsport, N. Interesting and well-kept museums are found at both locations. The Wright brothers made bicycles. So did Glenn Hammond Curtiss, their chief competitor, who was born in Hammondsport, at the southern tip of Keuka Lake, on May 21, His middle name came from town founder Lazarus Hammond. The Wrights continued in the bike business in Dayton, Ohio, while experimenting with their planes, but Curtiss started manufacturing motorcycles. The first plane Curtiss had anything to do with was Red Wing, which Casey Baldwin lofted from the ice at Keuka Lake on March 12, , before a small crowd. This statement was the beginning of a feud and eventual litigation between the Wrights and Curtiss. That the Wrights made the first powered flights has generally been accepted, but the achievements of Curtiss spanned several decades and took the airplane from its wood, fabric and wire beginnings to the forerunners of modern transport aircraft. The new museum documents his life and unique accomplishments. White Wing was the first plane in America to be controlled by ailerons instead of the wing-warping used by the Wrights. It was also the first plane on wheels this side of the Atlantic. The first plane Curtiss built and flew was June Bug. In , Curtiss won the first leg of the three-legged Scientific American magazine competition for being first to fly in a straight line for more than a kilometer. He won the next leg of the competition in , for establishing a distance record. He also won the third leg of the competition and permanent possession of the Scientific American trophy in One of the major contributions to flight progress during this period was the invention of ailerons, which was the basis for the litigious rift between the Wrights and Curtiss. It was a Curtiss plane flown by Eugene Ely, a company exhibition pilot, that made the first successful takeoff from a Navy ship in Another Curtiss plane, the NC-4, made the first crossing of the Atlantic in Curtiss built the first U. Navy aircraft, called the Triad, and also trained the first two naval pilots. The success of the first flights of many new aircraft in those beginning days is also associated with the OX series of engines that Curtiss designed. About 12, of the series were builtâ€”most were installed in British, Canadian and American aircraft during World War I. It is the last of the series, the OX-5, that is best known. There was such a surplus of engines after World War I that they were sold at bargain prices by the government to many postwar aircraft manufacturers. In addition to a Jenny, other major aircraft on view in the Curtiss museum include precise replicas of the June Bug and Curtiss Pusher, plus an original Curtiss Oriole and Curtiss Robin. A glider is on display, as are OX engines. An avid outdoorsman, he developed a folding tent-type trailer in A very streamlined fifth-wheel trailer was developed from this in , called the Aerocar. The Curtiss four-wheeled Aerocar Motor Bungalow, or Land Yacht, evolved, which was 19 feet long, 12 feet wide and more than 7 feet high. Some of the museum space is devoted to early Hammondsport history as it relates to the inventive times in which Curtiss lived. There are collections of china dolls, cameras, radios, woodworking tools and many other antiques from the turn of the century. The village of Hammondsport, which today still boasts a population of only about 1,, is about five miles northeast of Bath, N. The town site is where Keuka Lake meets what the original settlers called Pleasant Valley. Helping to keep things pleasant today are a dozen wineries and the Greyton H. He died two months later and is buried in the Pleasant Valley Cemetery, near the scene of his first aviation triumphs. A local newspaper was first to suggest it; then, when Curtiss died in , the idea again emerged, only to fade once more. In , local resident Otto Kohl began collecting Curtiss memorabilia. Although financial support was slow in coming, Curtiss memorabilia began to accumulate. Curtiss Museum was formally dedicated on May 18, A library and archives were established, and a request for donations of authentic Curtiss artifacts led to the acquisition of additional items for display. Before the national bicentennial celebration in , the museum underwent many changes and improvements. Exhibits were cleaned and many items in the collection were restored. A replica of the June Bug was built by volunteers and flown. Navy celebrated the 75th anniversary of naval aviation in , a half-scale model of the A-1 Triad was dedicated, and a full-size model of a Curtiss

hydro-floatplane was flown from Keuka Lake. An original Curtiss Oriole and Curtiss motorcycles manufactured under the name Hercules were acquired, as well as many items of local history. It was clear that new quarters had to be found to house the growing collection. Various plans were formulated for expansion of the museum between and In , a former winery was purchased, and on July 4, , the new Glenn H. Curtiss Museum was opened to the public. The new facility devotes 34, square feet to permanent exhibits, and 2, square feet to temporary exhibits. The building also contains a seat theater, library, archives, photographic lab, catering kitchen, a restoration shop and gift shopâ€”all on one floor. The number of visitors continues to grow, and it can now be said that aviation buffs have a new mecca in Hammondsport that is certainly worth the trip. The museum staff is well on the way to achieving that goal. The museum is open all year except Thanksgiving and Christmas. For museum hours, admission charges, and other information, telephone

