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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Daugherty, Earl G.**

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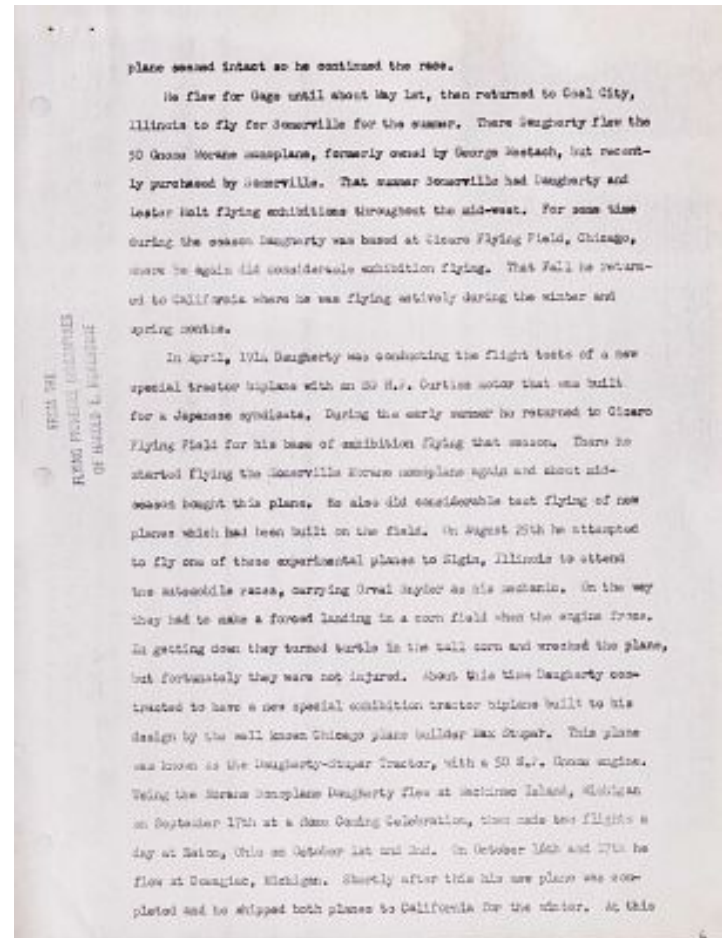
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[[stamped]] FROM THE FLYING PIONEERS BIOGRAPHIES OF  
HAROLD E. MOREHOUSE [[/STAMPED]]

plane seemed intact so he continued the race.

He flew for Gage until about May 1st, then returned to Coal City, Illinois to fly for Somerville for the summer. There Daugherty flew the 50 Gnome Morane monoplane, formerly owned by George Mestach, but recently purchased by Somerville. That summer Somerville had Daugherty and Lester Holt flying exhibitions throughout the mid-west. For some time during the season Daugherty was based at Cicero Flying Field, Chicago, where he again did considerable exhibition flying. That Fall he returned to California where he was flying actively during the winter and spring months.

In April, 1914 Daugherty was conducting the flight tests of a new special tractor biplane which an 80 H.P. Curtiss motor that was built for a Japanese syndicate. During the early summer he returned to Cicero Flying Field for his base of exhibition flying that season. There he started flying the Somerville Morane monoplane again and about mid-season bought this plane. He also did considerable test flying of new planes which had been built on the field. On August 29th he attempted to fly one of these experimental planes to Elgin, Illinois to attend the automobile races, carrying Orval Snyder as his mechanic. On the way they had to make a forced landing in a corn field when the engine froze. In getting down they turned turtle in the tall corn and wrecked the plane, but fortunately they were not injured. About this time Daugherty contracted to have a new special exhibition tractor biplane built to his design by the well known Chicago plane builder Max Stupar. This plane was known as the Daugherty-Stupar Tractor, with a 50 H.P. Gnome engine. Using the Morane Monoplane Daugherty flew at Mackinac Island, Michigan on September 17th at a Home Coming Celebration, then made two flights a day at Eaton, Ohio on October 1st and 2nd. On October 16th and 17th he flew at Dowagiac, Michigan. Shortly after this his new plane was completed and he shipped both planes to California for the winter. At this



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