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

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even carried passengers. This biplane had a 30-foot span. A tricycle gear, seat, and standard controls, and without the engine it unlighted about 350 pounds.

The Cannon brothers became active in the newly formed Aero Club of California with headquarters at the Los Angeles Motordrome. They held picnics and small aero meets several times that summer, and Jack would make towed flights at these events. On October 22nd and 23rd, 1910, the Club held a more ambitious all-novice flying meet and there Cannon put on a good show of 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, and maintain good control. He was awarded a prize. At that time the brothers planned to install a converted Ford Model "T" automobile engine in this plane. 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 the amateur events at the second Los Angeles Aviation Meet at Dominguez Field, held December 24th, 1910, to January 2nd, 1911. This was a large international affair with several of the world's lead-ing aviators competing. In the Curtiss Team were Curtiss, Willard, Beachey and Ely. The Wright Team was composed 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, Hillery 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.

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

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