

Harold E. Morehouse Flying Pioneers Biographies Collection - Rohlfs, Roland

Extracted on Apr-16-2024 04:11:24

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

season. This continued until 1924. During 1924-1925 he was with the Fairchild Aerial Camera Corporation on experimental work. From late 1925 through 1928 Rohlfs was sales manager for Claude Neon Lights of New York City. While there he developed and patented a system whereby neon tubes could be attached under the wings of a [[strikethrough]] giant plane [[/strikethrough]] large airplane and used for night flying advertising. This specially constructed plane was at that time the largest actively flying in the United States.

Following this Rohlfs obtained Transport Pilot License No. 3628 and became Operations Manager for Metropolitan Air Ferries, a subsidiary of the Curtiss-Wright Flying Service, Inc., for New York City. [[strikethrough]] until [[/strikethrough]] In 1933 [[strikethrough]] when [[/strikethrough]] he went with the Pitcairn Autogiro Company of Willow Grove, Pennsylvania, to study autogiro development. He was there about one year then joined the Heart Island Transportation Corporation as Operations Manager of their autogiro and fixed-wing facilities until 1938, when he became Chief of the Technical Section, U.S. Air Safety Board in Washington, D.C. Upon reorganization of [[strikethrough]] the Air Safety [[/strikethrough]] this Board in 1939 Rohlfs started a series of activities, all in the [[strikethrough]] C.A.A., [[/strikethrough]] Civil Aeronautics Authority, embracing Private Flying Specialist; Assistant Superintendent War Training Service, Region I; Chief (Army Section) War Training Service; Superintendent W.T.S., Region I; and, Assistant to Regional Administrator for Personal Flying Development, Region I, until his retirement in 1953. Throughout his career Rohlfs did considerable writing for various magazines on the subject of flying.

[[strikethrough]] Early Bird, [[/strikethrough]] Flying Pioneer extraordinary, Roland Rohlfs devoted the major portion of his active life to aviation in many phases. His were memories of valuable and noteworthy accomplishments in the American history of aviation. [[strikethrough]] development progress. [[/strikethrough]] Richly deserving of great credit, he became one of the stalwarts of the early Curtiss organization and then went on to devote his energies and experience to other fields of aviation. [[strikethrough]] A member of the Early Birds and other aviation groups, [[/strikethrough]] Rohlfs [[strikethrough]] had [[/strikethrough]] retired to his home in Manhasset, Long Island, New York, where after a long illness he passed away March 22, 1974. He was survived by his widow, Alice Rohlfs.

seeses. This continued until 1924. During 1924-1925 he was eith the Pairchild serial Comera Componition on experiential serie. From late 1925 through 1926 Enhance Enough for Clouds Seen Lights of See York City. While there he developed and patented a system shorety from tabos sould be attached under the wings of a gate-patent of or night flying effectiving. This specially constructed place was at that the time transfer actively flying in the United States.

Following this Hobits obtained Transport filet License Sc. 2005 and became Operations Canager for Detropolitan dir Ferries, a schaldiary of the Cartism-Bright Flying Service, Inc., for Sev York Sity, artist 1933 area he ment with the Pitcaira sategire Campany of dillow Grove, Pennsylvania, to study exacting development. He was those about one year than joined the Boart Irland Transportation Corporation as Operations Examples of the Individual Section, U. S. Air Safety Source in Manifester, D.C. Then recognization of the Service Section, U. S. Air Safety Source in Manifester, D.C. Then recognization of the Section U. S. First Section in 1939 Behilfo started a series of activities, all in the Sangle, cohracting Frivate Flying Specialist; Sanistant Superintendent Mar Training Service, Region I; Ohlef (Army Boatles) M. They Superintendent Mar. I., Barion I; and Assistant to England Administrator for Personal Flying Development, Region I, until his retirement in 1953. Throughout his capser Bohifa did considerable writing for various magazines on the subject of flying.

portion of his setive life to astation in many phases. His were mesories of valuable and noteworthy accomplishence in the American history of eviationmental accomplishence in the American history of eviationmental accomplishence in the American history of eviationmental accomplishence in the accomplishence of provider and operation of the action and then even on to denote his
energies and experience to other fields of eviation. A weather or results
mental accomplishence accepts, in the set of retired to his home in Landauset,
Long Island, Her Irri, where after a long illness he passed any librar 22, 1974,
especies by his since, alice Schiffe.

5

Harold E. Morehouse Flying Pioneers Biographies Collection - Rohlfs, Roland
Transcribed and Reviewed by Digital Volunteers
Extracted Apr-16-2024 04:11:24



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian