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## **Harold E. Morehouse Flying Pioneers Biographies Collection - DeRemer, Lionel H.**

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ground, after a heavy rain, he struck a tree and three buggies to avoid the crowd, but fortunately he was not injured.

DeRemer continued to fly exhibitions throughout the fall season, and in November accepted an offer as Chief Instructor of the Mills School of Aviation at Corpus Christi, Texas for the winter months, flying his Wright on floats over the Gulf of Mexico. There, on Christmas Day, 1912, DeRemer made the first flight from the water in the State of Texas, flying over Corpus Christi and vicinity for thirty minutes. In addition to his school work he also engaged in carrying passengers and making frequent local exhibitions. These arrangements were under the auspices of the local Board of Trade. Hundreds of persons visited the beach on Sundays to watch his exhibitions. By mid-December he had some students and daily school operations got under way. On December 31st he carried members of the Commercial Club of the city of the city and newspapermen for flights over the beach. On January 3, 1913, DeRemer carried Miss Buena Vista Hill, the first woman in Texas to ride in a hydroaeroplane. Throughout January and February he made almost daily flights in his school and passenger work. On February 17th he set a new hydroaeroplane passenger-carrying record of two hours and forty-one minutes, with J.C. Curran of Saginaw, Michigan as his passenger. At this time he was doing a good passenger carrying business, some some days making twelve to fifteen flights, totaling four to five hours in the air. On March 12th he made the necessary official arrangements with the Postal Department to carry mail daily until March 30th, from Corpus Christi to Port Arkansas. On March 30th he had an accident when he lost one propeller on takeoff, but was not injured. While at Corpus Christi, as a stunt, he made a one-time flight carrying three passengers. As DeRemer finished his work in Texas he made plans to fly to Chicago in easy stages, but this had to be given up due to lack of cooperation and proper facilities for refueling arrangements along the route. After returning to Bay City in the spring of 1913, DeRemer planned to start a flying school and completely overhauled his plane for the activities of the summer season. On this

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