

THE LOST AIRPORTS

by

Bill Rhode

Oldtime pilots and aviation historians have one thing in common: they like to reminisce about old aircraft and flyers of yesteryear. But doggone them, they seldom apply their sentiment to the old flying fields without which neither planes nor pilots could have made history. Across the vast United States today are many thousands of old airports that have been closed for a variety of reasons. Many of them gave way to the onward march of real estate and industrial development, some closed due to the inability of their operators to eke out a financial gain. Whatever their reasons for closing, many of them have faded into history never to be utilized again. Many others lay abandoned waiting for another operator to come along and reopen them.

Just as one may visit the ghost towns of the old West and walk among old assay offices, hotels, saloons and dance halls with no sign of life anymore except the perpetually rolling tumbleweeds; so also may one walk among the hangars and runways of old discarded airports and wonder at the memories and tales locked up in the stillness of these havens of the air. In one particular instance I recently visited one of these old fields and felt a deep touch of nostalgia as I walked into the hangar, still plastered up with old show posters, old pictures and some old discarded plane parts. On the roof, the tattered remains of a windsock still creaked on a rusty hinge. Out in the tie-down area, a Stearman PT-17, fully rigged, still stood. Its tires were flat, its windshields were broken and its fabric was in ribbons. A thirty mile an hour wind was whistling through its frame, making a wistful whine as large chunks of fabric flapped against its sides.

I wondered what we could do to save these old flying fields or at least mark the sites as historical spots. At least one dead airport has thus been marked. Old Roosevelt Field N. Y. has a bronze statuette standing in the vestibule of a large department store marking the spot as having been the area from which many famous flights including Col. Lindbergh's flight emanated from.

Each of these fields had a name, a personality. They were distinct in the shape and size of their runways, the obstacles that lay on the approaches to their runways, certain surrounding terrain or wind conditions. Each one had something to distinguish it from another. Accordingly, I have started a list of these old stamping grounds of aviation. Being familiar with the greater metropolitan areas of New York and Philadelphia, I shall set forth a list of the old airports in this area that are at present either dead or dormant.

Take any one of these average airports and one can safely say that at one time or another some pilot racing a declining sun late in the day, or beating out weather that was fast closing in, found a safe haven, a warm office and hot coffee here. Many a Jenny, Waco 10, Eaglerock, Air King or Cub etc. broke the early morning stillness with its staccato roar of a cold engine at these fields. Many an experience, a tale, a laugh, good times and tragedy took place on its runways. In some instances a pretty face will be remembered as having served the coffee and patiently listened to each pilot's tale of woe.

Mark Hellinger once wrote something to the effect that, "Memories, whether good or bad, become more golden with age." This holds true for old airports, for whether we remember good times or tragedy we should recall the old fields. It is my contention that had every flying field that was ever started, remained active to this day, we would have at least 100,000 airports across the country, whereas we now have only a paltry 3,000 or so.

Lets take the case of Roosevelt Field N. Y. for example. Back in 1909, when Glenn Curtiss went looking for a suitable flying field in the New York area, he found his way out to Mineola on Long Island and casually surveyed the vast Hempstead plains. He saw thousands of acres of the finest tabloland and accordingly established the first of several flying fields in this area. Roosevelt Field (under various names) survived from that time till 1950. Four decades of aviation history took place here. First came the Early Birds, the Curtiss gang, the Wrights, Moisants, Waldens etc. in their odd flying contraptions. Then came the student pilots for World War I staggering off the ground in Jennies and some of them crashing here and there when their wings let them down too abruptly. Then following the War, in 1919 the British dirigible R-34 landed here after its maiden flight across the Atlantic. Then along came Casey Jones and his Curtiss Exhibition Co. They made things hum with air shows, wing walking and parachute jumping at this field till Chas. Lindbergh started the vogue in Transatlantic Flights. Thereafter pilots in fancy whipcord breeches, riding boots, white scarves, helmets and goggles broke record after record here or took off from here for far distances. World War II saw the Air Force move in. Following the War it served as a base for many Corporate aircraft, but the encroachments of a growing civilization forced it to close in 1950. At one time or another almost every famous pilot in the country rolled his wheels down the runways of this great airport. If an enterprising photographer had stood day after day at this field during its life span and took pictures, he could have recorded pictorially a most important segment of aviation history.

