

**Conference of Historic Aviation Writers XII
Washington, DC October 21-23, 2005**

**WWW.DMAIRFIELD.COM:
The New Website of the Davis-Monthan Airfield Register,
February 6, 1925 to November 26, 1936**

By **G.W. Hyatt, Ph.D.**

Abstract

The new website described in this paper is about the Golden Age transient register from the Davis-Monthan Aviation Field, Tucson, AZ. The original register presently lives in a glass case in the Operations Office of the contemporary Davis-Monthan Air Force Base. It consists of 218 pages and it records 3,689 landings during a key decade in the Golden Age of Aviation. The historically significant pilots and their airplanes, tens of thousands of destinations, dates, passengers and events, are meticulously handwritten.

From the register stem all types and directions of United States aeronautical trends and developments. Moreover, the people, aircraft, places and events recorded in the register spawned the intellectual and physical infrastructures of global aviation technologies, in peace and in war, during the 20th century. It is not an overstatement to say they formed the ideas and performed the actions which, in many significant ways, enable us to enter our second century of powered flight.

The website aspires to four functions. The first presents color images of the register pages. The second puts forward hard data (in an ACCESS database) about the people, aircraft, places and events recorded in the register. The third function involves “minisites”, which are linked internally and externally to and from the site, and which provide historic detail on the pilots, passengers, airplanes and other factors.

Dropdown menus and minisites, driven from information directly on images of the original register pages, invite site users to a better understanding of the social and technical aspects of Golden Age aviation. Throughout are presented analyses performed on database parameters (generally made available as PDF downloads). The database itself is downloadable so that site users may perform their own investigations using the register information.

The fourth and final important function of the website is solicitation. Site visitors are asked to provide information, via online input forms, related to the people, aircraft, places and events recorded in the register. Solicited also are the results of user database analyses. The vision is that, through user input, WWW.DMAIRFIELD.COM becomes an evergreen resource, continuously updated and improved as more and more users around the world contribute information.

Target audiences for the website are civil and military aviation and air transport historians, Golden Age enthusiasts, Arizona and southwest U.S. citizens, aviation clubs and groups, students and teachers.

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INTRODUCTION

The new website described in this paper is about the Golden Age transient register from the Davis-Monthan Airfield, Tucson, AZ. The vintage register (see photo, right) lay open on a desk at the Airfield for pilots to sign from February 6, 1925 to November 26, 1936.



My website is a logical part of a project that has been a labor of love since June 2000, when, in a small bookstore in Alexandria, VA, I found an 8.5" x 11" photocopy of the register for sale. The website went "public" on May 4, 2005 just shy of five years after I bought that copy, and just about 70 years after the last entry in the register.

My register copy is one of 50 hardbound, "presentation" copies made by the Order of Daedalians. They commissioned the copies to sell and raise money to restore the original register. After I brought it home, the book stayed closed on my desk a couple of months until I finally looked at it in detail. And what detail! Although I acquired it for about \$7.00, in truth the register has delivered to me a thousand-fold bonus in historic import, discovery and fascination that I want to share with you through WWW.DMAIRFIELD.COM.

The original, folio-sized register lives presently in a glass case in the Operations Office of the contemporary Davis-Monthan Air Force Base. It consists of 218 pages, weighs about 20 pounds, and it records 3,689 landings during a key decade in the Golden Age of Aviation. The historically significant pilots and their airplanes, tens of thousands of destinations, dates, passengers and events, are meticulously handwritten.

For months after I acquired it, each time I looked through it I found a "new" aircraft, a "new" person, or record of an event that turned out to be key to the science or discipline of aviation. Thumbing the book gave me the same feeling as an archeologist must have when excavating a lost city. The lines are in long-hand script; sometimes difficult to decipher. The writing reflects the personalities and work of pilots and their passengers: detail-oriented, terse, and sometimes rushed.

I try to aim the website toward several target audiences. Civil and military aviation and air transport historians, Golden Age buffs, Arizona and southwest U.S. citizens, aviation clubs and groups, students and teachers should all derive nourishment from the site.

JUSTIFICATION FOR THE WEBSITE

The Davis-Monthan Airfield transient register provides us, 70 years on, with a vignette of the comings and goings of the people and hardware that set the precedents for essential aviation science and practice to this day. Ultimately, many of the pilots and aircraft recorded in it have gained global importance and impact. If their legacy means anything, then the register is an incomparably important United States national and regional aviation artifact.

The register entries are fascinating. For example, Charles Lindbergh, along with his supporting entourage, visited and signed the register during his post-Atlantic U.S. tour in late 1927. Jimmy Doolittle, Amelia Earhart, Roscoe Turner, Wiley Post, Pancho Barnes and Billy Parker all signed. Pilots and mechanics of the Douglas World Cruisers signed, as well as future generals of the air services in World War II. Forty-two female pilots flew in and out. And there are signatures of people we know because their names are military bases: Eglin, Elmendorf, Tinker, and Vandenberg.

National Air Races pilots, with names like Wittman, Jeppesen, and Louise Thaden passed through. And manufacturers like Clyde Cessna, Walter Beech, Larry Bell, Donald W. Douglas, Donald Luscombe and William T. Piper, Jr. passed through on sales trips and as race participants. Scores of others signed in meticulous order their names, their aircraft registration and type, their arrival time, departure time and destination. Ultimately, the people left their marks in more ways than pen and ink.

Further, a large fraction (46%) of all the Lockheed models manufactured during that era flew in and out of the Davis-Monthan Airfield at one time or another between 1925 and 1936. In total, 99 different brands of contemporary aircraft landed at the Airfield. The first Douglas transcontinental passenger service is logged, as well as the passage of a military endurance aircraft, the Fokker "Question Mark". Airships passed through, as well as a Curtiss pusher and two makes of autogiros. The aeronautical trends and hardware of the Golden Age in microcosm passed through Tucson in a brief decade.

I began to notice patterns. I saw the comings and goings of individuals and aircraft, ferry flights of brand new aircraft from their factories, air races and tours, patterns of military and civilian traffic, and of the effects of the nation's economy ("The Great Depression") on the frequency of air travel. I saw clearly the historical value in an analysis and understanding of this time-slice of aviation history in the southwestern United States.

