

First Manned Flight in America?

Location: Kitty Hawk, North Carolina

Date: December 17, 1903

Pilot: Orville Wright

Length of Time In Flight: 12 seconds

Distance Covered: 120 feet

Highest Elevation Attained: 20 feet

Location of Landing Site: Kitty Hawk, North Carolina

Location: Philadelphia, Pennsylvania

Date: January 9, 1793

Pilot: Jean Pierre Blanchard

Length of Time In Flight: 46 minutes

Distance Covered: 15 miles

Highest Elevation Attained: 5,812 feet

Location of Landing Site: Deptford, New Jersey

The major difference between the two flights other than locations, dates, duration, elevation and distance flown is the methods used:

Wright – 1903: Mechanical Powered

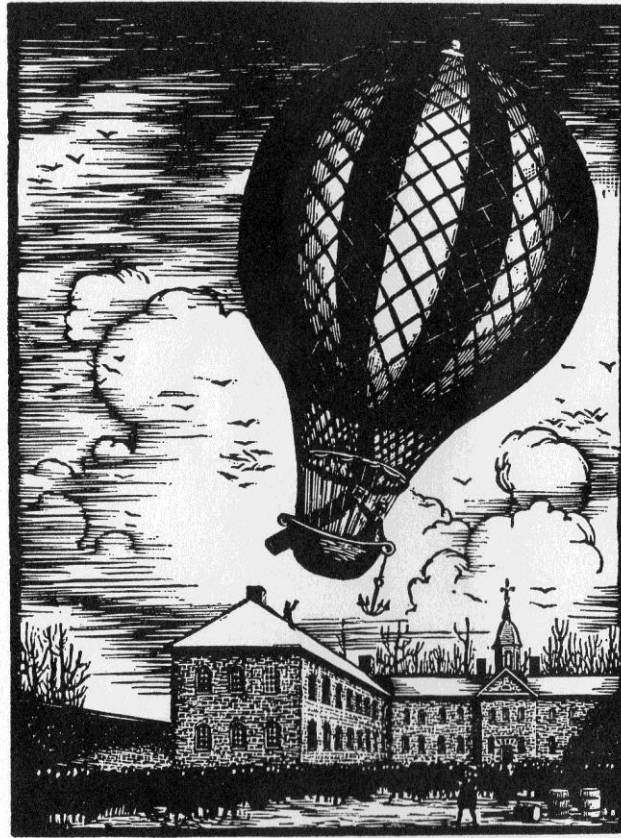
Blanchard - 1793: LTA (Lighter Than Air) Gas

Therefore the first manned flight in America was Blanchard's flight from Philadelphia, PA to Deptford, NJ.

North Carolina license plates proclaim their state "First in Flight". Ohio, birthplace of Orville and Wilbur Wright, claims to be the "birthplace of aviation. However, the first flight in North America took place in Philadelphia. Granted, it was a balloon, but Philadelphia can rightfully claim to be the site of the first flight in the United States.

Gregory P. Kennedy is an internationally known expert in aerospace history. He has authored, co-authored, or edited eight books on space history including **Touching Space: The Story of Project Manhigh**, which was released by Schiffer Publishing Company of Atglen, Pennsylvania (www.schifferbooks.com). He has also published numerous articles on the Manhigh project. With nearly 40 years' experience in aviation and space museums, Mr. Kennedy has worked at the Smithsonian Institution; the Space Center; American Airlines C. R. Smith Museum; and No. 1 British Flying Training School Museum. While at the Smithsonian, he was Associate Curator for the National Air and Space Museum's collection of manned space flight artifacts. It was during his tenure at the Smithsonian that he became fascinated with Project Manhigh and the contributions of high-altitude ballooning to space exploration. At the Space Center (currently known as the New Mexico Museum of Space History) in Alamogordo, New Mexico, Mr. Kennedy met many Project Manhigh personnel.

THE
FIRST AIR VOYAGE
IN AMERICA



The First Air Voyage in America
—woodcut by Charles R. Gardner, 1931. ©

JANUARY 9, 1793

BLANCHARD

THE FIRST AIR VOYAGE
IN AMERICA

The Times, the Place, and the People *of*
The Blanchard Balloon Voyage of
January 9, 1793,
Philadelphia to Woodbury

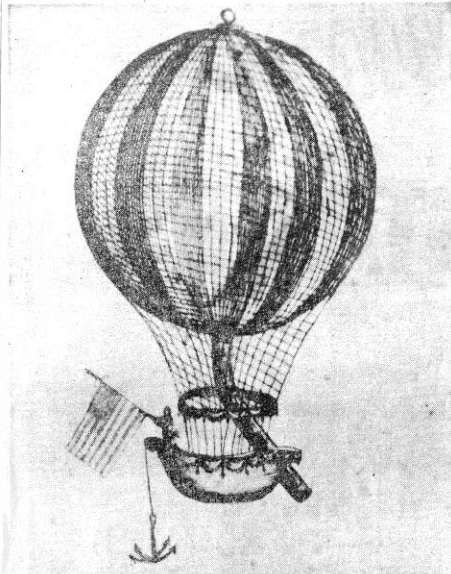
Together with a fac simile reprinting of the
JOURNAL
of MY FORTY-FIFTH ASCENSION
AND THE FIRST IN AMERICA
by JEAN PIERRE BLANCHARD

Published by
The Penn Mutual Life Insurance Company,
Independence Square, Philadelphia

MCMXCIII

First Air Mail Flight Was By Balloon to Deptford

Plaque Is Dedicated to First Page of America's Aviation History



ETCHING shows first man-made flight on Jan. 9, 1783, in Western Hemisphere. Jean Pierre Blanchard, a French aeronaut guided the balloon and he was accompanied by a dog named Charlie. He also took an American flag and a French flag.

By JOHN L. DUBOIS
Of The Bulletin Staff

Deptford — Now class, who sent the first air mail letter? You don't know? Why, George Washington, of course.

It was sent along on the "first manned flight in America" and it bore a message from the first President "to the people of New Jersey."

The balloon flight from Philadelphia to Deptford Township in 1783 lasted 46 minutes.

While the Russians were carrying out the world's largest space mission this week and NASA was planning Apollo 12, that modest but historic early flight was being commemorated on the site where the balloon landed in Deptford, near the present location of the RCA Parts and Accessories Division plant, 2000

Near Oak Tree

Division vice president and general manager Paul B. Garber dedicated a memorial plaque Wednesday on the spot, near the 450-year-old "Clement oak tree," located between Big Timber Creek and the RCA facility.