I herewith list all the old flying fields in the Greater New York and Philadelphia Metropolitan areas. It is with the hope that it will induce other members to remember old fields in their respective areas. I am not mentioning the many emergency fields or barnstormers fields or the Race tracks that played host to early air shows; only those fields where at least one hanger or office was erected and the fields were set up with at least some degree of permanency. As I record this list, I am wondering about the present status of such famous old fields as Hatbox Field in Oklahoma, Rockwell Field in San Diego, Calif., Yackey's Checkerboard at Forest Park, Ill., Mines Field in Los Angeles, Calif. etc..

1. Rockaway Naval Air Station, Rockaway Point N.Y.. It was here that the famous N.C. boats started off on their Transatlantic Flight in 1919. Here too that Walter Hinton took off in a free balloon that landed him 800 miles away in the wilds of Canada. The field is now part of the New York City park system.
2. Barren Island Airport, Brooklyn N. Y. This field was taken over and enlarged by the Navy and now called Floyd Bennett Field.
3. Holmes Airport, Jackson Heights N. Y. Final stamping ground of the famous Gates Flying Circus, New York H.Q. for the Good Year blimps of the thirties. This is now the site of a housing project.

4. Central Park Flying Field, Central Park L.I. This field was the birthplace of the ACE byplanes and Junkers-Larsen monoplanes of the post-war I period. Field is now a quiet residential area.
5. Jamaica Bay Airport, Jamaica N.Y. This is one of three airports that were enveloped to set up the present International Airport at Idlewild. International required over 4,000 acres.
6. Queens County Airport, Jamaica N.Y. This is the second airport closed to make way for N.Y. International Airport.
7. Sunrise Airport, Jamaica N.Y. This is the third airport enveloped in the vast N.Y. International Airport area.
8. Glenn H. Curtiss Airport, North Beach N.Y. This was one of the Curtiss chain. It was here that Col. and Mrs. Lindbergh started off on their survey flight to the Pacific. Harry Rogers was killed here. This field was taken over and greatly enlarged and now called LaGuardia Airport.
9. Curtiss Airport, Valley Stream N.Y. Another in the chain of Curtiss airports. It was here that a Womens Endurance Flight was set and many famous Transcontinental Records terminated here. Field is now a housing development. Its hangars are used for diversified industry.
10. Roosevelt Field No. 2, Westbury N.Y. This famous field was originally called Wright Flying Field, later Brindly Field and then finally Roosevelt Field. It was actually here that Lindbergh took off. It was here that Sikorsky built his first American planes in the open air. This field adjoining Roosevelt Field Mineola, is now the site of Roosevelt Raceway, a trotting track. One large hangar still stands among the horse stables.
11. Roosevelt Field No. 1, Mineola N.Y. This famous field was originally called the Mineola Flying Field. During War I, it was called Hazlehurst Field, all through the twenties it was called Curtiss Field and finally Roosevelt Field from 1930 till it closed in 1950. This was by far the mecca of aviation in the East and when this field closed, it ended civilian flying on the Hempstead Plains. Nearby is Mitchell Field, Garden City and agitation is strong to close that one too.
12. Nassau Blvd. Field, Garden City N.Y. This Early Bird Field is now a residential section and a grade school occupies the site of its former runway.
13. Damm Field, Babylon N.Y. A War I field, now a quiet residential area.
14. Aviation Country Club, Hicksville N.Y. This was Society's playground from 1929 till 1948 at which time it closed and is now part of Levittown N.Y.. It was here that many air cruises originated, where the Grover Loenings, Whitneys, Vanderbilts etc. kept their aircraft. It was here that Pete Brooks flew a Monocoupe on its back and wrapped it around a telegraph pole. It being his practice to recover 25 feet off the ground.
15. Hicksville Airpark, Hicksville N.Y. This field is now an industrial and residential area. The hangars are still standing and are used in industry.