Besides the fundamental human interest, and the candid snapshot of the state of aeronautical science during the era, the transient register provides a natural template for the sociology of the Davis-Monthan Airfield enterprise, and of the broader penetration of aviation in the United States and the world. The people of the register, both pilots and passengers, were the courageous, leading edge technology adopters of the era. They comprised in good measure the critical mass that led to the "tipping point" which drove aviation as sport, national defense, business and industry in this country and abroad. At the Davis-Monthan Airfield, forces of history, geography and time melded uniquely with the makers and

actors of early aviation and their machines. Their inscriptions in the register call on us to pay tribute to their presence and to their deeds.

TECHNICAL FEATURES OF THE WEBSITE

How to handle such an historical goldmine? I committed first to cast the records in the register as a computerized database. I chose Microsoft ACCESS. Building the database was tedious. There are 3,689 records. To each record I assigned 45 information fields for a total of 166,005 individual data points. It took about four months of continuous labor to complete the primary data entry. Quality control, corrections and tweaking are ongoing to this day as I discover errors of omission or commission, and as site users point out or offer additional insights to include in the database (NOTE: the database offered in downloadable form on the website is dated to reflect the latest changes and upgrades).

Once organized on my computer, I identified variables that could be sorted and tallied through database queries. It was a simple matter to quantify, for example, types of pilots and airplanes and their movements. Some of the raw numbers from the database were applied to Microsoft EXCEL for calculation and graphic display, and relevant tables and images were web-optimized for presentation on the site.

The website is comprised of four integrated technical features. First, as described above, is the database of register information. Second, is a complete graphic presentation of the 218 register pages. Third, is a developing collection of “minisites” consisting of images and texts regarding the pilots, passengers, aircraft, places and events, each of which is compartmentalized and linked for presentation throughout the site. These “minisites” are developed and written by me from various sources. They are internal to the website. I also provide hyperlinks to relevant external web resources, as well as suggestions for further reading, and for appropriate printed materials. Fourth, and very important, is solicitation of information from website users. Through online input forms, users may share information related to the people, aircraft, places and events recorded in the register. Solicited also are the results of user database analyses. My vision for the website is that, through user input, WWW.DMAIRFIELD.COM becomes an evergreen resource, continuously updated and improved as more and more users around the world contribute information.

DATABASE

The Microsoft ACCESS database serves two functions for the website. First, as a SQL transcription on the server, it is the fundamental driver of the site. It is mounted on the server and integrated with the site so that the dropdown menus used by site visitors to select the pilots, airplanes, etc. are populated algorithmically with names and numbers from the database. Likewise, whenever a pilot, airplane or other entity is tabulated in a search result, those tabulations are populated algorithmically from information in the database. These entities are, in turn, hyperlinked accordingly from the detail tabulations. Specific minisite and image information (see below) is called to the active page via local URLs which I built into the database.

Below is a segment of the database showing eight of the fields for records 369 to 385 on register page 22. Pilot names and rank (military pilots) are self-evident. The fields headed “slice_url” and

“pilotlastname_url” are used to call relevant image slices and pilot minisites when rendering individual web pages. Unless website visitors download the database for use on their local computers, they never see raw data in this form. Normally, the database works on the server behind the scenes to fulfill visitors’ requests.

CardinalOrde	PageNo	slice_url	VIP?	e	LastNameofPilo	pilotlastname_url	FirstName	Rank
369	22	022023_C.jpg			Smith	smith_jw	J. Warren	
370	22	022023_C.jpg			Ebrite	ebrite_ar	A.R.	
371	22	022023_C.jpg	Yes		Alexander	alexander_jb	J.B.	
372	22	022023_D.jpg	Yes		Ryan	ryan_tc	T. Claude	
373	22	022023_D.jpg			Maxwell	maxwell_wa	W.A.	1st Lt.
374	22	022023_D.jpg			Wellingham	wellingham_gh	G.H.	
375	22	022023_D.jpg			Palmer	palmer_gm	George M.	Lt.
376	22	022023_D.jpg			Robbins	robbins_em	E.M.	1st Lt.
377	22	022023_D.jpg			McGomery	mcmgomery_ae	A.E.	Lt. Cdr.
378	22	022023_D.jpg			Radford	radford_aw	A.W.	Lt. Cdr.
379	22	022023_E.jpg			Greber	greber_ct	C.T.	Lt.
380	22	022023_E.jpg			Bogusch	bogush_hr	H.R.	Lt. Cdr.
381	22	022023_E.jpg			Richardson	richardson_lb	L.B.	Lt. Cdr.
382	22	022023_E.jpg	Yes		Lindbergh	lindbergh_ca	C.A.	
383	22	022023_E.jpg	Yes		Love	love_pr	Phillip R.	
384	22	022023_E.jpg			Mayse	mayse_cw	Charles W.	
385	22	022023_F.jpg	Yes		Hodgson	hodgson_jc	Jack C.	1st Lt.

Second, the native ACCESS database is available for download to your computer from the server. Said another way, the database that drives this website is the same one site users may download. The database is “zipped” and is quickly and easily downloaded as a readable, modifiable file. It assumes site users have Microsoft ACCESS on their local computers, and that they know how to unzip the file and use it. As I continue to work with the database, it gets corrected and modified from time to time. If you download a copy and work with it for a while, it may be changed by the next time you visit the website. Make sure you check to see if you have the most current version. For obvious reasons, downloaded and modified copies of the database may not be uploaded to the server by website users.

REGISTER PAGE IMAGES

Color images of the entire register are available to view on the website. To post the images, I acquired high-quality, TIFF files of the 218 facing pages of the register from the Office of Natural and Cultural History at the current Davis-Monthan Air Force Base. These digital images were made as part of the contract during the restoration of the original register by the Order of Daedalians. The images are so good you can see the patina of age on the paper, the smudges and blots of hurried notations, and it is easy to tell the difference between pencil, red, blue and black inks.

I used Adobe PhotoShop CS 8.0 to convert the TIFF images to web-quality, optimized JPEG images. I spliced them down the middle so that each facing page pair is now a single image. I then sliced each double image horizontally into seven slices, or strips, consisting of 5-8 signatures, on average, per slice. I did this to narrow down the information displayed, and to speed the initial download. Even after my

manipulations and optimization of the images, quality is still remarkable and images download and display from the server with great speed and clarity.

