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*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Kantner, Harold D.**

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plane quite similar to the French Farman and made some monoplanes for both school and exhibition work. After completing his flight instruction Kantner became an instructor at the Moisant School for a time, then that winter he started flying exhibitions in the south with a 50 H.P. Gnome Moisant monoplane.

While flying an exhibition engagement at Jacksonville, Florida on February 12th, 1912 Kantner and Max Lille flew out to meet Robert Fowler as he completed his historical first flight across the continent from west to east. After meeting Fowler they escorted him to the field where their exhibitions were being held. March 4th-9th Kantner flew at an air meet at Montgomery, Alabama along with Oscar Brindley, Eugene Heth, Louie Mitchell, Paul Peek and Fred Schneider. There Kantner met with an accident when he was forced to land outside the enclosure to avoid crowds surging onto the field. He went over an embankment and smashed up but was not injured. Following the meet Kantner flew at Donaldsville, Louisiana and Dallas, Texas where Natilda Moisant and Andrew Houpert joined him. In April Kantner flew at Opelousas, Louisiana at an Elks Convention. He remained in the southwest and western States flying exhibitions until late August when he returned to Long Island. There on September 7th he flew the usual all-metal monoplane designed and built by John B. Moisant before his death. In the fall of 1912 the Moisant Company arranged to make a series of test and demonstration flights before United States Army officers at College Park, Maryland and Kantner was sent there on October 5th to supervise and conduct the tests. Moisant Aviatrix Bernatta Miller was also flying there occasionally during this activity. On October 16th Kantner made a 30 minute flight over Washington, D.C. He remained there until late October, when he left for the south to fly exhibitions in Georgia.

During the winter months of 1912-1913 Kantner designed and built a new Moisant Military Scout plane for military use. The plane could be taken apart in four minutes and reassembled in eight minutes, making it ideal for military and exhibition use. It was superbly built and proved successful from the start.

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