
ABOUT THE PAINTER

Aline Rhonie, F.I.A.L., is the designer, researcher, and sole painter of original mural, which was started in 1935 and completed in 1938. A well-known aviator in her own right, she served as Flight Leader in the first Women's Ferry Service (WAFS) during World War II, USAAFATC. As First Officer in the British Air Transport Auxiliary, she spent two years in the U.K. ferrying service; she also drove ambulances in France and in the United States during the war.

She is the recipient of: Medaille de la Reconnaissance Francaise; King George VI Medal; Chevalier de la Croix de Lorraine; honorary member U.S. Association of Croix de Guerre and a citation from the U.S. government, World War II. She is a life fellow of the International Institute of Arts and Letters and an associate member of the Institute of Aeronautical Sciences.

PROFESSOR LEONETTO TINTORI

A well-known sculptor and painter in Italy, for the past twenty years he has been perfecting his method for fresco transfer and restoration. He has executed murals for the U.S. military cemetery at Nettuno, Italy. Among works he has restored are paintings by Giotto, Masaccio, Filippino Lippi, Andrea del Castagno, Andrea del Sarto, and many others. He is connected with the Uffizi Gallery and Pirti Palace in Florence. His home is at Prato, Italy.

ELENA BERUTTI TINTORI

An artist of note, the wife of Leonetto Tintori is an expert in retouching restoration work.

WALTER BENELLI

This native of Florence has been chief assistant to Professor Tintori for twelve years in the work on restoration and transferring of Italian Renaissance masterworks in fresco.

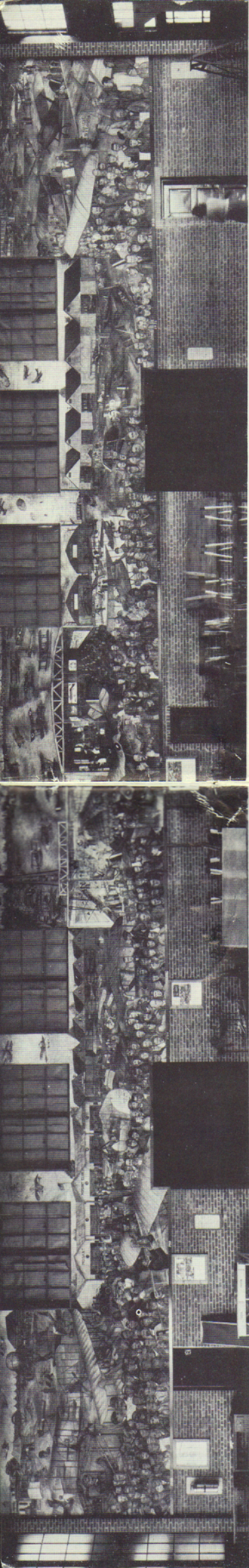
ALVIN BAHNSEN

Under Miss Rhonie's direction, he applied the wet marble surface of the original mural. He is now professor of political science at Post College, Long Island University.

THE PRE-LINDBERGH ERA OF AMERICAN AVIATION

A FRESCO MURAL BY
ALINE RHONIE, F.I.A.L.

CONSERVATOR:
PROFESSOR LEONETTO TINTORI



Panorama view of entire fresco mural (106' x 12 1/2' with exception of windows), on the north wall of hangar F at Roosevelt Field, Long Island, before it was transferred.

ROOSEVELT FIELD, the "cradle of aviation," inspired Aline Rhonie, a young commercial pilot in the early thirties, to create a painting history of the great pioneers and first conquerors of the mystery of flight. A former student of the noted American painter John Sloan, she flew solo from New York to Mexico City at the invitation of the famous Mexican muralist Diego Rivera, in her 90 m.p.h. small monoplane in 1934, and learned his plastering and painting technique in buon fresco.

This method had been almost a lost art since the days of the Renaissance era, and Mexican artists of recent years were the first to revive it on a grand scale. It is the most difficult form of painting, yet the most beautiful for mural work; as a form of art it is comparable to grand opera in music. The earliest paintings of prehistoric man, still preserved in their original form on the damp surface of limestone caves in southern France, masterpieces from the pyramid tombs of Egyptian Pharaohs, relics of the great Aztec civilization in Mexico, famous wall paintings from the great days of Pompeii—all these were part of the long technical tradition that was utilized in the Roosevelt Field mural.

Miss Rhonie sought to emulate this ancient technique, depicting an important part of the twentieth century in a primitive style that suggested man's earliest efforts toward mastery of his centuries-old dreams. She strove to re-create the thrills, excitement, heartaches and joys of this period.

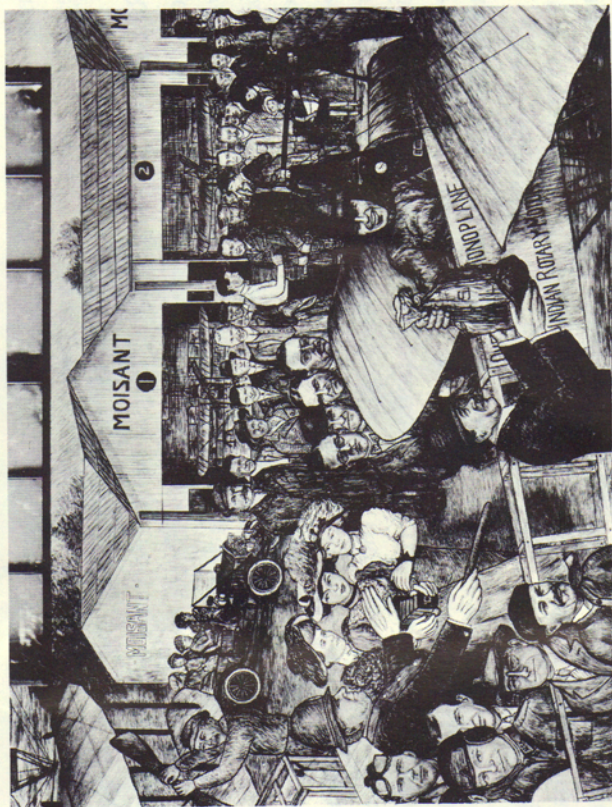
© 1960 Aline Rhonie

Designed by Eugene Conner
Composition by Hallmark Typographers—Printed by Victory Offset

Printed in the United States of America

To begin the project, the artist put four applications of cement, goats' hair, coarse and medium marble dust, and lime on a brick wall of hangar F at Roosevelt Field. She then applied transparent earth colors, each of which were ground by hand with only distilled water. These colors were placed into glass jars and had to be reground every week. Each color required about one hour to be reground. Then the water color was applied on top of a fifth coat of fine marble dust and lime, painting while the surface was still wet. Thus the pigment became a true part of the wall with the marble glowing through the transparent colors.

Each day's work required a freshly laid fifth coat surface to be carefully fitted to meet the edges of the former day's work, without showing the intersecting line. It is very difficult to apply the final coat correctly; due to weather changes, the amount of water used in mixing and applying it to the fourth coat is delicate and variable. The wall surface is only paintable for about ten to twelve hours, and it is important for the artist to decide exactly how much of an area is to be painted each day so that the mixture will not be wasted.



The world's first Air Mail Postmaster, General Hitchcock, handing mail sack to Earle Ovington, for historic first flight of mail.



The Lindbergh close-up. Finale to the era.

Over 90 per cent of all flying in the United States from 1908 to 1927 was done on Long Island, and every plane which research proved had flown in the area was faithfully depicted according to its importance at that time.

