

Harold E. Morehouse Flying Pioneers Biographies Collection - Fowler, Robert G.

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

Approaching the mountains he ran into near gals winds that really buffeted his about. After sticking with it for about half an hour, he gave up and landed in a clearing near the foothills resulting in a smashup which partially wrecked his plane, although he was not hurt. The next morning his mechanics helped get the plane out and they decided it could be rebuilt with spare parts they had except the lower winds, for which they wired to Dayton. This repair work was done at Colfax, California, and on September 23d he was ready to start. After less than an hour in the air he was back at Colfax, stopped again by dangerous winds near the mountains. September 24th he tried for the third time and this attempt was more lucky, but after flying about 40 miles he was forced down with an overheated engine at Emigrants Gap. Landing in a small pasture he damaged the plane again and repairs took two days. On September 28th he took off and climbed to 7,000 feet trying to get across the mountains, but again he was forced down by overheating, and damaged a wheel in landing. This time he had also damaged the engine, and it was apparent the radiator was inadequate for altitude flying.

By this time Fowler was convinced he would not b able to fly over the lofty Sierra Nevada Mountains, so decided to ship his plane to Los Angeles and attempt to fly the southern route around the mountains. At Los Angeles they gave the plane and engine a thorough overhaul, and on October 18th he started again from Fremont Park at 4:55 P.M. For the trip he had fitted the machine with a sort of windshield to protect his somewhat from the cold. This time he got under way and his start was successful. The course of his flight was as follows:

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|Left Los Angeles, Cal.|October 19, 1911|Ar. Beaumont, Tex.|December
7, 1911
|Ar. Pasadena, Cal. October 19, 1911|Ar. Lake Charles, La.|December
17, 1911
|Ar. Riverside, Cal. October 21, 1911|Ar.New Orleans, La.|December
31, 1911
|Ar. Yuma, Ariz. October 25, 1911|Ar Mobile, Ala |January 11, 1912|
Ar. Tucson, Ariz. October 30, 1911 Ar. Brantley, Ala. January 20, 1912
Ar. Douglass, Ariz. November 3, 1911 Ar. Bainbridge, Ga. February 6,
1912
|Ar. El Paso, Tex. November 13, 1911|Ar. Jacksonville, Fla.|February 8,
1912
|Ar. Fort Worth, Tex. November 27, 1911|Ar. Pablo Beach,
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Fowler broke the American duration record, unofficially, when he was in the air 4 hours, 26 minutes between Yuma and Maricopa, Arizona, Camera man Ed. R. Shaw rode with him on the flight and made some remarkable pictures with his "moving

opproaching the countains he run into mor gale whole that really buffeted him about. After sticking with it for shout half as hour, he gows up and landed in a clearing mear the foothills resulting in a smestup which partially wrested him place, although he was not burt. The most morning his sentenies below get the plane out and timy decided it could be rebuilt with spare parts they had except the lower wings, for which they wired to Payton. This receir were use done at Colfer, California, and on September 250 he was ready to start, lifter less than an hour in the air he was been at Caller, stopped again by despures wints near the municipa, implember 20th in tried for the third time and this attempt was sore larly, but after flying short 40 miles to mea forced does with an everywheated engine at independs Cap. Inciding in a small posture be damaged the place again and recoder took too days. In Sectionary 20th he took off and eliched to 7,000 fact trying to get arross the sountains, but again he can forced down by ownersading, and decayed a wheel to lasting. This time he had also decayed the outing, and It was apparent the pullator was inndepents for altitude flying. By this time Fewler was convinced he sould not be shis to fly over the lafty Marra Novada Novataina, so decided to obin his plane to les Angeles and attempt to fly the southern route around the countains, At has impales they gave the place and excise a therough ownheal, and on Sctober lith he started again from

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Haft he Angelou, Cal., October 19, 1911 Sp. Damanen, Yer.
Ar., Franchers, Cal., October 19, 1911 Lake Charles, in
Riverside, Cal., October 21, 1911 Lake Charles, in
Tuess, Friz., Cetober 25, 1911 Boother, in.
Tuesse, Friz., October 35, 1911 Boother, in.
Dougham, Jefs., October 35, 1911 Brenthey, illa.,
El Pace, Tex., Sewaster 13, 1911 Jacksonstille, Fi
Foot Burth, Fur., Sewaster 17, 1911 Jacksonstille, Fi
Beaster, Tex., Decaster 5, 1911
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Lake Charles, In. December 17, 1911

Have Orleans, In. December 31, 1911

Bottle, Cln. January 11, 1912
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Indistricts, Ga. Pabrany 6, 1912
Jacksonstills, Fla. Pobrany 8, 1912
Pablo Beach, Fla. Pebrany 15, 1912
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Fla.|February 15, 1912|

|Ar. Houston, Tex. December 2, 1911| | |

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