

1
Date of Birth: Sept 23, 1897

Parents: Mr. James B. Taylor and Lydia Anne Thorne Taylor

He had two sisters. Mildred who was five years younger than he and Pricilla who was two years younger.

Facts;

He went to the Bove School in New York

He went to the Browning School in New York

He went to Hamilton Lodge School in Conn. ~ you

He went to the Pomfret school in Conn. about 4 years

He got interested in Aviation when he had Rheumatic Fever. He got the Rheumatic Fever from an infection in his leg which he got from a mat burn while wrestling. While he was sick he built a model airplane and it was so good that it hung in the Grand Central Palace The whole week of the automobile show.

He was a wonderful athlete. He loved Wrestling and swimming and football and skating. Although he was a good skater, he did not particularly like hockey.

He supposedly had his first flight with Tom Boland in the Tailless Pusher. (I do not believe this to be true. Check with Bob)

He also supposedly went to the Bleriot School in Pau to learn to fly. This is definitely untrue. He learned to fly in the Navy.

He was abroad in the summer of 1912. He was 15. Went to England France and ~~Switzerland~~ Switzerland. While in France, They hired a car and chauffeur. The chauffeur came to Mr Taylor Sr. once and told him about a beautiful model plane he had seen in a store. Mr Taylor immediately took young Jim and they went and bought it. It was a model run by compressed air. When it was pumped up the air ran out and turned the propeller. They took it to the park and found a deserted field. As soon as they began to pump it up a crowd began to gather. They appeared

as if from nowhere and soon a large mass of people ^{was} ~~was~~ gathered around the model. Just as young Jim was about to try to fly it a gendarme(cop) walked up and asked Mr. Taylor if he had a licence to fly it. Mr Taylor was slightly confused. The main reason being the fact that neither he nor young Jim spoke French. He finally asked the chauffeur to act as interpreter. They finally persuaded the gendarm^e(cop) that they just wanted to fly the damn thing not to sell it. By the time they had done this it was time to go home and they never had the nerve to try it again in France.

He never smoked or drank.

He owned a Packard racing car when he was about eighteen. He knew every piece of it and always kept it in good condition. All through his life he loved cars and engines. He always had trick types such as Fiat^s and old English Rolls Royces. Later in his life he met a man named Coffyn and between them they built the CO-TAY. It was the first miniature[#] car. They never had the money to have it manufactured. *or something*

Just spelling it
He went abroad again in the summer of 1914. He was 17. Went to England France and Germany. He showed a great interest in zepl^{ins} when he was in Germany. He[#] took some pictures of zepl^{ins} illegally while he was there. He got out of Germany two days before the war started.

He graduated from Pomfret in June 1916. He ~~###~~ went to a tutoring school at Princeton during the winter of 1916-1917 expecting to enter Princeton the next year. However the war inter^rupted him. One day he showed up at his father's Wall Street office and told him that he wanted to join the air corps. His father immediantly got his partner Colonel Hallahan[#] and they drove out to Roosevelt field with Jim. When they asked they were told that he could not getⁱⁿ unless he were twenty one "even if he was the son of the President of the United States."

A few weeks later he again showed up at his fathers office and told him about a new unit that was being formed. His father immediatly got his other partner and they went out to the Navy's Granate Stages boat and asked again. Two Lieutenants were there and they said yes, there was a chance, but he would have to take an exam. They finally decided to give it to him right there. He knew more about ^{air}aiplanes and engines than both the Lieutenants put together. He was accepted..He went in as a Carpenters Mate 2nd Class. In this position he helped build the Bay Shore Naval Base.

His father came to see him once, and he was disgusted with the way he and the other men were dressed. They had on regular sailor suits which were very inadequate for flying. He wrote a letter ^{to} Josephus Daniels who was ~~the~~ the Secretary of the Navy. He told him that he thought ~~the~~ the clothing awful and suggested instead a uniform with spats, etc. He got an immediate reply from the ^{act.} Secretary of the Navy who was then Franklin D Roosevelt. The new uniforms were immediately ^{ate} issued. Young Jim got his four days before his marriage to Aileen Sedgewick.