Since World War II, Roosevelt Field has become a thriving industrial and shopping center, and the pace-making airport that flourished in the thirties is gone, less than sixty years after the birth of flight. The old hangar was allowed to deteriorate by people unfamiliar with mural work and methods for preserving it. Recently it was not believed possible to restore the mural; some were even dubious that it was worthy of restoration. Asked about the practical feasibility of removing it from the wall, leading architects in this country replied, "Beyond comprehension"—"Improper facilities available even if we knew *how* to remove it"—"The cost would be enormous, ridiculously high for its comparative value"—and other such discouraging opinions. But American fliers pleaded with Miss Rhonie to help preserve the record of their finest hours for future generations to enjoy, study and appreciate.

In 1953, she made a pilgrimage to Italy, where she had heard that

efforts were being made to preserve frescoes of the great masters of the Italian Renaissance.

In a second-hand British station wagon, with only her small dog for company, she drove over the hills of France into Italy, and on her second day there, at Pisa, she accidentally encountered a young man at work transferring and restoring some beautiful frescoes of great age from crumbling walls.

This young man was Walter Benelli, an apprentice to the famous Professor Leonetto Tintori of Florence. He was able to explain to her in some detail the restoration methods he used. Miss Rhonie then got in touch with Professor Tintori, who proved to be willing to make every attempt to transfer her painting from the hangar wall. Meanwhile, however, almost insurmountable problems arose to prevent work being started. To the owners of the Roosevelt Field property, the project seemed incredible: "It just cannot be done."

But time and weather would not wait. The mural was gradually disintegrating, and there were few who knew or cared, for the building had not been open to the public since Pearl Harbor. The hangar had been leased to the Railway Express Agency as a warehouse; tons of parcels and packages moved in and out while the old-timers' faces watched from the wall. Miss Rhonie received permission to ascertain by September 10, 1960, whether Professor Tintori could remove the mural, provided the work could be completed no later than November 1, 1960. Otherwise, the mural would be finally doomed.

Professor Tintori arrived on September 5. After several days of thorough tests, he said, "It *can* be done" and "It's *definitely* worth it!"

Within three weeks it was completely stripped by Tintori and Benelli from the hangar wall.

THE RESTORATION WORK

Professor Tintori used special glues which were heated and applied onto cheesecloth and nylon netting to the wall. When the glue was completely dry, he carefully made intersection lines for

panel divisions. Then he literally peeled the stiffened cloths together from the wall, taking off only the thinnest possible layer of paint mixed with marble.

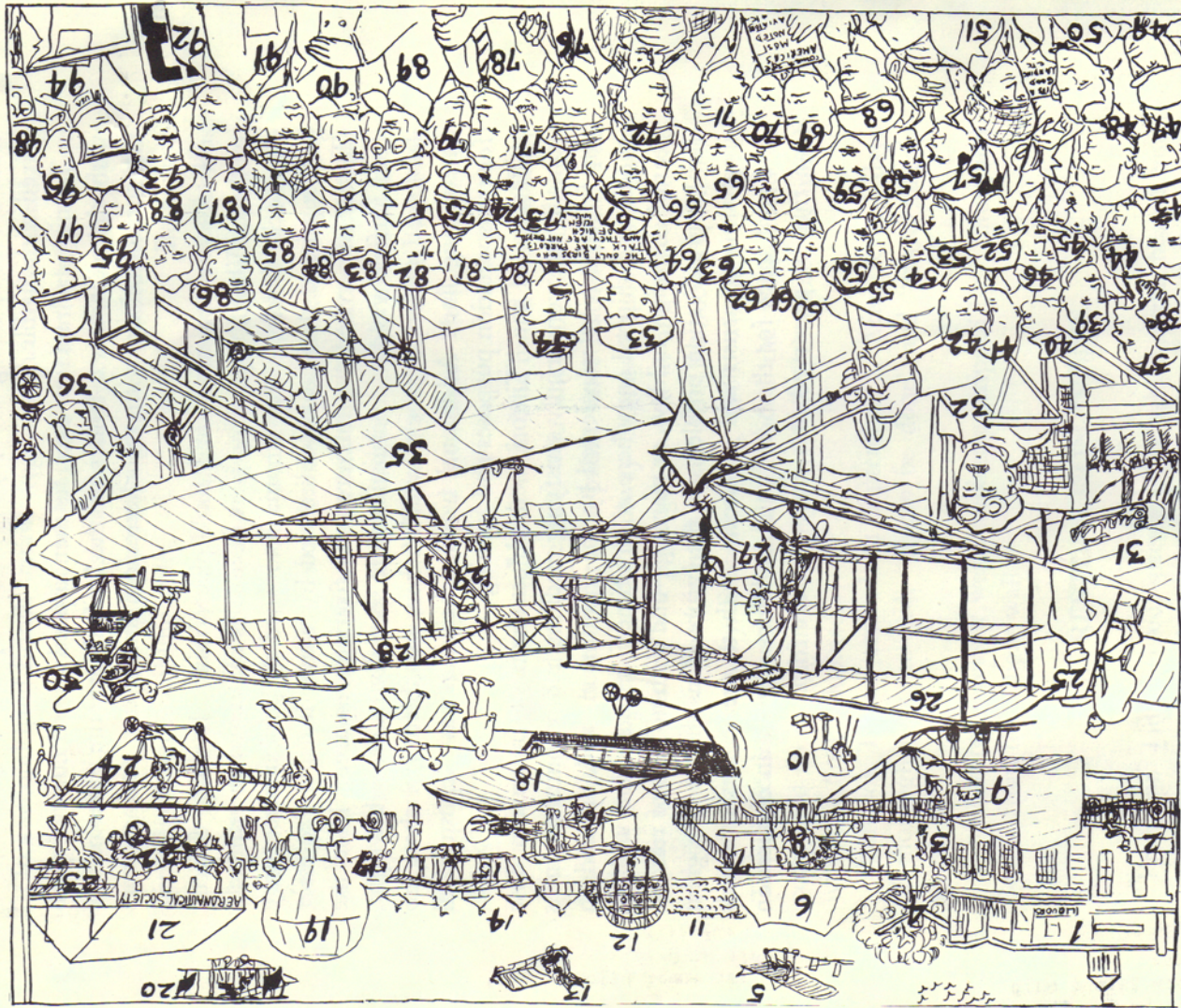
Turning each section over, he then applied several coats of gesso with cheesecloth as a binder on the back. Next, the glues on the top surface, along with the cheesecloth and nylon netting, were soaked off.

Restorative painting then took place, using the "dry fresco" method. While the painting is as flexible as canvas when removed, no cracks develop. Miss Rhonie retouched all portraits necessary and repainted those parts obliterated by water damage; Professor Tintori supervised the mixtures and fixatives required. Then the back surface was glued permanently to specially made, lightweight, laminated masonite panels, which when assembled will show no intersecting lines. Additional wooden backing was then supplied for transportation purposes and framing.

Because of the "Tintori method," students of fresco can now paint in this wonderfully satisfying medium, and within six months the fresco can be transferred by the "Tintori method," placed on panels, and shipped anywhere at any time for installation without fear of corrosion, mildew, or marring—and with no fear of restoration or preservation problems in the future. This should be a great inspiration to artists and architects, both to create fresco murals and allot space for them in future buildings. American civilization can thus be preserved in a truly fine art form.

