



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Johnson, Edward A.

Extracted on Apr-18-2024 03:35:41

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.

January, 1917, the school was moved to Memphis, Tennessee for the winter months. From then until mid-1918 Johnson served as a Signal Corps instructor at Memphis, Rantoul, Selfridge, Ellington and Gerstner Fields in turn.

During the second half of 1918 Johnson was moved up to Experimental Test Pilot at the newly established McCook Field, Dayton, Ohio, where he remained until the end of 1918. During December of that year Johnson first obtained F.A.I. License No. 3276, then Aero Club of America Expert License No. 215.

~~Johnson~~ He then joined the Air Mail Service and in 1919 flew the New York-to-Cleveland route. Toward the end of the year he founded the Johnson Aeroplane and Supply Company at Dayton, Ohio, to deal in government surplus planes, engines and aviation equipment. He also did rebuilding and repair work, conducted a flying school, carried passengers, and did commercial flying. He established his own flying field and buildings, and remained in ~~this~~ business ~~venture~~ there until 1938.

In April, 1921, another ex-Curtiss pilot and former flying associate, James M. Johnson, joined the firm. The two men were not related, but together they proceeded to build up a very substantial business. In 1922 they founded the Johnson Flying Service to manage and control the flying end of the business. Weekend and holiday passenger service carrying specials were initiated which ~~grew to the extent that~~ rapidly flourished and another ex-Curtiss pilot, Walter Lees, was added to the staff. Their business growth soon enabled them to also employ the well known aeronautical engineer, Ivan Driggs, who proceeded to design and supervise the construction of some new Johnson aircraft.

The first of these was the Model D-J-1 Johnson-Driggs light plane for the 1924 National Air Races held in Dayton, Ohio, in October 1924. This competitive event, sponsored by the Dayton Daily News, was the first contest for light planes in the United States. Engine piston displacement was limited to 80 cubic inches and the race was for 25 miles from a standing start. Called the "Bumble Bee," the Johnson-Driggs D-J-1 was a high-wing, full-cantilever monoplane ~~of~~ with a 27-foot span, ~~using~~ and a 4 cylinder Henderson motor cycle engine. The total weight of the plane ~~being~~ was 325 pounds. This

2

January, 1917 the school was moved to Memphis, Tennessee for the winter months. From then until mid-1918 Johnson served as a Signal Corps instructor at Memphis, Rantoul, Selfridge, Ellington and Gerstner Fields in turn.

During the second half of 1918 Johnson was moved up to Experimental Test Pilot at the newly established McCook Field, Dayton, Ohio, where he remained until the end of 1918. During December of that year Johnson first obtained F.A.I. License No. 3276, then Aero Club of America Expert License No. 215.

Johnson then joined the Air Mail Service and in 1919 flew the New York-to-Cleveland route. Toward the end of the year he founded the Johnson Aeroplane and Supply Company at Dayton, Ohio, to deal in government surplus planes, engines and aviation equipment. He also did rebuilding and repair work, conducted a flying school, carried passengers and did commercial flying. He established his own flying field and buildings, and remained in ~~business~~ there until 1938.

In April, 1921, another ex-Curtiss pilot and former flying associate, James M. Johnson, joined the firm. The two men were not related, but together they proceeded to build up a very substantial business. In 1922 they founded the Johnson Flying Service to manage and control the flying end of the business. Week end and holiday passenger carrying specials were initiated which ~~grew to the extent that~~ another ex-Curtiss pilot, Walter Lees, was added to the staff. Their business growth soon enabled them to also employ the well known aeronautical engineer, Ivan Driggs, who proceeded to design and supervise the construction of some new Johnson aircraft.

The first of these was the Model D-J-1 Johnson-Driggs light plane for the 1924 National Air Races held in Dayton, Ohio, in October, 1924. This competitive event, sponsored by the Dayton Daily News, was the first contest for light planes in the United States. Engine piston displacement was limited to 80 cu. in. and the race was for 25 miles from a standing start. Called the "Bumble Bee" the Johnson-Driggs D-J-1 was a high-wing full-cantilever monoplane ~~of~~ 27-foot span, ~~using~~ a 4 cylinder Henderson motor cycle engine, the total weight of the plane ~~being~~ 325 pounds. This

2

Harold E. Morehouse Flying Pioneers Biographies Collection - Johnson, Edward A.

Transcribed and Reviewed by Digital Volunteers

Extracted Apr-18-2024 03:35:41



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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)