The slices, as well as the double image pages, were then coded into the database under their own unique URLs so they can be “called” to a web page dynamically by algorithm (see the database segment displayed above). Below, for example, is the fifth slice of register page 22-23. This image maps to records 379-384 (image “022023_E.jpg”) from the database segment above. It is printed on this page about one-third scale. Images are rendered approximately full-size on the website and, depending upon a site visitor’s computer, may be enlarged many times beyond.



This slice (size 66.8 Kb) documents the visit by Charles Lindbergh and his entourage on September 23, 1927. This image is displayed if a site user selects “See Log book Entry” from the detail page resulting from a search of “Lindbergh, C.A.” from the PILOT dropdown menu. Note the spliced seam down the middle where the register opens to reveal its two facing pages. See the website for the details of Lindbergh’s flight to Tucson and that of his support plane, a Fairchild FC-2, sponsored by the Guggenheim Foundation to accompany him.

Besides the slices, site users are also given the opportunity to download and view the entire register page. Slices are nominally 40-70 Kb; double pages are nominally 350-500 Kb. The whole double page containing the slice above is 425 Kb. Download times for either type of image should not be a burden for a fairly up-to-date computer with a broadband connection (a matter of seconds). Via the database, images are selected dynamically through algorithms behind the PEOPLE, PLACES, EVENTS, and AIRPLANE pages. As well, the images are accessible directly by year or by page number from the REGISTER home page. Many roads lead to Rome!

MINISITES



The third technical feature is the minisite. A minisite is an entity within the dmairfield website, which focuses on a single piece of information. A minisite might go into detail regarding a single airplane, or a pilot, or an event such as the 1928 Ford Reliability Tour.

Information for the minisites comes from many sources. For example, much of the information about airplanes and pilots comes from the archives at the National Air and Space Museum (NASM), Washington, DC. I have made several trips there to work with their files. The photo

shows the author at NASM (note cotton gloves on the table for handling fragile artifacts). I collected information about female pilots from the International 99’s Museum archives in Oklahoma City, OK. As I add new material to the site, note is made on the “What’s New on the Site?” page.

A gratifying experience for me is that, soon after the site's release to the global public, site visitors became, and continue to be, a source of information for minisites. Many visitors are familiar with the people or airplanes and they are delighted to contribute information about them. A rewarding example is that I have met the daughters of five of the pilots (J.B. Alexander, Jack Frye, Zantford Granville, Charles Lindbergh, Paul Richter, Jr.), each of whom has contributed insight, if not hard data, about their fathers' aviation activities. As well, I am in correspondence with a gentleman who remembers being in the office at the Airfield and watching pilots sign the register in the 1930s.

Personal "barnstorming" around the country also yields considerable information for minisites. I have met personally three of the signers of the register, Bobbi Trout (since deceased), John Miller and William T. Piper, Jr. The website is dedicated to these three pilots, and my times spent with them have included riveting discussions of their travels to Tucson long ago.



As another example of personal barnstorming, I have visited with five of the aircraft flown to the Davis-Monthan Airfield by some of the female pilots. See the references for an article published about these women and their airplanes. The photograph at left shows the fuselage of Phoebe Omlie's Monocoupe NR8917. Refer to the website and the referenced article to see what this airplane looked like when she raced it in the 1929 National

Women's Air Derby ("Powder Puff Derby") from Santa Monica to Cleveland. Her airplane is a model 113, s/n 297, and this fuselage entity, with serial number, is still registered with the FAA. The current owners plan to restore it to flying condition.

USER INPUT

The fourth technical feature on the site is the process of soliciting user input to further build the information base for the website.

The screenshot shows the Davis-Monthan Aviation Field Register website. On the left is a 'Contact Us' form with fields for Name, Email Address, and Comments, and buttons for Submit and Reset. On the right is a section titled 'I NEED INFORMATION ON THIS ONE...' which includes a form for providing information about specific entries. The form has fields for 'Your Email Address', 'Your Name', 'Where you are located', and a large text area for 'Identity of person, aircraft, place or event for which you have information'. Below this is a checkbox for 'I will hold your identity in confidence if you wish' and a label 'Information you are contributing'. To the right of the form is a 'NOTE TO RESPONDERS' section with a 'PRIVACY POLICY' link.

The two images above are from site pages that enable users to communicate with me regarding questions or information they may have to share. The right-hand image is a default page that is rendered when there is no minisite behind a data entity. Note that SPAM is discouraged, and that there is a Privacy Policy on the site that assures contributors that I have no commercial interest whatsoever in any personal or site-specific information they may choose to share.

OPERATIONAL FEATURES OF THE WEBSITE

Before visitors begin any exploration of the site, they see the HOME page. The HOME PAGE, to begin, looks like this. It is divided into three columns, as are all the pages on the site. The center space contains major content regarding the subject at hand, in this case an introduction to the site, and a declaration of my goals for the site. The left and right columns contain ancillary information relevant to the content in the center space. Additional resources, links, or detailed descriptions of some particular element may appear in any of the columns.

DAVIS-MONTHAN AVIATION FIELD REGISTER
First Municipal Aviation Field in the U.S.

THIS SITE IS ABOUT AN OLD, HANDWRITTEN, LEATHERBOUND AIRFIELD REGISTER. IF YOU'RE A FAN OF AVIATION, SIT UP STRAIGHT. THIS IS THE SITE FOR YOU.

Despite its battered surface appearance, when it is opened, the register is a **STUNNING** artifact of early 20th century American techno-cultural behavior (roll your cursor over the register thumbnail, above, left).

The register was signed by transient pilots, including those pictured in the thumbnails above, who visited the Davis-Monthan Municipal Airfield in Tucson, Arizona. They landed and wrote their names between February 9, 1925 and November 26, 1928.

From the register stems all manner and direction of United States aeronautical development. The people, aircraft, places and events recorded there helped spawn the intellectual and physical infrastructures of global aviation technologies, in peace and in war, during the 20th century. It is not an overstatement to say they formed the ideas, performed the actions, and served as fuel from which, in many significant ways, we enter our second century of powered flight.