THE PRE-LINDBERGH ERA OF FLYING ON LONG ISLAND

"Early Birds No. 1"

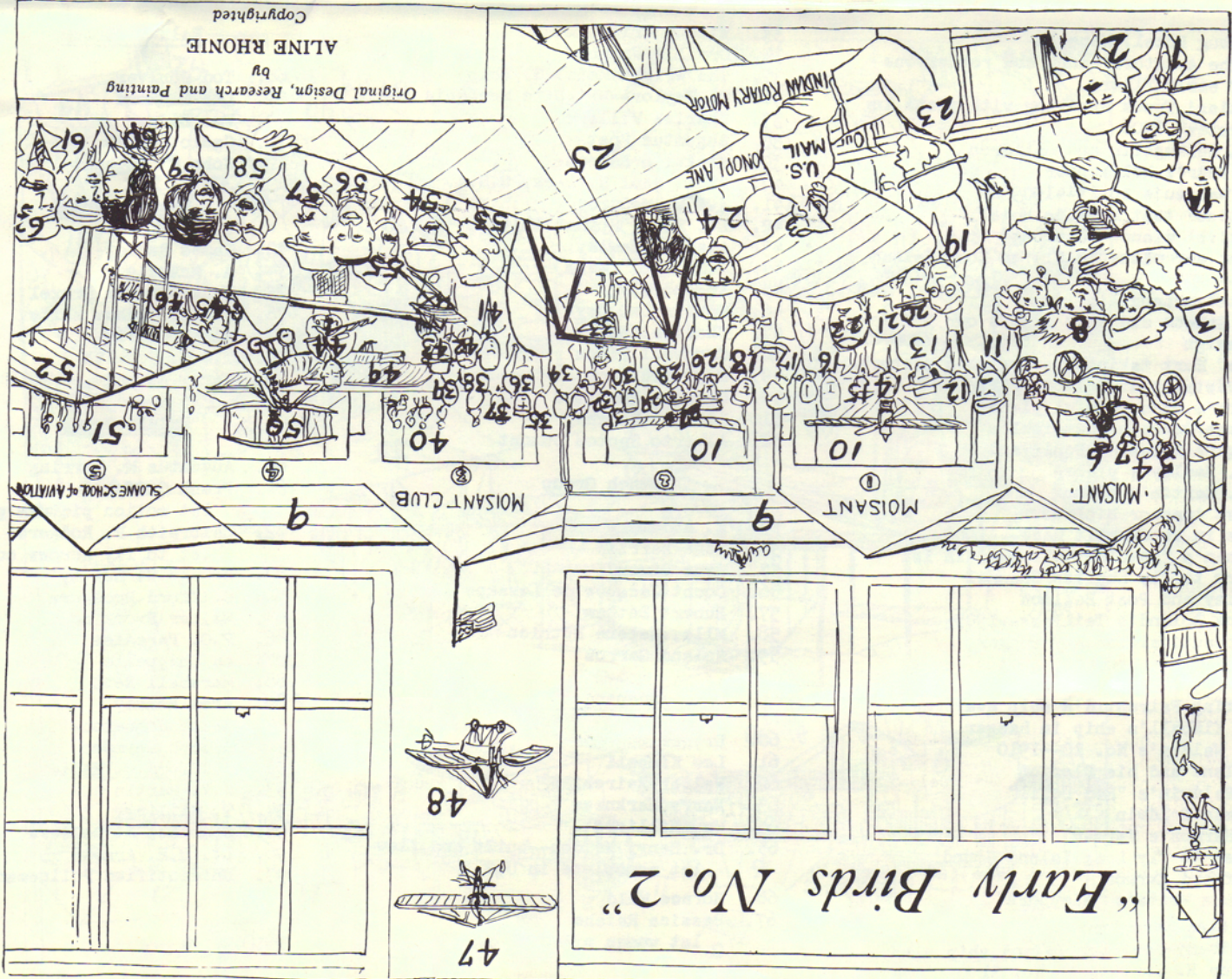


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ALINE RHONIE
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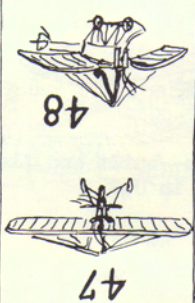
1. Goldbug Hotel, Mineola
2. "The Aviators' Inn" and rendezvous of early fliers.
3. Curtiss' Truck arriving with plane in crates, 1908
4. Mrs. McLaughlin and children
5. Dr. Walden's No. 3--1909
6. Curtiss' tent outside Hotel
7. Curtiss' plane--"Jumbo"
8. Last aeroplane to fly on Long Island --1908
9. "Pete" McLaughlin
10. Dr. Greene and ship of his own design
11. "Joe" Burt taking Dr. Greene's picture
12. Grandstands at Belmont Park
13. Gears' unsuccessful plane
14. Santos Dumonts "Demotelle"
15. Hangars at Nassau Boulevard
16. C.O. Hadley's plane
17. J.V. Martin's plane
18. Last tractor biplane
19. Cars in Vanderbilt Race---1909
20. Latman's "Antoinette"--used in last try to fly English Channel
21. Hawley and Post Balloon
22. Frank Boland's "Tailless"--1909
23. Aeronautical Society Hangar
24. Roosevelt Field
25. Let hangar on what is now
26. Curtiss Aeroplane
27. Albany-Governor Island ship
28. Glenn H. Curtiss in No. 31
29. Curtiss Aeroplane
30. Albany-Governor Island ship
31. Curtiss Aeroplane
32. Glenn H. Curtiss in No. 31
33. Wilbur Wright
34. Orville Wright
35. The Wright Model B. Ship
36. C. Taylor--Wright's Mechanic
37. Charles Willard
38. Augustus Post
39. Beckwith Havens
40. Capt. Paul W. Beck, U.S.A.
41. J.A.D. McCurdy
42. Lt. T.G. "Spuds" Elyson, U.S.N.
43. Alan R. Hawley
44. J.C. "Bud" Mars
45. Eugene Rly
46. Curtis Lad Day
47. Charles Manly
48. Cromwell Dixon
49. Hugh Robinson
50. Charles Hamilton
51. Lincoln Beechey
52. Alberto Santos Dumont
53. E. Audemars
54. Rene Barriert
55. Rene Simon
56. Count Jacques de Lesseps
57. Hubert Latham
58. Mile. Helene Dutrien
59. Roland Garros
60. Dr. Wm. Greene
61. Leo Kimball
62. Walter Fairchild
63. Harry Harkness
64. Wm. Hilliard
65. Dr. Henry Walden--built and flew last monoplane in U.S.
66. Horace Wild
67. Beesley Hache
68. Tod Shriver
69. Lee Hammond
70. Wm. Badger
71. Cecio Peoli
72. John B. Moisant
73. James Radley
74. A. McArdle
75. J. Armstrong Drexel
76. Claude Graham White
77. Alex Ogilvie
78. T.O.M. Sopwith
79. Harry Atwood
80. Augustus M. Herring
81. Frank Coffyn
82. Last motion picture pilot
83. Galbraith P. Rodgers
84. Let to fly across continent
85. George W. Beatty
86. Clifford Progers
87. Walter Brookins
88. P.O. Parmelee
89. La Chapelle
90. Marshall Reid
91. Arch Hoxsey
92. Ralph Johnstone
93. Joseph Seymour
94. Clifford O. Hadley
95. J.V. Martin
96. T. Milling
97. Clarence A. Deglers
98. Lt. H.H. Arnold
99. Unidentified Policeman

