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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Carr, Walter J.**

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~~used~~ an OX-2 engine. On April 30th he flew the new twin-engine JN-5 to 16,500 feet altitude with a passenger.

On May 29th Carlstrom flew the ~~the~~ twin-engine ~~the~~ JN-5 from Newport News to Sheepshead Bay, Long Island, New York, nonstop, in 4 hours, carrying Capt. R.L. Taylor. There Carlstrom demonstrated the plane in the Sheepshead Bay Military air tournament. On June 1st he flew ~~this plane~~ it from New York to the Polo Grounds, Washington, D.C., carrying Alan R. Hawley, President of the Aero Club of America. On June 30th, ~~he flew a twin-engine~~ with the JN-5 on floats, he flew around and ~~made landings~~ made landings ~~near the Presidential yacht, Mayflower, at anchor off Old Point Comfort, Virginia, with President Wilson on board.~~

Shortly after that, Carlstrom ~~flew~~ piloted a Curtiss ~~Model~~ "R" plane to 14,000 feet altitude at Buffalo, New York, and on August 21st flew a twin-float JN-5 661 miles ~~during the day~~ on a circular course between Newport News and Cape Charles, Virginia, while competing for the 1916 Curtiss Marine Trophy, carrying a mechanic, Percy Kirkham. Considerable test work on new model Curtiss planes was done that year, both at ~~Newport News and Buffalo, and Carlstrom~~ <sup>accomplished much of that work.</sup> On October 1st he conducted initial tests of a new Curtiss Triplane at Buffalo and ~~kept it up at 10,000 feet for over an hour.~~

At that time Carlstrom was planning a spectacular non-stop flight from Chicago to New York carrying mail. This flight was sponsored by the New York Times and was to be a "sunrise to sunset" trip. Leaving Ashburn Field, Chicago, early on November 2nd in an expanded-wing Curtiss ~~Model~~ "R" plane, he carried over one thousand letters from prominent Chicagoans addressed to New Yorkers. He was forced to land at Erie, Pennsylvania, with a leaking gas tank, fixed it temporarily, then flew on to Hammondsport, New York, where the trouble was permanently corrected at the Curtiss factory. ~~These delays forced him to remain there over night. The following day he flew on to Governors Island, New York, to complete the flight, carrying the first~~ ~~air~~ mail ever flown by air from Chicago to New York. ~~While~~ Although he failed to make the trip non-stop, his first leg of the flight from Chicago to Erie did set up a new American non-stop distance record of 452 miles. Then on the flight from Hammondsport to Governors Island he averaged 134 m.p.h., a new American speed record for cross-country flight. On December 2nd

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