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

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was first to get away, followed by Havens, then Johnson, all just in advance of the storm. Both Martin and Francis were delayed by mechanical difficulties, and remained ~~at Chicago~~ 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 that 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 Robertsedale, 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 ~~wrecked~~ 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 Robertsedale 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

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