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

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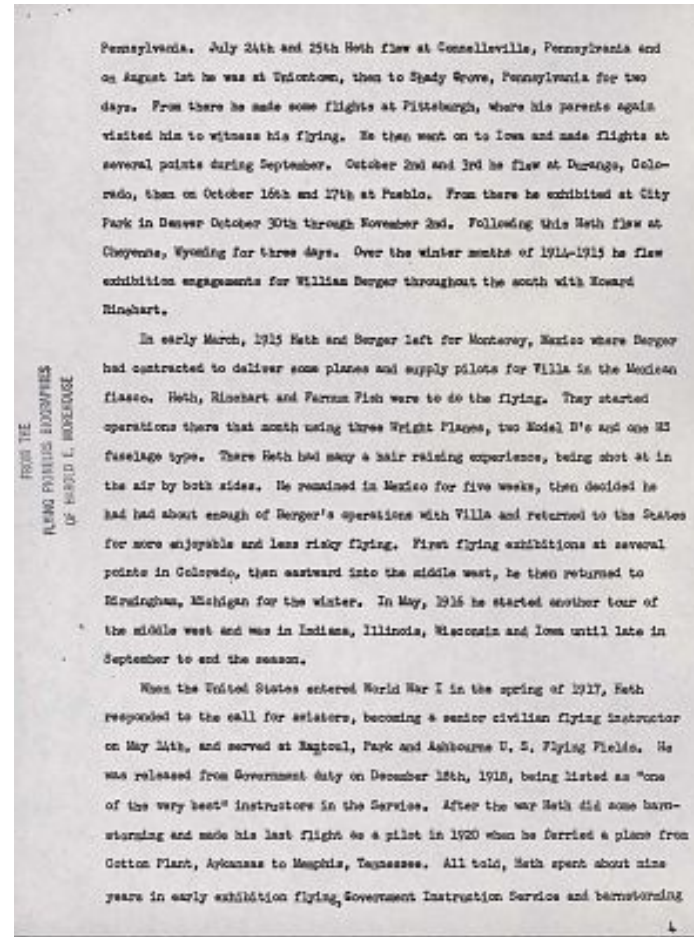
Pennsylvania. July 24th and 25th Heth flew at Connellsville, Pennsylvania and on August 1st he was at Uniontown, then to Shady Grove, Pennsylvania for two days. From there he made some flights at Pittsburgh, where his parents again visited him to witness his flying. He then went on to Iowa and made flight at several points during September. October 2nd and 3rd he flew at Durango, Colorado, then on October 16th and 17th at Pueblo. 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 of 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 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 in 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

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[[left margin]] From the Flying Pioneers Biographies of Harold E. Morehouse [[/left margin]]



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