In the viewpoint of the late 18th century, however, the feat of Jean Pierre Blanchard in his hydrogen-filled balloon was not modest. It was spectacular. And Jean was inspired to wave the French as well as the American flag from a small boat which served as his carriage under the balloon.

A report on the country's first air voyage, with Washington's letter becoming the first to be delivered by air mail, was printed in Dunbar's American Daily Advertiser Jan. 10, 1783, a copy of which is preserved by the Pennsylvania Historical Society. Here is an excerpt:

Cannon Fired

"Mr. Blanchard, the bold Aeronaut, agreeably to his advertisement, at five minutes past ten o'clock yesterday morning rose with a balloon from the Prison Court in this city (Philadelphia), in presence to an immense concourse of spectators there assembled on the occasion.

"The process of inflating the balloon commenced

about nine o'clock. Several cannon were fired from a band of music played during the time of inflating, and when it (the balloon) began to rise, the majestic dawn of the day until the moment of elevation . . . al sight was truly awful and interesting. . . . Indeed the attention of the multitude was so absorbed that it was a considerable time ere silence was broke by the acclamations which succeeded.

"As soon as the clock had struck 10 . . . Mr. Blanchard took respectful leave of all spectators, and received from the hands of President Washington a paper. At the same time the President spoke a few words to his bold adventurer who immediately leap'd into his boat which was painted blue and spangled . . . The balloon was of a yellowish colored silk highly varnished, over which there was a strong network.

Waves His Hat

"As soon as he was in the boat he threw out some ballast, and the balloon began to ascend slowly . . . while Mr. Blanchard waved the colours of the United

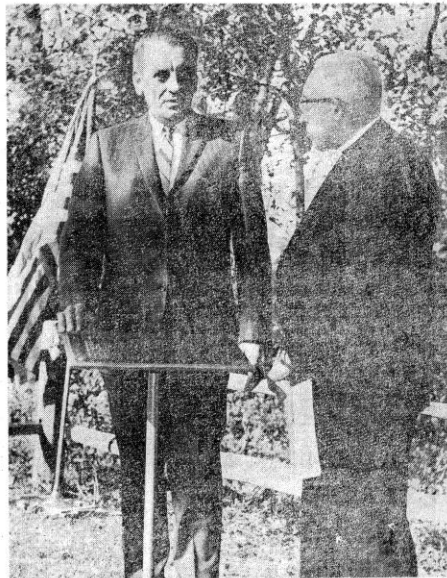
They Saw Landing

The men who saw the landing of Jean Pierre Blanchard's balloon signed a certificate of witness. It read:

"These may certify, that we the subscribers saw the bearer, Mr. Blanchard, settle in his balloon in Deptford township county of Gloucester, in the State of New Jersey, about fifteen miles from Philadelphia, about 10 o'clock 56 minutes, A. M.

"Witness our hands the ninth day of January, Anno Domini, 1783."

Everard Bolton
Joseph Griffith
Joseph Cheesman
Samuel Taggart
Amos Castell (sic)
Zara North



FIRST MANNED FLIGHT in America is commemorated by plaque located at the balloon's landing site near RCA Parts and Accessories plant in Deptford Twp. Paul B. Garber, left) general manager, and the Rev. Parker F. Auten, Rector, Trinity Church, Swedesboro, participated in ceremonies.

States and also those of the French Republic.

"And he flourished his hat to the thousands of citizens from every part of the country who stood gratified and astonished at his enterprise.

"After a few minutes . . . the balloon rose to a immense height and then showed its course toward the southward and eastward. Several gentlemen gallop'd down the point road but soon lost sight of it, as it moved at the rate of 20 miles an hour."

Blanchard's own journal picks up the story.

As his balloon approached the Woodbury area, it sighted a small clearing in the midst of "a dense forest." There he landed, had the balloon emptied of gas, folded, and placed in the carriage. Four men carried it about 200 yards to a small house.

Jovial Company

Blanchard himself was escorted to the house followed, he writes, "by numerous and jovial company." When he arrived, he was offered "some excellent potatoes," had a certificate of his descent drawn and then was escorted back to Philadelphia.

The Journal continues:

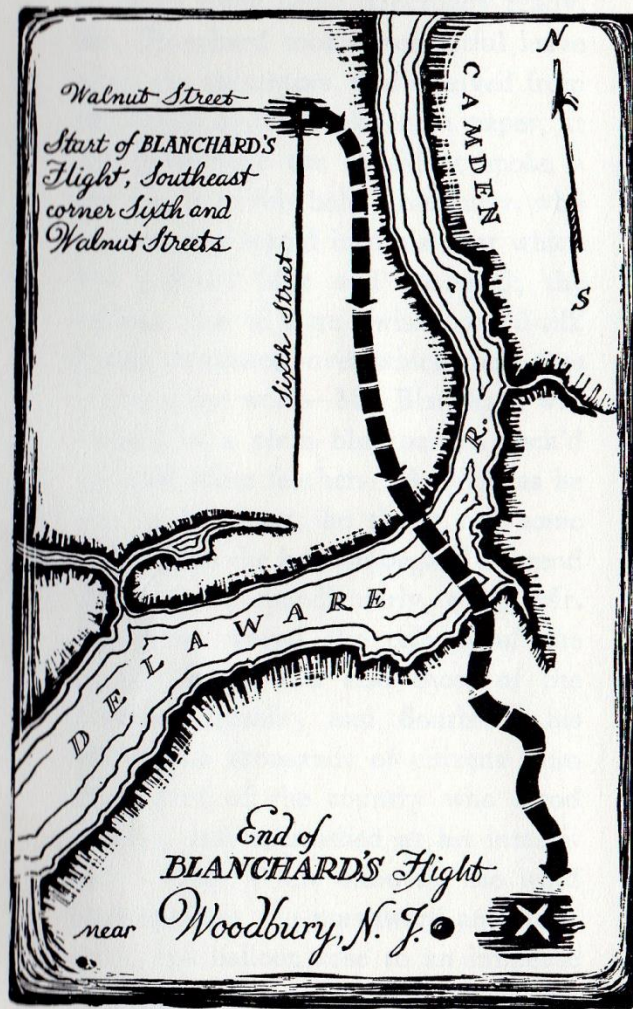
"My first care was to go and present my respects to President Washington . . . I had the honor to offer him my colours . . . From thence I waited on Mr. Ternant, the patriotic minister of the French Republic to the United States, and his reception was such as might have been expected from the worthy Representative of a nation, who places her chief glory in cherishing and protecting the sciences and the fine arts."

Wednesday's commemorative ceremonies were attended by many local school children and teachers along with members of various historical societies. The plaque is inscribed:

FIRST MANNED FLIGHT IN AMERICA

Jean Pierre Blanchard landed his hydrogen-filled balloon on this site, in Deptford, New Jersey, on January 9, 1783. He ascended from Philadelphia with a letter from President Washington to the people of New Jersey.

