



QUIET BIRDMEN HANGAR #218 PINEHURST, NORTH CAROLINA

**QB MEMBER PROFILES
PROFILE NUMBER 5**

Harry Frank Guggenheim

QB #1018

Hangar: unknown, NYC & SC



QB Profiles – Harry Frank Guggenheim



But First – QB in the Carolinas – a Chronology

1. Columbia, SC (CAE), Hangar #69, 9/1955
2. Charlotte, NC (CLT), Hangar #71, 9/1955
3. Charleston, SC (CHS), Hangar #111, 1/1974
4. Raleigh, NC (RDU), Hangar #113, 3/1974
5. Greensboro, NC (GSO), Hangar #120, 12/1975
6. Wilmington, NC (ILM), Hangar #122, 8/1976
7. Myrtle Beach, SC (MYR), Hangar #160, 10/1987
8. Hilton Head, SC (HHI), Hangar #181, 10/1996
9. Greenville, SC (GSP), Hangar #185, 10/2000
10. Goldsboro, NC (GWW), Hangar #196, 10/2005
- 11. Pinehurst, NC (SOP), Hangar #218, 2/2015**
12. Lumberton, NC (LBT), Hangar #220, 10/2015
13. Aiken, SC (AIK), Hangar #225, 12/2017



A Brief History of the Guggenheims - 1



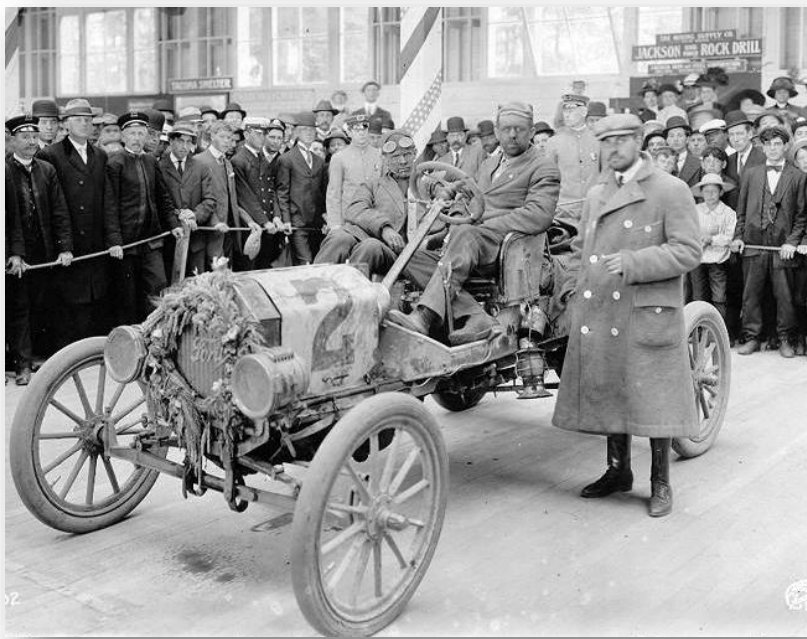
- **Meyer Guggenheim**, patriarch of the American family, was born in 1828 in **Lengnau**, one of only two villages where Jews were permitted to live in Switzerland between 1633 and 1874.
- He emigrated to the USA in 1847 (at age 19) with his father, Simon Meyer. The two established a business **importing Swiss lace and embroidery**. After investing in **silver mines** in the Leadville mining district of Colorado, he expanded into **ore smelting** in Colorado. He built smelters across the United States and in northern Mexico. As his sons grew up, they assumed leading roles in the family mining and smelting business, the **Colorado Smelting and Refining Company**.
- Guggenheim met **Barbara Myers** (1834–1900), a fellow immigrant on the ship to the United States, and married her four years later around 1852. Together, they were the **parents of ten surviving children**.

A Brief History of the Guggenheims - 2



- Daniel Guggenheim, **second oldest** of the children from Meyer and Barbara Guggenheim, was born in **1856** in **Philadelphia**, Pennsylvania. He was sent to **Switzerland** as a young man to study the Swiss lace and embroidery business, and to serve as a **buyer for his father's import firm**.
- The discovery of **high-grade silver-lead ore** in the Guggenheim mines in 1881 became the foundation for the **Guggenheim fortune** in mining.
- In 1884, Daniel returned to the US to help manage the family's **booming mining and smelting business**. Daniel helped to establish the Guggenheim mining and smelting business in Mexico, which by 1895 was earning **profits of \$1m a year**.
- In July 1884 he **married Florence Shloss**. Together they had three children, Meyer (1885), **Harry** (1890) and Gladys (1895). Their residence would eventually become **Hempstead House** (formerly "Castle Gould"), Sands Point, Long Island, NY.
- Daniel Guggenheim became **head of the family** after his father's death in **1905** and was the most active of Meyer's sons in developing and acquiring **worldwide mining interests**.

