

Smithsonian Institution Smithsonian National Air and Space Museum Archives

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

Extracted on Apr-24-2024 01:05:23

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

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 planed 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 th ebest amateurs in the Los Angeles area.

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

2

two carried passengers. This hiplans without you want to make a start of the servery when they have not send at and and outrole; and wanted a start of the servery and wanted at a start of the server at a start of the serv

Sector which the The Conner brothers because active in the newly formed here Club of California Sector which the besequences of the Les Augules Diterdrone. They have black held plotters and small anyo meets several times that summer, and lask would effects make even towed flights at these events. On October 25d and 100, 1900, the Club held a more solutions all-covice flying meet and there Couron put an entry of accelete tread flights, first in the size to open the meet, he made a number of accelete sized sevent the field as well as straightnessy flights fered by a Bodder-Osyton are, and clearly descendented his oblight to reposted the meeting plans the install a coverted Ford Detail with the sevendes a graph to off and last, extending one control of the birth the size of the the field and plans. Here extends on the sevent form the field on well as straightness flights fered by a Bodder-Osyton are, and clearly descendented his oblight to reposted and main fraction of according good control of the sevented for a project toos off and last, extending one control of size birther birth the time in the plans. Here extend on the time we will be a straight with the they better extended by a first of install a converted Ford Deal "T" enterthic extent and the event three there there instally becoming parts as atheeting is that plane. Here explored for the sevent the weather and the plans is that plane. In the explored for the sevent the set of the sevent of the sevent of the sevent of the sevent the set of the sevent the set of the set of the sevent the set of the set of the sevent the set of t

Genum did install the Ford automobile angles in his place and succeeded in flying well with it. Is entered anterprise in the conter events at the second les Angeles Aviation fiest at Domingnez Field, hald December 24th, 1910 to Jessary 34, 1911. This was a large informational affair with poweral of the world's leading solution computing. In the Carties Team wave Carties, Hiller's Bescher and Hay. The intight Team was septement of invoking, Harmelon. James Bulley was there from Dread Britain and Habert Latons Trees France. These is the rowice distance Universe, Reducing, Addres, Salinering, Unitin, Goolm, Robinson, Say and divers. We will for the start sector wave your flying with his Ford-franced hammands places, and after the size wave set jungets are not been autours in the los impulse mean. The world was been denoted to be the meants have not comparison places are universed to be the meants of anoth large and comparison interest and after the store wave junget of the test autours in the los impulse mean. The world the sectors.

Following the meet Canson argumented that he and his boothey were working as a

Harold E. Morehouse Flying Pioneers Biographies Collection - Cannon, Jack Transcribed and Reviewed by Digital Volunteers Extracted Apr-24-2024 01:05:23



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities.Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us! The Transcription Center: https://transcription.si.edu On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu On Facebook: https://www.facebook.com/Smithsonian On Twitter: @smithsonian