



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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

Extracted on Apr-20-2024 09:47:59

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

February 24th flew at Gainesville, Florida, then went to Waycross, Georgia, for exhibitions there, and on February 28th carried his movie operator to take pictures from the air. He then flew to Atlanta, Georgia, where he remained for one week. On March 22nd, he flew at Toma, Georgia, then continued to tour the South. In May he started north and was in Chattanooga, Tennessee, on May 17th. Working on north Fowler was at Kansas City in June, where he and Bud Mars formed the Fowler-Mars Company, but apparently it was short-lived. Fowler was flying there for a time and on July 15th he and Harold Kantner flew an exhibition together. In October Fowler was back in California where he bought a new Gage tractor biplane with a Hall-Scott 60 h.p. engine, from the Gage-McClay Company at Griffith Aviation Park, Los Angeles. He made his first flight with this new plane on October 19th, flying from Griffith Field to the Cawston Ostrich Farm at South Pasadena, where he made exhibition flights, dropping plumes on the spectators. This performance was repeated on the following day.

At this time Fowler was under contract to fly from Los Angeles to San Francisco for a vaudeville firm, then appearing at the Empress Theatre in San Francisco. The flight was to have been a race between Fowler's plane and a Cadillac car driven by Charles Soules. ~~[[crossed-out]]~~ and ~~[[/crossed-out]]~~ Stops were to be made at the Sagus, Bakersfield, Fresno, and Gilroy, ~~[[crossed-out]]~~ and ~~[[/crossed-out]]~~ with the finish at the Exposition Grounds in San Francisco. Fowler started from Griffith Field on November 7th flying his new plane, and landed at Sagus. ~~[[crossed-out]]~~ After ~~[[/crossed-out]]~~ Leaving there he had mountains to get over. ~~[[crossed-out]]~~ and ~~[[/crossed-out]]~~ On his first try he climbed to 3,500 feet then decided to land and remove the mufflers from the engine to gain additional power. Taking off on his second trial he nosed over in soft sand and turned turtle, damaging the plane, but he was not injured. He then gave up the flight and shipped the plane on to San Francisco. ~~[[crossed-out]]~~ where ~~[[/crossed-out]]~~ It was ready to fly that weekend. Fowler was appearing at the theater. ~~[[crossed-out]]~~ and ~~[[/crossed-out]]~~ During the period of his engagement he flew over downtown San Francisco on November 12th. He remained there through the month and on November 22nd flew over the city again, then proceeded on to his home at Gilroy, 80 miles away.

On December 7th Fowler flew as a passenger with Silas Christofferson in his new hydro at San Francisco and became interested in water flying. On December

February 24th flew at Gainesville, Florida, then went to Waycross, Georgia, for exhibitions there, and on February 28th carried his movie operator to take pictures from the air. He then flew to Atlanta, Georgia where he remained for one week. On March 22d he flew at Toma, Georgia, then continued to tour the South. In May he started north and was in Chattanooga, Tennessee, on May 17th. Working on north Fowler was at Kansas City in June, where he and Bud Mars formed the Fowler-Mars Company, but apparently it was short-lived. Fowler was flying there for a time and on July 15th he and Harold Kantner flew an exhibition together. In October Fowler was back in California where he bought a new Gage Tractor Biplane with a Hall-Scott 60 H.P. engine, from the Gage-McClay Company at Griffith Aviation Park, Los Angeles. He made his first flight with this new plane on October 19th, flying from Griffith Field to the Cawston Ostrich Farm at South Pasadena, where he made exhibition flights, dropping plumes on the spectators. This performance was repeated on the following day.

At this time Fowler was under contract to fly from Los Angeles to San Francisco for a vaudeville firm, then appear^{at} the Empress Theatre in San Francisco. The flight was to have been a race between Fowler's plane and a Cadillac car driven by Charles Soules, and stops were to be made at Sagus, Bakersfield, Fresno, Gilroy, and the finish at the Exposition Grounds in San Francisco. Fowler started from Griffith Field on November 7th flying his new plane, and landed at Sagus. After leaving there he had mountains to get over, and on his first try he climbed to 3,500 feet then decided to land and remove the mufflers from the engine to gain additional power. Taking off on his second trial he nosed over in soft sand and turned turtle, damaging the plane, but he was not injured. He then gave up the flight and shipped the plane on to San Francisco. ~~where~~ It was ready to fly that weekend. Fowler was appearing at the Theatre ^{period of his} and during the engagement he flew over downtown San Francisco on November 12th. He remained there through the month, and on November 22d flew over the city again, then proceeded on to his home at Gilroy, 80 miles away.

On December 7th Fowler flew as a passenger with Silas Christofferson in his new hydro at San Francisco and became interested in water flying. On December

Harold E. Morehouse Flying Pioneers Biographies Collection - Fowler, Robert G.
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-20-2024 09:47:59



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)