1. Dr. Christmas
2. Andre Houpert
3. Policeman (unidentified)
4. William Lemkey
5. Unidentified lady in typical clothes for motor car driving of 1910
6. Jesse Seligmann
7. Lester Weeks
8. Three sightseeing girls in 1908-1910 period dresses-unidentified
9. Moisant Hangars still standing in 1951
10. Moisant Aeroplanes
11. W. Redmond Cross
12. L.H. DeRemer
13. Eleanor Sears (from Boston)
14. Horace Keane (designer of Keane Monoplanes)
15. E.N. Pickett
16. William Bouldin
17. Joe Burt (behind)
18. Robert Collier (donator of Collier Trophy)
19. Frank H. Russell
20. A. Leo Stevens
21. Frank Goodale
22. Ernest Jones
23. Frank H. Hitchcock (Postmaster General)
24. Earle Ovington
25. Queen Monoplane - 1st Air Mail Delivery Flight, Sept. 23, 1911
26. Brig. Gen. Cornelius Vanderbilt
27. Vincent Astor
28. Helen Astor (Mrs. Lytell Hull)
29. John Worden
30. E. Stevens
31. Ferdinand Winzen
32. Horacio Ruiz
33. Unidentified lady and boy with kite
34. Alberto & Gustavo Salinas
35. Joseph Downey
36. William Haupt
37. John Carst
38. W. Wood... (1st Moisant Bluebird)
39. Unidentified girl student flier
40. Moisant Students: (in school)
41. Vincent Bunnell
42. William Pictler
43. Charles Baysdorfer
44. Howard Huntington (unsuccessful) model of his design in his hands
45. Charles B. Hoerlich
46. Ingles Uppercu
47. The first Bellanca monoplane successfully flown
48. Huntington's "Clam"
49. Sloane-Day monoplane (to fly)
50. Dr. Christmas first successful plane
51. Sloane School of Aviation
52. Roland's Tailless Plane - biplane
53. Chance Vought
54. Grover C. Loening
55. Charles F. Kirkham
56. Giuseppe M. Bellanca
57. William S. Burgess
58. Harriet Quimby - 1st Woman to Fly
59. Mathilde Moisant

BETWEEN WINDOWS



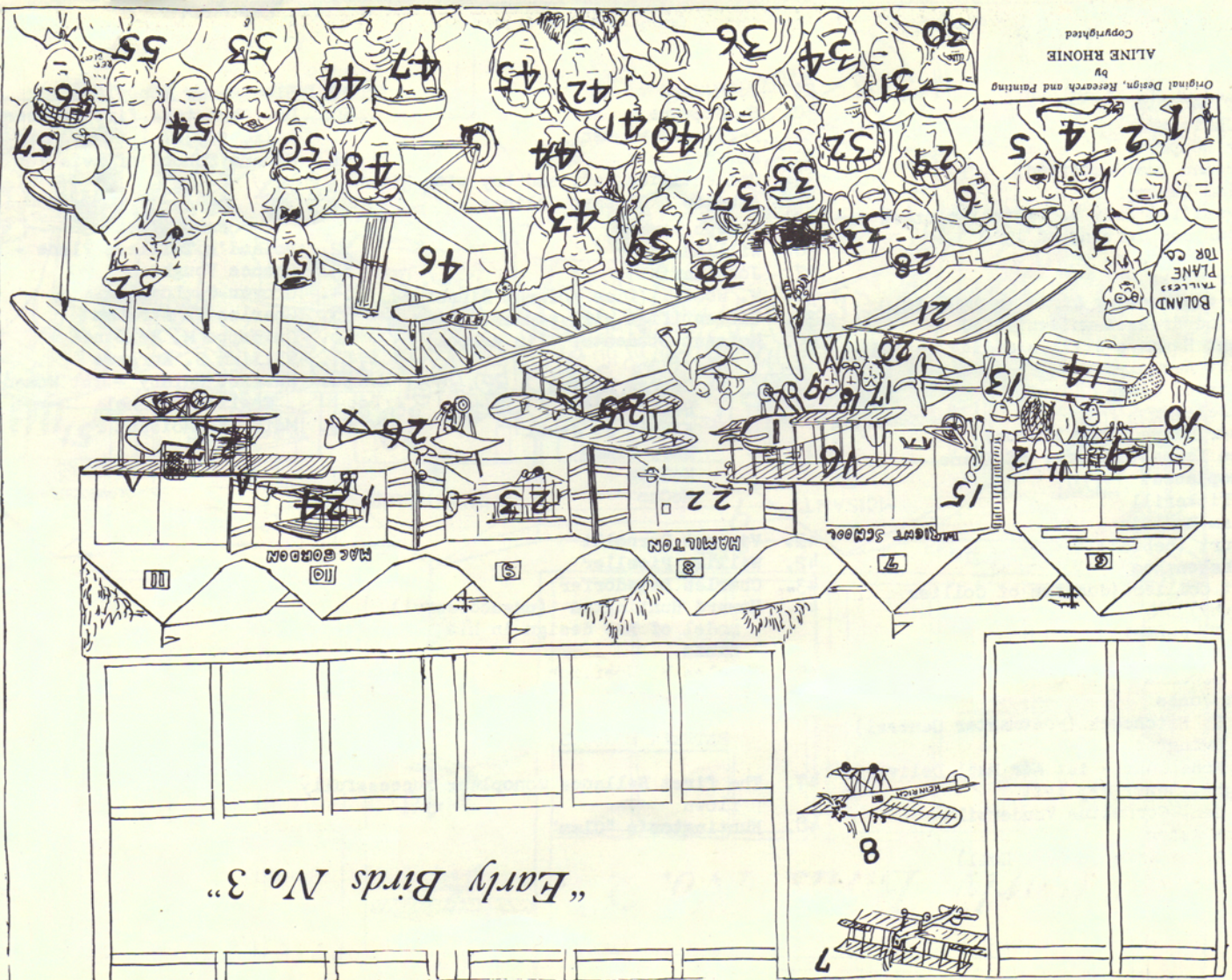
"Early Birds No. 2"