I shall take a short time out here to tell something about Mr Taylor sr. He was and is a Wall Street Broker. He was always interested in inventions and backed dozens of them. I don't know if any of them ^{was} were a success. All the ones I have heard about failed. He backed the first streamlined train. It all went fine except that at one of the stations the platform was too close to the rails and the train ^{was} wrecked. He also backed an airoplane which ~~was~~ was designed by a Columbia student. It cracked up twice, Mainly because neither of the people who took it up knew how to fly. The first was a race car driver who had never even seen a plane and the second was Wilcox, the designer, who had never been up ~~in~~ in his life. Mr Taylor was and is a director of the American Can Company. He was the youngest of thirteen children. He was at one time (I am not sure if he still is) mayor of Cove Neck, Long Island.

4 He was moved to Miami and in December 1917 he was commissioned Ensign. Jim
While in Miami there was an instructor who thought ~~###~~ was good. He apparently
told the right people and ~~###~~ ^{Jim} ~~###~~ recieved orders to go to Washington.
Grover Loening had desighned a plane to land on floats. ~~###~~ Jim helped
build it and then tested it at Bay Shore, Long Island. (more detailed
report on this will be put in later.)# *deals with Loening*

He was transferred to the Mineola Army field after this and did
some test work. It was there that he met all the aviators who became
his friends, and also while he was there, he flew all different types
of ships.

After he left the Navy he ordered the first Moth and became
the Avian distributor.

deals again
He was also the first sales agency for Lockheed.

His# hobby was photography.

Lt J.G. Provisional. March 1918.)

Lt provisional, January 1919.

He supposedly did deck landings on the carrier Langley and on
improvised runways on battleships. (I will check this) *well Navy*

When he was in Paris shopping several years after the war, he saw
something he wanted he ^{and} in automobile store. He was just about to go in
and get it when he remembered that he didn't speak French. Being a rather
shy man he decided to go back and get his wife who spoke French perfectly.
After crossing Paris to get her and bringing her into the store the
salesman walked over and said, "Is there anything I can do for you." He
said this in perfect English.

1929
after
It is stated that he had made a parachute jump, in Wings Over
America. This is entirely untrue. The closest he ever came to a jump
was at the Worlds Fair. I went up in the parachute jump there with
him and he said he was scared to death.

(It says so in Personal
Log Books, but Lockheed
gives no confirmation.)

He never wore belts to hold him ^{self} together in dives. He didn't scream and blackout as other test pilots have ^{supposedly} reported doing. He always rolled up his shirtsleeves and chewed Dentine. He never wore fancy flying things.

He ^{supposedly} raced as a gentleman driver in Italy and France. (I will check this.) *This is not true as far as I know.*

Was deputy sherriff of Nassau County.

Took over dives of SOC (Helldiver) after Paul Boyde was killed.

He had a great faith in people and he loved younger people. They in return worshiped him. If he ever went to a wedding or any social gathering, you would always find him in a corner with younger people crowded around him. There was one little girl of about thirteen that loved flying. (this was in 1942). She was a girl scout in the troop that Jim's oldest daughter, Aileen, managed. She built beautiful models of airplanes and kept a notebook. She sent the notebook up to Jim so that he could correct it. He did and thought it amazingly good. He promised that he would take her up in an airplane as soon as was possible. He was killed to^o soon after this promise to carry it out and the girl was hurt very much by his death. *She never had met him.*

He and Haven Page organised Air Associates at Roosevelt Field.

He was a member of the:

Institute of the Aeronautical Sciences.

Royal Aeronautical Society.

Royal Aero Club.

Society of Automotive Engineers.

Wings Club

First Reserve Aero Squadron Association.

Quiet Birdmen.

U.S. Naval Institute.

Army Ordinance Association.

Naval Order.

Army and Navy Club.

Military Order of the World War.

Union Club.

Piping Rock Club.

Aircraft Owners and Pilots Association.

American Society of Mechanical Engineers

Private Flyers Association.

Southeastern Skating Association.

Seaplane Flying Association.

National Aeronautic Association of U.S.A.

Automobile Club of #####. New York.

New York Zoological Society.

The Pacific Aviation Club.

Air Defense League.

Recess Club.

Nausau Police ##### Conference.

He held these Licences:

Naval Aviators Licence No.437

Transport Licence.

F.A.I. Licence.No.222

British"A"Licence

Expert Pilots Licence No,183

Expert Aviator No.81

He was connected with(as designated):

Upressit Products Corporation.---Director.President (X)

Taylor-Ainsworth, Inc.---President

Air Associates, Inc.---Director. Was Co-founder

Relief Wings.---Endorser

Aviation Country Club.---President

Hurley Townsend Corporation.---Director

Sportsman Pilot Magazine.---Contributing Editor