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

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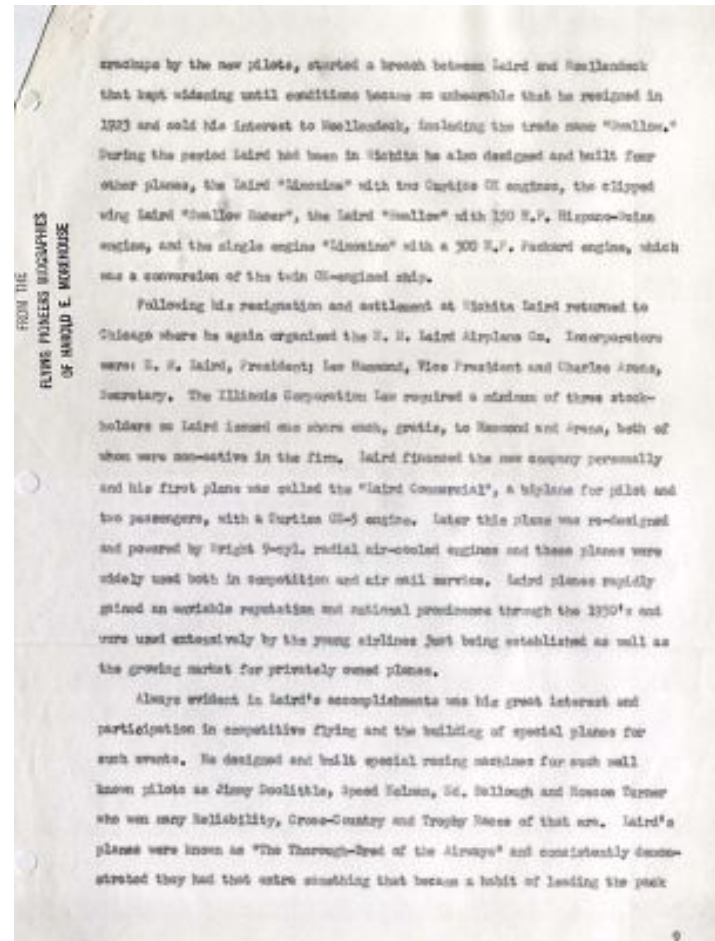
[[stamped]] FROM THE FLYING PIONEERS BIOGRAPHIES OF
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crackups by the new pilots, started a breach between Laird and Moellendeck that kept widening until conditions became so unbearable that he resigned in 1923 and sold his interest to Moellendeck, including 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. Hispano-Suiza engine, and the single engine "Limozine" with 300 H.P. Packard engine, which was a conversion of the twin OX-engined ship.

Following his resignation and settlement 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 Wright 9-cyl. radial air-cooled engines and 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 Helman, 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 leading the pack

9



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