16. Center Islip Airport, Islip N.Y. This field is now a housing development.
17. Smithtown Aviation Club, Smithtown N.Y. This field is now being utilized as a childrens hospital project, its hangars being torn down.
18. Islip Airport, Islip N.Y. Now the site of a stock car race track and its hangar is used as headquarters for the track.
19. Riverhead Airpark, Riverhead N.Y. Two fatal air crashes in one year soured the operator of this field and he gave up. Field is now being farmed and hangars are used to store produce.
20. Bender-Brentwood Airport, Brentwood N.Y. Field lays abandoned and medium hangar still standing.
21. Hampton Airport, Bridgehampton N.Y. Field turned back to farmland.
22. Patchogue Airport, Patchogue N.Y. Now a quiet residential area.
23. Frog Chapman Field, Moriches N.Y. A new grade school stands in the middle of this field.
24. Fairchild Field, Farmingdale N.Y. This old sod field was the birthplace of all Fairchild Aircraft, Pilgrim Aircraft and Ranger engines. It is now part of the site of Republic Aircraft and its sprawling airfield. Also birthplace of Sperry Messenger Biplanes.
25. Sayville Airport, Sayville N.Y. This field is now a housing development.
26. Suffolk Airport, West Hampton N.Y. This old field with its large stucco hangar is now closed. The hangar is used by the Coca-Cola bottling Co. and the field is being considered being added to the nearby West Hampton Air Base. It was on this field in 1930 that a 10 year old boy soloed an Arrow Sport biplane.
27. Fitzmaurice Field Massapequa Park N.Y. This field named for Capt. James Fitzmaurice, one of the Bremen Flyers of 1928, is now the site of a new grade school and new houses. This was headquarters for the Skywriting Corp. and some crop-dusters as well as stunt flyers and race pilots.
28. New Rochelle Airport, New Rochelle N.Y. This field closed in the late twenties and is now a quiet residential area.
29. Reynolds Airport, Valhalla N.Y. Several flyers from this field were killed in crashes and the field closed. Field now lays abandoned and overgrown with brush. Remains of hangars still standing.
30. Westchester Airport, Armonk N.Y. This old field is still operating but its days are numbered. A new super highway is going through the middle of it and a large shopping area will take over the remainder. Though a small field, a carefree Air Force pilot got a B-17 into it on a dare one time. He used a shoehorn on takeoff and landing. Located on old Route 22, it was for years a crowd gathering place on weekends. A famous chute jumper was killed here when his chute failed.

31. Somers Airport, Somers N.Y. Field lays abandoned. Hangar empty.
32. Wappinger Falls Airport, Wappinger Falls N.Y. Field lays abandoned. Hangars used by construction company for storage.
33. Poughkeepsie Airport, Poughkeepsie N.Y. This old field is now a housing development. Its large hangar now houses six stores.
34. Arlington Airport, Poughkeepsie N.Y. This field is now the site of a stock car track and its hangar lies in ruins.
35. Freedom Plains Airport, Freedom Plains N.Y. Field lays abandoned its hangar stands empty.
36. Dover Plains Airport, Dover Plains N.Y. Now built up with houses.
37. W. S. Lent Airport, Fishkill N.Y. Now built up with houses.
38. Beacon Airport, Beacon N.Y. Now built up with houses.
39. Lime Ridge Airport, Lime Ridge N.Y. Field lays abandoned. Hangar still standing.
40. Cozine Field, Rhinebeck N.Y. Now built up with houses.
41. Miller Field, Nyack N.Y. Field now used by diversified industry and hangars used by auto showroom.
42. Rockland Airport, Blauvelt N.Y. Field covered with houses.
43. Suffern Airport, Suffern N.Y. A fatal crash closed this field. Now covered with houses.
44. Tallman Airport, Tallman N.Y. Field lays abandoned. Hangar gone.
45. Sarah Wells Airport, Goshen N.Y. Field lays abandoned. Hangar gone.
46. Stateside Airport, Orange Lake N.Y. Field lays abandoned. Hangar caving in.
47. Heitz Field, Montgomery N.Y. Field turned to farmland.
48. Tri-States Airport, Montgomery N.Y. Field lays abandoned. Large hangar burned down. Hangars still standing.
49. Montgomery Aux. Field, Montgomery N.Y. Built as an auxiliary to Stewart Field. It lays abandoned with its concrete air strips.
50. Wallkill Aux. Field, Wallkill N.Y. Built as an auxiliary to Stewart Field. It lays abandoned with its concrete runways.
51. Huguenot Airport, Port Jarvis N.Y. Field lays abandoned. Hangars still standing.
52. Star-Haven Airport, Middletown N.Y. Field turned to farmland.

