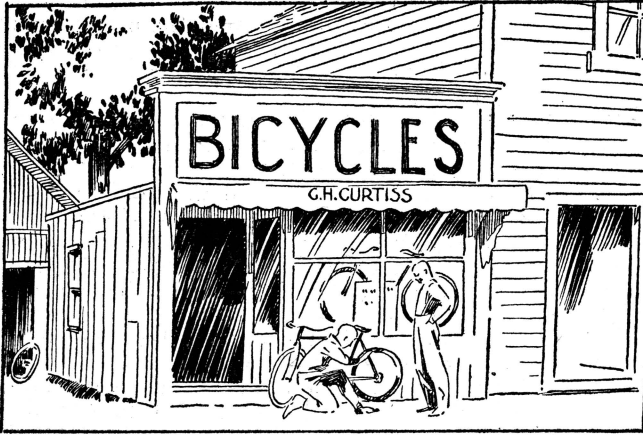


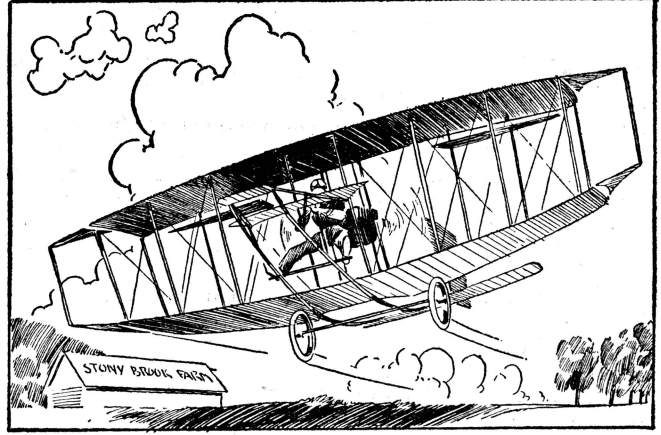
# They Had What It Takes

## XIX—GLENN H. CURTISS—ACE OF THE PLANE MAKERS

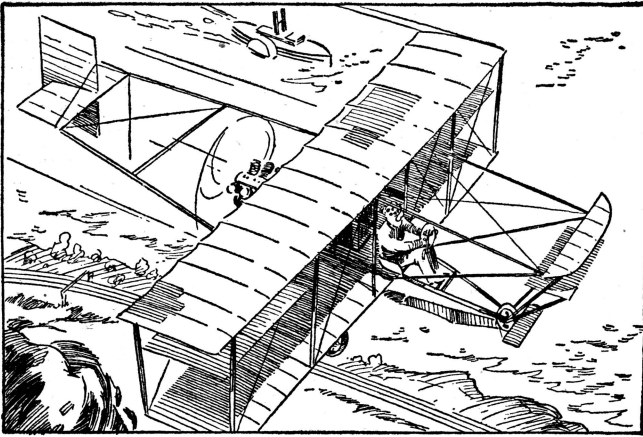
By ALDEN McWILLIAMS



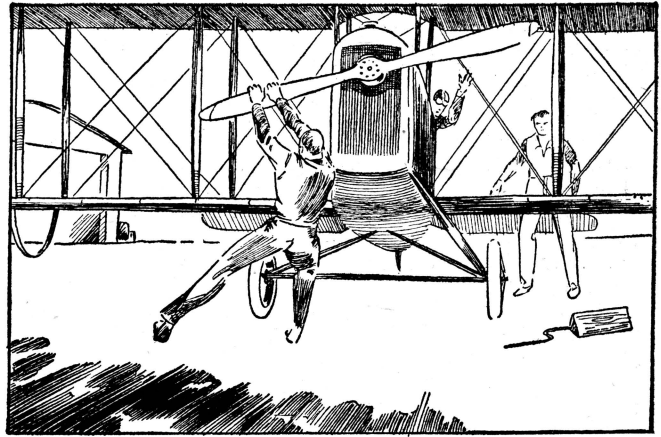
1—Glenn Curtiss was born in Hammondsport, N. Y., in 1878. Unable to afford school after the age of 15, he went in for bicycle racing and at 22 owned his own bike shop. Next came a whirl at motorcycle racing, following which he began making small engines. Then when the balloonist Tom Baldwin took one of his motors for sky use, Curtiss' aero career was launched.



