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

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plane, flown by James M. Johnson, won the contest easily at an official speed of 64.1 miles per hour, at Wilbur Wright Field on October 3, 1924.

Walter Lees left the firm that fall to go with the Packard Motor Company as test pilot on their aircraft diesel engine project, and Johnson then engaged Jack Laas and Clyde Emerick as pilots to enlarge their staff. About this same time Driggs also engineered a second Johnson aeroplane, called the "Canary". It was a quite conventional tractor biplane, with tandem seating for pilot and two passengers forward, side by side, using a Curtiss OX engine. This plane was utilised in their passenger carrying business and was announced to the trade in April 1925.

Driggs left the company in 1925 to start his own firm, and Johnson then engaged D. E. Dunlap as engineer. The development of the company continued, and in 1926 design work was started on a third Johnson aircraft. Announced in January 1927, it was called the "Johnson Twin-60". It was a small biplane of 27 foot span, using two pusher British-built 2 cylinder opposed air-cooled Bristol "Cherub" engines of 32 H.P. each. Designed as a 2-seat tandem, ultra-safe, twin engine light plane for commercial and private flying, it underwent considerable test and development before Johnson eventually abandoned the project.

James Johnson resigned from the firm in 1927 to go with the U.S. Bureau of Aeronautics. The Johnson Aeroplane and Supply Company continued in business until late 1938 when Johnson became Sales Manager for the Variety Aircraft Corporation, Dayton, Ohio, as contractors to the United States Government, the firm manufacturing a line of aircraft accessories. He remained in this capacity through 1939, then became Government Representative for the Aero Equipment Corporation, of Bryan, Ohio.

During World War II Johnson served in a technical capacity at Wright-Paterson Air Force Base, Fairfield, Ohio, then about 1948 moved to California to join Consolidated-Vultee Aircraft at San Diego. There on July 14th, 1949, at age 64, Johnson was killed when his car crashed into the column of an overhead bridge

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