53. Sullivan County Airport, Monticello N.Y. Field lays abandoned, hangars still standing.
54. Liberty Airport, Liberty N.Y. Sometime called Grossingers Airport, it lays abandoned, hangar empty. Occasional summer pilot lands here overnight.
55. Tillson Airport, Tillson N.Y. Field lays abandoned. Hangars crumbling.
56. Gardner Airport, Gardner N.Y. Field lays abandoned. Medium hangar turned into factory.
57. Catskill Airport, Catskill N.Y. Hangar burned down. Field lays abandoned.
58. New Paltz Airport, New Paltz, N.Y. Field lays abandoned. An aspiring stunt flyer was killed here trying to slow-roll a Stearman PT-17 at 100 feet above the runway.
59. Kingston Airport, Kingston N.Y. Field lays abandoned. Hangar still standing.
60. Kingston-Ulster Airport, Kingston N.Y. Now the site of a new I.B.M. factory.
61. Acro Lake Airport, Kingston N.Y. Field lays abandoned. Hangars used as warehouses.
62. Moller Field, New Canaan Conn. Now part of a residential area.
63. Norwalk Airport, Norwalk Conn. Now part of a residential area.
64. Closter Airport, Closter N.J. Now covered with houses.
65. East Paterson Airport, E. Paterson N.J. Now a quiet residential area. Old hangar stands in the bakcyard of a house and serves as a shop and garage. Old Standard J-1s used to make this field their home.
66. Nelson Airport, Franklin Lakes N.J. This field is now covered with houses.
67. Ramapo Valley Airport, Mahwah N.J. This field is now the site of a new Ford Plant.
68. Arcola Airport, Rochelle Park N.J. Now covered with houses. When this field closed, there were Jonnies, Standards, an Oriole, a Lawson TT and a Sikorsky-wing Jenny left homeless in 1932.
69. Murchio Airport, Paterson N.J. Now covered with new split-level houses. This was one of Jerseys oldest airports but the housing boom won out.
70. Newark-Elizabeth Airport, Newark N.J. This field is now a cemetery. In its heyday it preceded Newark Airport and Waco-9s and Jennies were herther here.
71. Bayway Field, Elizabeth N.J. This field was the birthplace of the famous Standard Aircraft of War I, was also the birthplace of the first American made Handley Page bombers of the same period. The field is now an industrial area.

72. Westfield Airport, Westfield N.J. Field is now a housing development. Bob Buck was one of the pilots making this field his home.
73. Cranford Airport, Cranford N.J. Field is now the site of a factory.
74. Hanover Airport, Hanover, N.J. Located along Route 10, this field was once a beehive of weekend passenger carrying with J-5 Standards and American Eagles. Field is now occupied by a factory and rest of field lays abandoned.
75. Curtiss-Essex Airport, Caldwell N.J. This field was one of the chain of Curtiss Flying Service fields and was a beautiful bowl of green clover with one large hangar. Al Williams and Pete Brooks were among the famous pilots that hangared here. Now the larger Caldwell-Wright Airport occupies the nearby area and one of its runways juts into the old field. The hangar is now part of a machine factory.
76. Pinebrook Airport, Pinebrook N.J. The enlarged fourlane highway cut through this field and separated the hangars from the field. The last New Standards were test flown here as well as the American Cirrus Engines that were made nearby. Hangars are now used to store dairy trucks.
77. Holler Field, Newark N.J. This field was set up as Eastern terminus of the original airmail service. However, a D.H.-4 crashed into a smokestack while landing and the airmail was shifted to Curtiss Field Mineola. The field is now the site of a factory and part of land is now part of Branch Brook Park.
78. Miller Airport, New Brunswick N.J. Located on the old Lincoln Highway, field is now an industrial area.
79. Stelton Airport, Stelton N.J. Field is now part of Camp Kilmer.
80. Somerville Airport, Somerville N.J. Located on Route 202, field lays abandoned and overgrown, hangar removed.
81. Netcong Airport, Netcong N.J. Field is now a built-up area.
82. Budd Lake Airport, Budd Lake N.J. Field lays abandoned, hangars are crumbling.
83. Phillipsburg Airport, Phillipsburg N.J. Ted Phillips, the operator and his young daughter were both killed in two separate air crashes. Field lays abandoned, hangars still standing. An auto garage uses the old plane shop. C.A.P. keeps a plane here yet but a new grade school is proposed for the site.
84. Eckels Autogiro Field, Washington N.J. Field lays abandoned and two large hangars lay idle.
85. Aeromarine Field, Keyport N.J. This was the birthplace of the Aeromarine biplanes of War I and the postwar Aeromarine flying boats, the famous Aeromarine-Klemm low-wing planes of 1929. Also built here were the Remington-Burnelli and Upperco-Burnelli transports. Field lays abandoned along waterfront. Factory bldgs. now used for diversified industry. Huge assembly hangar is now also a factory.
86. Walling Field, Keyport N.J. Field is now a housing development.

