

## Daniel Guggenheim Medal

---

### MEDALIST FOR 1940

*For contributions to aeronautical development and the production of many types of aircraft of high performance.*



### GLENN LUTHER MARTIN

As a young man in his late teens Glenn Luther Martin read in the newspapers of the Wright brothers' flight at Kitty Hawk, and knew with complete conviction that he too would someday build airplanes and fly them.

Born in Macksburg, Iowa, on January 17, 1886, he received his education at Kansas Wesleyan University in Salina. His family moved to Santa Ana, California, in 1905, and there he began his aeronautical career by building a biplane glider in which, with characteristic thoroughness, he practiced flying privately until he was sure he had mastered it. He then rented an abandoned church, and began construction of his first powered biplane.

When the new craft was ready, two years later, he taxied for days to get the feel of it. He made his first powered flight on August 1, 1909, covering 100 feet at a two-foot altitude. For several weeks he continued low flights, following each hop with a period of study and adjustment.

His first advertised exhibition flight took place in November 1910, after which the plane was put on exhibition, raising several hundred dollars which young Martin used toward the construction of his second plane. During 1911 he barnstormed all over the West. Worldwide attention was focused on him when, on May 10, 1912 he flew a Martin-built seaplane from Newport Bay, near Los Angeles, to Catalina Island and back, a distance of 38 miles.

While continuing his public appearances, which involved a great variety of feats and "firsts," he moved his factory to Los Angeles and started a flying school. In 1913 he produced a four-passenger seaplane, and using a simple cross-hair bomb-sight, made one of the earliest aircraft bombing tests. He invented the first free-fall parachute, and among the top sensations of 1913 were parachute jumps made by Miss Tiny Broadwick from airplanes piloted by Martin.

In January 1918 he went to Washington with plans for a new bomber, and received an order to build several models. The first rolled out of his new plant, in Cleveland, Ohio, only six months

## Daniel Guggenheim Medal

---

later: the MB-1, a twin engined biplane capable of carrying a bomb load of 1,500 pounds. In a few years Martin aircraft were in such demand that the plant in Cleveland was no longer adequate, and in 1929 he moved the business to Middle River, twelve miles from Baltimore. Here he began to turn out peacetime aircraft such as the China Clipper, used in the Pacific by Pan American Airways, and warplanes such as the B-10 twin-engine bomber, which won the Collier Trophy for 1932.

In World War II the plant at Middle River produced such warplanes as the B-26 Marauder and the Martin Mars, as well as PBM Mariners. After the war, the company continued to develop transport aircraft, jet bombers and long-range flying boats, and to this series added rockets and guided missiles. Glenn Martin retired from active direction of the company in 1952, and died in Baltimore on December 4, 1955.