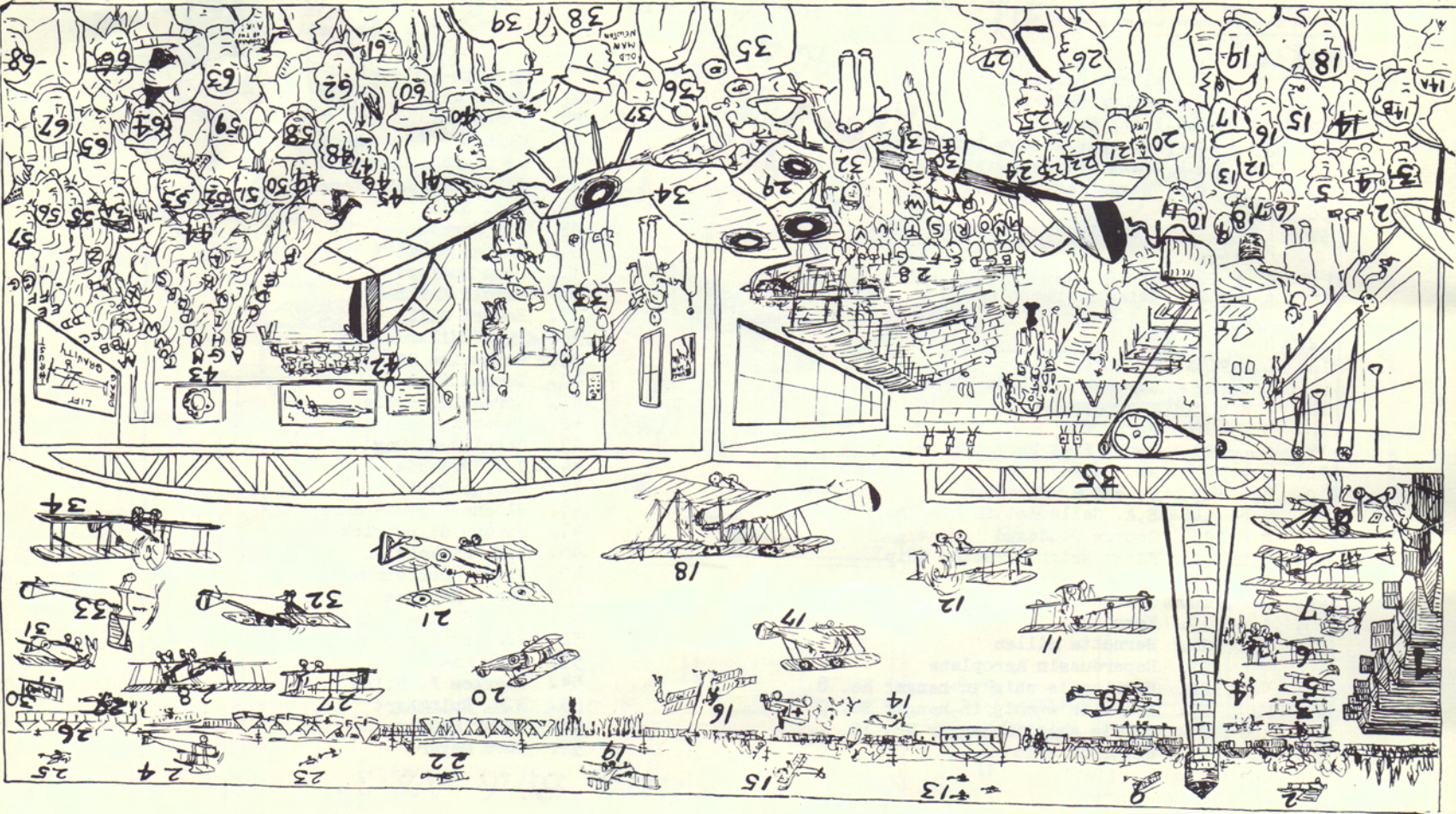
- 26. Schmitt racer
- 27. Peoli ship
- 28. Bjorklund
- 29. Clifford Webster
- 30. De Lloyd Thompson
- 31. St. Croix Johnstone
- 32. F.C. Hild
- 33. Ray Harris
- 34. George Schmitt
- 35. Leon Mumford
- 36. Harold Kantner
- 37. Howard Gill
- 38. "Tex" Millman
- 39. Katherine Stinson
- 40. Norman Hunt
- 41. Horace Kimmelle
- 42. "Rusty" Bounds
- 43. Charles H. Day
- 44. J.J. Fritable
- 45. George Dyott
- 46. Sloane-Day Standard
- 47. J. Guy Gilpatrick
- 48. H.W. Biskely
- 49. Victor Carlstrom
- 50. Harry Hublitz
- 51. John Sloane
- 52. W.L. Bonney
- 53. Ruth Law
- 54. Charles F. Niles
- 55. R.M. Rhinehart
- 56. "Tex" Lagrone
- 57. Cord Meyer

- 1. Albert Heinrich
- 2. Arthur Heinrich
- 3. Frank Boland
- 4. Jervan's Mascot "Monoplane"
- 5. Shakti S. Jervan
- 6. "Steve" MacGordon
- 7. Sloane Tractor ship
- 8. Heinrich Monoplane
- 9. Curtiss Headless plane with gyro motor
- 10. Harry Eno
- 11. Capt. Paul Peck
- 12. Wm. Luckey
- 13. C. and A. Wittman
- 14. E.A. Galleudet in his "Bullet"
- 15. George Goudeaud
- 16. First Wright Tractor ship
- 17. "Andy" Serint
- 18. George A. Page, Jr.
- 19. Keso Aral
- 20. Bernetta Miller
- 21. Deperdussin Aeroplane
- 22. Hamilton's ship in hangar No. 8
- 23. Beckwith's ship in hangar No. 9
- 24. Mayo's ship in hangar No. 10
- 25. Heinrich ship

Between Windows



"World War I Period"



"World War I Period"

1. Hangars at Hazelhurst Field, Mineola, L.I. (later called Roosevelt Field No. 1)
2. Caristi-Burnelli plane
3. J.V. Martin Aeroplane
4. "Cactus Kitten" Aeroplane
5. Bristol Fighter
6. Curtiss RA 2
7. Aeromarine
8. Gallaudet trainer
9. Sturtevant plane
10. Handley-Page biplane, twin engine
11. Avro
12. Spad
13. L.W.F. Aeromarine
14. Loening Monoplane
15. J.N. Camera plane
16. D.H.4 crackup
17. Sopwith "Pup"
18. L.W.F. Aeromarine
19. Caproni Biplane, twin engine
20. Sopwith "Camel"
21. S.E.5
22. Canuck
23. D.H.4's
24. Aeromarine
25. Avro in flight
26. Hangars at Roosevelt Field (later becoming Roosevelt Field No. 2)
27. Vought plane
28. Martin Bomber twin engine
29. Ace aeroplane
30. "Tommy Morse" plane
31. Christmas "Bullet"
32. Loening Monoplane

Lower Section

1. R.J. Gilmore
2. Lt. Robert M. Olyphant
3. Capt. J.L. Gilbreth
4. Lt. Bee R. Osborne
5. Major Carl F. Hartmann
6. Capt. Norbert Carolin
7. Lt. Victor W. Page
8. Lt. H.H. Salmon Jr.
9. Lt. Edwin M. Post
10. Lt. Stromman
11. Capt. Alfred Hourteaux (France)
12. 2nd Lt. David R. Wheeler
13. Lt. W.P. Willetts
14. Major Reynal C. Bolling (Bolling after him)
15. Lt. Col. Phillip A. Carroll
16. Lt. Daniel R. Moyes
17. Lt. Clearton H. Reynolds
18. Capt. Joseph E. Carberry
19. Capt. James E. Miller
20. 2nd Lt. Hobart Baker
21. Capt. Silvio Resnati (Royal Italian Flying Corps.)
22. Capt. Ugo D'Annunzio (son of the Italian poet)
23. Lt. Gianfelice Gino (Italy)
24. Lt. Guisano Parvis (Italy)
25. Lt. A.B. Thaw

33. Curtiss Triplane
34. American Bristol Fighter
35. Curtiss Factory near Garden City, L.I. (South of Hazelhurst Field)
36. Assembly line of J.N.4's First mass-struction of aircraft.
37. Hangar at Mitchell Field (named after Mayor of New York, Major John P. Mitchell) (South of Roosevelt Field)

(continued on next two pages)

26. Capt. Harold S. Martin
 27. Unidentified sergeant
 28. First U.S. Navy Flying Groups, from Harvard and Yale:

- A. Robert A. Lovett
- B. (Harry) Henry P. Davison
- C. "Chid" McIlwaine
- D. Curt Read
- E. Bartow Read
- F. William Rockefeller
- G. Albert Sturtevant
- H. John Vorys
- I. Erl C. B. Gould
- J. John M. L. Rutherford
- K. Malcolm Stevenson
- L. Perry Beadleston
- M. "D" Gates
- N. Albert Dittman
- O. Trubee Davison
- P. David S. Ingalls
- R. George S. Gay
- S. Caleb Bragg
- T. Capt. Edward McDonnell
- U. Harry S. Guggenheim
- V. James B. Taylor, Jr.
- W. Lt. Howard F. Wehrle

