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Hattie Meyers Junkin Papers - Rich Field Flyer , 1919

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MAJOR KROGSTAD FLEW FIRST RICH FIELD SHIP

Lieut. Henry G. Andrews Tells About Initial Flight,

Thousands of ships have taken the air from Rich Field during its many months of training history, but the greatest interest centers in but one take off - the first. This occurred on November 27, 1917, when Major Arnold N. Krogstad, A. S. A., J. M. A., made the initial flight in a Standard Model J1 ship, equipped with a Hall-Scott A-7-A four-cylinder motor.

Credit for making the first flight was given in a previous issue to First Lieutenant Lotha A. Smith, R. M. A., who has been overseas some months. The impression that Lieutenant Smith had made the first flight was found to be erroneous when Major Krogstad called attention to the fact that he had flown the first ship on Rich Field. This fact was substantiated upon investigation when Major Clinton W. Russell, J. M. A., and First Lieutenant Henry G. Andrews, R. M. A., both witnesses, as well as Captain J. S. Foster, then Adjutant, stated that Major Krogstad had made the first flight.

Lieutenant Andrews recounts the story of the first flight as follows: "Rich Field's first flight took place on November 27, 1917, and was made by Major Arnold N. Krogstad in a Standard Model J1 ship, equipped with a Hall-Scott four-cylinder A-7-A motor.

"This ship was uncrated and set up by the writer and Lieutenants Post and Spencer (then cadets who had finished their R. M. A.'s and were waiting for commissions).

"This ship was number T1009 and saw a great deal of service in training cadets later on the field.

"After Major Krogstad made the first flight I took a flight, and also Lieut. Lotha A. Smith and Lieut. F. E. Edwards.

"There was a great deal of conjecture beforehand as to who would make the first flight, as no one on the field had hitherto flown with a stick-controlled machine nor a machine of this model. All were anxious to make the first flight, but Major Krogstad relieved all suspense by making it himself and allowing us to follow him.

"The first flight was witnessed by Major Russell himself and a number of the original members of Squadron B (then the 150th Aero Squadron).

"The first Curtiss ship flown or used on the field was set up a few days later by the writer, who had the assistance of some of the original members of Squadron B, including Sergeant George P. Matey and Corporal Boardman and several others. Also some cadets who had arrived on the field at that time. This ship was a Curtiss Model JN4A, dep control, and was number 1551.

The first cross-country flight from the field was made by two Curtiss JN4A, numbers 1551 and 1556, piloted by Major Krogstad and the writer. The trip was to Love Field, Dallas, and return, made about the 20th of December, 1917."

NEW ALTITUDE RECORD IS MADE BY MAJ. SCHROEDER

Flies to 19,500 Feet in a Loening Monoplane.

Major R. W. Schroeder, Air Service, the holder of the American altitude record, established a new record for monoplane altitude on January 18, at Dayton, Ohio.



According to the telegram from the Chief of the Technical Section, Division of Military Aeronautics, McCook Field, Dayton, Ohio, the Loening monoplane climbed to nineteen thousand, five hundred feet, with three passengers totaling four hundred seventy pounds. The pilot was Major R. W. Schroeder, the observer, Lieut. George V. Elsey, and mechanic, K. A. Craig. The previous altitude record for a monoplane with three passengers is understood to be about 16,000 feet. A report from Mr. Loening gives the time as thirty-nine minutes, which would average 500 feet per minute. The plane piloted by Major Schroeder was the two-seated Loening monoplane built by Grover C. Loening of Long Island City, N. Y. The power plant is an eight-cylinder Hispano Suiza engine, which has driven the monoplane as fast as 145 miles per hour.

EXPERIMENTAL AIRPLANE TEST RULES ADOPTED

Chief of Technical Section Is Held Responsible.

The following regulations were authorized by General Kenly, January 14, 1919:

1. The Chief of the Technical Section is charged with the responsibility for all tests of experimental airplanes at Air Service Fields.
2. Requests by private enterprise of permission to conduct unofficial tests of experimental airplanes at Air Service Fields may be granted under the following conditions:
 - (a) Such tests will be conducted at McCook Field, Dayton, Ohio, unless otherwise permitted by the Director of Military Aeronautics.
 - (b) Such tests will be entirely at the owner's risk and expense and he shall supply the pilot therefor. No Air Service pilot will be permitted to engage in these tests.
 - (c) Flight tests will be permitted only after a technical examination by a representative of the Technical Section. If, in the opinion of this officer, the airplane is unsafe to fly, no flight will be permitted at an Air Service Field.
3. Official tests of experimental planes will be authorized only at McCook Field, Dayton, Ohio, and under the following conditions:
 - (a) The owners of such airplanes must submit two models—one for destruction test and one for performance test.
 - (b) Tests will be at government expense and the flight test will be made by an army pilot detailed by the Chief of the Technical Section.
 - (c) Flight tests will be permitted only after a technical examination and sand-test by a representative of the Technical Section. If, in the opinion of this officer, the airplane is safe to fly, no flight will be permitted at an Air Service Field.
4. Pilots inexperienced in flying experimental airplanes will not be permitted to fly such planes until after they have been placed "in production"
5. Commanding officers at flying fields will be held strictly responsible that no flights are made at their fields in violation of the foregoing instructions.

AVIATION UNITS WILL BE ESTABLISHED IN COLLEGES

Government Will Furnish the Special Equipment.

A recent report of the Committee on Education and Special Training shows that the educational institutions of this country are ready and eager to cooperate with the War Department in the training of reserve

officers for the Army. Requests for the privilege of establishing units of the Reserve Officers' Training Corps have been received from more than three hundred and fifty institutions, including practically all the larger universities and colleges, as well as many of the smaller schools and high schools. About two hundred and fifty of these schools have been authorized to maintain these schools, and officers are being assigned as Professors of Military Science and Tactics. Special emphasis is to be placed upon the theoretical military work during the school year. Field Artillery, Coast Artillery, Chemical Warfare, Ordnance, Engineer, Quartermaster, Motor Transport, Aviation and Signal Corps units are to be established in the schools qualified to do such work, and the corps of the Army interested will detail the most efficient men to direct the work. The special equipment needed will be furnished by the government. However, it is not intended that this work shall create a highly specialized program for the schools, but that it shall be supplementary to the regular courses in the various fields.

ARMY FLYERS HONOR ROOSEVELT

Aviators from Hazelhurst Field, Mineola, L. I., paid a last tribute to the late Colonel Roosevelt from the air on January 6th. Soon after the death of Colonel was reported, the commanding officer at Hazelhurst Field ordered ten army pilots to fly to Oyster Bay and keep up an aerial patrol over the home of the ex-president for twenty-four hours. At intervals floral wreaths were dropped upon the grounds at Sagamore Hill as a token of the high esteem with which the army, and particularly the air service, held Colonel Theodore Roosevelt.

ITALIAN SERVICE RIBBONS

Forty-eight officers of the Air Service and one officer of the Medical Reserve Corps detailed of the Air Service have been authorized by the Italian Minister of War to wear the Italian Service Ribbon, instituted by Royal Decree 641 May 21, 1918, according to a communication from the Chief of the Air Service, A. E. F. The officers have returned to the United States and so their official certificates from the Italian government have been sent to the Division of Military Aeronautics for distribution.

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