

Harold E. Morehouse Flying Pioneers Biographies Collection - Havens, Beckwith

Extracted on Apr-18-2024 07:48:13

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.

was first to get away, followed by Havens, then Johnson, all in advance of the storm. Both Martin and Francis were delayed by mechanical difficulties, remaining safely at Chicago and waiting to make an official start the following morning. The three who started hoped to fly away from the storm, but near Gary, Indiana Jannus was forced down by a damaged propeller and Havens landed alongside to offer assistance. Being assured Jannus was safe and about to be picked up Havens and Verplanck took off and flew to Michigan City, Indiana, the first control stop. Johnson had mechanical difficulties and put in at Robertsdale, Illinois outside Chicago, and Jannus was picked up by a tug boat, taking his disabled plane in tow. Later, however, when the fury of the storm hit, the plane was [[crossed out]] wrecked and [[/crossed out]] totally lost, which put Jannus out of the race.

Francis flew from Chicago to Michigan City on the 9th, and Havens flew to South Haven, Michigan, where again he was stranded with high winds and extremely rough water until the 11th when he flew from South Haven to Pentwater, Michigan. Martin started from Chicago and flew to Lake Harbor, near Muskegon, Michigan that day. High winds again hampered the flyers on the 11th and 12th and caused some damage to the planes, necessitating minor repairs. On the 14th Havens flew on to Charlevoix, Michigan, while Francis remained at Pentwater and Martin flew from Lake Harbor to Pentwater. On that day Francis decided to call it quits and packed his plane for shipment back to Chicago. Johnson hit some floating wreckage and badly damaged his hull trying to get away from Robertsdale on the 12th, which put him out of the race.

On the 15th Havens and Verplanck pushed on, passing through the Straits of Mackinac at 10:30 A.M., and proceeded on to Point Lookout in the Bay of Au Gres on Lake Huron at 7:35 P.M. after their best day of flying, covering 260 miles. Martin was disqualified at Pentwater for

7

was first to get many, followed by Marero, then Johnson, all just in
advance of the storm. Both Martin and Francis were delayed by mechanical difficulties, remained cafely at Chicago and which to make an
afficial start the following accruing. The three who started hoped to
fly samy from the storm, but near Gary, Indiana Jarrus was forced down
by a faranged propaller and Havene laceded alongside to effer emistance.
Seing assured france was eafe and about to be picked up thream and Verplanck took off and flow to Hichigan City, Indiana, the first control
stop. Johnson had mechanical difficulties and put in at Notertedale,
Illinois outside Chicago, and Johnson was picked up by a tag boot, toking
his disabled plane in tow. Later, however, when the fury of the etorm
hit, the plane was appendentions totally lost, which put Japons out of the

Francis flow from Chicago to Michigan Sity on the 9th, and Howens flow to South Haven, Michigan where again he was stranded with high winds and extremely rough water until the 11th when he flow from South Haven to Pentweter, Michigan. Martin started from Chicago and flow to Lake Harbor, near Michigan. Michigan that day. High winds again hampered the flyers on the 11th and 12th and caused seem damage to the planes, necessitating minor repairs. On the 15th Havens flow on to Charlevedix, Michigan, while Francis remained at Pentweter and Martin flow from Lake Harbor to Pentweter. On that day Francis decided to call it quits and parked his plane for shipment back to Chicago. Johnson hit some floating wreckage and badly damaged his hull taying to get many from Makertadale on the 12th, which put his out of the race.

On the 25th Newma and Verplanck pushed on, parsing through the Straits of Mackinac at 10:30 A.K., and proceeded on to Foint Societa in the Say of Au Greu on Lake Huron at 7:35 P.M. after their best day of figure, covering 260 miles. Mortin was disqualified at Pentwater for

-

Harold E. Morehouse Flying Pioneers Biographies Collection - Havens, Beckwith
Transcribed and Reviewed by Digital Volunteers

Extracted Apr-18-2024 07:48:13



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

Connect with the Smithsonian Smithsonian Institution: www.si.edu

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

On Twitter: @smithsonian