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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Blakely, Harold W.**

Extracted on Mar-28-2024 06:50:32

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He continued flying at Sunset Field, then on April 19th and 20th he was a contestant at the Sacramento, California, aviation meet. Also flying there were Roy Francis, Tom Gunn, Thad Kerns, and Silas Christofferson. Blakely used a new Hall-Scott 60-horsepower engine and made a very good showing.

On June 7th he had a bad smashup at Redding, California, but was not injured. On July 17th he flew at the great Dominion Fair at Brandon in Manitoba, Canada, and attained an altitude of 5,500 feet. On September 15th he flew at Pilot Mound, Manitoba, then flew to Brandon where he had a date for the next day. Starting September 23rd he returned to San Francisco for the winter and entered the aviation events in connection with the Panama-Pacific Exposition. All the Bay area aviators staged flying tournaments every Sunday afternoon and races were held around Alcatraz Island and through the Golden Gate.

On February 23, 1914, Blakely flew 78 miles from Sunset Field to Cloverdale, California. Returning on the 26th, he had a ducking in San Francisco Bay but stayed with the floating plane until he was rescued by a tugboat. April 21st and 22nd he was a contestant in a race from San Francisco to Bakersfield, California. On that flight he became lost above clouds and found it necessary to make a landing to get his bearings. As a result he came in second. During most of Blakely's western exhibition and contest flying he was still in partnership with Cato, who also did considerable flying and assisted with mechanical work.

Later that year, Blakely became associated with Captain Thomas Baldwin and went east to fly Baldwin "Red Devil" planes. He remained with Baldwin at his flying field and shop on Staten Island, New York, until midsummer of 1915, when he left to become test pilot for Charles Day at the newly formed Aircraft Company, Incorporated at Bound Brook, New Jersey.

There, during the late summer months, Blakely conducted the first flight tests of the new Sloane-Day military tractor biplane, powered by a 6-cylinder 130-horsepower Hall-Scott engine. This plane was the forerunner of the famed World War I Standard J-1 trainer, and Blakely assisted with the development,

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