Chapter 9 : GLENN CURTISS: Pioneer of Flight by C. R. Roseberry | Kirkus Reviews

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For many months after the war, normal rail travel in Europe remained problematic and irregular because of the shortage of passenger equipment and the destruction of tracks and bridges. In addition, chaotic political conditions in central and eastern Europe often disrupted schedules. The situation opened many possibilities for launching airline routes. Although few airfields existed, aircraft of the postwar era could and did use relatively short sod runways for years, meaning that locating suitable airports near most cities was not the formidable engineering challenge that emerged in subsequent decades. Characteristically, organizers of the first postwar airlines relied on stocks of inexpensive surplus military planes, especially bombers, such as the De Havilland DH-4, that could be modified to accommodate passengers and mail. Two basic types of piston engines powered the typical fabric-covered biplanes of the early postwar era. In-line engines, with cylinders aligned one behind the other or positioned in two banks in a V-type installation, required a radiator and the circulation of a liquid coolant. Radial engines, with cylinders arranged in a circle around the crankshaft, had numerous small fins on the cylinder that radiated heat to the passing airstream in order to keep the engine cool. These relatively straightforward piston-engine designs made long-range flights possible and opened a new era of passenger travel. The headliners Although airlines ran newspaper advertisements after World War I, the biggest aviation headlines belonged to fliers in relatively primitive piston-engine aircraft that challenged the Atlantic and transcontinental distances. In May a U. Navy Curtiss NC-4 successor to the Curtiss Model E flying boat made it from Newfoundland to Portugal by way of the Azores Islands before flying on to Great Britain, compiling 54 hours 31 minutes in the air over its day trip. John William Alcock, Arthur Whitten Brown, and the Vickers Vimy airplane in which they made the first nonstop transatlantic flight, By the U. These fabric-covered biplanes featured interchangeable landing gearâ€”replacing wheels with floats for water landings. One plane crashed in Alaska, forcing the two-man crew to hike out of a snowbound wilderness. Near the end of the expedition, a second aircraft, en route to Iceland, went down between the Orkney and Faroe islands. With support from the U. State Department , and overseas American officials during an odyssey of 23, miles 37, km that consumed days, the remaining pair of planes arrived back in Seattle. All this happened before Charles Lindbergh , flying a single-engine Ryan monoplane, made his nonstop solo flight in 33 hours 30 minutes from New York to Paris in In Britain, overland flights connecting colonial interests down the length of Africa drew considerable attention. Departing London, another pair of ex-RAF pilots battled capricious winds, sudden storms, equatorial updrafts, and assorted adventures before arriving at Cape Town after 45 days and three planes. Alan Cobham repeated the feat in a single-engine commercial plane, surveying a route for Imperial Airways Ltd. The challenge of polar flights also engaged a number of daring fliers. Piloting a Fokker trimotor, Richard Byrd made claim to the first flight over the North Pole in , followed by his pioneering expedition with a Ford Motor Company trimotor over the South Pole in Two years later, with the aid of an autopilot, Post broke his world record during a solo flight of 7 days 19 hours. In Amelia Earhart became the first woman to complete a solo transatlantic flight. Five years later, during a global attempt, she disappeared somewhere over the Pacific. In addition to long-distance records, speed records continued to rise. For example, the Schneider Trophy races, conducted in Europe between and , pitted single-engine racing planes equipped with floats against each other. With entrants carrying the colours of their respective countries, considerable international prestige and technological recognition was attached to the outcome. Designers focused on high-performance engines and streamlined fuselages. By the early s, successful British racers from Supermarine, reaching about miles km per hour, were contributing to the designs that led to the legendary Spitfire fighters of World War II. Behind the headlines, the collective technology and operational know-how of the record-seekers contributed to modern airline travel.