The **GOALS OF THIS WEBSITE** are to:

- Share with the global public the historically significant Register of the Davis-Monthan Municipal Airfield.
- Post images of the 218 register pages, and post the Microsoft Access database I made of the Register in downloadable form, such that it enables off-line queries and analyses by website visitors.
- Share findings and texts derived from and inspired by analyses of the Microsoft Access database of Register entries, available as downloads from this website.
- Solicit and incorporate analyses performed by users of this site in order to make the site's data and knowledge bases "evergreen". YOU are encouraged to contribute to the content and logical development of this site. You may send the results of your analyses and findings via the **CONTACT US** button on each web page.
- Solicit and incorporate testimonies from users of this site regarding what they know and learn about the pilots, airplanes, events and places cited in the Register and in the databases. A special **TCOM** is made available for you to do this.
- Develop this website as a research tool and resource for investigators of Golden Age aviation history.

WHAT YOU CAN SEE IS NO WHERE NEAR WHAT YOU CAN GET FROM THIS SITE

This website presents color images of the register pages. Why?

So you may see and learn for yourself, supplemented by facts and databases, information, the lives and death of the (most) the signers of the register made on 20th century aviation.

Pilots who signed over 70 years ago, military and civilian, male and female, comprise a "Who's Who" of famous aviators. Charles Lindbergh logged in. As did Amelia Earhart, Phoebe Davis, Jack Frye, Jimmy Angel and Bobbe Trout. And a large number of not-so-famous, workaday pilots passed through: early transport pilots like Max Baucus and Lee Wilroy, and C.N. Shelton, And businessmen like Ouelly.

WHERE DOES THE REGISTER LIVE?

The original register is preserved at the Operations Office of the present Davis-Monthan Air Force Base.

The book is a folio-sized, 218-page air traffic log for the original Davis-Monthan Municipal Airfield, founded in 1919. It records, in pilots' and passengers' own handwriting, their flight activities in and out of the Airfield for more than a decade during "The Golden Age of Aviation". At Tucson during this time, the forces of history, geography and time melted with the makers and actors of early aviation, and their marks in the log call on us to pay tribute to their presence and to their deeds.

The link below gets you an uncopyrighted, 149-page Davis-Monthan Airfield history in PDF format. Excellent reading!

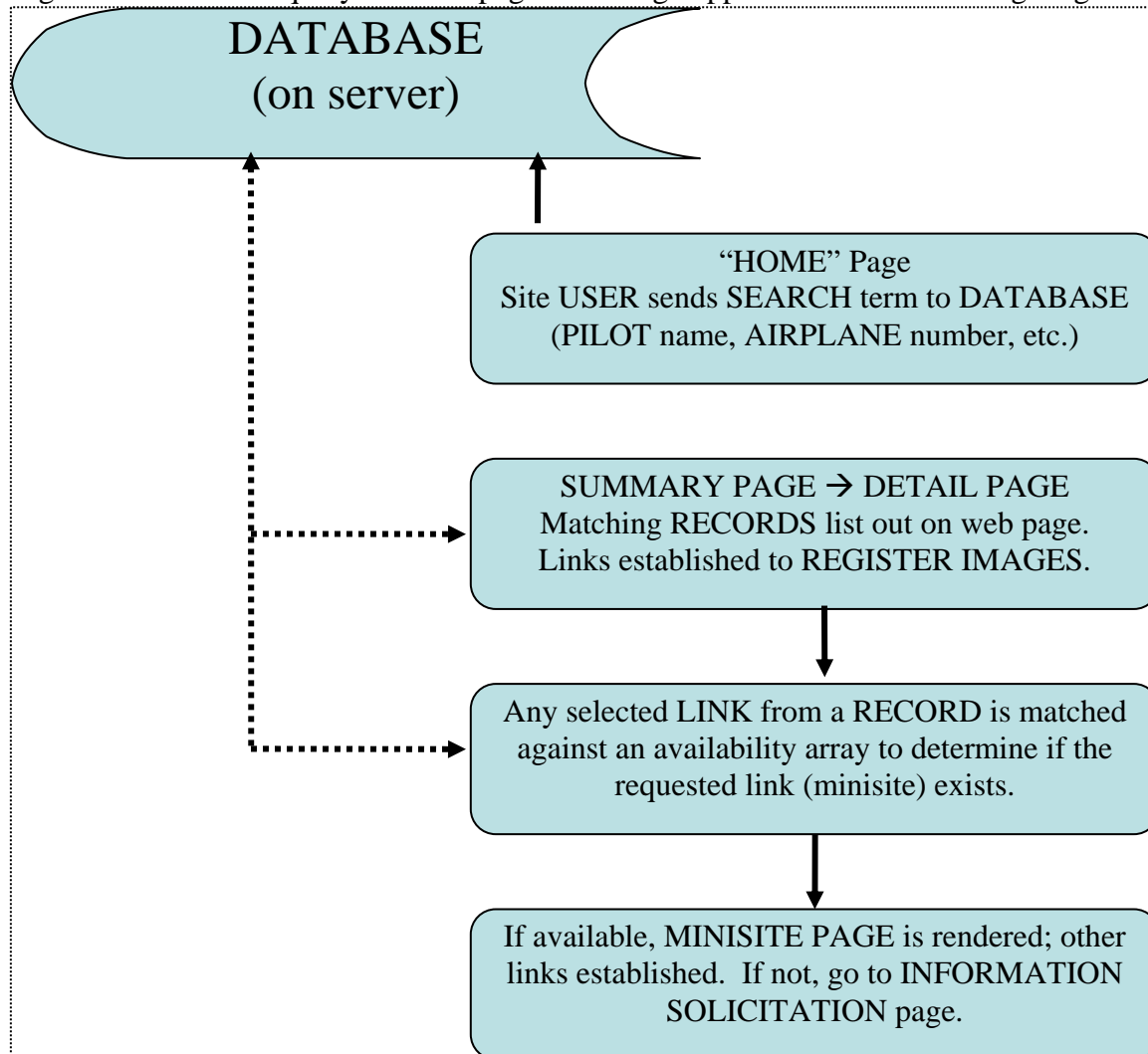
Thumbnail images on page headers include pilots who landed at the Airfield: Ed Schlee, Pancho Barnes, Bill Piper, Jr., Frank Hawks and Bobbi Trout (l to r). Key to site navigation are the six buttons at the top right of each page.

From the HOME page, a site visitor first selects a general topic through one of the five other buttons: THE REGISTER, PEOPLE, PLACES, AIRPLANES, or EVENTS. Once on the general topic page, say PEOPLE (PILOTS), visitors scroll and choose a search term from dropdown menus (e.g. a pilot name).

