



HEINRICH 1909 MONOPLANE

much less powerful but lighter and more reliable, bought by dad Heinrich when he allowed that the boys seemed serious.

Before the United States entered the first World War, Art was a flight instructor. Near war's end, the Heinrichs produced a functional beauty of a fighter biplane for the government. Art held the altitude record with a passenger at 16,000 feet plus. Had Art been a "business man" he probably could have been a wheel in the air industry. But to those who knew him, he was a peaceful, mild man

given to quiet experimentation, bird watching, and a seemingly unending variety of capabilities.

The Heinrich's farmsite field was used until 1916 and, today, a Baldwin school stands on the exact spot where the 1909 plane was built, and flown, one of the coincidences that led to the belated acclaim. In 1925, Art had won the model contest (he was one of the world's best) at the Philadelphia Sesquicentennial Fair. Paul Garber, head curator of the National Air Museum at the Smithsonian, wrote a letter asking Art to *(Continued on page 61)*