The historic 46-minute aerial voyage covered 11 miles. It was the first manned flight in America, as well as America's first delivery of mail by air.



A Map of the First Air Voyage in America, by M. E. Wigfield, after a map by Erwin L. Schwatt, aviator. The certificate of descent given to Blanchard gave the distance as "about fifteen miles from Philadelphia" to Woodbury. They probably estimated the distance by the carriage roads. A homing pigeon would fly it in about nine miles. But Blanchard's air voyage was not straight.

Excerpts from the diary of Samuel Mickle of Woodbury, N.J. Dated January 8 & 9, 1793.

We know from Blanchard's own Journal how he was received when his balloon landed near Woodbury, ending the air voyage. There is also a sidelight to be found in the Diary of Samuel Mickle of Woodbury, edited by Frank H. Stewart for the Gloucester County Historical Society:—

“1793. 1/8. Made some preparations to visit Philada. tomorrow morning. Having forgot ye report of a Balloon intended to be raised there tomorrow A. M. by Blanchard until my wife being reminded of it at our neighbor Aaron Thompson's, came home and told me this evening. Also that all of Woodbury almost was going to see it, which appeared likely to obstruct my business with some people there, have postponed going there.

“1/9. Great ado with looking for and at the Balloon which came, I suppose, within one mile from and eastward of us at Woodbury, and perhaps one-half mile in height. This is an instance of the body also as well as the mind being in ye air. Balloon is ye subject in almost every quarter.”

In the year 1793 the population of the City of Philadelphia was 40-50 thousand people.

As the result of numerous newspaper articles describing the scheduled flight, Blanchard's 45th ascent (1st flight in America), people came from the city and well beyond to witness history being made.

Among the thousands of individuals in attendance were:

President George Washington

Vice President John Adams

Secretary of State Thomas Jefferson

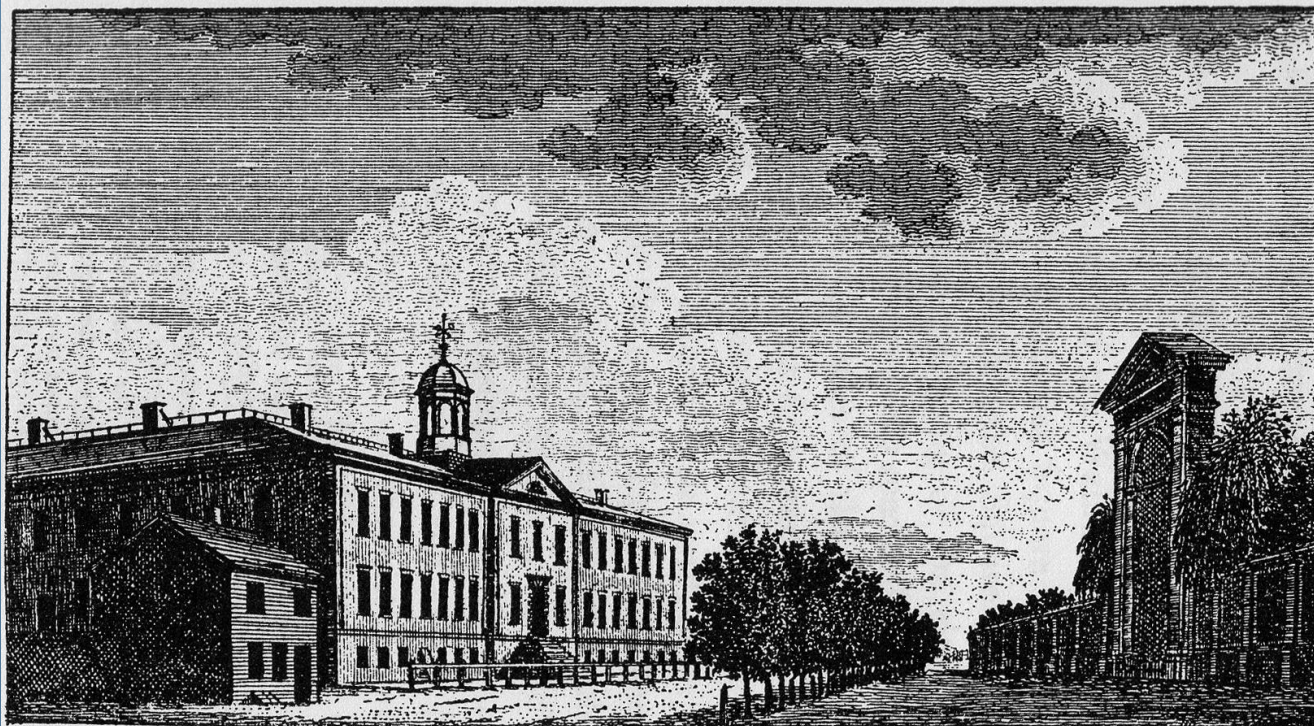
Future Presidents Madison & Monroe

Secretary of the Treasury Alexander Hamilton

Attorney General Edmond Randolph

Post Master General Timothy Pickering

The list goes on and on and even includes General Stephen Moylan, ancestor to your presenter.



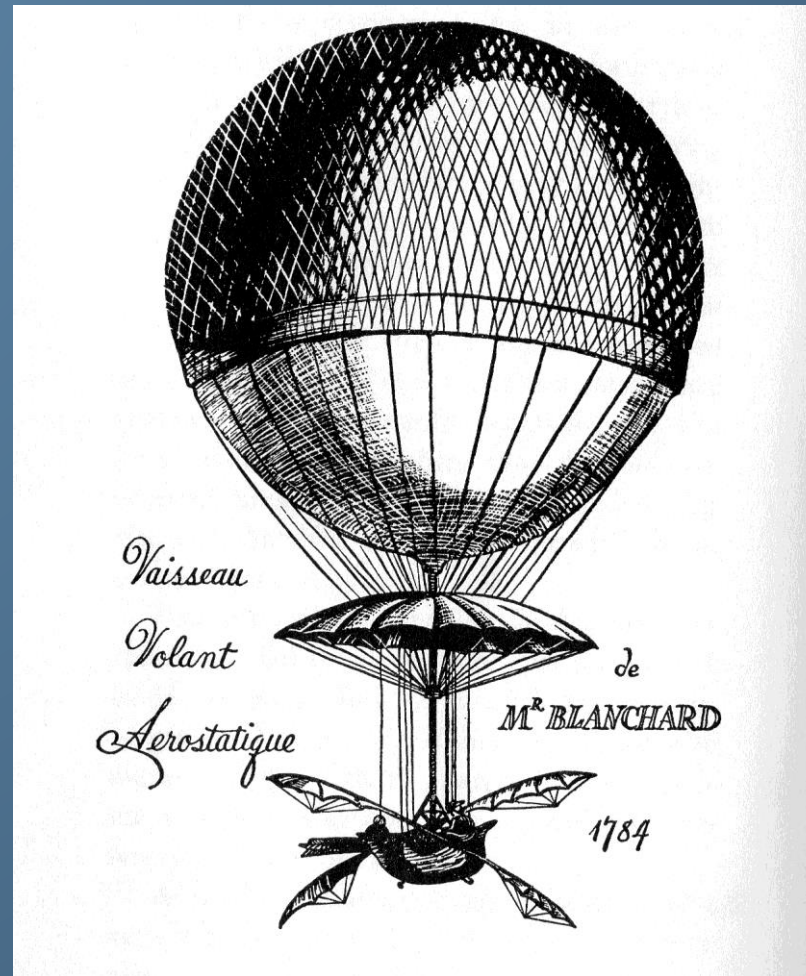
The Jail. Philad.