At the core of the website is the register database. The database feeds the dropdown menus of pilots, passengers, airplanes, etc. Another way of saying this is that when, for example, the dropdown menu for aircraft registration numbers or types is displayed, the actual numbers and types are extracted on-the-fly from the database. They are not listed separately as a group on the AIRPLANES home page. This same principle holds for the pages that are generated after a PILOT or EVENT is selected. Each page is dynamically generated showing information relevant to the record selected through user query. Every text, image and link is driven by database information.

HOW THE TECHNICAL AND OPERATIONAL ELEMENTS WORK TOGETHER

A generalized visitor query and web page rendering happens as in the following diagram:



Let's perform a walk-through of site mechanics using PEOPLE (PILOTS) as an example. Say we are looking for information on Charles Lindbergh.

DAVIS-MONTHAN AVIATION FIELD REGISTER
First Municipal Aviation Field in the U.S.



PILOTS WHO LANDED AT DAVIS-MONTHAN AIRFIELD

All totaled, there were 3,689 landings entered in the register. Of the landings, 1,913 were made by military pilots and 1,718 were by civilian pilots. Of the civilian landings, 58 were made by female pilots. These landings were performed by 1,976 unique pilots, 42 of whom were female. Many cross-country pilots landed more than once, since Tucson lay on the prime low-altitude east west route.

The pilots and crews of the Douglas World Cruisers, and future generals of the air services in World War II landed, many when they were lieutenants and captains (Arnold, Doolittle, Eaker, Twining). Moreover, people landed whose names we know because their names are military bases: Vandenberg, Tinker, Eglin, and Elmendorf. There are many others. A future WASP, Nancy Harkness, flew in and out while on her honeymoon with Robert Love.

Please check **"What's New on the Site"** button below to see information on pilots I have recently uploaded. Follow those leads for examples of the types of extended information I envision for this site.

Search the Database

by pilot

The women of the Davis-Monthan Airfield register are a fascinating subpopulation of Golden Age pilots. Contemporary publications captured their exploits. The New York Times published 1,265 articles on female aviators during that period, which equates to about three articles per week. They did get press coverage, and

Our choice is identified in the dropdown menu as above, and sent to the database via mouse click on "find". Next, a Summary Page is rendered, which, for example, lists the number of times the pilot landed at Tucson. This summary page resulting from a request for "Lindbergh, C.A." appears immediately below.

Lindbergh landed once, so the query yields one record. Information compiled from the database extract tells us he arrived on 9/23/1927 at 2:00PM, etc. He wrote in the Remarks column, "Your field is excellent". I noted in the Remarks column that his arrival was shortly after his Atlantic flight (I use no quotes around my statements).

DAVIS-MONTHAN AVIATION FIELD REGISTER

First Municipal Aviation Field in the U.S.



Your search for the pilot C.A. Lindbergh produced 1 record(s).
Click [See Details](#) for further information.

Pilot: [Lindbergh, C.A.](#)

[See Details](#)

Arrived: 09/23/1927 @ 2:00 PM from: San Diego, CA
Departed: 09/24/1927 @ 7:45 AM to: Lordsburg, NM

notes:
"Your field is excellent." About 4 months after trans-Atlantic flight

Clicking on "See Details" results in more information being extracted from the database and that information is rendered on screen as in the next image.

DAVIS-MONTHAN AVIATION FIELD REGISTER

First Municipal Aviation Field in the U.S.



Pilot: [Lindbergh, C.A.](#) Civilian Pilot

[See Log book Entry](#)

Certificate Number:

Home Base: [St. Louis, MO](#)

VIP? Yes

Plane Type: [Ryan](#) Model: [NYP](#)

Plane Number: [NX-211](#)

Engine Type:

Arrived From: [San Diego, CA](#) Date/Time: 09/23/1927 @ 2:00 PM

Departed For: [Lordsburg, NM](#) Date/Time: 09/24/1927 @ 7:45 AM

Number of Passengers: 0

Passenger List:

Remarks: "Your field is excellent." About 4 months after trans-Atlantic flight

His airplane make and type, as well as registration number, are displayed. As well, his home base and passenger list are shown (no passengers in the “Spirit of St. Louis”). If the site visitor now clicks on “See Log book Entry”, the page slice image is superimposed on the tabulated information (the slice looks like the one on page 6, above). The slice has Lindbergh’s signature on it. The option to download the entire double page (pages 22-23 in this instance) is also available. Items rendered in red on any webpage are hyperlinks.

Although not incorporated on the website yet, hyperlinks to “Ryan”, “NYP”, “St. Louis, MO”, “San Diego, CA” and “Lordsburg, NM” will someday be active. Likewise, if there is a passenger list, individual passenger names will be linked to minisites presenting information about them. The aim is to provide information that offers a sense of the broader context for the landing by this pilot and airplane at the Davis-Monthan Airfield. At this writing, less than one-percent of potential hyperlinks are implemented. There is a long way to go before the site is “complete”, if it ever is.

That being said, clicking on Lindbergh, CA on the previous detail image yields the image below. This is the top of the minisite page for Lindbergh’s visit to Tucson. His program/timetable developed by Tucson City fathers for the afternoon of September 27, 1927 is shown. Scrolled further down the page are summaries of local newspaper commentary of the day, an image of his airplane on the ground at Tucson, and descriptions of who accompanied him on his journey.

DAVIS-MONTHAN AVIATION FIELD REGISTER
First Municipal Aviation Field in the U.S.

Charles Augustus Lindbergh

WHAT WOULD IT BE LIKE IN TUCSON ON THE DAY OF HIS VISIT?

When Lindbergh visited Tucson on the afternoon of September 25, 1927, the city fathers were well-prepared. Below, retype in about the same font and format, from an original of the Arizona Historical Society library, is the agenda they built for him.

According to the register, the "red monoplane" cited in the agenda below was Fairchild FC2 105-J, registered with the Department of Commerce. It landed Friday at 1:30PM, with Lindbergh following at 2:00. Refer to page 22 of the register for Lindbergh's signature, and those of Lou, Nathan and Madmont who accompanied him in the red Fairchild. An interesting aside is that Phil Love is one of only two other pilots (the other was Major James Langhorne) to fly the Spirit of St. Louis east.