QB Profiles – Harry Frank Guggenheim



- Born **August 23, 1890**, in West End, NJ as the second son of Daniel and Florence Guggenheim.
- His father assumed control of the Guggenheim family enterprises after his grandfather's death in 1905, and his mother was a co-founder, and president, of the **Guggenheim Foundation** as well as the treasurer of the **Women's National Republican Club** from its start in 1921 until 1938.
- His older brother, **Meyer Robert Guggenheim**, served in the US Army during WWI and was **U.S. Ambassador to Portugal** from 1953-54.
- His younger sister, **Gladys Eleanor Guggenheim Straus**, became an expert on food and nutrition. She was a co-founder of **Gourmet magazine** and its assistant editor from inception to 1950.

QB Profiles – Harry Frank Guggenheim



- Harry graduated in 1907 from the **Columbia Grammar School** in Manhattan, and then he attended the **Sheffield Scientific School of Yale University**.
- He later left Yale and served a **three-year apprenticeship** at the **American Smelting and Refining Company (ASARCO)** in Aguas calientes, Mexico. The company was owned by the Guggenheim family. (On March 27th, 1916, Pancho Villa's supporters attacked a train, killing 17 Americans, including ASARCO employees.)
- He resumed his education in 1910 at England's **Pembroke College at Cambridge University**. He earned his B.A. and an M.A. from Cambridge, both in 1913. At college he was a **tennis champion**.
- In 1917 he bought a **Curtiss flying boat** and moved to Manhasset, New York. In September 1917 he joined the **United States Navy Reserve** and served overseas in France, England and Italy as a member of the **First Yale Unit** during World War I.

The First Yale Unit



- The First Yale Unit was started by then Yale sophomore **F. Trubee Davison (QB #601)** in **1915**. He was then only 19 years old. The First Yale Unit is considered to be the first naval air reserve unit. Davison became an American World War I aviator, Assistant United States Secretary of War, Director of Personnel for the CIA, and President of the American Museum of Natural History.
- Davison and a handful of other students from Yale feared that the United States would soon be dragged into the war effort and would find itself **poorly prepared**, especially in **aviation**. Davison told his mother that the government was "**asleep at the switch**."
- During his Navy flight test on July 28, 1917, he lost control of his **Curtiss seaplane** in a panic attack and spiraled into the sea, the impact of which split the plane in two. His back was broken, and his spinal cord was injured, requiring a six-month hospital stay.

QB Profiles – Harry Frank Guggenheim



- Early in 1917, Harry Guggenheim, while vacationing in Florida, decided that United States entrance into World War I was imminent and began taking **flying instruction** near **Palm Beach**. He continued training on Long Island and, after he was commissioned in the Naval Reserve, he **won his wings** at the American bombing and gunnery school near **Bordeaux, France**.
- At the end of the war Guggenheim was a **lieutenant commander**. In World War II, he was recalled to active duty in the Navy and rose to the **rank of captain**.
- After Lindbergh's famous crossing of the Atlantic in 1927, Mr. Guggenheim made *Falaise*, his Sands Point home, available to the aviator, who secluded himself there to **write his book, "We,"** for which he had contracted before the flight. The Guggenheim Fund also underwrote a Lindbergh tour on which the young pilot took his plane, The Spirit of St. Louis. The tour was designed to convince the public of the **safety and convenience of air travel**. The fund allotted to the project some \$69,000, the bulk of which, \$50,000, went to Lindbergh.



Guggenheim in Paris, May 1918

Lieutenant Harry F. Guggenheim, Administration Division, Naval Aviation Forces, Paris
To Captain Hutchinson I. Cone, Commander, Naval Aviation Forces, Foreign Service
4 Place d'Iena,
Paris, France.

May 10, 1918.
Captain H.I. Cone, U.S.N.
U.S. Naval Aviation Forces.
4 Place d'Iena, Paris.

SUBJECT: Organization of U.S. Naval Aviation Forces in Italy.

Dear Captain Cone:

The following duties are being performed or are about to be performed by the U.S. Naval Aviation Forces in Italy.

