



PINEHURST NC HANGAR #218

QB MEMBER PROFILES

PROFILE NUMBER 10

Charles Jensen

Hangar: N/A



Charles Christian Jensen

Relative of QB John Boles' Friend



- Raised in Hayward, CA (SanFran)
- Attended Berkeley Aviation School for Students. Graduated with honors.
- Commissioned a Lt., sent to Taliaferro Field, TX, for flight training in April, 1918.
- Trained on the Canuc JN-4C, the Canadian Jenny.
- Commanded flight training at Taliaferro but was not sent to Europe.
- Left the military after WWI, before QB formed.

Taliaferro Field, Saginaw, Texas



After the United States' entry into World War I in April 1917, General John J. Pershing invited the **British Royal Flying Corps** to establish training fields in Texas for the training of American and Canadians volunteers because of its mild weather. After looking at sites in Dallas, Fort Worth, Waco, Austin, Wichita Falls and Midland, three sites were established in 1917 in the Fort Worth vicinity (known as the "Flying Triangle."), those being **Hicks Field (#1)**, Barron Field (#2), and Benbrook Field (#3).

Canadians named the training complex Camp Taliaferro after **Walter Taliaferro**, a US aviator who had been killed in an accident. Camp Taliaferro was headquartered under the direction of the Air Service, United States Army, which had an administration center near what is now the Will Rodgers Memorial Center in Fort Worth, Texas.

Curtiss “Canuck” JN-4C



- Used as a training aircraft during the First World War
- Favoured by barnstormers performing stunts and used for recreation after the war
- Given the name "Canuck" to distinguish it from its U.S. counterpart, the American Curtiss JN-4
- Achieved more "firsts" than any other Canadian aircraft, including first aircraft to cross the Canadian Rockies; first aircraft to be mass-produced in Canada; and first to deliver air mail (from Montreal to Toronto, June 24, 1918)
- First flight was in January 1917

Flying Department Taliaferro Field, May 9, 1918

1. The following course of flying instruction will be given each Cadet undergoing flying training at this Field.
2. Cadets will be assigned to certain classes or stages, assignments to be made on the efficiency and ability of the Cadet.
3. There will be five stages of instruction.

FIRST STAGE: To be dual, four to nine hours flying time for the Cadet.

Two periods of forty-five minutes each, daily. This means forty-five minutes from the time the instructor and pupil leave the dead line. At the end of forty-five minutes you must be on the dead line again.

Cadets showing no sign of improvement at the end of nine hours will be relieved.

Cadets will receive instruction in the following points:

Straight get-aways; straight landings into the wind. All landings to be three poing.

1. Handling machine in air
2. To fly a straight course
3. Making turns
4. Moderate climbs and glides, neither maximum nor minimum.



Flying Department Taliaferro Field, May 9, 1918

Instructors impress upon the student:

1. How easy it is to fly.
2. What is meant by flying speed.
3. Large eights.
4. Throttling motor and gliding to Field, motor to be throttled at right angles to landing direction. (All these glides must be at a normal angle.)
5. How to stop, drift and skid.

First solo will be followed immediately by a flight with instructor.

SECOND STAGE: Approximately ten hours.

Two periods of forty-five minutes each, daily. This will be a review of dual, large eights and turns with moderate bank added.

THIRD STAGE: Approximately six hours.

Student will be instructed to make:

1. Figure eights approaching the vertical
2. Spirals to right and left
3. S-ing to mark.



Flying Department Taliaferro Field, May 9, 1918

They will also be shown in this stage, the maximum climbing and minimum gliding. This will be dual and Cadets will not be allowed to attempt these alone. The instruction in these consists of about three maximum climbs working gradually to a complete stall motor on. Minimum glide, about three, working gradually to a complete stall. This is just to give the student a better feel of the ship. (Impress on the student, this will not be done while on solo)

FOURTH STAGE: Five to seven hours.

