

Smithsonian Institution Smithsonian National Air and Space Museum Archives

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

Extracted on Apr-16-2024 07:00:51

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]]

Apparently Johnson severed his connection with the Thomas Brothers Company at that time and made plans to go into the flying school business for himself. He proposed to start a winter school in Florida at once, then return to New York State in the spring for summer operations. After purchasing a Thomas Flying Boat he left for Florida in January, 1914, where he operated a school and carried passengers during the winter months at Jacksonville. He returned north in the spring and in early May made daily flights at Greenwich, Connecticut for two weeks. On May 30th, 1914 he started the Walter H. Johnson School of Aviation at Conesus Lake, Livonia, New York, using a dual control Thomas Hydro and the flying boat he had been using in Florida. With him in the venture were his former Thomas students C.A. Herrmann and W.H. Hinnerly. The school started with five students and the prospects of a promising summer resort passenger carrying business. Johnson also took on some exhibition work that season and flew at Owasco Lake, Auburn, New York on June 30th and Indington, Michigan July 3rd and 4th at a Harbor Celebration.

Johnson continued to operate his school and passenger business at Livonia through the 1914 season, but evidently discontinued it that year, for during the early spring months of 1915 he became a pilot for the Curtiss Company at Hammondsport. During 1914 Curtiss had made some short test hops with the original Langley plane which had been sent to Hammondsport from Smithsonian Institution to see if it would fly and to determine its flying and handling characteristics. Floats had been attached and brief hops made by Curtiss with the original Manly engine. With the added weight of the floats it would barely rise from the surface of Lake Keuka, being considerably underpowered. As a result, later in 1914 a Curtiss 80 H.P. engine was installed, and during the late fall further test hops were made by Doc Wildman and Gink Doherty. This work was resumed in the early Spring of 1915, the pontoons were removed and skids attached. With this combination Johnson made several flights with the Langley plane from the ice during March, 1915. Later that season both Johnson and Doherty made many additional flights with this historic plane

7

Apparently Johnson servered his connection with the Thomas Houthars Gompany at that thes and made plane to go into the flying school business for hisself. He proposed to start a sinker school in Florida at once, then return to Hes Tark Hale in the moving for annew operations. After purchasing a Thomas Flying host he left for Florida in Amanry, 1914, where he operated a actual and corried passangers during the winter motive at Jackson tills. He returned north in the spring and in early Hey ands daily flights at Operation, Connections for two weeks. On Hey 30th, 1916 he stated the Halter H. Achmen Mobool of selation at Consent Jain, Livenis, Hew Tofe, using a dual control Thomas Hydro and the flying best he had been using in Florida. With his in the westers were his former Thomas students C. A. Hermann and H. H. Himmerly. The school started with five students and the prospects of a promising summer resort passenger carrying business. Johnson also took on some entithition work that means rule far at Omason lake, Johnson Hart on Jape 10th and hadington, Hichigan July 3rd and Ath at a Hartor Calabration.

THE S BLOOWFHER

FLWING PIGNEEKS

Johnsen continued to operate his school and passenger business at Liveria through the 191A season, but evidently dimentinued it that year, for during the sarily spring method of 1915 he beams a pilot for the Gartiss Gappary at Remondaport. Furing 191A Gartiss had made some short test hope with the original language place which had been each to Hamandaport from Suthissenian Institution to use if it would fly and to determine its flying and handling ebseroteristics. Floats but been attached and briaf hope made by Gartiss with the original Hanly engine. With the addet weight of the floats it would baraly rise from the surface of Iska Faula, being considerably underpowered. As a result, later in 1914 a Cartiss 50 H.7. engine was installed, and during the late full further test hope wars ends by Dae Ulders and Said Dabarty. This work was resumed in the early Opring of 1923, the portones were removed and midda attached. With the is contaction of soveral flights with the Isaglay place from the iso during Warth, 1935. Later that season both Johnson and Dabarty made many additional flights with this Hatoric place

Harold E. Morehouse Flying Pioneers Biographies Collection - Johnson, Walter Transcribed and Reviewed by Digital Volunteers Extracted Apr-16-2024 07:00:51



## **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