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*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Rinehart, Howard M.**

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built Standard Trainers, and early in November Rinehart started flying the first Dayton-Wright-built ~~[[striketrough]]~~ DH-4 ~~[[/striketrough]]~~ DeHavilland-4 with Liberty-12 engine, an all hand-made plane built at South Field by a small group of former Wright company mechanics. He did considerable test flying in that first DH during the fall, laying the ground work for several thousand of them, later made in production. That first DH was later ~~[[striketrough]]~~ assigned to the National Air Museum ~~[[/striketrough]]~~ transferred by the Army Air Service to the Smithsonian Institution in Washington, D.C.

Throughout World War I Rinehart continued as test pilot and advisor to both the Dayton-Wright Company and the Government concerning new aeroplanes and equipment. He and Arch Freeman put on a great flying program for the Society of Automotive Engineers' Summer Meeting held in Dayton on June 17th and 18th, 1918. During that year and the post-war period Rinehart made several notable flights. November 2d, 1918, with Milton Baumann as a passenger, he made a new 2-man altitude record of 22,400 feet in a DH-4 ~~[[striketrough]]~~ on ~~[[/striketrough]]~~ during a test flight at South Field. November 30th he flew Charles F. Kettering from Dayton to Mineola, Long Island, non-stop in 4 hours, 10 minutes, using a DH-4. June 17th, 1919 he flew H.E. Talbott from Dayton to Mineola non-stop in 4 hours, again in a DH-4, and on July 19th flew Mr. Kettering from Wichita, Kansas to Dayton non-stop in 7 hours, 45 minutes.

In 1920 the Dayton-Wright Company was purchased by General Motors Corporation, but continued to design and build several experimental aeroplanes, including the Rinehart-Baumann special race plane which Rinehart flew in the Gordon Bennett Trophy Event in France in the fall of 1920. This plane was ~~[[striketrough]]~~ remarkably ~~[[/striketrough]]~~ unique for its full-cantilever wing, variable-camber airfoil, using flaps, and a fully retractable landing gear, which was ~~[[striketrough]]~~ probably ~~[[/striketrough]]~~ one of the ~~[[striketrough]]~~ FIRST ~~[[/striketrough]]~~ first practical applications of wheel retraction as ~~[[striketrough]]~~ is ~~[[/striketrough]]~~ now used on ~~[[striketrough]]~~ all ~~[[/striketrough]]~~ many modern airplanes. A control problem forced it out of the race. Rinehart continued as test pilot and development engineer for Dayton-Wright Company until June 1st, 1923, when General Motors Corporation sold the assets of the company to the Consolidated Aircraft Corporation.

Following this, Rinehart ~~[[striketrough]]~~ returned to the Wright-Martin Aircraft Corporation and ~~[[/striketrough]]~~ was sent to Europe to supervise the construction and tests of a new all-metal plane at the Dornier Company. This did not work out so he returned to Dayton,

built Standard Trainers, and early in November Rinehart started flying the first Dayton-Wright-built <sup>DeHavilland-4</sup> DH-4 with Liberty-12 engine, an all hand-made plane built at South Field by a small group of former Wright Company mechanics. He did considerable test flying in that first DH during the fall, laying the ground work for several thousand of them, later made in production. That first DH was later transferred by the Army Air Service to the Smithsonian Institution in Washington, D. C.

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