The student will climb out of the R.M.A. Field and land over the Hurdle landing with dead-stick to the mark, and cross-country.

FIFTH STAGE: Stunting or Aerobatics for four hours.

First hour to be a lecture on skids, side-slips, stalls, tail spins, cross-wind landings, Immelman turns, barrel roll or roll over.

It is not desired to overdo stunt flying, as a cadet will get sufficient practice at the specialized schools. It is merely desired to give him enough stunt flying so that he will get a better feel of the machine and upon getting into difficulties while alone, will know just what to do and also that he may gain confidence and see how easy it is to fly.

Junius B. Alexander
Capt. J.M.A., S.O.
Officer in charge of Flying.



Charles Christian Jensen



162. Traffic, 4 mi. from entrance to "Flyin' Frolic" Nov. 12-13-1918. Love Field, Tex. Courtesy, Commanding Officer, Taliaferro Field.

Charles Christian Jensen



A Spad - The Spad is a French ship but was used by all American pursuit squadrons because the U.S. had no small ships at the front. 200-200 Hispano. Best altitude 4000m.

Charles Christian Jensen



Most of 78th Squadron Machines on the line. Maple Leaf & Beaver emblem.

Charles Christian Jensen



Charles Christian Jensen



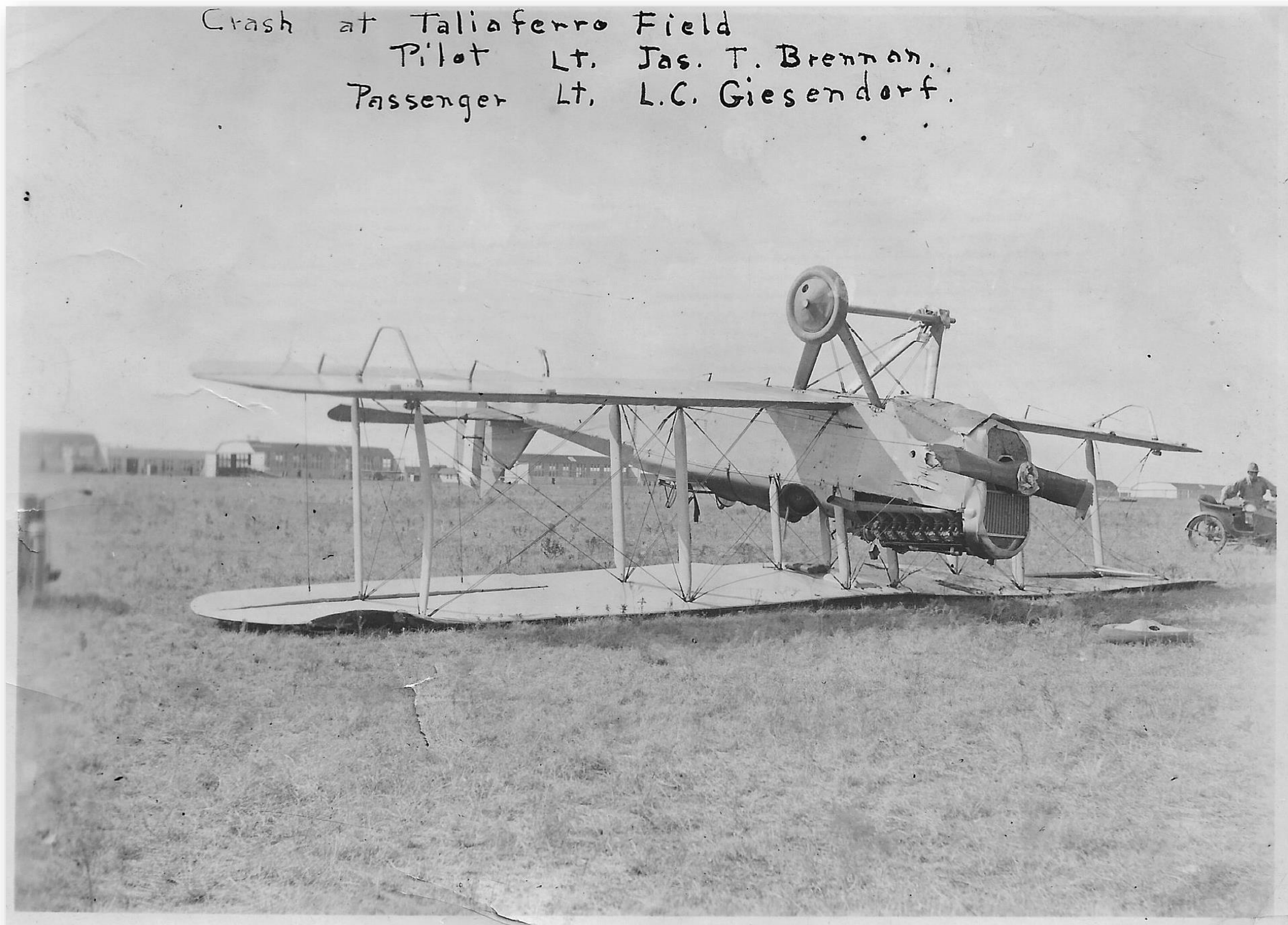
Fell 800' in a spinning nose-dive and didn't hurt the American cadet who was in it.