1. The operation of two seaplane stations, one at Porto Corsini, and the other at Pescars <Pescara>.
2. The training of U.S. Naval Aviation Student pilots at the Italian Flying School at Lake Bolsena.
3. The insurement of the receipt of adequate supplies from both the Italian Government and the United States Navy, in accordance with the memorandum attached hereto, for the adequate operation of the seaplane stations and the school.¹
4. The general liaison work between the U.S. Naval Aviation Forces and Italian Aviation, in particular the forwarding of information of Italian aviation practice for the use and benefit of your forces.



QB Profiles – Harry Frank Guggenheim



- In 1924, Harry's parents established the **Daniel and Florence Guggenheim Foundation**, and he was made a director and later its president.
- His interest in aviation and friendships among aviation's pioneers led to the sponsorship of key aeronautical developments following WWI, made possible through the **Guggenheim Fund for the Promotion of Aeronautics**.
- He sponsored **Robert H. Goddard's** private research into liquid fuel rocketry and space flight. In the image left, **Harry Guggenheim, Robert Goddard and Charles Lindbergh (QB #637)** visit Goddard's test station near Roswell, NM in 1935.
- In 1938 Harry Guggenheim and Charles Lindbergh arranged for (then Major) **Jimmy Doolittle (QB #1578)**, then employed by Shell, to discuss with Goddard a special blend of gasoline. (image to left: Guggenheim & Doolittle, ca 1928-1930)

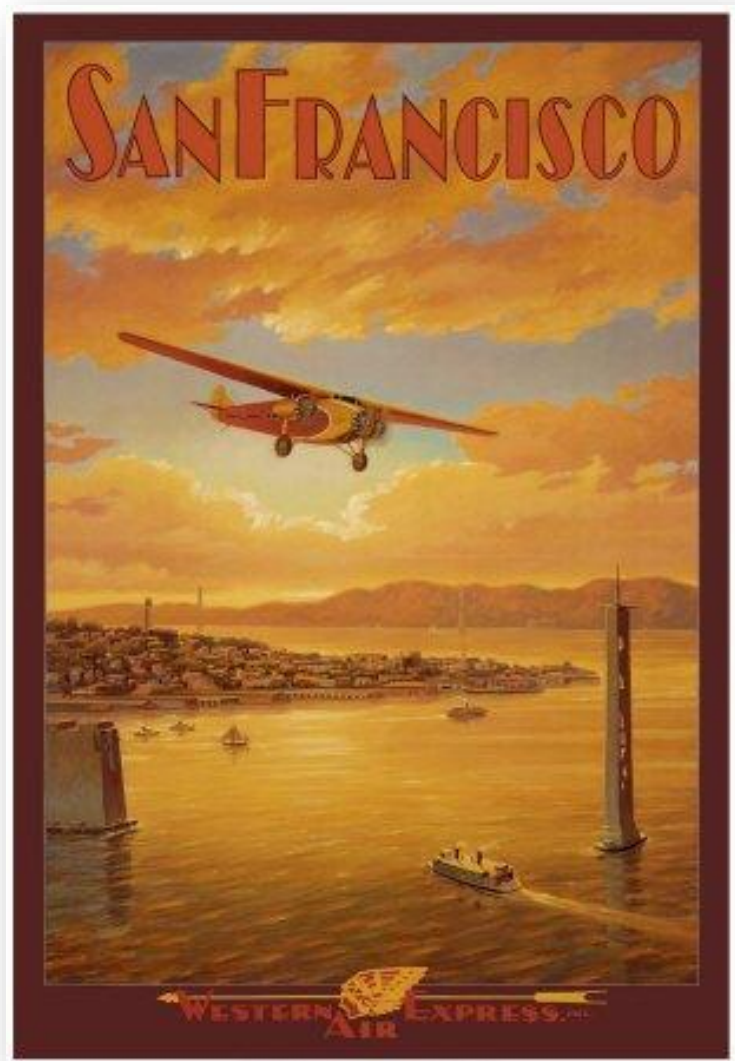


QB Profiles – Harry Frank Guggenheim



Board Meeting of the **Guggenheim Fund for the Promotion of Aeronautics** at Hempstead House, 1928 Seated L-R: John D. Ryan, Daniel Guggenheim, Orville Wright, W.F. Durant Standing L-R: J.W. Miller, F.T. Davison, Elihu Root, Jr., H.I. Cone, Charles A. Lindbergh, Harry F. Guggenheim, Robert A. Millikan

