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Harold E. Morehouse Flying Pioneers Biographies Collection - DeKor, Fred

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On January 31st, the last day of the event, he had another hair-raising experience caused by a mid-air collision with Earl Daugherty's plane. In the free-four-all race five planes started from a line on the field, 25 feet apart. Shortly after takeoff the planes edged in on one another until DeKor and Daugherty were caught in the middle of the group and tangled wings tips, with Schumann directly under them. The two planes crowding then veered off, then DeKor swung to the right, Daugherty to the left and they got apart. DeKor, saying that he had broken strut and wing damage, landed immediately, but Daugherty continued the race. In spite of these close calls DeKor made an excellent showing at the Meet. He entered all the events, and his tight turns and acrobatic maneuvers were the delight of the crowds.

During the spring of 1913 DeKor returned to the southern exhibition circuit. On November 14th and 15th he flew at Batesville, Arkansas, after having his plane repaired following an accident at Monticello, Arkansas, a short time before.

On February 11, 1914, he was flying at the National Corn Show in Dallas, Texas. Also flying for this event were J. H. Worden, Katherine Stinson and F. J. Terrill. During the spring and early summer months of 1914 everyone contracting for flying exhibitions clamored for looping. Lincoln Beachey was doing it at all the major cities and it was in demand. As a result DeKor engaged the Gag^gMcClay Company, at Los Angeles, to build a special small biplane of his own design for looping and acrobatic flying. It was powered by an 80 h.p. Gyro rotary engine and was completed in September. On his first trial flight DeKor made two loops, the first time he had ever done so. He started on an exhibition tour at once with this new plane reportedly the second person in the United States to fly looping exhibitions.

Following a southern tour during the winter months of 1914-1915 DeKor returned to Los Angeles in May, 1915, to have his plane overhauled and put in shape for a tour of the Middle East that summer. Later he returned to the West Coast

3.

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