87. Perth Amboy Airport, Perth Amboy N.J. Field is now a residential area. This was the birthplace of Pacer-Racer Aircraft and the Perth Amboy Bird Aircraft.
88. Asbury Park Flying Field, Asbury Park N.J. This was home for the DeLuxe Flying Service of the roaring twenties, some of whose Jennies took part in the Mabel Cody Flying Circus. Field lays abandoned and hangar is now used for storage of farm machinery. Field lays along old Route 35.
89. Asbury Park Airport, Asbury Park N.J. Field lays abandoned. A fuel oil company stores trucks in the medium hangar and oil tanks occupy old parking areas. A lot of banner-towing and air show work was done here.
90. Toms River Airfield, Toms River N.J. Field is now a gravel pit.
91. Toms River Airport, Toms River N.J. Field now covered with chicken hatcheries and hangar used for car repair garage.
92. Ireland Field, Pine Valley N.J. This field of the post-War I period was the testing ground for the Farman sport biplanes that were imported by Kellett and also for the Rogers-Day planes of that period. Field is now a quiet residential area.
93. Patten Field, Freehold N.J. Field now a built-up area.
94. Freehold Airport, Freehold N.J. Field now being farmed.
95. Ziegfeld Field, Milltown N.J. Field lays abandoned, hangar standing.
96. Forsgate Air Park, Forsgate Farms N.J. Field being farmed, hangars removed, office stands idle.
97. Central Jersey Airport, Windsor N.J. Field is being farmed and medium hangar is now used as a body-fender shop. This was home of Al Bennett an early Cub Distributer and originator of the installment plan for flying lessons.
98. Norcross Field, Hightstown N.J. Now a housing development.
99. Jerry Baker Field, near Flanders N.J. Field lays abandoned. Two T-hangars still lay empty.
100. Mine Hill Airport, near Dover N.J. Field is now a gravel pit and construction will soon begin on it. Operator burned to death in crash of Swanson mono-plane here some years ago.
101. Les Young Field, Dover N.J. Field is now being built upon as a shopping center. Located on Route 10, pilots used to fly under high tension wires to land here.
102. Shley Field, Liberty Corners N.J. This was a famous glider and soaring field before War II. Field now lays abandoned. Some of the best soaring pilots in the country flew here. A woman glider pilot Gladys Scheurer, was killed in a crash here.

103. Schilberg Field, Clinton N.J. Field is now a sub-division, hangars are torn down. Adolph Schilberg the operator was a Cub pilot capable of landing on the flatback of a truck at 40 miles per.
104. Camden Central Airport, Camden N.J. One of Jerseys finest old airports. This was the airline field for Philadelphia many years ago. The old Ludington Airlines and Eastern Air Transport used to land Ford, Condor and Stinson airliners here. At the crux of many highway crossings and 10 minutes from downtown Philly, it is now being condemned for industrial property.
105. Pennington Airport, Pennington N.J. Field is now a housing development.
106. Old Trenton Airport, Trenton N.J. Located on Route I field lays abandoned. Hangar now used to store State Highway Trucks. This field was home for the old Aerial Forest Patrol and also the oldtime crop-dusters with C-6 Travel-Airs.
107. Spring Lake Airport, Spring Lake N.J. Field is now a built-up area.
108. Burlington Airpark, Burlington N.J. Field is now being industrialized.
109. Kupper Field, Manville N.J. Field lays abandoned, hangar standing.
110. Alfred Vale Field, Monmouth N.J. Field now part of Fort Monmouth.
111. Dow Airport, Newton N.J. Field now covered with houses.
112. Shinn-Woodbridge Airport, Woodbridge N.J. Garden State Parkway cut through this field, balance of field covered with houses.
113. Potterton Airport, Jersey City N.J. This field located on Newark Bay was the birthplace of the Crescent and Chamberlin Aircraft, ships mfg. by Clarence Chamberlin. It was here also that Ruth Nichols with a Lockheed Vega set many records for altitude, distance and speed. It was here she made her preparations for a Transatlantic Flight that ended disastrously at Newfoundland. Major Alex Seversky, Clyde Panghorn, Art Davis took part in air shows here. Field is now the site of the federally financed Roosevelt Ball Stadium.
114. Mercer Airport, Trenton N.J. This sod field was the birthplace of Luscombe Aircraft. Field is now a housing development and its hangars are used for a factory unrelated to aviation.
115. National Guard Field, Sea Girt N.J. Field lays abandoned along shore. National Guard Jennies and Douglas observation squadrons used to encamp and maneuver here.
116. Oakwood Heights Flying Field, Staten Island N.Y. Scene of Early Bird Air Meets and birthplace of Wittman Aircraft. Field is now a built-up area.
117. Travis Airport, Staten Island N.Y. Field is now the site of a new power plant.
118. Donovan-Hughes Airport, Staten Island N.Y. Field lays abandoned, hangars crumbling.

