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

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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 ~~[[crossed-out]]~~ giant plane ~~[[/crossed-out]]~~ 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. ~~[[crossed-out]]~~ until ~~[[/crossed-out]]~~ In 1933 ~~[[crossed-out]]~~ when ~~[[/crossed-out]]~~ 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 ~~[[crossed-out]]~~ the Air Safety ~~[[/crossed-out]]~~ this Board in 1939 Rohlfs started a series of activities, all in the ~~[[crossed-out]]~~ C.A.A. ~~[[/crossed-out]]~~ 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.

~~[[crossed-out]]~~ Early Bird, ~~[[/crossed-out]]~~ 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 ~~[[crossed-out]]~~ development progress ~~[[/crossed-out]]~~. 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. ~~[[crossed-out]]~~ A member of the Early Birds and other aviation groups, ~~[[/crossed-out]]~~ Rohlfs ~~[[crossed-out]]~~ had ~~[[/crossed-out]]~~ retired to his home in Manhasset, Long Island, New York, where after a long illness he passed away March 22, 1974, survived by his widow, Alice Rohlfs.

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