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Harold E. Morehouse Flying Pioneers Biographies Collection - Heath, Edward B.

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could be flown at night displaying aerial ads after dark. Heath used this plane for some time in and around Chicago as a general utility machine.

About this time he also did considerable experimental work on the OX engine valve mechanism to increase ~~operating~~ ^{its speed and power} B.P.M. ~~its~~ ^{its} speed and power. Becoming a very active pilot Heath started a flying school and a passenger-carrying business in addition to his company operations and was able to carry four passengers in the Favorite. His school grew rapidly and he added ~~[[/strickethrough]]~~ pilot ~~[[/strickethrough]]~~ W.W. Meyer as assistant pilot.

In 1923 he started building a large six-place Hiss engined biplane especially for his passenger-carrying business, and that year he also made the first of his many small special racing planes in preparation for the 1924 National Air Races. The school was ~~[[/strickethrough]]~~ going well ~~[[/strickethrough]]~~ progressing and his students worked in the shop helping to build planes as part of their tuition.

In May, 1924 Heath took over the Nimmo Black Airport, Chicago, and stepped up his passenger-carrying business. He also began to do considerable cross-country charter flying for the Chicago newspapers and movie theatres to pick up photos and movie reels of disasters, sports, conventions and similar events, and rush them back to Chicago for local use.

Heath entered three planes in the 1924 National Air Races at Dayton, Ohio, the Favorite, the new 6-place Hiss biplane, and the small Heath "Feather" sport biplane with a Thor motorcycle engine. He won no "firsts" that year, but it was the beginning of his annual entry in air racing to follow. That year he also bought a Hiss-Standard plane which was added to his passenger-carrying fleet. He had a complete shop, with good facilities, which he kept busy with new plane construction and overhaul work. That fall Heath obtained Pilot License No. 6152 dated September 4, 1924. The new light-plane movement gained impetus that year, and race events for these small machines became a regular part of the National Air Race programs.

In 1925 the Heath Company made steady growth, the school activities were enlarged and he continued to carry in his surplus equipment business. That fall Heath entered the National Air Races at Mitchell Field, Long Island, New York, using his same 1924 machine, but again failed to make much of a showing, for he

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