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Harold E. Morehouse Flying Pioneers Biographies Collection - Sandt, L. Earle

Extracted on Apr-19-2024 02:48:45

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as yet he had had little opportunity to earn much with it. After learning of his flight, the townspeople of both Erie and Brookville came to his aid in the spring of 1912 and raised enough by popular subscription to relieve his troubles and buy a new ~~[[strike-through]]~~ aeroplane ~~[[strike-through]]~~ airplane. Sandt then formed the Aero Exhibition Company, Erie, Pennsylvania, and started booking engagements for the 1912 season. In March Sandt made tentative plans for a flight from Erie to Toronto, Canada, by way of Buffalo, but later gave up the idea. He was flying exhibitions actively in northwestern Pennsylvania, in Ohio, and New York during the summer season. The dates included Clarion, Conneaut Lake, Meadville, Brookville, DuBois and Pittsburgh in Pennsylvania; Liverpool, Lorain, Uhrichsville, Warren, Bellevue, Fort Recovery and Ontario, Ohio; and Courtland, New York. On July 14th he was the first aviator to fly over Pittsburgh, Pennsylvania, and the first to carry authorized mail at Fort Recovery, Ohio. Sandt flew in a small air meet in Pittsburgh September 2nd to 7th, where Lincoln Beachey and Paul Peck were also flying, and he flew every day to greatly please the crowds. One day he flew in such a bad rainstorm that at times his plane was not visible from the ground. That summer he also flew from Brookville to Punxsutawney, Pennsylvania, a distance of 20 miles, in probably the first cross country flight ever made in that section of the state. In the fall he returned to Brookville and started building a new plane in accordance with his personal ideas.

In March, 1913, Sandt was flying in Erie, carrying passengers off the ice in the frozen bay. During the spring he made a flying boat hull for his plane and carried on some experiments on the bay at Erie, but this venture was not successful. Following this he resumed flying exhibitions for the summer, and on June 12th had a serious accident at Grove City, Pennsylvania. In attempting a forced landing after his engine quit over the town, the wing tip hit the edge of a roof as he came in by a building, which resulted in a bad smashup. He had a badly injured leg, but otherwise was not considered in danger until lockjaw set in, causing his death on June 21st at Brookville, Pennsylvania, at age 25. He was buried in the Brookville Cemetery.

Earle Sandt was one of the very first of the few early aviators of Pennsylv-

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