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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Cannon, Jack**

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[[stamped]] FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE [[/stamped]]

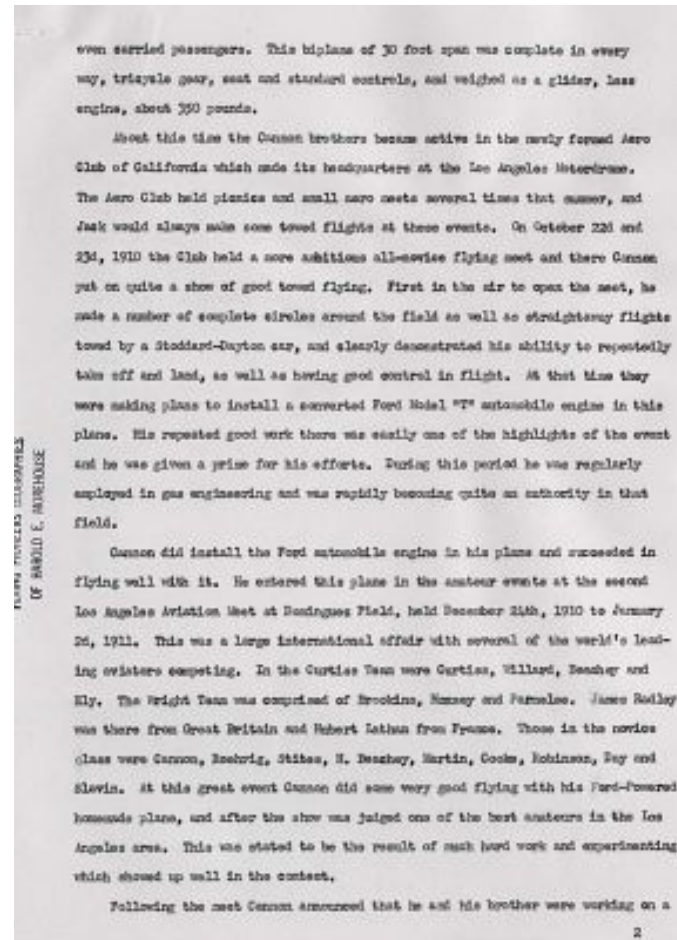
even carried passengers. This biplane of 30 foot span was complete in every way, tricycle gear, seat and standard controls, and weighed as a glider, less engine, about 350 pounds.

About this time the Cannon brothers became active in the newly formed Aero Club of California which made its headquarters at the Los Angeles Motordrome. The Aero Club held picnics and small aero meets several times that summer, and Jack would always make some towed flights at these events. On October 22d and 23d, 1910 the Club held a more ambitious all-novice flying meet and there Cannon put on quite a show of good towed flying. First in the air to open the meet, he made a number of complete circles around the field as well as straightaway flights towed by a Stoddard-Dayton car, and clearly demonstrated his ability to repeatedly take off and land, as well as having good control in flight. At that time they were making plans to install a converted Ford Model "T" automobile engine in this plane. His repeated good work there was easily one of the highlights of the event and he was given a prize for his efforts. During this period he was regularly employed in gas engineering and was rapidly becoming quite an authority in that field.

Cannon did install the Ford automobile engine in his plane and succeeded in flying well with it. He entered this plane in the amateur events at the second Los Angeles Aviation Meet at Dominguez Field, held December 24th, 1910 to January 2d, 1911. This was a large international affair with several of the world's leading aviators competing. In the Curtiss Team were Curtiss, Willard, Beachey and Ely. The Wright Team was comprised of Brookins, Hoxsey and Parmelee. James Radley was there from Great Britain and Hubert Latham from France. Those in the novice class were Cannon, Roehrig, Stites, H. Beachey, Martin, Cooke, Robinson, Day and Slavin. At this great event Cannon did some very good flying with his Ford-Powered homemade plane, and after the show was judged one of the best amateurs in the Los Angeles area. This was stated to be the result of much hard work and experimenting which showed up well in the contest.

Following the meet Cannon announced that he and his brother were working on a

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