29. J.N. + Crackup
 30. Unidentified
 31. Unidentified
 32. Lt. Wyman
 33. Dr. Luther H. Kice
 oxygen lung tests
 depth perception tests
 reflex action tests

Medical Section

- 42. Lt. Struthers (Instructor)
- 43. Flying School
- A. 2nd Lt. E.W. Bagnell
- B. Lt. D.B. Byrd
- C. Lt. Bernard Cummings
- D. Lt. Willis A. Boggs
- E. Capt. Roland G. Blake
- F. Capt. John W. Butts
- G. Lt. Carlton G. Chapman
- H. Lt. Earl Carroll
- I. Lt. W.F. Banks
- J. Unidentified
- K. Capt. A.A. Cunningham
- L. Capt. C.C. Culver
- M. Lt. A.J. Coyle
- N. 2nd Lt. I. Wheaton

School Section

- 34. DeHavilland 4 Aeroplane crackup
- 35. unidentified
- 36. Capt. D. Boyriven
- 37. Lt. M. Tabuteau
- 38. Major V.M. Dumas
- 39. unidentified
- 40. "
- 41. "

- 48. Glenn Martin
- 49. Major Robert D. Wren
- 50. Major George W. Kraft
- 51. Aviator's flying suit used in World War I.
- 52. Elliot White Springs
- 53. Capt. Fiorenzo La Guardia
- 54. Dean Lamb
- 55. Capt. Shipley Fitzgerald
- 56. Lt. Quentin Roosevelt
- 57. Major Frank K. Ross
- 58. Lt. Col. J.D. Carmody
- 59. Major John P. Mitchell
- 60. Major Leslie MacDill (Mayor of New York City)
- 61. Major Thomas Hitchcock, Sr.
- 62. Capt. Ira A. Rader
- 63. Capt. B.D. Foulis
- 64. "Bert" Acosta
- 65. Capt. W.C. Kilner
- 66. Major Thorne Douel
- 67. Major Alshire
- 68. Major Whitten East

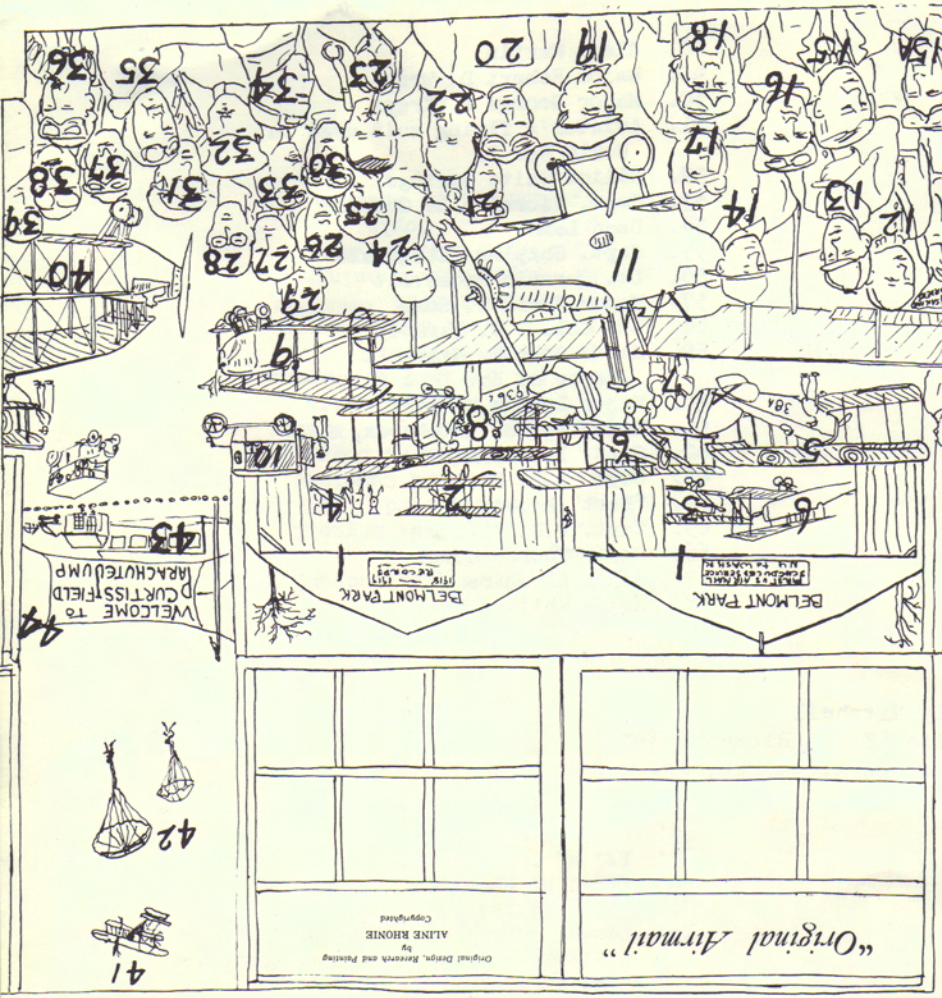
Being added:

Gen. Billy Mitchell
 Capt. Eddie (E.V.) Hickenbaker
 1st Lt. George A. Vaughn, Jr.

- O. Lt. H. Ilse
- P. Lt. James J. Gamba
- Q. Lt. A.B. Gaines Jr.
- R. Capt. F.T. Evans
- S. Col. Hiram Bingham
- T. Lt. O.E. Strahman
- U. Capt. D.M. Henry
- V. Lt. R.H. Jones
- W. Capt. Ralph L. Taylor
- X. Lt. C.W. Littlejohn
- Y. Capt. Seth Low
- Z. Capt. Fred C. Harvey
- AA. Lt. W.H. Taylor
- BB. George Pickensack
- CC. 2nd Lt. P. Demandrot (France)
- DD. Lt. P. deSeyssel (France)
- EE. Lt. Soulier (France)
- FF. Capt. Paul Montetol (France)
- GG. Lt. Flechaire (France)
- 44. Major C.K. "Sunshine" Rhinehardt
- 45. F.H. Spencer
- 46. Lawrence B. Sperry
- 47. Summer Ireland

"Original Airmail"