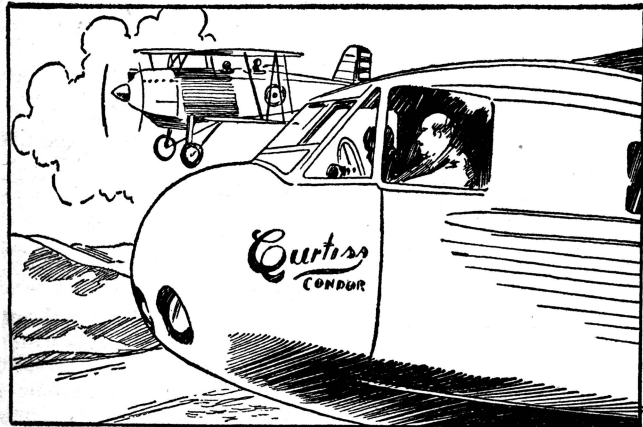
2—It was in 1908 that Curtiss had his first flight. Then for two years he served under Dr. Alexander Bell in the Aerial Experiment Association of America. Finally, Curtiss built and flew his first plane—the famed *June Bug*. And when that early craft won the award offered by the *Scientific American* and ran up a total sky mileage of 2,000 miles, the world's homage was his.



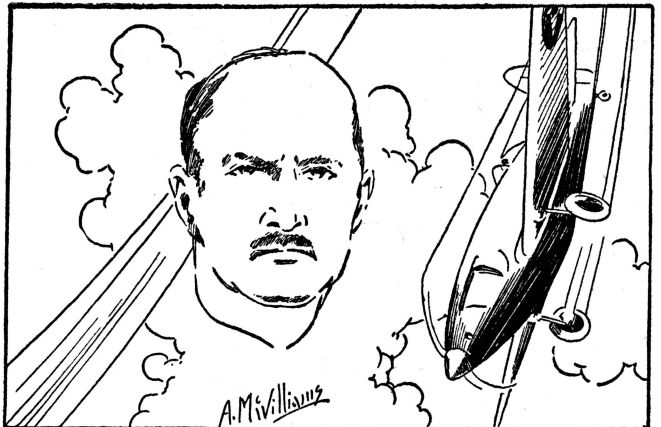
3—The Gordon Bennett Cup was the New York pioneer's next prize. He won this award by outflying Bleriot by 6 seconds at Rheims, France, in 1909. Then 1910 saw his Albany to New York City flight which brought him the *New York World's* \$10,000 purse. In the following years he trained flyers both for his own growing company and for Army and Navy service.



4—After making and flying the first seaplane, Curtiss concentrated on building aircraft. In 1914 he produced the renowned "Jenny" and thereafter sold many of them as Army trainers. At this time, too, he brought out his "H" type flying boat to try for the Wanamaker transoceanic flight prize of \$50,000. But our entrance into the Great War curbed this project.



5—Continuing a broad program after the mass production days of the War, the skilled designer ever sought to make better ships. And such planes as his Curtiss Racer, with which Doolittle won the Schneider Cup in '25, attested his success. Striking Army craft followed. Then in 1930 Curtiss was honored when he re-flew his Albany-New York hop of 1910 in a Condor.



6—But two months after this anniversary flight, the renowned veteran died, and the world mourned this man who had been foremost in developing aircraft. Glenn H. Curtiss had no engineering degree, yet he was an engineer of the highest order. A great flyer, he held America's first pilot license; an even greater builder, he set the pace for the other plane builders.