He was met at the field by about 20,000 people.

LINDBERGH DAY Program

HEADQUARTERS SANTA RITA HOTEL

12:45 - Mayor's committee meets at Santa Rita hotel to go out to aviation field.

THE FAMOUS AND THE BOON TO BE FAMOUS

Some of the visitors, like Lindbergh, had already made a name for themselves before they landed at the Davis-Monthan Airfield. There were others, like Wiley Post and Jimmy Doolittle.

Some, like Eddie Trout, the ex-football and many of the mid-grade military officers/pilots, were on the way of becoming "famous". They would have to wait 5-10 years for their moments of fame.

There is plenty of "stuff" out there about the life of Charles Lindbergh, the specifications of his airplane, and the

Clicking on “NX-211” from the detail page results in the following image. Here the airplane is featured. The photo shows what NX-211 looked like on the ground at Tucson. The page does not go into details

The screenshot shows a web page titled "DAVIS-MONTHAN AVIATION FIELD REGISTER" with the subtitle "First Municipal Aviation Field in the U.S.". The main heading is "RYAN NX-211 NYP 'SPIRIT OF ST. LOUIS'". Below this, it lists the registration number "NX-211" and the flight "FROM TO DAVIS-MONTHAN AIRFIELD BY CHARLES LINDBERGH".

The page contains several text blocks:

- ABOUT THE SPIRIT OF ST. LOUIS:** A dark blue sidebar on the left contains text about the aircraft's history, including its construction in the United States and its flight from New York to Paris in 1927.
- WHAT DID THE SPIRIT OF ST. LOUIS LOOK LIKE ON THE GROUND IN TUCSON?** A section with a photograph of the Spirit of St. Louis on the ground at Tucson, Arizona, with a person standing next to it for scale.
- Navigation:** On the right side, there are several blue buttons: "HOME", "THE REGISTER", "ABOUT", "CONTACT", "REGISTER", and "ABOUT". Below these is a small text block: "Today The Spirit of St. Louis hangs in the National Air and Space Museum in Washington, DC".

about the "Spirit" which have already been published in many other places for many years. Rather, it only includes unique information relevant to the visit to Tucson and offers other places to look for more common information about the airplane.

Although information and photographs of Lindbergh's exploits are relatively easy to find, this is not the case for many pilots and airplanes. As mentioned above, where there is no minisite behind a hyperlink, a default page is rendered, which solicits from site visitors information about the linked entity. This default page appears very commonly across the site right now, and site users are encouraged to share what they know.

Likewise, similar information and links are provided for other button choices. For one of the simplest choices, THE REGISTER menu, the following image is rendered (only showing dropdown menus).

To view records by year, click the drop down arrow and select the year. Click Go.

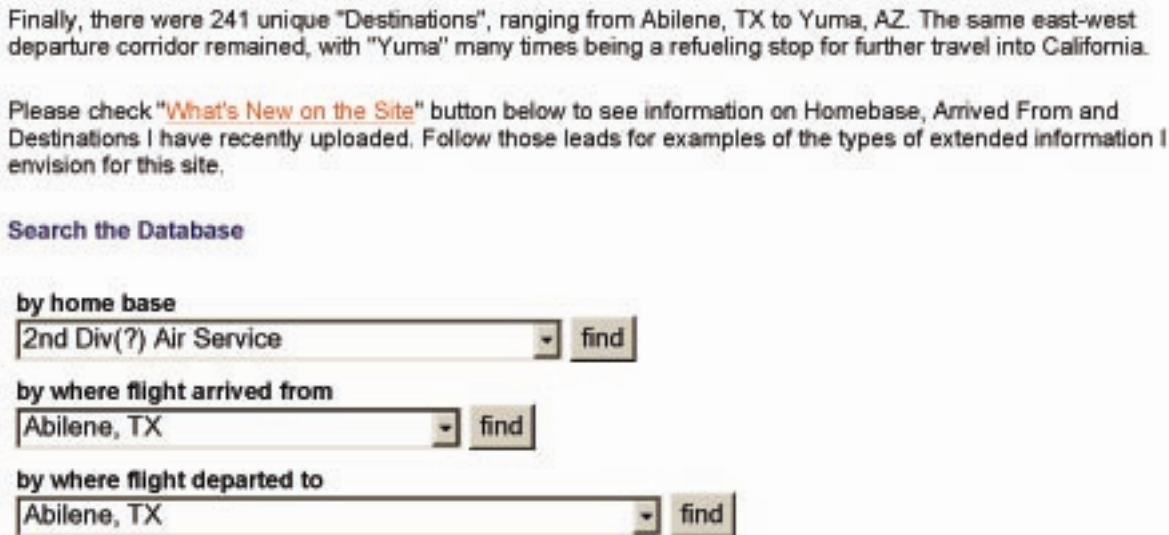
View the register by page number.

Viewing the register by year is the quick way of gaining access to the numerous landings by year. For example, if visitors choose 1931, they will find 474 individual records of landings that year. "See Details" is an option for each record, yielding Summary Pages. Summary Pages also display pilot information and other data particular to those flights. For example, if the aircraft registration number is clicked, a minisite is called that provides background on that particular airplane. "Background" includes manufacturer information, ownership records, accident and maintenance records, and final disposition of the aircraft. For all record pages, the goal is to have data hyperlinked to minisites that are rendered as separate pages when they are clicked.

Alternatively, from THE REGISTER page, viewing the Register by page number allows site visitors to simply browse the Register and look at the double-wide pages with no links to other information. What a great way to spend an afternoon!

If a site user chooses the PEOPLE menu, and then the PILOT or PASSENGER submenu, the pages are rendered similar to the Lindbergh example given above. As with all detail pages, the option is given to view the register page image which shows the pilot's signature, aircraft information, and time/date information. The slice is rendered first, with the full-page image a secondary option.

If a site user chooses the PLACES menu, the following page is rendered (abridged page showing dropdown menus only).



The Home Bases, Origins (where the airplane arrived from), and where the airplane departed to (Destinations) declared by pilots span the United States. This span is clear from the map below (rendered with Microsoft MapPoint software, driven by information in the database). The map pictorializes (for continental U.S. locations only) the 169 Origins, 241 Destinations and 315 Home Bases noted by pilots. The geographic diversity is clear, and the most represented towns and cities are the ones that would be expected for the era (many in low-altitude, urban areas; few in mountainous regions). It is clear that the southern tier airway, upon which sat Tucson, was the major conduit for air traffic to and from the west coast during that time.