Malcolm. del. et sc.

The James Peller Malcolm engraving of the old Walnut Street Prison, as published in England about 1800.

The location of the spot in the prison yard from which the Blanchard balloon ascended was not recorded but can be conjectured. On the eastern side of the yard was the building for solitary confinement; the walled-off debtors' apartment eliminated the extreme southern 100 feet; and scattered workshops cluttered the remainder of the southern section. There was left, near the Sixth Street wagon gate, an open space of about 100 feet by 100 feet, all of which "spaciousness" would be necessary for clearance safety. The center of this presumed flying field was approximately 190 feet south of Walnut Street, 85 feet east of Sixth Street.

Sketch of a proposed balloon from earlier in Blanchard's career.



Blanchard's *Vaisseau Volant*, his dirigible balloon.
Sketch by M. E. Wigfield, after a 1784 engraving
in the collection of William Gerhard.

Chemicals = Lift

A modern chemist explains Blanchard's supply of vitriolic acid:—"A simple laboratory method of preparing hydrogen is by treating such metals as magnesium, zinc and iron with dilute acids. The chemical reaction is: zinc (or iron) + sulfuric acid \longrightarrow iron sulfate + hydrogen. (Sulfuric acid, vitriolic acid, dil. oil of vitriol.) Hydrogen has a specific gravity (with the value of dry air as 1) of 0.06949; it is therefore 14.39 times as light as air, being the lightest known gas."

One of many newspaper notices published prior to Blanchard's scheduled flight.

M. Blanchard's

FORTY-FIFTH AERIAL FLIGHT

Is positively fixed for Wednesday, January 9th, in the Prison Court, at 10 in the morning precisely, *weather permitting.*

Those who have subscribed on the blank subscription cards distributed thro' the city, are requested to send them to Oeller's Hotel, and those who wish to subscribe, may apply at the same place, until the 3d of January inclusively. Price of subscription, Five Dollars.

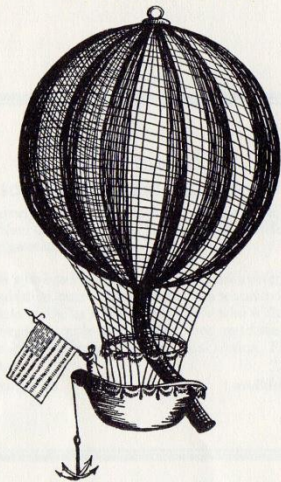
December 26.

mw&ftf

Excerpts from Blanchard's Journal



SIC ITUR AD ASTRA



45th Ascension and the first
made in America January
9th 1793. at Philadelphia
39° 56' N. Latitude by
M^r. J. P. Blanchard.

45^e ascension et la premiere
faite en Amerique Le 9 Jan-
vier 1793 a Philadelphia 39
56 Latitude N. par.
M^r. J. P. Blanchard.

INSCRIBED
TO
GEORGE WASHINGTON,
PRESIDENT OF THE UNITED STATES
OF
AMERICA,
THE PATRON OF LIBERTY, THE LAWS,
AND THE FINE ARTS,

BY HIS MOST HUMBLE,

AND MOST OBEDIENT SERVANT,

BLANCHARD.

JOURNAL
OF MY
FORTY-FIFTH
ASCENSION,
BEING THE FIRST PERFORMED IN
AMERICA,
ON THE NINTH OF JANUARY, 1793.

Æthereum tranabit iter, quo numine BLANCHARD?

Impavidus, sortem non timet Icarium.

PHILADELPHIA:
PRINTED BY CHARLES CIST, No. 104. NORTH
SECOND-STREET, M,DCC,XCIII.

At 10 o'clock, the sky was still finer and clearer; a light breeze from the W. N. W.—Reaumur's thermometer in the sun 7^{d} . Fahrenheit's 47^{d} . $\frac{8}{10}$.—corrected altitude of the barometer 29 inches, 7 lines.

ALREADY the balloon, inflated by the inflammable gas, lifted itself from the ground, and having assumed its spherical form, was equally pressed on all the points of its concave surface—Already specifically lighter than the column of air which it had displaced, it hovered majestically in the middle of that fluid in a vertical situation, striving to break loose from the fastening which held it by its base, and reluctantly kept it down. Repeated experiments have made these various circumstances so many *data* from which to determine the moment of my departure.

At 9 minutes after 10, the sky being clear, serene and propitious, little wind and nearly calm at the surface of the earth; Reaumur's thermometer in the sun 10^{d} . $\frac{6}{10}$, Fahrenheit's 55^{d} . $\frac{6}{10}$; corrected altitude of the barometer 29 inches, 7 lines $\frac{2}{10}$, English measure, I affixed to the aerostat my *car*, laden with ballast, meteorological instruments, and some refreshments, with which the anxiety of my friends had provided me. I hastened to take leave of the PRESIDENT, and of Mr. TERNAN,

Minister Plenipotentiary of France to the United States. I then received from the PRESIDENT the most flattering mark of his good will in the passport * which he was pleased to deliver to me with his own hand. I never felt the value of glory so much as I did in that moment, in the presence of a Hero, whom she had constantly attended at the head of armies, and with whom she still presided over the councils of his country.

THE moment of my departure was announced by the last discharge of the artillery; I then ascended my car, studied the proportions of aerial gravities, and threw out as much of my ballast as

America's First Airmail Letter

* GEORGE WASHINGTON, *President of the
United States of America,*

TO ALL TO WHOM THESE PRESENTS SHALL COME.