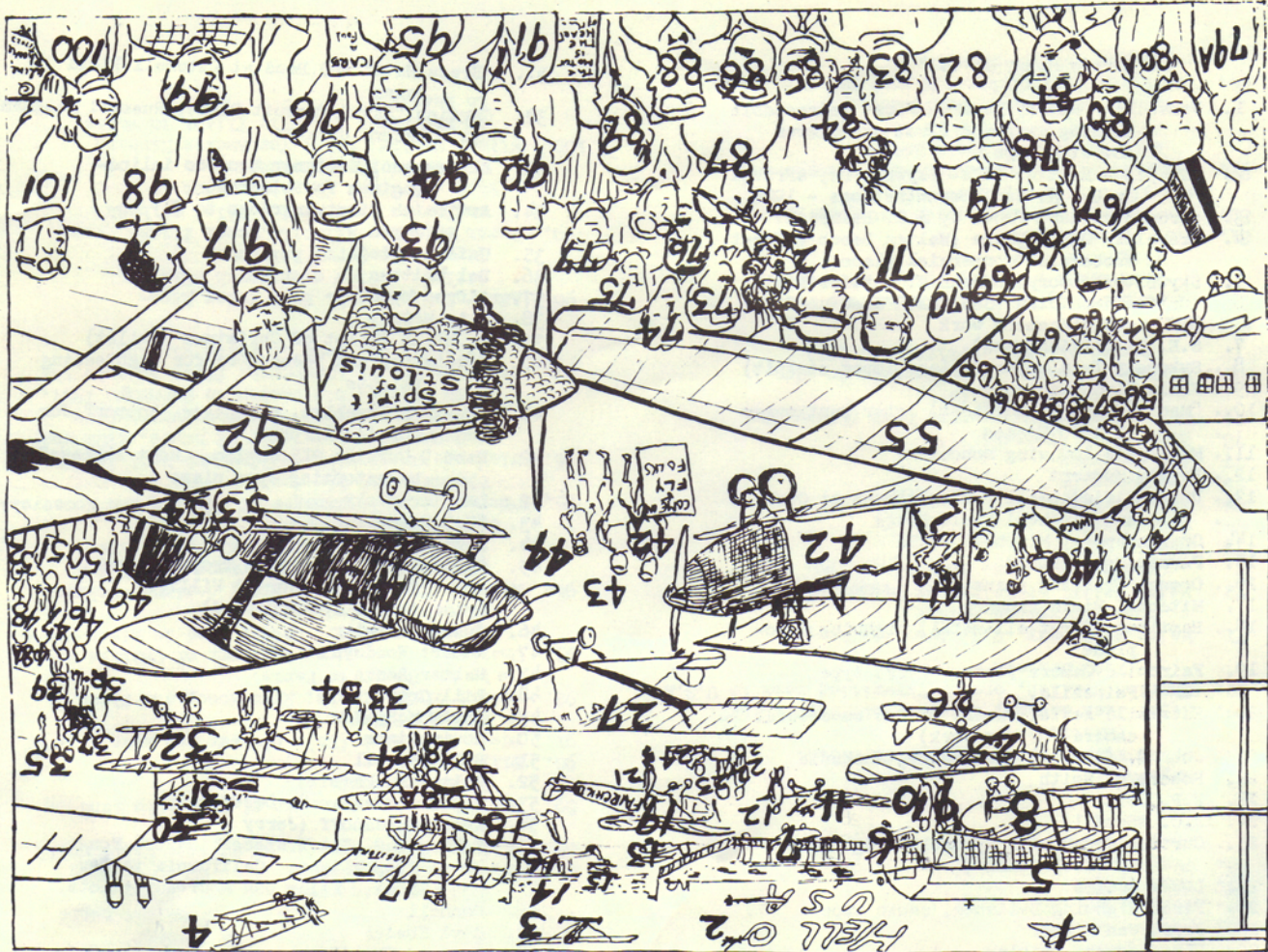
1. Airmail hangers at original airmail field center of race track, Belmont Park, L.I.
2. Standard "Scout"
3. "Swallow"
4. Fuselages of "Jennies"
5. Curtis H.A.
6. D.H. 4
7. L.F. Bishop
8. Paul Culver
9. C.I. Stanton
8. Curtis R. with Liberty Motor
9. Ordinance "Scout" (first tricycle landing gear)
10. U.S. Mail Plane Service Truck
11. Oriole C.6 (Curtiss)
12. Major Frank K. Ross
13. Russ Holderman
14. Robert F. Shank
15. Allan Adams
- 15a. Major Whitten East
16. Dana C. "Daddy" Dehart
17. Ira O. Biffle, (Taught Lindbergh to fly)
18. Carroll C. "Mike" Eversole
19. Ed. V. Gardner
20. Max Miller
21. McCusker
22. "Jap" Pearson
23. E. Hamilton Lee... Dean of Airmail pilots
24. Charles King
25. C. Eugene Johnson
26. Mark Hoag
27. W. Langley
28. Marvise Newton
29. Leon D. Smith
30. Robillard
31. C.B.D. Collyer, superintendent Airmail Division at Belmont Park



ALRMAIL PILOTS WHO WERE AT HAZELHURST
(Later Curtiss) FIELD OR BELMONT PARK
OBTAINED IN TIME TO INCLUDE THEM IN
THE MURAL:
Dean Smith
Harry Huking
Robert Hillis
Burt Winslow
"Pop" Anglin
Vill Hopson
Claire Vance
Etc. ?

Between Windows

32. Capt. B.B. Lipner
33. Bill Lindley
34. Gilbert G. Budwig
35. Jack Frye (Not of TWA)
36. James H. Knight
37. Sam Eaton
38. Wes Smith
39. Johnny Miller
40. Curtiss "Tripe" Altitude record plane
flown by Roland Rohlf, Sept.
13, 1919, 34,000 Ft.
41. N.C.4-First successful air crossing of
Atlantic Ocean by heavier than
air-craft, or any aircraft.
Parachute jumping exhibitions (the
earliest)
42. Szykorsky Hangar at Curtiss Field (still
standing in 1951)
43. Entrance to Curtiss Field, Mineola, L.I.
(later called Roosevelt Field No.1)

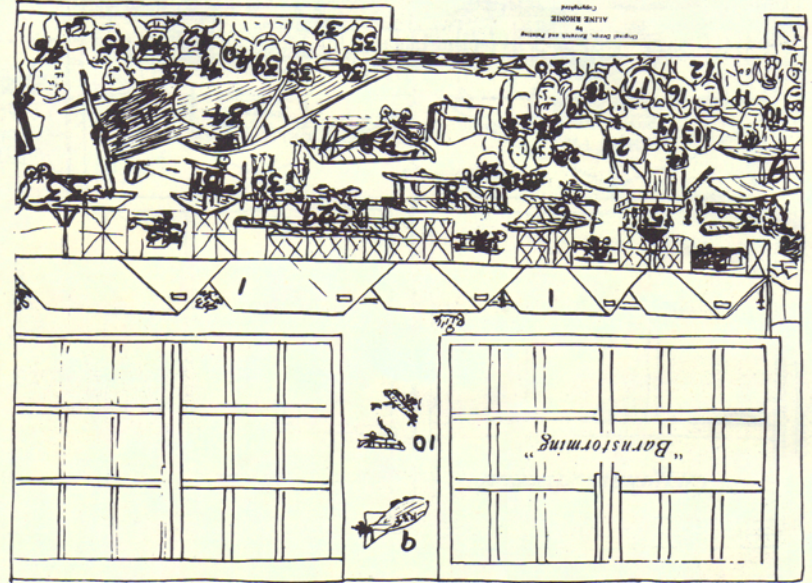


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"There's Money In It"

- 22. Capt. Curtiss C. Moseley, 1st place 1920 Pulitzer Prize Race
- 23. Capt. Harry A. Chandler
- 24. Capt. Maxwell Kirby
- 25. Capt. Horace H. Heisen
- 26. O.C. Farmer
- 27. Sperry "Messenger"
- 28. Curtiss "Eagle"
- 29. Pilot saying goodbye to girl friend
- 30. Lt. Belvin W. Maynard, 1st place in Transcontinental Race ever held in Western Hemisphere, 1919, one of winners.
- 31. Major R.R. Haslett
- 32. Laura Brewster, made record, 199 consecutive loops, later killed
- 33. Major R.R. Haslett
- 34. Patrick M.L. Bellinger, command of N.C.1, 1919
- 35. Lt. Russell L. Maugham - 1st Dawn to Dusk Flight Coast to Coast (1924)
- 36. Lt. Ross C. Kirkpatrick
- 37. St. Clair Street, in command of Alaskan Expedition, 1920
- 38. Major Albert L. Sneed
- 39. Major Scott, Commander of British R. 34 Dirigible
- 40. David C. McCulloch, one N.C.4, crew member
- 41. John H. Towers, in command of Transatlantic U.S. Navy Flight 1919
- 42. Lt. Walter Hinton, Navy crewmember
- 43. N.C. Flight
- 44. Albert C. Read, in command of N.C.4 Round the World Flight, U.S. Navy, first flight of this kind.
- 45. Harry Rogers, later manager of Curtiss Field North Beach, I.I.
- 46. "Eddie" Stinson
- 47. Lloyd Bertaud

