

CHARLES WM. MEYERS

2418 Country Club Prado
Coral Gables 34, Fla.

2-1-120

Born- May 29 1896, at Columbus Junction, Iowa. *d. October 1, 1972*

School- Glen Ridge N.J. High School. Pratt Institute, Brooklyn, N.Y.

Started aviation career building and flying Model Airplanes. In 1912 and '13 I turned to building man carrying gliders. Designed and built a monoplane glider with landing gear and controls. With this I was able to teach myself some of the rudiments of flying. First flight was made at Glen Ridge N.J. June 29 1913.

Went to work for Aeromarine Plane and Motor Co., at Nutley N.J. in 1914 and moved with them to Keyport N.J. Worked as mechanic in final assembly and later in mechanical service on Airplanes and Engines in the field. During this period I was able to ride often on experimental airplanes with Clarence DeGiers and Allen Adams, factory test pilots.

Left Aeromarine late in 1916 to join the Royal Flying Corps. Was taught to fly power aircraft and was commissioned Lieutenant. Remained with R.F.C. which later became Royal Air Force, until discharge in the Spring of 1919. Shortly after I joined the U.S. Air Corps, (later became U.S. Air Force) Reserve.

At this time I bought a Canadian Canuck OX5 training plane and barnstormed thro' Ohio and the midwest. Moved south during the winter of 1919 and '20. The next few years I barnstormed thro' Kentucky, Tennessee, Alabama, Georgia, Florida and the Carolina's. In 1921 I designed and built a three place plane around the OX5 engine. With this, an Avro and the old Canuck I continued barnstorming, flying instruction etc. In 1925 I designed and built a small Taper Wing biplane, known as the Meyers Midget, using a Bristol Cherub 30 H.P. engine. This plane weighed 304 lbs. empty and average 106 M.P.H. around a five mile triangle *COURSE* at the National Air Races held at Philadelphia where I raced it in 1926.

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Continued.

Late in 1926 I joined Waco Aircraft at Troy Ohio, as Engineering Test Pilot and Airplane Designer. While with Waco I designed the Waco 10 around the OX5 engine. This plane was later fitted with Wright J5, Hispano Suiza, Siemens Halski and other engines . Also I designed the Waco Taper Wing with the Wright J5 engine.

Left Waco in 1928 to join Great Lakes Aircraft Co., at Cleveland Ohio, as Engineering Test Pilot and Airplane Designer. While there designed the Great Lakes Trainer around the American Cirrus engine. Flew the factory and Navy acceptance tests on a Torpedo Bomber built by Great Lakes for the Navy.

During the barnstorming and factory years I did a great deal of racing. At National Air Races, local and State meets, Ford reliability Tours, and cross country Derby's. Finished in the top money in all the Ford Tours I entered. Placed first in the Transcontinental Derby New York to Spokane Wash., National Air Races. Second in the derby from Miami to Cleveland National Air Races. Fourth in the New York to Los Angeles Derby, National Air Races. Third in the American Cirrus Derby, which flew around about two thirds of the rim of the United States. This was with a standard Great Lakes against special built racing planes. Numerous 1st, 2nd, and 3rd. places in closed course races at National Air Races, local and State meets.

Did the test flying for B.F. Goodrich Co., Akron Ohio, on the De-Icing equipment they developed.

Joined Eastern Air Transport, which later became Eastern Air Lines, late in 1931, flying Mail and later Passengers. Retired after 25 years with Eastern in November 1956.

My F.A.I. license issued by the Aero Club of Canada is #239.
F.A.A. license is #1142, Air Transport, Class A rating.

To date I have 26 thousand 600 hundred hours in the air. I fly now for fun and convenience.