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Harold E. Morehouse Flying Pioneers Biographies Collection - Laird, Emil M. "Mattie"

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crackups by the new pilots, started a breach between Laird and Moellendeck that kept widening until conditions became so unbearable that ~~he~~ Laird resigned in 1923 and sold his interest to Moellendeck, including the trade name "Swallow". During the period Laird had been in Wichita he also designed and built four other planes, the Laird "Limozine" with two Curtiss OX engines, the clipped wing Laird "Swallow Racer", the Laird "Swallow" with 150 ~~H.P.~~ h.p., Hispano-Suiza engine, and the single engine "Limozine" with a 300 ~~H.P.~~ h.p., Packard engine, which was a conversion of the twin OX-engined ~~ship~~ airplane.

Following his resignation and settlement ~~of business affairs~~ at Wichita, Laird returned to Chicago where he again organized the E. M. Laird Airplane Co. Incorporators were: E. M. Laird, President; Lee Hammond, Vice President, and Charles Arens, Secretary. The Illinois Corporation Law required a minimum of three stockholders so Laird issued one share each, gratis, to Hammond and Arens, both of whom were non-active in the firm. Laird financed the new company personally ~~and~~ His first plane was called the "Laird Commercial", a biplane for pilot and two passengers, with a Curtiss OX-5 engine. Later this plane was re-designed and powered by a Wright J4 9-cylinder radial air-cooled engine. ~~These planes were widely used both in competition and air mail service. Laird planes rapidly gained an enviable reputation and national prominence through the 1930's and were used extensively by the young airlines just being established as well as the growing market for privately owned planes.~~

Always evident in Laird's accomplishments was his ~~great~~ interest and participation in competitive flying and the building of special planes for such events. He designed and built special racing machines for such well known pilots as Jimmy Doolittle, Speed Holman, Ed. Ballough, and Roscoe Turner who won many Reliability, Cross-Country and Trophy races of that era. Laird's planes were known as "The Thorough-Bred of the Airways" and consistently demonstrated they had that extra something that ~~became a habit of~~ repeatedly lead ~~ing~~ the pack

[[note]] 1st WINNER OF THE THOMSON TROPHY AND FIRST WINNER OF THE BENDIX TROPHY [[/note]]

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