



## Smithsonian Institution

*Smithsonian National Air and Space Museum Archives*

### Harold E. Morehouse Flying Pioneers Biographies Collection - Rodgers, Calbraith Perry

Extracted on Sep-24-2024 03:48:34

**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](https://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](mailto: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.

addition ~~they~~ they secured the ~~loan~~ Rogers was to have the part-time ~~loan~~ services of Charles Taylor, No. 1 Wright factory mechanic, ~~as added assistance.~~ as added assistance. ~~On the trip were Mrs. Rodgers, his mother, the Armour and Company representatives who were to make all arrangements and provide the necessary supplies, and the three mechanics, as well as newspaper reporters.~~

Rogers started from Sheephead Bay, Long Island, September 17, 1911, and made his first stop at Middletown, New York, without mishap. Beyond there he was beset with bad weather, smashups, and repair jobs, making slow progress. By the time he reached Chicago on October 8th it became obvious he could not possibly reach the Coast in the allotted thirty days, however with Armour's assurance to continue, he decided to try to complete the trip for the sake of aviation progress.

Shortly after leaving Chicago he had made enough mileage to set a new cross country record. At Tucson, Arizona, he met Bob Fowler who was on his way east to be first to fly across the country from west to east. Almost every conceivable mishap hampered Roger's progress, but at last on November 5th he was actually in sight of the Pacific Ocean. Again he was plagued with serious mechanical trouble ~~and forced to land near~~ over Compton, California. In attempting to land in what turned out to be a plowed field he ~~cracked up and was quite badly injured, including a broken ankle, which laid him up for some time. The plane was again rebuilt but he was not able to actually complete the flight until December 10th when he finally landed on the beach in front of a hotel at Long Beach, and his wheels were taxed into the surf. This last leg of the flight was made with his ankle still in a cast.~~

It had been ~~illegible 9~~ 84 days since ~~leaving~~ he left Long Island, but his total flying time was a little over 82 hours. He had traveled a total estimated distance of 4,257 miles with stops made at 29 points. The longest distance flown any one day was 265 miles- the shortest 5 miles. He had 19 smashups, and ~~very little of the original plane remained when the destination was reached.~~ only the drip pan under the engine, one strut, and the rudder survived the entire flight. Enroute there were three 4-day delays, two of 3 days and six 2-day stops, ~~as well as several~~ many one day delays for weather or repairs, and the more-than-a-month stop at Compton.

Certainly great credit is due Rodgers for his courage and determination. It

3

Rogers was to have <sup>services</sup> ~~the~~ part-time ~~loan~~ of Charles Taylor, No. 1 Wright factory mechanic, ~~as added assistance.~~ On the trip were Mrs. Rodgers, his mother, the Armour and Company representatives who were to make all arrangements and provide the necessary supplies, and the three mechanics, as well as newspaper reporters.

Rogers started from Sheephead Bay, Long Island, September 17th, 1911, and made his first stop at Middletown, New York, without mishap. Beyond there he was beset with bad weather, smashups, and repair jobs, making slow progress. By the time he reached Chicago on October 8th it became obvious he could not possibly reach the coast in the allotted thirty days, however with Armour's assurance to continue, he decided to try to complete the trip for the sake of aviation progress.

Shortly after leaving Chicago he had made enough mileage to set a new cross-country record. At Tucson, Arizona, he met Bob Fowler who was on his way east to be first to fly across the country from west to east. Almost every conceivable mishap hampered Rodgers's progress, but at last on November 5th he was actually in sight of the Pacific Ocean. Again he was plagued with serious mechanical trouble ~~and forced to land near~~ Compton, California. In attempting to land in what turned out to be a plowed field he ~~cracked up and was quite badly injured, including a broken ankle, which laid him up for some time. The plane was again rebuilt but he was not able to actually complete the flight until December 10th when he finally landed on the beach in front of a hotel at Long Beach, and his wheels were taxed into the surf. This last leg of the flight was made with his ankle still in a cast.~~

It had been <sup>84</sup> ~~illegible 9~~ days since ~~leaving~~ Long Island, but his total flying time was a little over 82 hours. He had traveled a total estimated distance of 4,257 miles with stops made at 29 points. The longest distance flown any one day was 265 miles - the shortest 5 miles. He had 19 smashups, and <sup>only the drip pan under the engine, one strut, and the rudder survived the entire flight.</sup> ~~very little of the original plane remained when the destination was reached.~~ Enroute there were three 4-day delays, two of 3 days and six 2-day stops, ~~as well as several~~ many one day delays for weather or repairs, and the more-than-a-month stop at Compton.

Certainly great credit is due Rodgers for his courage and determination. It

3

Harold E. Morehouse Flying Pioneers Biographies Collection - Rodgers, Calbraith Perry  
Transcribed and Reviewed by Digital Volunteers  
Extracted Sep-24-2024 03:48:34



## 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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: [www.si.edu](http://www.si.edu)

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

On Twitter: [@smithsonian](https://twitter.com/smithsonian)