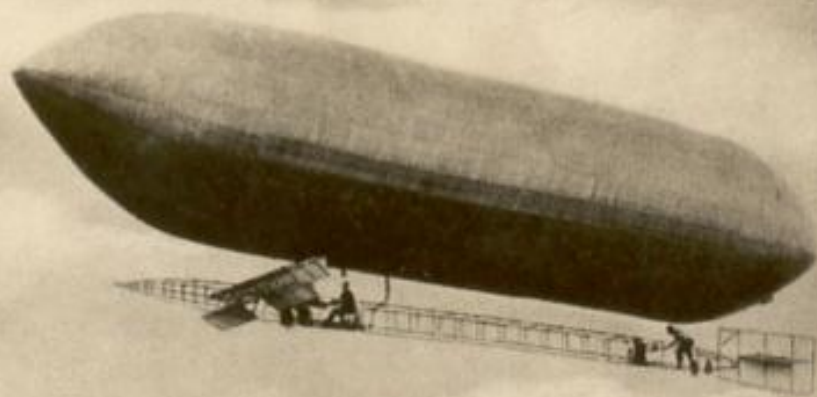
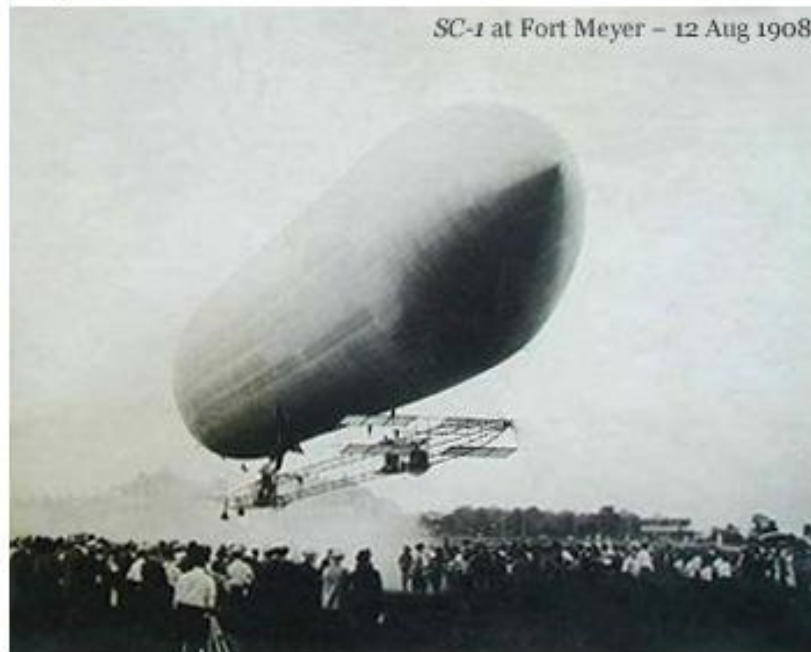


Baldwin airship SC-1



On 1 August 1907, by office memorandum, Brigadier General James Allen established an Aeronautical Division within the U.S. Army Signal Corps, and placed Capt. Charles deForest Chandler in charge of it, assisted by two enlisted men. Before the end of the year, a 20,000 cu. ft. dirigible, to be purchased upon acceptance, was ordered from the Baldwin Airship Company. On 12 August 1908 the first official test flights were made with Baldwin as pilot and Glenn Curtiss as flight engineer, at Fort Meyer, Virginia, located across the Potomac River from Washington D.C. - By 18 August the Baldwin non-rigid dirigible balloon successfully completed its trials and Capt. Chandler wasted no time in immediately turning Lieutenants Thomas E. Selfridge, Frank P. Lahm and Benjamin D. Foulois, who had all volunteered to serve in his fledgling component of the Signal Corps, over to Thomas Scott Baldwin for pilot training. On 28 August the airship was accepted by the Army and designated Signal Corps Dirigible No.1, or, SC-1. Built in Hammondsport, N.Y., at a cost of \$6,750, SC-1 carried a crew of two and a payload of 450 lbs (includes 100 lbs ballast). In September, while flying with Orville Wright at Fort Meyer, Lt. Selfridge was killed when the Wright Flyer crashed - and it was not until 26 May 1909, that Lts Lahm and Foulois made their first ascent on SC-1 to qualify as the Army's first airship pilots. In addition to the acceptance of his airship, T. S. Baldwin was appointed by the United States Government to superintend the building of all spherical, dirigible and kite balloons; thus he became known as "The Father of the American Dirigible".

SC-1 at Fort Meyer - 12 Aug 1908



Gasbag..... Rubberized fabric
Volume..... 20,000 cu.ft.
Length..... 96.0 ft
Max. Diameter..... 19.5 ft
Motor..... 20 h.p. Curtiss
Speed..... 20 mph
Total lift-force..... 1,360 lbs

SC-1 in tentshed at Fort Meyer

Baldwin airship SC-1

Fort Meyer - 12 Aug 1908



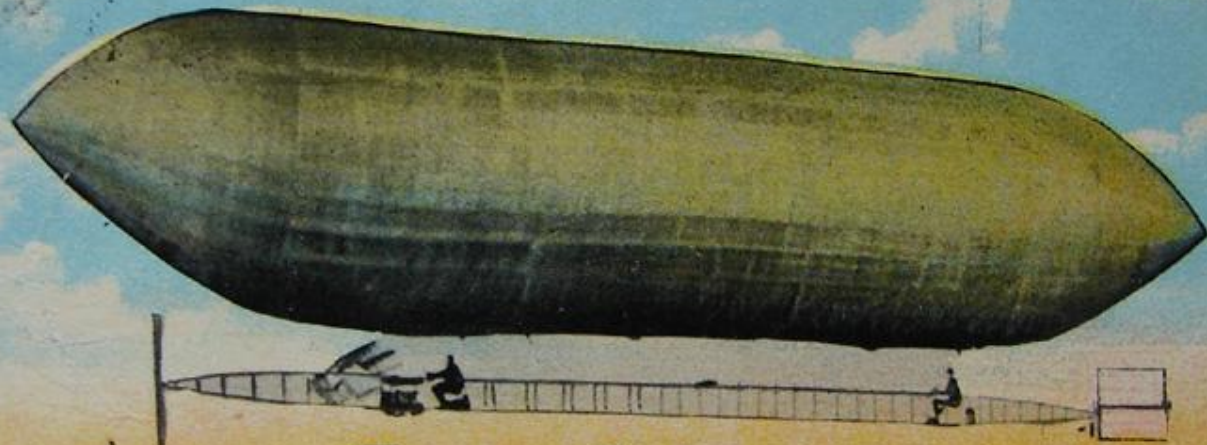
GOVERNMENT AIRSHIP---Built and operated by Capt. T. S. Baldwin and G. H. Curtiss.



Milo cigarette card Aeroplane series No 103

Forward manouvering planes and motor nacelle
Fort Meyer - August 1908

U. S. Dirigible Balloon, Fort Leavenworth, Kansas.



Courtesy, Dick Stettler