Charles Christian Jensen



Getting into the hangar the wrong way.

Charles Christian Jensen



Crash at Taliaferro Field. Pilot Lt. Jas. T. Brennan., Passenger Lt. L.C. Giesendorf.

Charles Christian Jensen



Lt. George William Goddard Rear. Photographic officer. Later became Commanding Officer for photography in the Air Force. Retired as 1 Star General. Pilot H.A.Montague.



Charles Christian Jensen



Crashed on top of ambulance while landing – no injuries.

Charles Christian Jensen



Landed after Dark

Charles Christian Jensen



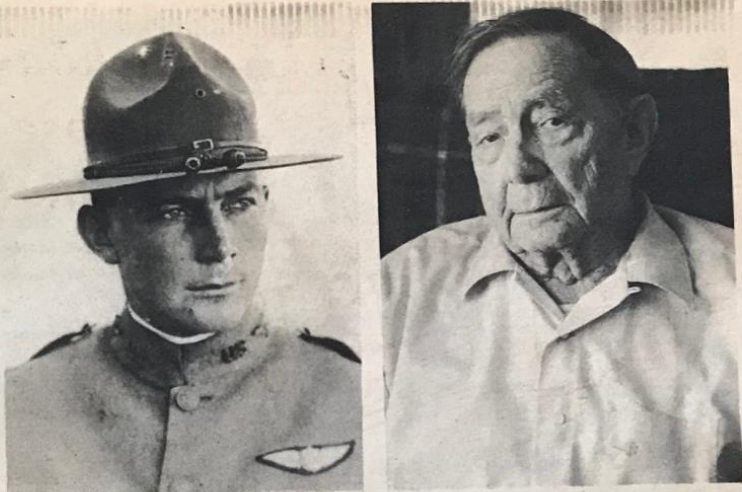
Newlyweds, Mr. and Mrs. Charles Jensen, on their Honeymoon.

Charles Christian Jensen

The Sacramento Union, Sunday, June 30, 1974—F5

A crazy, courageous courtship with Jenny

by juanita browne
/ special to People



Second Lt. Charles C. Jensen in April, 1918, and today.

If someone mentions American aviators in World War I, what do you think about?

Snoopy riding down his riddled Sopwith Camel dog-house with a shake of his paw and a shout of, "Curse you, Red Baron!"

Flocks of all-American Errol Flynns joining thousands of veddy-English David Nivens in devil-may-care dawn patrols in pursuit of Richtofen's Circus? Or do you recall the names of America's top aces: Eddie Rickenbacker, Frank Luke, and Raoul Lufbery?