- 11. Roland Rohlf, 20,000 ft. in Curtiss "Trio" Climbing Record... 10 minutes set in 1919. Also 34,000 ft. altitude record - 1919.
- 12. J.D. Hill
- 13. Gerald Brandt
- 14. Capt. J.O. Donaldson
- 15. Capt. Harold E. Hartney 2nd Place Pulitzer Prize Race 1920 Commander, Lafayette Esquadron, France, 1917.
- 16. C.A. "Duke" Schiller
- 17. Ray Brown, N.Y. Toronto Race, 1st Intercontinental Race ever held in Western Hemisphere, 1919, one of winners.
- 18. Lt. Belvin W. Maynard, 1st place in Transcontinental Race 1919. 1st place in speed test, N.Y.-Toronto Race.
- 19. Major R.R. Haslett
- 20. Laura Brewster, made record, 199 consecutive loops, later killed
- 21. Verville-Packard plane, speed plane, attempting 200 mark.



"BARNSTORMING"

- 1. Hangars on Northwest end of Curtiss Field
- 2. Lawson Airliner, twin motor
- 3. Newport, Le Rhone rotary motor (French)
- 4. Fokker D.7 Biplane (German)
- 5. Passenger flight ticket office
- 6. Ansaldo (Italian)
- 7. Le Pere (French)

BETWEEN WINDOWS

- 9. R.34 British Dirigible, first lighter than air machine to fly the Atlantic Ocean.
- 10. Wingwalking and climbing onto another aircraft in flight, maneuvers of Gates flying circus teams. Clyde Pangborn and Duke Krentz performing over I.I.

BELOW

- 11. Roland Rohlf, 20,000 ft. in Curtiss "Trio" Climbing Record... 10 minutes set in 1919. Also 34,000 ft. altitude record - 1919.

31. "Brass Hats" and Bend at Mitchell Field Races
 32. Curtiss "Hawk" Pursuit Plane, Russell Maughan's Record breaker
 33. Al Menasco, designer Menasco inline-engines for aircraft
 34. Art Smith first American to fly in Japan
 35. unidentified
 36. Del Whitten
 37. Alfred McCorty
 38. H.A. McCorty
 39. C. Mills (Pilot of Christmas' Bullet)
 40. Spectators and passengers for sightseeing flights
 41. "Bucky Flivellin", passenger "hopper" for Curtiss Airport
 42. Waco 9 Curtiss OX5 engine. Most successful barnstorming type plane
 42a. Leo Terletzky
 43. "Pete" Devlin
 44. Paul Clough
 45. Curtiss 1923 Schneider Trophy Winner, flown by Major Al Williams
 46. Russell Beeler
 47. Robert Nordyn
 47a. Walter Beech
 48. Bill Gray
 49. Louis McSpaden
 50. Louis Miers
 51. Bill Purcell
 52. Walter E. Lees
 53. Major Alexander P. DeBeversky
 54. Assen Jordanoff (Jerry
 55. Fokker T.2. 1st Transcontinental Non-Stop flight. California to New York. Kelly and McCready pilots.
 56. Conneli
 57. Carl Shader
 58. Everett Chandler
 59. Dick Pears
 60. Riddle Connerston

61. E.B. "Em" Emerson
 62. Fred Becker
 63. Warren White
 64. Bill Kitchingham
 65. Emil Burtin
 66. Frank Cordova (Cordy)
BELOW
 67. Ray Howard
 68. Cyril Turner 1st Skywriter in U.S.A. (British)
 69. Major Jack Savage, inventor of "Skywriting" from Britain
 70. Charles Collier, one of Skywriting team in U.S.A.
 71. Major MacCreedy, U.S. Army Air Corps. non-stop record holder
 72. Major Kelly, co-holder of record with MacCreedy, U.S. Army Air Corps.
 73. Harold McMahon
 74. George Wels
 75. Stewart Cogswell
 76. Tex Bohannon
 77. Art Caperton
 78. Rene Fonck (French)
 79. Capt. Charles Nungesser, lost flying the Atlantic with Galt
 80. Richard H. Dopey, 1st American to win French pilot's certificate, 1911
 79a. Riddle Stinson
 80a. Lloyd Bertraud, co-holder endurance record with Riddle Stinson, 1919. Lost on flight to Rome
 81. C.S. "Casey" Jones
 82. Jim Ray. Noted as Pioneer Autogyro pilot and Air Circus flying.
 83. Major Al Williams, holder many records including World's Speed Record
 84. Lt. Cyrus (Cy) Bettis. Winner First Pulitzer Stunting expert. Exhibitions. Schneider Trophy, Pulitzer etc.
 100. Wilmer Stultz, pilot for Amelia Earhart in her first Atlantic flight to Wales, in seaplane.
 98. Admiral Richard E. Byrd Polar Expeditions. Flew over North Pole first with Bernt Balchen.
 99. Bernt Balchen, Atlantic Ocean flight to France with Byrd. Pilot of both that and Polar flights. Went to rescue of Floyd Bennett.
 97. Col. Charles A. Lindbergh, first to solo the Atlantic and land in Paris winning Orteig Prize.
 96. Clarence Chamberlin, holder with Bert Acosta of endurance record, over 52 hours, 1926 and pilot of Bellanca "Columbia" which flew with Levine, his backer to Germany, 1927.
 94. Anthony (Tony) H.G. Fokker, designer Fokker airplanes. Used by Germans in W.W.I (fighters) and commercial types later both here and abroad.
 95. "Merry" Merrill manager of Curtiss and Roosevelt fields until his death.
 96. Clarence Chamberlin, holder with Bert Acosta of endurance record, over 52 hours, 1926 and pilot of Bellanca "Columbia" which flew with Levine, his backer to Germany, 1927.
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1. VerVillie - Sperry Racer. First retractable landing gear and first cantilever low wing type
 2. S.E.'s - British first Skywriters, arrival in U.S.A. for demonstrations - 1922
 3. Nordman glider, flown by A.O. Heinrich
 4. Travelair OX5 Biplane (Walter Beech's first successful commercial plane.
 5. Skywriters' Corp. Hanger at Curtiss Field
 6. Curtiss Amphibian "Sea Gull" also used for aerial camera work
 7. S.E. 5 (British make)
 8. Sykorsky Twin motor Biplane (open cockpit)
 9. Felix Blum, mechanic
 10. "Mac" (James G. McIntosh) later part owner of Aero Trades
 11. Mummer's low wing monoplane
 12. Harvey Mummer
 13. unidentified small racing planes at Curtiss and Mitchell field Races
 14. Grandstand at Mitchell Field
 15. Farman Sport Plane
 16. Orco Training plane
 17. Mitchell Field Hangars
 18. Hamilton (first all-metal) highwing monoplane
 19. Fairchild Camera plane. First type camera for air work)
 20. Fairchild Aerial Camera (first successful
 21. John G. (Smitty) Smithowski, mechanic
 22. Robert A. Smith
 23. E.P. Lott
 24. A.O. Russell
 25. Curtiss Jenny with Sykorsky wing. Flown by Casey Jones
 26. Louis Bragos
 27. First Highwing Bellanca, cabin type
 28. Jerry Van Wagner
 29. Casey Jones, Orco
 30. Remington-Burnell Twin-motor

"There's Money In It!"