THE bearer hereof, Mr. Blanchard a citizen of France, proposing to ascend in a balloon from the city of Philadelphia, at 10 o'clock, A. M. this day, to pass in such direction and to descend in such place as circumstances may render most convenient—THESE are therefore to recommend to all citizens of the United States, and others, that in his passage, descent, return or journeying elsewhere, they oppose no hindrance or molestation to the said Mr. Blanchard; And, that on the contrary, they receive and aid him with that humanity and good will, which may render honor to their country, and justice to an individual so distinguished by his efforts to establish and advance an art, in order to make it useful to mankind in general.

(Seal.)

Given under my hand and seal at the city of Philadelphia, this ninth day of January, one thousand seven hundred and ninety three, and of the independence of America the seventeenth.

Signed GEORGE WASHINGTON.

Discovering Deptford

BEING now fully master of all my ways, I opened the valve of the balloon, and the aerostatic equilibrium was soon broken, but in a manner as exactly graduated, and as uniform as that which regulated my ascent. I could soon distinguish with the naked eye those large masses, which are raised above the surface of the earth. I observed a large forest; I tried to approach it—I judged it to be about 1000 or 1200 feet distant; but through my spy-glass it appeared impenetrable to me, and I gave up the idea of landing there. I now threw out a quantity of ballast sufficient to give the balloon a superior equilibrium; it rose again and I followed my course, looking for a more convenient landing-place. Thinking I had found one, I again opened the valve; the ascending force diminished; I descended obliquely in a new direction: but in this second attempt I was not more fortunate than in the first. I perceived a field covered with stumps of trees, whose stems were yet too strong not to embarrass and injure my apparel. I kept clear of it, and raising myself by throwing out more ballast, my direction was such that I could discover a clear

spot in the midst of a thick wood, that is to say, an opening large and free enough to permit me to descend without any kind of danger: I attempted it for the third time.

I THEN took the string of the valve in my hand, and letting out the inflammable air in such proportion, that my course, pressed by a proportionable quantity of the yet remaining ballast, terminated in a direction of a curve of 45 degrees. I soon found myself at the height of about 80 feet above the surface of the ground; I reached it like a bird in full flight; the flexible limbs of the trees around me gave way to the strong pressure of my apparel; I landed at last and set my foot on ground at 10^h. 56^m. A. M.

I IMMEDIATELY searched my instruments; they were all well preserved, except the barometer, which on account of its length I could not put into the box of my seat, and which I found broken. I delivered at the same time the dog from his confinement, he ran immediately to drink the muddy water from a neighbouring pool, and returned directly to me. There remained of my provisions about 5 or 6 pounds of biscuit and two bottles and a half of wine: this resource made me easy in a place, which was entirely unknown to me, and where the horizon was on all sides concealed from my view.

Landing In Deptford

I heard a noise which informed me of the presence of some person near me. It was indeed a country-man, an inhabitant of this neighbourhood, who having seen an extraordinary phenomenon in the air, had advanced towards the spot, where he supposed it had descended. I spied him and enjoyed his whole surprize, when he saw through a tuft of trees such a monstrous machine, balancing on itself, and sinking in proportion, as the spirit wherewith it was animated left it. He seemed to be frightened, and I was afraid he would go away again. I let him hear my voice, inviting him to draw near, but he either did not understand me or was retained by a certain distrust; and at that time I could not quit my balloon. I did better; recollecting that the exhilarating juice of the grape was always amongst mankind the happiest sign of friendship and conciliation, I shewed him a bottle of wine. So much eagerness on my part inspired him with confidence; he approached, I invited him to drink, he would not venture, I then drank first, and he followed my example. Becoming soon familiar, he assisted me in my operations; when another country-man, armed with a gun, came to the spot. Never did I see the expression of astonishment so striking as in the features of this man: he dropped his gun and lifted up his hands towards heaven: how I wished to be able to understand him! The first country-man then came from under the folds of the balloon, where he had been at work; he spoke to the new-comer, and

persuaded him to draw near with confidence. Come hither, said he, (as it has been explained to me afterwards) this is an honest man who has descended here, he has excellent wine, whereof he has given me to drink already; he has a certificate from our WASHINGTON, he has shewn it to me; but as I cannot read, come here and read it. Whilst these picturesque scenes were acting, I saw two women and several men on horseback arrive, who expressed as much pleasure as surprize, to see me thus in the midst of my colossal apparatus, which I was busy to arrange and put in order, for the purpose of facilitating its carriage. I could not, nor did I know how to answer all the friendly questions which they asked me; my passport served me instead of an interpreter. In the midst of a profound silence was it read with a loud and audible voice. How dear the name of WASHINGTON is to this people! with what eagerness they gave me all possible assistance, in consequence of his recommendation! My balloon was soon folded up without any accident and put into my car, which four men took upon their shoulders and carried about 200 yards to a small house, which I did not expect so near. A gentleman offered me his horse, but not being sufficiently acquainted with the vivacity of this animal, I was soon obliged to dismount, and would have greatly preferred to return in the same manner as I came. I walked afoot at a good rate, followed by a numerous and jovial company, which increased in proportion as

we advanced. We arrived at a neighbouring house, where they offered me some excellent potatoes; but whether this dish was not to my taste, or that I was too eager to reach Philadelphia before night, my stomach rejected these kind offers. I had a certificate of my descent drawn*. My apparatus was then put on a cart, I mounted a horse not quite so spirited as the first, and proceeded in company of a great number of horsemen, 3 miles, to a tavern, where a dinner was prepared for us. It was here that I had the good luck to meet Jonathan Penrose, Esquire, who kindly determined not to quit me: I accepted with pleasure a seat, which he offered me in his carriage, to bring me to the banks of the Delaware; we then crossed the river. When we arrived at this side, we were 3 miles from the city of Philadelphia,

Witnesses To History

* THESE may certify, that we the subscribers saw the bearer, Mr. Blanchard, settle in his balloon in Deptford township, county of Gloucester, in the state of New-Jersey, about fifteen miles from Philadelphia, about 10 o'clock 56 minutes, A. M. Witness our hands the ninth day of January, Anno Domini, 1793.

*Everard Bolton,
Joseph Griffith,
Joseph Cheesman,
Samuel Taggart,
Amos Castell,
Zara North.*

* Citizens of Philadelphia, who followed Mr. Blanchard in his 45th ascension and escorted him to Philadelphia after his descent, January 9, 1793.

Jonathan Penrose, Esquire,
and his son *Thomas,*
James Smith,
Henry Moileure,
Robert Wharton,
A Person, name unknown.



Blanchard continued to fly until his death in 1809.

