

Glenn aea
successfully released
succeeding
prototypes with the

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Glenn Curtiss knew motorcycles but more importantly engines.

In 1902, he formed the G. H. Curtiss Manufacturing Company best known for its Hercules motorcycle.

In fact, it was this motorcycle that caught the attention of Thomas Scott Baldwin, a pioneer balloonist. Curtiss' engine was to power the first controlled dirigible flight. It was a success. This led to his involvement with the Ariel Experiment Association, or the AEA (Lawrence 2015).

The AEA successfully released succeeding prototypes with the third being Curtiss' design. It was known as the June Bug. In 1909 Curtiss produced the Golden Flyer, this was to be the first commercial private sale in the United States (Lawrence 2015). The next few years consisted of many firsts often overshadowed by a patent dispute, regarding the use of ailerons, with the Wright brothers (Glines 2016). Despite the dispute, Curtiss continued to impact the industry. He pioneered the design of the first floatplane and flying boat.

It was his aircraft, flown by Eugene Ely, that made the first successful takeoff from a Navy ship. The NC-4, Curtiss' design, made the first crossing of the Atlantic. He built the Navy's first aircraft, the Triad. The Jenny became a standard in military training.

His engine design, the OX series, is attributed to much of the industry's success (Glines 2016). Glenn Curtiss truly advanced aviation. II. Problem The AEA intentionally neglected to use "wing warp" in their earlier designs as it would infringe on the Wright brother's patent. In its place Alexander Graham

Bell introduced the aileron, a control surface responsible for roll (Lawrence 2015). Curtiss continued to design his aircraft using the aileron, capitalizing on it along the way, despite warning. The Wright brothers sued claiming it still fell under the patent (Trainor 2015).