



FALCON
FOUNDATION



SCHOLARSHIP IN HONOR OF

GLENN L. MARTIN

Glenn L. Martin

Glenn L. Martin was born at Macksburg, Iowa, January 17, 1886. By the time he was six, he had had his first experience with both flight and business procedures. He built the best box kites in his neighborhood, so he set up his first successful production line - 25 cents a kite - on the floor of his mother's kitchen.

Young Martin's first aircraft was a biplane glider built during 1907. Two years and more than \$2000 later, the first Martin airplane, a motorized propeller biplane built in an abandoned church, was ready for flight - 100 feet at a two-foot altitude.

By 1911, Glenn Martin had begun making "some real money" by virtue of several aviation firsts and stunts that had made him one of the most in-demand fliers on the barnstorming circuit.

First to deliver newspapers by plane and first to drop a baseball into a catcher's mitt from an airplane, he also tossed a bouquet into a May queen's lap, bombed a mock fort, and hunted coyotes and escaped convicts by plane. He used his plane to pick up a passenger from a boat and to search the ocean for lost aviators. He was the first flyer to take motion pictures from the plane; first to shower the public from the air with department store advertising and merchandise coupons, and one of the first to deliver mail by plane. Martin was even the first pilot to fly his mother.

He attracted worldwide attention May 10, 1912 piloting a seaplane of his own manufacture roundtrip from Newport Bay, near Los Angeles, to Catalina Island, then an astounding flight of some 76 miles.

During the fall of 1912, his organization was incorporated formally as the Glenn L. Martin Company

and operations were shifted to Los Angeles, where he also started a pilot's school from which many future aviation leaders would earn their wings.

Despite the extremely limited pre-World War I market for aircraft, the Los Angeles plant turned out the first Martin aircraft built for the military the following year, an Army model TT trainer. That model, with Martin at the controls, carried out the first aerial bombing experiment. Two of the company's other few customers were Lincoln Beachey, an acrobatic flier of some renown, and William Edward Boeing, a Seattle lumberman and flying enthusiast who soon would establish his own aircraft manufacturing firm.

But Martin, who had earned Expert Aviator's Certificate Number Two (Glenn Curtis was awarded Certificate Number One), had to meet payroll by continuing to barnstorm the country at county fairs and other local celebrations.

The Glenn L. Martin Company was re-established at Cleveland, Ohio, where it remained for a decade.

The Cleveland firm recruited perhaps the top aeronautical engineering team of the half century, including Donald W. Douglas, Sr., Lawrence D. Bell, J.A. Kindleberger, and C.A. Van Dusen - all later to head their own aircraft manufacturing companies. The remarkable team produced the MB-2, a twin-engine biplane designed for Army use in the World War I. Although the war ended before that plane could see action at the front, the MB-2 remained the standard Air Corps bomber for several years.

Martin developed and built many different types of planes for the Army and Navy during the

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1920's, pioneering the first night mail planes for the Army; building the first all-metal seaplane; adapting the MB-2 for torpedo launching; and developing the first practical dive bomber.

The tempo of aircraft development increased steadily and Martin outgrew its Cleveland facilities by 1928. The next location, at Middle River on the Chesapeake Bay near Baltimore, was important because it was close to Washington, D.C.; it provided access to open water for seaplane testing; allowed year-round flying weather; and offered a skilled labor supply.

The next quarter century was the golden age of aircraft production for Martin. From the Baltimore facility came a distinguished line of aircraft -

aircraft that helped establish America's position in world aviation and, more important, played a vital role in crushing the Axis powers during World War II when the company's employment peak reached 70,000. Those planes included the B-10, the first of the modern bombers and winner of the 1932 Collier Trophy; the China Clipper and her famous sister seaplanes that flew Pan American's trans-Pacific route from San Francisco to Manila; the Navy PBM Mariner series; the RAF Baltimore bomber; the famed B-26 Marauder bomber; the giant Mars cargo and troop carrier flying boats.

Finally, in 1961, the Martin Company merged with the American-Marietta Company to form the Martin-Marietta Corporation.

Dear General Bellis:

Martin Marietta is pleased to sponsor the Falcon Foundation Scholarship in honor of Glenn L. Martin, one of the world's most famous aviation personalities. As a pioneer in the development of manufacturing techniques, Glenn L. Martin distinguished himself with many firsts in aviation history.

Sincerely,

Caleb B. Hurtt

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President

Martin Marietta Aerospace

(In 1995, Lockheed and Martin Marietta merged to become Lockheed Martin Corporation.)



The Falcon Foundation is a 501(c)(3), non-profit foundation. Its purpose is to provide scholarships to College or Preparatory Schools for motivated young people seeking admission to USAFA and a career in the Air Force.

Although it is a separate organization, the Falcon Foundation works closely with USAFA.