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Harold E. Morehouse Flying Pioneers Biographies Collection - Meyerhoffer, Ovar S. "Swede"

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to the California Aviation Company. Later in 1911 Meyerhoffer became affiliated with the new company in the supply business, and also did considerable flying with his own machine.

In the spring of 1912 he began flying a new Roberts-powered Curtiss-type pusher biplane for the California Aviation Company at their field at Easton, California. That season he filled several exhibition dates for the company, and in July was flying this plane at Sunset Field at Alameda, California. In August he flew at the Amador County Fair, still using the Roberts-engined Curtiss. He was flying actively at Sunset Field through the fall and at Ingleside Park, San Francisco on November 24th.

In 1913 Meyerhoffer continued flying and also was the West Coast correspondent for Aircraft Magazine. In 1914 he tested several new planes made by the California Aviation Company.

[[left note]]
hydroaeroplane
[[/left note]]

In 1916 Meyerhoffer spent the season carrying passengers at San Diego, California, using a hydroaeroplane. He made from six to twenty flights a day and one day made forty-two. Occasionally he flew sports fishermen out to sea, first locating schools of fish from the air, then alighting nearby to enjoy the sport. Later that year he established an unofficial altitude record of 19,000 feet at Los Angeles and was appointed Aerial Policeman at Venice, California.

During World War I he was an instructor at West Coast flying schools and in 1918 was in charge of the Riverside Aviation Company flying school at Riverside, California. In November of that year he did some flying for the Loughheed Aircraft Company of Santa Barbara, California.

While with Loughheed he was selected to attempt a publicity flight from California to Washington, D. C., with the large twin-engined Loughheed plane. Flying with Meyerhoffer was A. R. Ferneau, and all went well until a broken valve spring forced them down at Tacna, Arizona. After replacing the part the

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