



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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

Extracted on Apr-18-2024 08:15:28

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.

23d Fowler flew to Gilroy again and returned on the 25th to enter the Air Meet at Tanforan Park, San Francisco from the 25th to 30th. Also flying in this event were Silas Christofferson, Lincoln Beachey, Roy Francis, Tom Gunn and Thad Kerns. There Fowler made some altitude flights and did his full share to entertain the crowds.

Flying around San Francisco and vicinity through January and February, 1913 he was carrying passengers and making over-city and cross-country flights. About this time he changed from a Hall-Scott 60 H.P. to an 80 H.P. engine in his Gage Tractor, and was making arrangements to install floats for water flying. About March 1st Fowler signed up with a movie company to fly over the Panama Canal with a camera operator to get aerial pictures from Panama to Colon. For this flight the Gage-McClay Company made pontoon equipment to replace the regular wheel landing gear. Fowler made his first flights from the water at San Francisco on March 28th and was delighted with the tests. Following this the water equipment was removed and the land gear replaced, then he made several flights carrying passengers, including his mother.

The equipment and personnel for the Panama expedition shipped out of San Francisco on the S. S. Alameda about April 1st, and upon arrival he made the first short test flights at Panama on April 12th. Tests continued and on April 25th Fowler made two extended flights in that vicinity. The first was over the city and nearby villages and the second over the fortifications in the bay and up the canal entrance as far as the Pedro Miguel Locks.

On April 27th Fowler and camera operator R. A. Duhem made the first nonstop flight across the Isthmus and used almost one-half mile of film securing the first aerial views of the Canal Zone. With a full supply of gas and oil he first circled for 45 minutes to gain all the altitude possible, then headed for the Atlantic, an airline distance of about 50 miles. Near Culebra they encountered strong, turbulent winds that retarded their progress, and Fowler circled at times to obtain better pictures at various points. Just as they reached Colon at 2,000 feet they ran out of fuel and Fowler glided to a landing after being in the air 1 hour, 45 minutes. The actual crossing took 55 minutes.

23d Fowler flew to Gilroy again and returned on the 25th to enter the Air Meet at Tanforan Park, San Francisco from the 25th to 30th. Also flying in this event were Silas Christofferson, Lincoln Beachey, Roy Francis, Tom Gunn and Thad Kerns. There Fowler made some altitude flights and did his full share to entertain the crowds.

Flying around San Francisco and vicinity through January and February, 1913 he was carrying passengers and making over-city and cross-country flights. About this time he changed from a Hall-Scott 60 H.P. to an 80 H.P. engine in his Gage Tractor, and was making arrangements to install floats for water flying. About March 1st Fowler signed up with a movie company to fly over the Panama Canal with a camera operator to get aerial pictures from Panama to Colon. For this flight the Gage-McClay Company made pontoon equipment to replace the regular wheel landing gear. Fowler made his first flights from the water at San Francisco on March 28th and was delighted with the tests. Following this the water equipment was removed and the land gear replaced, then he made several flights carrying passengers, including his mother.

The equipment and personnel for the Panama expedition shipped out of San Francisco on the S. S. Alameda about April 1st, and upon arrival he made the first short test flights at Panama on April 12th. Tests continued and on April 25th Fowler made two extended flights in that vicinity. The first was over the city and nearby villages, and the second over the fortifications in the bay and up the canal entrance as far as the Pedro Miguel locks.

On April 27th Fowler and camera operator R. A. Duhem made the first nonstop flight across the Isthmus and used almost one-half mile of film securing the first aerial views of the Canal Zone. With a full supply of gas and oil he first circled for 45 minutes to gain all the altitude possible, then headed for the Atlantic, an airline distance of about 50 miles. Near Culebra they encountered strong, turbulent winds that retarded their progress, and Fowler circled at times to obtain better pictures at various points. Just as they reached Colon at 2,000 feet they ran out of fuel and Fowler glided to a landing after being in the air 1 hour, 45 minutes. The actual crossing took 55 minutes.

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

Transcribed and Reviewed by Digital Volunteers
Extracted Apr-18-2024 08:15:28



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)