Site of Blanchard's Landing – Deptford, NJ

Photo Taken 2012



Blanchard's Landing Historic Marker – Deptford, NJ

Photo Taken 2012



FIRST MANNED FLIGHT IN AMERICA

JEAN PIERRE BLANCHARD

LANDED HIS HYDROGEN-FILLED BALLOON ON THIS SITE IN DEPTFORD, NEW JERSEY ON JANUARY 9, 1793. HE ASCENDED FROM PHILADELPHIA WITH A LETTER FROM PRESIDENT WASHINGTON TO THE PEOPLE OF NEW JERSEY.

THE HISTORIC 46-MINUTE AERIAL VOYAGE COVERED 15 MILES. IT WAS THE FIRST MANNED FLIGHT IN AMERICA, AS WELL AS AMERICA'S FIRST DELIVERY OF MAIL BY AIR.

Blanchard's Landing Historic Marker – Deptford, NJ

Photo Taken 2012

THIS PLAQUE REDEDICATES THE LANDING
SITE OF JEAN PIERRE BLANCHARD'S
ASCENSION FROM PHILADELPHIA, ON THIS
THE 200TH ANNIVERSARY OF

"THE FIRST AIR VOYAGE IN AMERICA"

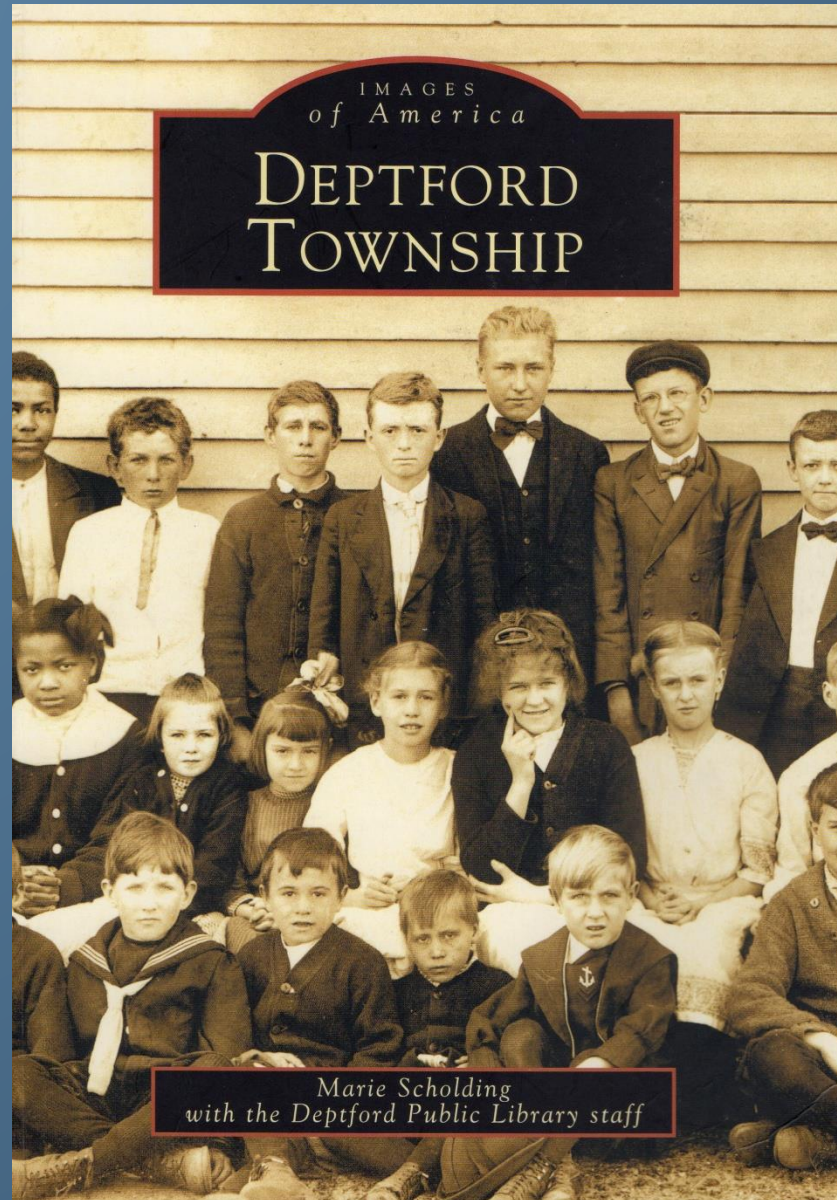
PRESENTED ON JANUARY 9, 1993

BY

FAVIA 200 INC. & THE
TOWNSHIP OF DEPTFORD, NJ



A Little More Recent Deptford Township History



This may be the Inn that Blanchard mentions in his journal.
Located approximately 3-miles from landing site.



You know your old when your photo is in a history book!



Getting older.

Photo Taken 1982





The centuries-old oak known as the Clement Oak is one of the largest in the eastern United States. It was named after the Clement family, whose ancestors can be traced back to the early 1700s in Gloucester County. Samuel Clement, born in 1701, owned 600 acres in Deptford Township. (Courtesy of Herbert I. Clement Jr. and Judy Clement Hensel.)