QB Profiles – Harry Frank Guggenheim



- This fund, totaling \$3 million, included an equipment loan for operating the **first regularly scheduled commercial airline** in the United States, **Western Air Express** in California.
- It also provided for the establishment of the **first weather reporting** exclusively for passenger airplanes.
- Grants were provided to **establish aeronautical schools and research centers** at California Institute of Technology, Stanford University, the University of Michigan, the Massachusetts Institute of Technology, the University of Washington, Georgia School (later Institute) of Technology, Harvard University, Syracuse University, Northwestern University, and the University of Akron.
- The Guggenheims were **Goddard's primary funder** throughout his rocketry career, at a grand total of \$183,500. Ironically, Daniel, Florence, and Harry **did not see a single Goddard rocket take flight**.

Western Air Express Fokker F-32



The Fokker F-32 was a passenger aircraft built by the Fokker Aircraft Corporation of America in 1929 in their Teterboro, New Jersey factory. It was the first four-engined aircraft designed and built in the United States. Ten examples were built, but they only entered limited commercial service; their high cost and problems with the cooling of the after engines proved prohibitive.

Western Air Express Fokker F-10



A dazzling Lucille Ball is shown here after a flight on a Western Air Express Fokker F-10, a plane referred to as the "Queen of the Model Airline". The Fokker F-10 was an enlarged development of the Fokker F.VII airliner, built in the late 1920s by the Fokker Aircraft Corporation of America. It carried 12 passengers, four more than the F.VII, and had a larger wing and more powerful engines.

QB Profiles – Harry Frank Guggenheim



- One effort also involved bringing together advances in radio navigation made by the Department of Commerce's **Bureau of Standards**, plus progress made in **gyro instruments**, principally by **Elmer Sperry**, inventor of the **directional gyrocompass** and the **artificial horizon**. **Paul Kollsman**, developer of the **sensitive altimeter**, also was included. Left: Elmer Jr. Sperry and Lt. Marion Higgins holding gyroscopes used in U.S. Army Air Corps field exercises.
- The **Safe Aircraft Competition** was established in 1927 to achieve a real advance in the safety of flight through improvement in the aerodynamic characteristics of heavier-than-aircraft without sacrificing the good practical qualities of present-day aircraft. The winning aircraft from 15 competitors was the Curtiss Tanager.

QB Profiles – Harry Frank Guggenheim



- Another program, suggested by Lindbergh and sponsored by the Guggenheims, was the **marking of rooftops** throughout the nation to assist in navigation. All towns of between 1,000 and 50,000 population were requested by their postmasters to **paint the town name** in letters 10 to 20 feet high on a prominent rooftop, as well as a **large arrow pointing north** and a smaller arrow pointing **to the nearest airfield**. By December 1929, more than 8,000 American towns had so identified themselves.
- His chief business interest after 1941 was *Newsday*, the tabloid **Long Island daily news** paper he founded with his third (and final) wife, the former **Alicia Patterson**. Guggenheim was president of the company, while his wife was editor and publisher until her death in 1963, then he assumed those duties until 1967. The circulation of *Newsday* reached 450,000 and received the **Pulitzer Prize in 1954**.



QB Profiles – Harry Frank Guggenheim



- He was the **United States ambassador to Cuba** from 1929 until his resignation in 1933. According to his obituary, "much of his time during that period was devoted to prevailing on the Cuban dictator-president, Gen. Gerardo Machado y Morales, **"not to murder too many of his political enemies,"** as Mr. Guggenheim later put it.
- From 1929 on Guggenheim was a major thoroughbred racehorse owner and breeder. His **Cain Hoy Stable** raced in the United States and was the owner of numerous successful horses including the **1953 Kentucky Derby winner Dark Star**. He was the breeder and owner (until his death) of **Ack Ack**, who is in the Thoroughbred Racing Hall of Fame and was American Horse of the Year in 1971. His Cain Hoy Stable yearlings were trained on the grounds of the plantation. But his horse-breeding operations were centered in Lexington, Ky.



