

PERSONAL LOG LEAVES

**James Blackstone
Taylor, Jr.
Test Pilot**

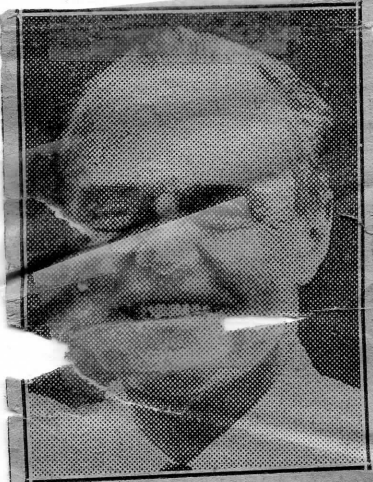
"Jimmie" Taylor to the industry. Born in New York September 23, 1897. The eldest of a socially prominent family. Spent his youth about New York, in the Pomfret Prep School and other places.

The family used to summer near Mineola, and Jimmie used to get into the hair of such famous pilots as Tex Millman, Tom Boland and the other pioneers who were breaking sky trails out in that area from 1908, 9, and 10. As a matter of fact, Jimmie chiseled his first hop from Boland in the Boland tailless pusher.

Taylor made his first serious effort to fly in 1914. The Taylor family were touring Europe, and Jimmie slipped off to the Bleriot school at Pau to learn to fly. In the Bleriot system, one soloed almost immediately, because there were no dual controlled ships. The students were started in a clipped wing roller, and given more wing area, until they were flying.

The Taylors returned to New York, and Jimmie matriculated at Princeton, and life proceeded smoothly, until the U. S. entered the World War. Being too young to get into the Army Air Corps, Jimmie joined the N. Y. Naval Militia and, having already soloed, he and Gil Douglas were put into an N9 boat. They were sent to Miami as instructors. Later on they were borrowed to do experiments on deck landings, catapult take offs, etc.

Soon after the war, a converted collier with a flat top deck, called the "Langley," the first U. S. aircraft carrier, arrived. Most of the first landings on it were made in



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Standards, and the problem wasn't arresting the ship after it landed as it is today, but keeping the brakeless planes from rolling off, as the forward speed of the motor was pretty close to the speed of the plane.

Chance Vought the plane. The first ship for deckboard, and Jimmie was assigned to do some of the test flying on the early Vought Observation ships.

In 1922, Taylor left the Navy and in 1927 organized Air Associates Inc. at Curtiss, (now Roosevelt) Field. He ordered the first Moth, later acted as American distributor for Avian, sold the Aristocrat, and was the first sales agency for Lockheed.

About 1931, Curtiss built the SOC, (Helldiver). When Paul Boyd was killed when one came apart, Jimmie took over test work on it. In aviation's first burst of prosperity, his services as a consultant had been used by many a less experienced buyer, and the exactness of his opinion was respected. As a result, much of the terminal velocity dive testing in Grummans. Severskys and other dive bombers has been turned over to Taylor. He also tested most of the famous Gee Bee racers, the Barkley Grow, the Bellanca Swoop and other noted fast ships.

His present company, Taylor-Ainsworth, consulting engineers in aviation, has been used for the exactness of their survey work by some of the most important investment houses in Wall Street. It also distributed Seabird.

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Jimmie is one of the famous family men in the business. Has six children, four boys and two girls, ranging from 7 to 19 years. Lives in Manhattan. His hobby is photography. Plays tennis and ice hockey to keep in trim. Is one of the few executives in the business who gets into the office at 9 promptly.