The American Air Force in World War I did have both comic-strip characters who capered through bizarre antics as well as glamorous movie-type aces who performed daily feats of heroism.

Some of the early American "Knights of the Sky" did both, and actually lived to tell hair-raising tales about it.

American airmen who joined the French Lafayette Escadrille and the British Royal Flying Corps between 1914 and 1917 rapidly became legends in their own time.

But that wasn't the experience of the mass of young Americans who obeyed their country's demand of "Don't be a Slacker!" and headed to the nearest recruitment office in 1917.

Many answered the call to arms, but few were chosen to fly. And of those, even fewer ever flew in combat.

Why? We didn't have the planes and we didn't have the instructors.

When the U.S. entered the war in April, 1917, her vast Aviation Section of the U.S. Signal Corps, as it was then designated, consisted of about 55 training planes. Most of these were obsolete. Not one was capable of combat.

Out of about 130 so-called pilots in the Air Service, only two dozen were really qualified for combat duty.

Thousands of hardy and foolhardy young Americans were eager to join the fledgling American Air Force and fly to fame and glory.

But who would train them, and with what equipment?

When you mentioned American aviators in World War I to Charles C. Jensen of Carmichael, he doesn't talk about either Snoopy or the Dawn Patrol.

He talks of Canadians and Texas and Americans and Jennies. Fun and fear. Triumphs and tragedy.

Jensen was one of a group of American airmen who had the unique experience of being trained in Texas by Canadians during 1917 and 1918.

It was an experience that has received little publicity. But according to Jensen, "If it hadn't been for the Canadians, our Air Force would have been even slower in sprouting wings than it was."

How did Canadians wind up in Texas training Americans?

In the early years of the war, the military powers slowly came to realize that an aircraft was not just an oddity that scared horses, but a potentially powerful war weapon.

But during the battle of the Somme in 1916, the allied air forces were heavily damaged. The life of the average pilot in 1916 was three weeks. Replacements were needed desperately.

The call went out to Canada for more airplanes and more pilots. Canada had the materials and untrained manpower resources. She was also producing training aircraft, but had no training fields that could be used the year around.

When the U.S. entered the war in 1917, she had few experienced pilots and fewer aircraft. But she also had thousands of aspiring pilots and resources. She had capital. And she had Texas, an almost natural airfield that could be used year around.

The Royal Flying Corps (RFC) had a pool of experienced pilots who had been disabled in combat in France, but could be used as instructors during their R&R (rest and relaxation) period.

The British, Canadian and American governments soon reached an agreement. The U.S. would purchase 180 aircraft from Canada to be used by both the Royal Flying Corps of Canada and the American Air Service for training.

In exchange for the use of these aircraft and three airfields in Texas, British and Canadian pilots would train American ground and flying personnel.

While the airfields in Texas were being completed, about 1400 American pilots received preliminary training in Canada.

To prevent the Canadian winter from interrupting this training, these American and Canadian trainees and British and Canadian instructors invaded the partially completed airfields in Texas in September 1917.

Before the RFC moved out of Texas and back to Canada in April, 1918, they had trained or partially trained about 2,000 American and Canadian pilots.

From these pilots came 10 of the first American air squadrons to be sent overseas, and five American aces. And from these on 29 April 1918 came Second Lt.

Interesting people

Charles C. Jensen, one of the American pilots to be trained under this agreement.

You won't find Jensen's name on the list of American aces. Jensen never saw combat. Despite the extravagant claims in American newspapers of thousands of Americans in thousands of American airplanes at the front, only 650 American pilots were ever in combat.

So Jensen's experience was the experience of many young aspiring American airmen in World War I. An experience that is seldom told. An experience

Not all crashes were comical. Death was the rule. In one 30-day period, 31 pilots or cadets were killed in accidents such as this.



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Good reference article in the Sacramento Union, Sunday, June 30th 1974, F5.



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