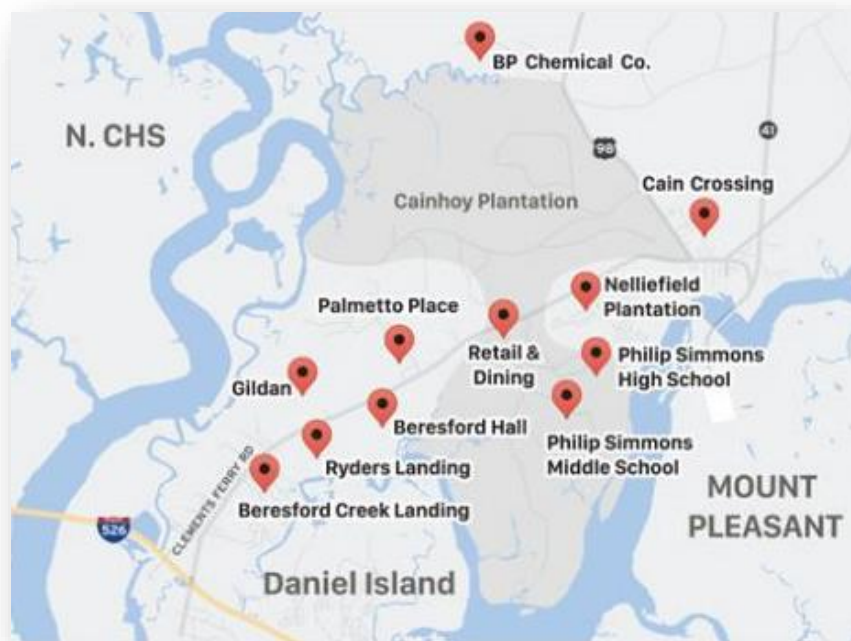
Harry Guggenheim in WWII



- Harry remained in the Naval Reserves and was called back to duty shortly after the start of World War II in December of 1941.
- On June 27, 1943 Commander Guggenheim became the first Commanding Officer of the newly completed **Mercer Airfield**, located near Trenton, New Jersey.
- In May of 1945, he joined the **USS NEHENTA BAY** (CVE-74) task group as it steamed to support the landings at Okinawa.
- Guggenheim served as the **turret gunner** in Grumman TBM-3 torpedo bombers.
- On June 7, the USS NEHENTA BAY came under kamikaze attack, suffering no damage. Guggenheim also took part in a strike that day against Japanese positions south of Okinawa.



Daniel Island and Cain Hoy



- After buying up the 11,000-acre Cain Hoy plantation and the 4,000-acre **Daniel's Island** in the harbor at **Charleston, SC**, Harry turned the properties into a thriving **timber-cutting enterprise**.
- In the 1950s, as the Korean War neared its end, Mr. Guggenheim began inviting “**the Generals**” to Cain Hoy in the weeks before Christmas. They included **Generals Vandenberg, Doolittle, Everest, Partridge and Twilling**, as well as **Admiral Land**.
- The aging warriors certainly enjoyed each other’s company; however, the **main attraction** was the **wild turkey hunt** that took place on Cain Hoy Plantation’s 10,000 acres.
- For several days they would hunt turkey in the morning at Cain Hoy, and in the afternoon they would hunt **quail and dove** on Daniel Island. Doolittle never missed a hunt, although in 1963 **he nearly shot off his foot** in a gun accident. He and Guggenheim decided that perhaps they were getting a little **too old for hunting** and would instead gather for social events. The December gatherings continued **until 1973**.

QB Profiles – Harry Frank Guggenheim

- Was married three times:
 - **Helen Rosenberg** (m. 1910; div. 1923), this marriage produced two daughters, Joan and Nancy.
 - **Caroline Morton Potter** (m. 1923; div. 1939), this marriage produced one daughter, Diane.
 - **Alicia Patterson Brooks** (m. 1939; died 1963)
- Harry **died of cancer** on January 22, **1971** (aged 80) at the family home in Sands Point, Long Island, NY.
- He was the scion of a wealthy mining family, and was immensely proud of his heritage, and unashamed of his riches. He made that clear in an incident during the Depression of the nineteen-thirties, when he habitually traveled from his 30-room chateau on Long Island to his Wall Street office in a custom-built car driven by a liveried chauffeur. One morning, as the automobile drew to the curb at the Equitable Building, 120 Broadway, and the chauffeur opened the rear door, two unemployed men approached, poked their heads inside, stuck out their tongues and jeered, “Capitalist! Capitalist!” The tall, blue-eyed, barrel chested Mr. Guggenheim, impeccably tailored, climbed out of the tonneau, stuck out his tongue and jeered back, “Flatterers! Flatterers!”



CAVU FOREVER BROTHER QB



Thank You

For more information, see “The Guggenheims: Aviation Visionaries”, historynet.com





QUIET BIRDMEN HANGAR #218 PINEHURST, NORTH CAROLINA

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www.aerosouth.net/QB**