If a site user chooses the AIRPLANES menu, the following page is rendered (only top half of web page is shown). Again, notice the dropdown menus. They allow users to choose and investigate any plane model or aircraft registration number listed in the register database.


AIRCRAFT STILL REGISTERED WITH THE FAA

Although I have not examined each airplane, I am sure there is a significant number of our Davis-Monthan aircraft still registered with the FAA. The reason I say this is because for one subpopulation of pilots, the 41 women who landed, I searched for each of their airplanes in the FAA database. Of their numbers, 9 of their aircraft are still registered with the FAA today.

Think of it! Where else but in the Davis-Monthan Airfield Register can one find in a single place signatures that illuminate the comings and goings of 10% of certificated female Golden Age pilots? Not to mention being able to directly, today, connect them

DAVIS-MONTHAN AVIATION FIELD REGISTER

First Municipal Aviation Field in the U.S.



AIRPLANES THAT LANDED AT THE DAVIS-MONTHAN AIRFIELD

What were some of our airplanes that landed at the Davis-Monthan Airfield? The aircraft were as varied as their pilots; their itineraries and histories are equally as interesting; sometimes equally as tragic.

Some were owned by early aviation entrepreneurs; some were brand new and making their maiden flights; some flew around the U.S. for many hundreds of hours before and after they came into our view in Tucson; some were used for rum-running and advertising, airshows and races, honeymoons and endurance events. And rebels destroyed at least one in the Mexican Revolution.

Many of the aircraft and their descriptions, you'll discover through the dropdown menus below, are summarized from from my research visits with the National Air and Space Museum historical aircraft listings, available in the archives. These lists are hand-written documents, sometimes rich with data, sometimes not. The older the aircraft, the less detail is available, and there are gaps of a decade or more in some planes' pedigrees. Many aircraft endured modifications that challenged their airworthiness, and they suffered many accidents during their relatively short lives. Some are still registered with the FAA today and I have noted that in their histories here and elsewhere on this website.

Search the Database

by plane type and model

by plane number

Of 3,689 total visits, there were at least 2,161 individual aircraft that landed at the Davis-Monthan Airfield between 1925 and 1936. I say "at least", because some pilots did not record the registration numbers of the airplanes, and some of those probably landed multiple times.

HOME
THE REGISTER
PEOPLE
PLACES
AIRPLANES
EVENTS

DAVIS-MONTHAN REGISTER & THE FAA DATABASE

The successful analysis of the aircraft flown by the female pilots who landed (41 pilots and airplanes is a tractable group to study) makes me think that comparison is possible between the Davis-Monthan register database of airplane registrations and the FAA database of registered aircraft available online.

A question for Microsoft Access gurus: Could both the Davis-Monthan Airfield and FAA databases be downloaded to your computer, then a comparison routine written to riffle through the registration number fields? When common registration numbers are found, the output of the sort could be a third file containing only those

As an example, if “NX211” is chosen from the “by plane number” menu, then the information on Lindbergh’s “Spirit of St. Louis” is rendered as on page 13, above.

One site visitor provided me with a video clip of one of the aircraft (NC126M) in flight and during ground movements. The clip is derived from 16mm film originally shot by his grandfather in the 1930s. Eventually, the site will become greatly enriched by this type of “donation”. With at least 2,161 unique aircraft in the database, user input is almost a necessity. Contribution by visitors to all topics is how I envision the site to work and grow as time goes on.

If a site visitor chooses the EVENTS menu, the following page is rendered. It is clear from the Register that the Ford Reliability Tour of 1928 passed *en masse* through Tucson in July that year. Likewise, the National Air Races for that year passed through “On to Los Angeles”. Mass military movements also landed at various times. I have very little information on these movements, and their inclusion on the site at this time is awaiting researching and including individual pilots and airplanes. Eventually, these events will be included on the site.

The screenshot shows a website titled "DAVIS-MONTHAN AVIATION FIELD REGISTER" with the subtitle "First Municipal Aviation Field in the U.S.". The main content area is titled "AVIATION EVENTS DURING THE GOLDEN AGE THAT INVOLVED TUCSON". It contains several paragraphs of text, including a section about the 1928 Ford Reliability Tour and another about military movements. On the right side, there is a vertical navigation menu with buttons for "HOME", "THE REGISTER", "PILOTS", "PLANE", "EVENTS", and "VIDEO". Below the menu, there is a section titled "LINDBERGH GOODWILL TOUR" with a small image of Charles Lindbergh.

DAVIS-MONTHAN AVIATION FIELD REGISTER
First Municipal Aviation Field in the U.S.

AVIATION EVENTS DURING THE GOLDEN AGE THAT INVOLVED TUCSON

The Davis-Monthan Airfield Register gives us vignettes of aviation events that swirled around the United States during the Golden Age. Air races and tours, military logistical maneuvers and aviation firsts passed through Tucson. The 1928 Ford Reliability Tour and the 1928 National Air Races used Tucson as a stopping place for rest and for fuel. National Air Races pilots checked in with names like Wilman, Jappesen and Clyde Grease.

As well as routine training flights, mass aircraft movement trials were carried out by the military, sometimes bringing fairs of aircraft in and out of Tucson in a very short period. As you browse the register, you'll find on [page 200](#) that the 20th Pursuit Group from Burbank Field passed through on May 5, 1933. They arrived from El Paso at 10:05AM, but did not list individual pilots or aircraft.

Likewise in the lower third of [page 22](#), thirteen members of the 1st Pursuit Group arrived from Rockwell Field, CA, on September 18, 1928 enroute to their hometown of Sault Ste Marie in Michigan. They were flying mostly Curtiss P-16.

The Third Attack Group from Ft. Crockett, TX and the 2nd Bombardment Group from Langley Field, VA also landed. The latter, in one handwriting, listed names in the register of 28 lieutenant pilots. No aircraft types or numbers were specified, or who was flying.

More to come as I get time. If you have information, especially on military events that passed through Tucson, please use the [CONTACT](#) to pass it along.

