

Harold E. Morehouse Flying Pioneers Biographies Collection - Johnson, Walter

Extracted on Apr-23-2024 04:29:41

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.

[[stamped]] FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE [[/stamped]]

and Burnside took over as instructor at the school when Johnson was away. The new plans proved very efficient and Johnson had at times taken up three passengers. One of his first exhibition dates of the 1912 season was at Middleboro, Kentucky May 24th to 26th; he then flew at Geneva, New York on July 30th, at Walden, New York August 7th for the Wallkill Valley Farmers Association, and at Kingston, New York August 13th and 14th at a Grangers Field Day. The next date was a Monticello, New York August 28th-30th at a County Fair. He also flew for the Democratic National Convention at Baltimore, Maryland that summer.

About this time the company brought out their first tractor biplane with fuselage, and Johnson assisted with the development and tests of this plane. September 4th, 1912 he was back at Kingston, New York, where that day he flew for his F.A.S. pilot License, No. 164, on a Kirkham powered Thomas Bi-plane. He then flew at the New York State Fair, Syracuse, New York for one week beginning September 9th. Also flying there were: Beckwith Havens, Charles Niles and William Hemstrought. Johnson made a wonderful showing there, winning first place in races on two days, and was first in a bomb dropping contest. That month he also flew at the Herkimer County Fair at Herkimer, New York, then exhibited at Lock Haven, Pennsylvania on October 12th and 13th before huge crowds and also carried authorized mail while there. On October 31st, 1912 Johnson established a new American Endurance Record with passenger, of three hours, fifty one minutes at Bath, New York, flying a 6 cyl. 65 H.P. Thomas Biplane. The previous record had been made August 19th, 1911 by George Beatty during the Chicago Meet. Johnson carried Arthur Blasiar, a mechanic and student at the Thomas School, as his passenger. Neither man was dressed in warm clothing for he flight and both suffered from the cold.

That Fall the Thomas Bros. Aeroplane Company of Bath, New York was incorporated to manufacture planes, by W. T. Thomas, Oliver W. Thomas, Cummings M. Cox and Walter E. Johnson. In a few months Johnson had taught himself to

4

billions and hursable book over as instructor of the school when foliasess sate over. The new plans proved very afficient and debases had at times became up three passengers. One of his first ambibition dated of the 1912 weaken up three passengers. One of his first ambibition dated of the 1912 weaken was at Middlebore, Mertucky May hith to 26th; he then filer at Genera, Hew York on only 19th, at Walken, New York August 7th for the Wallbill Yalley Farmers Association, and at Mingston, Mer York August 19th and 18th at a Grangers Field Day. The most date was at Monticello, New York August 28th-30th at a General Pair. He also five for the Desserotic Ball cal Convention at Military, Mayland that names.

About this time the company brought out their first treator highers with freeday, and Johnson assisted with the devalopment and tests of this plane. September 4th, 1912 he was been at Mingston, Mer York, there that day he first for the F.-A.S. pilot Montay, No. 166, on a Minthen powered Thomas Mi-plane. He than first at the New York Matter Pair, Symmus, New York for one west heginning September 9th. Also firing those west Medwatch.

place. September Ath, 1912 he was been at Mingston, New York, there that day he flow for his 7.4.5. pilot Mounce, No. 164, on a Ministen powered Thomas Hi-place. He was five at the New York Date Fair, Japanese, New York for one week beginning September 9th. Also flying there were Hedretth Nowma, Charles Hilse and William Nanotripaght. Johnson make a wonderful should the re, winning first place in mose on two days, and was first in a book dropping contest. But samik he also flow at the Nartices Usasiay Fair at Hardiner, New York, then archibited at look Howen, Pennsylvania on October 12th and 13th before hape crowds and also carpied subborised soil while there. Un Detober Sist, 1912 Johnson established a new Amption Redgemore Record with passenger, of three hours, fifty one sinutes at Rath, New York, flying a 6 cyl. 65 N.F. Thomas Hiplane. The provious record had been make Ampurt 19th, 1911 by George Deatty during the Chicago Newt. Johnson carried Arthur Slouder, a meabanic and student at the Thomas School, as his passenger. Neither non mas dreamed in warm clothing for the flight and both suffered from the cold.

That Full the Thomas Proc. Aeroplane Company of Seth, Ser Tork was incorporated to menufacture planes, by W. T. Thomas, Uliver W. Thomas, Commings M. Gom and Walter R. Johnson. In a few months Johnson had bought binself to

Harold E. Morehouse Flying Pioneers Biographies Collection - Johnson, Walter Transcribed and Reviewed by Digital Volunteers Extracted Apr-23-2024 04:29:41



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

Connect with the Smithsonian Smithsonian Institution: www.si.edu

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

On Twitter: @smithsonian