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Harold E. Morehouse Flying Pioneers Biographies Collection - Heth, Eugene B.

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. flights at several points during September. October 2nd and 3rd he flew at Durango, Colorado, then on October 16th and 17th he was at Pueblo, Colorado. From there he exhibited at City Park in Denver October 30th through November 2nd. Following this Heth flew at Cheyenne, Wyoming for three days. Over the winter months of 1914-1915 he flew exhibition engagements for William Berger throughout the south with Howard Rinehart.

In early March, 1915 Heth and Berger left for Monterey, Mexico where Berger had contracted to deliver some planes and supply pilots for Villa in the Mexican fiasco. Heth, Rinehart and Farnum Fish were to do the flying. They started operations there that month using three Wright planes, two Model B's and one HS fuselage type. There Heth had many a hair raising experience, being shot at in the air by both sides. He remained in Mexico for five weeks, then decided he had about enough of Berger's operations with Villa and returned to the States for more enjoyable and less risky flying. First flying exhibitions at several points in Colorado, then eastward into the middle west, he then returned to Birmingham, Michigan for the winter. In May, 1916 he started another tour of the middle west and was in Indiana, Illinois, Wisconsin and Iowa until late September to end the season.

When the United States entered World War I in the spring of 1917, Heth responded to the call for aviators, becoming a senior civilian flying instructor on May 14th, and served at Rantoul, Park and Ashbourne U. S. Flying Fields. He was released from Government duty on December 18th, 1918, being listed as "one of the very best" instructors in the Service. After the war Heth did some barnstorming and made his last flight as a pilot in 1920 when he ferried a plane from Cotton Plant, Arkansas to Memphis, Tennessee. All told, Heth spent about nine years in early exhibition flying, Government Instruction Service and barnstorming about the country. He was never licensed, and never had a serious accident, a most remarkable pioneer flying record.

After giving up flying in 1920 Heth became a farmer and painter near Birmingham, Michigan, but during World War II again served his country, as an Aviation Inspector in nearby Michigan factories. In 1951 he moved to Tampa, Florida where he hoped to enjoy a few years of retirement. There he passed away on September 17, 1959 at age

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