LINDBERGH GOODWILL TOUR

Charles Lindbergh, the Davis-Monthan Airfield in September 1927 just five months after his trans-Atlantic voyage. He was on nationwide goodwill mission sponsored General Guggenheim Foundation, to promote aviation. A Finnish registration number was assigned by the Department of Commerce to accompany him, pilot was "Red" Lee and pilot buddy of Lindbergh's from a days. Follow the [LINK](#) more information as Lindbergh's visit to Tucson, including a transcript of the first speech he gave at the ground here.

THE 1928 FORD RELIABILITY TOUR

Of the 1928 Ford Reliability Tour pilots and aircraft, 14 of 23 landed at Tucson (see July 10-18, 1928 in the database). You can find more information about all the Ford Tours at [this link](#).

There you'll find a photograph of Floedie Orin in her first competition, as well as lists of pilots and airplanes that competed in all the Tours through the years. There are a couple of very interesting downloadable PDF files, too.

At the link cited, you'll learn that the Ford Tour was re-narrated in September 2003. Interestingly, six of the aircraft that flew in Golden Age tours, and that landed at Tucson during that period, were still registered with the FAA in 2002. Refer to aircraft registrations 2847 (Travel Air, 2847 (BuA), 8279 (Cessna),

DATABASE DOWNLOAD OPTION

I have made the same database that drives the website available by simple download to site users' own computers. The download option is available from THE REGISTER page. In order to open the file and use it, site visitors must be able to unzip the file, they must have Microsoft Access software installed on their computers, and they must know something about how Access operates.

At this writing, at least two site visitors are working to compare the list of Davis-Monthan Airfield aircraft registration numbers with the list of registration numbers available online from the FAA. This comparison (preliminary finding only) has yielded 242 "hits", suggesting at least that many aircraft are still registered with the FAA. Further comparison needs to be done in order to weed out registration number reassignments, however.

INTENTIONS AND NEEDS

INTENTIONS: The intention was never so much to make WWW.DMAIRFIELD.COM a work of art, but rather to make it an artful work, which builds over time into a networked link with our 20th century aviation heritage. I envision it as an informational as well as a research site, of value to a broad range of interested users, from students to academic researchers.

Metaphorically, "finding" the register copy commissioned by the Order of Daedalians was like finding a button. From that button, a suit is being rendered one sleeve and one lapel at a time. My website aspires to build the team of tailors, many of whom have just the right patterns, threads or needles to render the best suit of clothes ever worn by a web server.

And that's not to say that stitches won't be dropped. I have received several messages over the past six-months from site visitors that point out errors in spellings or facts. You'll have that, because my intention is to get information online. At this writing (early September, 2005), I have developed minisites for about 30 pilots, over 150 aircraft, 20 places, and 2 events. These numbers define the phrase, "a drop in the bucket." There are literally *thousands* more. If I spent the last ounce of research effort, time and money on establishing 100% accuracy for each entity (if such a state exists for this kind of endeavor), nothing will ever go public.

I am betting that many site visitors will know about the people, airplanes and events that they find on WWW.DMAIRFIELD.COM. I encourage them to wring out the site and pick at items they might think are in error, or that could be enhanced, improved or placed in different context. I consider and publish the best information I can find, from reliable resources. If someone can improve on my information, I'm grateful for that. Eventually, the information on the site will become more refined and accurate through user discussion, critique and contributions.

AN EVERGREEN RESOURCE: By "evergreen" I mean that information on the site is continuously added to, updated and improved by visitors. The evergreen process is beginning to work. At this writing (barely six months after the site went public), over fifty people have contributed substantive information about the people and aircraft of the Davis-Monthan Airfield Register. My contacts to-date include five daughters, one granddaughter one niece and one nephew of Davis-Monthan Airfield pilots. Many more have used the CONTACT US option to send their critiques, "atta-boys" or suggestions.

HELP THAT I NEED: I am collecting other relevant airfield registers. I have one for Peterson Field, Colorado Springs, CO that overlaps the time period of the Davis-Monthan register. Some pilots inscribed their names in both registers. Ultimately I want to database the other registers and link them to the Davis-Monthan database. I need help acquiring new registers, and with database design in order to do this.

I have devoted little effort so far to military aviation of the era. Military logistical maneuvers appear in the register. At face value, it is clear Tucson was a predominant stopover and fueling place for mostly western-based military pilots (the five most frequent Home Stations cited for military pilots are western fields).

However, during the decade numerous massed aircraft logistical movements were flown (e.g. by the 2nd Bombardment Group, 11th Bombardment Squadron, 1st Pursuit Group, 3rd Attack Group). Usually a dozen or more aircraft landed at the Airfield. An example of this is a force of 25 brand new, B-2 and O-38 aircraft, which signed in on May 11, 1931, eastbound from Rockwell and March Fields in California to Dayton, OH for Air Corps exercises. There are at least half a dozen similar drills. The register records only the passing of the forces, but not the purpose. I engage readers to help illuminate the details around these logistical flights: the pilots and aircraft, the reasons for, and outcomes of, the movements, and the logistics, budgets and significance of the exercises.

RESOURCES

This manuscript is available as a PDF download from WWW.DMAIRFIELD.COM. Go to the "What's New on the Site?" page to find the link (near the bottom third of the page).

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Hyatt, G.W. 2004. "Women of the Golden Age: Their Airplanes and Their Spirits Still Live!" Sport Aviation. 53:3, March 2004. pp. 48-56.

Juptner, Joseph P. 1962-1981. U.S. Civil Aircraft, Vol. 1-9. Aero Publishers, Inc. Los Angeles.

National Air and Space Museum Archives. Washington, DC.

Web resources were screened for accuracy and suitability for linking to WWW.DMAIRFIELD.COM. Please inform me if linked web resources become unavailable, or are found to be inaccurate.

ACKNOWLEDGEMENTS

I am grateful to Aerofiles, the Aircraft Owners and Pilots Association (AOPA), the Bobbi Trout Estate, the D-MAFB "Desert Airman", Flying Magazine, The Mooney Aircraft Pilots Association, and South-Central Chapter of 99's for print coverage and hyperlinks to WWW.DMAIRFIELD.COM.

The Web Professional, Inc., Naples, FL (link available on WWW.DMAIRFIELD.COM) was responsible for page design and database integration for this website. Their skills in site design and database functionality with web integration make WWW.DMAIRFIELD.COM operate in a much more sophisticated way than if I had tackled development and implementation alone.