Proposed 1993 Police Uniform Patch



Actual 1993 Police Uniform Shoulder Patch



Deptford Township Honors History



Deptford Township Honors History



Deptford Township Honors History



Deptford Township Honors History



Deptford's First & Finest Honors History and Law Enforcement

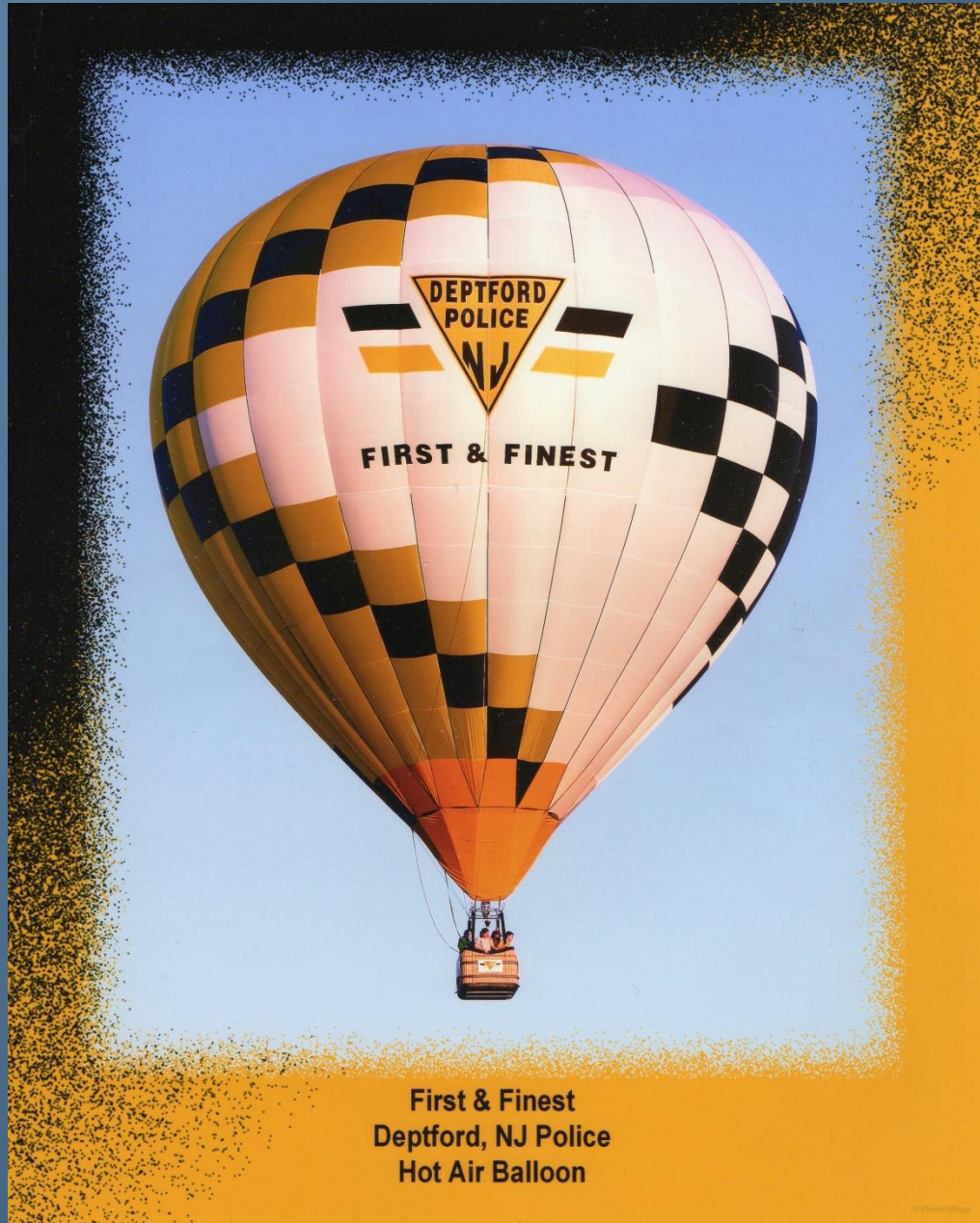


Original First & Finest 1998 - 2005





The New First & Finest 2005 - ?



**First & Finest
Deptford, NJ Police
Hot Air Balloon**

The Moylan Connection ?

The Moylans of South Philadelphia



The Moylans of South Philadelphia

Welcome | Trees | Research | Timeline | Cousin Calculator | Login

Monday October 11, 2004

Related Trees: [Moylan \(1805\)](#) | [Moylan \(1699\)](#) | [Gibson \(1798\)](#)

John Moylan (1699) Family Tree

Click the arrows to expand or collapse branches or [Display All](#)

Generations										Born		Died			
Ref #	1	2	3	4	5	6	7	8	9	Name	Year	Loc	Year	Loc	
▼	1	1	John Moylan								1699	IRE	1799	IRE	
	2	+	Miss Greatrakes, Countess of Limerick									IRE		IRE	
	3	2	Dr. Francis Moylan, Bishop of Cork								1735	IRE	1815	IRE	
▶	4	2	Brigadier General Stephen Moylan <i>Colonel, Commander, 4th Regiment, Continental Light Dragoons</i>								1737	IRE	1811	PA	
	152	+	Mary Doran									IRE		IRE	
	153	2	Mary Louise (Abbe) Moylan								1753	IRE	1842	IRE	
▼	154	2	Jasper Alexander Moylan, Esq., Ensign, Militia, Continental Army <i>Founder of Philadelphia Insurance Co.</i>								1757	IRE	1812	PA	
	155	+	Eleanor Barry <i>Sister of Commadore John Barry, Father of US Navy</i>								1759	IRE	1787	PA	
▼	156	3	Jasper Alexander Moylan Jr <i>Boatswain, NY Seafencibles, War of 1812</i>								1786	PA	1871	DE	
	157	+	Eliza Githen / Griffen								1791	NJ	1829		
	158	▶	4	Jasper Henry Moylan								1809	NJ		
	159		4	Elizabeth Catherine Moylan								1811	NJ		
	160		4	Edmond Moylan								1813	NJ		
▶	161		4	Maria Ellen Moylan								1826			
	289	+	Isabella Hoops Meese												
▶	290	3	Anna Maria Moylan												
	292	2	B. Moylan									IRE			
	293	2	Ann Moylan									IRE			
	294	2	John Moylan, Clothier General, Continental Army <i>Philadelphia Shipping Merchant</i>									IRE			

The Moylans of South Philadelphia

Welcome | Trees | Research | Timeline | Cousin Calculator | Login

Saturday October 9, 2004

Research: Families | Census by Year

Moylan Research

Surname:

Find

Warren C Moylan

13

Born: Jul 04, 1899 Philadelphia, Philadelphia Co, PA, US **Died:** Oct 1985 Woodbury, Gloucester Co, NJ, US

Notes: Known as Pop Moylan. Was active with the elderly. Pop Moylan St in Deptford NJ named for him.

Marriages	Date	Children with Spouse Moylan	Born	Died
Lydia (Serad) Moylan	NA	Stephen Moylan	NA	NA
Spouse Moylan	NA	Children with Lydia (Serad) Moylan	Born	Died
		Myrtle (Moylan) Sansweet	Apr 25, 1919	Dec 14, 2003
Parents	Born	Died		
Joseph Hickman Moylan	Feb 22, 1865	NA		
Anna L (Gibson) Moylan	Nov 1877	NA		

Military Service

World War I

Notes

7/30/1919: Part of a 6-man inspection crew. G2 sunk during inspection. 3 men were lost.

References

G2 Information , G2 Facts , 1915 G2 Photo , 1917 G2 Photo , 1918 G2 Photo

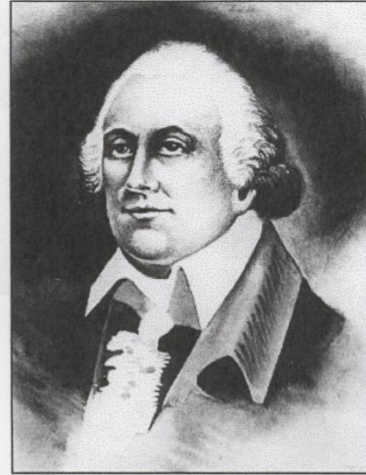
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Addresses

Address	Reference	Map
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Colonel
Stephen Moylan
2nd Quartermaster General
June 1776-September 1776



Stephen Moylan was born of wealthy parents in Cork, Ireland, in 1737, and, though he had been in the United States only seven years at the outbreak of the Revolutionary War, he became a vigorous advocate of independence and established a reputation for intense loyalty to the American cause. His family was Catholic and he had been sent to school in Paris, where he received a good education. He engaged in the shipping business, first in Lisbon and then in Philadelphia, where he moved in 1768. Although still in his thirties, he had gained considerable wealth and social prestige before the outbreak of the war. His jovial nature won him many friends, and when the Friendly Sons of St. Patrick, comprised mainly of prosperous merchants, was founded in Philadelphia in 1771 he was elected the first president.

John Dickinson, prominent Philadelphia lawyer, recommended him to Washington as a zealous patriot. Moylan joined the Army at Cambridge and Washington appointed him Muster-Master General in August 1775. In January 1776 Moylan became one of the leaders in the movement for complete independence of the colonies. His ambition was to become ambassador to Spain, but failing to get the appointment he remained in the Army. In March of that year he was named secretary to Washington. Three months later, on June 7th, Congress appointed him Quartermaster General to succeed Thomas Mifflin.

Moylan was unfortunate in that his appointment came on the eve of the disastrous New York campaign in the summer of 1776. Washington made the tactical error of attempting to hold Long Island against a much larger British army and strong fleet. Moylan was instructed to try to block the progress of the English fleet up the Hudson, but his frantic efforts in anchoring obstacles in the river proved fruitless. In the meantime, he had been transporting supplies to the troops by means of the Hudson and East rivers. When the British gained control of these waterways, overran the island, and defeated the Americans in a battle at Brooklyn, the Continental Army was forced into a hasty retreat across the East River, leaving behind many wagons containing most of its baggage and supplies. Not only was the morale of the soldiers shattered by the retreat but their distress was increased by the interruption to the flow of supplies, and in their irritation they blamed Moylan for their predicament. Congress appointed a committee "to inspect the state of the army in New York." The committee arrived while Moylan was making valiant efforts in the face of overwhelming difficulties to get supplies again moving to the troops. After a three-day investigation the committee suggested in a "delicate" manner to Moylan that be

THE MOST FREQUENTLY ASKED QUESTIONS ABOUT HOT AIR BALLOONING

What are they made of?

A balloon system consists of three major parts: the *envelope* (the 'balloon' part); the *basket*, or gondola; and the *burner*.

The envelope is made of lightweight ripstop nylon or dacron, which is coated, with polyurethane to reduce porosity. It contains approximately 1,000 to 1,200 yards of fabric and more than 3 miles of thread.

The basket, made of wicker or rattan, is both strong and flexible.

The burner is the powerplant of the system. It is fueled by liquid propane carried onboard the balloon and generates up to 20 million BTU's of hot air per hour.

How big are they?

Hot air balloons range in size from small, one person systems to balloons that can carry 20 people. The most common sizes are from 65,000 to 105,000 cubic feet and carry 3-6 people. When fully inflated they vary from 60 to 90 feet high and 45 to 60 feet in diameter. The average size balloons carries 30 to 40 gallons of fuel and weighs anywhere from 400 to 700 pounds on the ground. In the air, the complete system, including the air inside the envelope, has a mass of 2-4 tons.

How do they work?

Hot air rises. If the air inside the envelope is heated by the burner, the balloon will rise. If the air in the envelope is allowed to cool or if the hot air is 'vented' (allowed to escape) from the balloon, the balloon will descend. An altimeter, a rate-of-climb meter, and an envelope temperature gauge are instruments used in the balloon.

How are they steered?

It is not possible to steer a balloon since it goes where the wind goes. However, wind conditions vary at different altitudes and provide the balloonist some limited ability to control the flight path.

How are they inflated?

The basket is laid on its side and attached to the envelope, which is then spread out on the ground. A portable (gasoline powered) fan pushes air into the envelope. When the envelope is almost filled with cold air, the propane burner is ignited and the air inside is heated enough for the balloon to rise to an upright position. With a small amount of additional heat the balloon will become buoyant. The inflation usually takes about 15 to 20 minutes.

How many people does it take to fly one?

It takes only one pilot to fly it, but the pilot needs 3-4 crew people to safely launch a balloon. Duties of the crew include launch preparation, following the balloon in the chase vehicle, obtaining permission from the landowner for landing, and retrieval of the balloon after the flight. Safety is the primary concern of both pilot and crew; followed closely by concern for the rights and protection of property owners on the ground.

How fast? How high? How long?

Many variables in the weather influence a pilot's decision to fly. Most pilots agree that a breeze of 4 to 8 miles per hour is acceptable.

Balloons usually stay within 500-1500 feet of the ground, but can go much higher. A few have attained altitudes of well over 60,000 feet.

The length of a balloon flight is determined by many factors, including the outside temperature and the weight carried. On a cold day, with only one person flying, a longer flight is possible.

Who can fly a balloon?

Anyone who earns a balloon pilot rating from the FAA can fly a balloon. To get the rating, one has to fly a minimum number of hours with an instructor, make a solo flight, and pass written, oral and flight tests. There are two categories of license, Private and Commercial.

When is the best time to fly?

The best times to fly are early morning (sunrise) and about 2 hours before sunset. The winds are usually the calmest then. Ballooning is a fair weather sport that can be enjoyed year 'round.

Where do they land?

Since a balloon travels with the wind, it is not possible to determine an exact landing site before the flight. A pilot's first concern is safety. A typical landing spot is clear of crops, livestock, small trees, powerlines, or other obstructions. Whenever possible, permission of the landowner is obtained before landing.

How do you get home again?

After the balloon is launched, the chase crew follows in a chase vehicle. Using maps, two-way radios, and visual contact, they try to be present when the balloon lands. The crew helps the pilot deflate and disassemble the balloon, and the balloon and all people are driven back to the launch site in the chase vehicle.

Must you be rich to fly a balloon?

Absolutely not! Balloons are owned and flown by teachers, clerks, secretaries, engineers, farmers, construction workers, police, and firemen; just to name a few. If you can afford a nice boat, a new car, or annual vacations, you can own a balloon. Or you may become a crew member for someone else who owns a balloon. Most crew members get to fly.

Thank you for your attention. We hope you enjoyed our presentation. For more information on modern day hot air ballooning, please visit our web site at: www.firstandfinest.org



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