119. Matamoris Airport, near Port Jarvis, Penn. Located on Delaware River with hard surface runways, this field lays unused and large brick hangar is used by paperboard factory.
120. Martins Creek Airport, Martins Creek Penn. Field was originally set up as an airmail emergency field. Later Wasps, W.T.S. and G.I.s. were trained here. Field is being farmed and large hangar is used as skating arena and dance floor.
121. Bethlehem Airport, Bethlehem Penn. Field lays abandoned, large brick hangar stands forlornly empty.
122. Convair Field, Allentown Penn. Large field lays abandoned, trucks and crates stored out on runways. Hangars used by diversified industry.
123. Emmaus Airport, Emmaus Penn. New state highway cut through field separating field from hangars.
124. Fogelsville Airport, Fogelsville Penn. State highway cut through center of field, hangar removed, field office boarded up.
125. Grant Airport, Quakertown Penn. Field now being farmed. Hangars used for farm machinery.
126. Reifenberg Airport, Hazleton Penn. Field lays abandoned, large hangar stands empty.
127. Portland Airport, Portland Penn. Field located two miles south of Delaware Water Gap on river, is now the site of a new power plant.
128. Schuylkill Airport, Schuylkill Haven Penn. Field lays abandoned, hangar still standing.
129. Madeira Field, Reading Penn. Field lays abandoned on main highway opposite fairgrounds. Hangars crumbling.
130. Whander Field, Reading Penn. Field lays abandoned along main highway. Hangar used to store farm products.
131. Smiling Jack Airport, Birdsboro Penn. Field lays abandoned, hangar used as barn.
132. Phoenixville Airport, Phoenixville Penn. Field lays abandoned. Hangar office and refreshment stand lay empty.
133. Patco Airport, Norristown Penn. Now a housing development.
134. Buxco Airport, near Philadelphia Penn. Now a built up area.
135. Valley Airport, Red Hill Penn. Now a housing development.
136. Bustleton Field, North Philadelphia Penn. Now a built up area. This was an original airmail field for Philly in 1919.

137. Sky Haven, Morrisville Penn. Field was scrapped to make way for new Fairless Steel plant.
 138. Budd Airport, North Philadelphia Penn. Birthplace of the Fleetwings stainless steel amphibian, this field lays abandoned. Its hard surface runways are used to store fabricated steel and its hangar and factory are used as a steel fabrication plant.
 139. Boulevard Field, North Philadelphia Penn. This old field was long a landmark on Roosevelt Blvd. It is now being developed for housing and highway enterprise.
 140. Smerton Airport, North Philadelphia Penn. Now a built up area.
 141. Old Star Airport, Langhorne Penn. Located on the old Lincoln Highway just opposite the Langhorne Speedway race track, this was a once favorite spot for barnstormers, passenger hoppers, air shows and the like. Also was the home and operation of former acrobatic champion Rod Jocelyn. Field is now being set up for a huge shopping center.
 142. Keystone Airport, Bristol Penn. Now an industrial area. This field was the birthplace of the later Huff-Daland aircraft, then the Keystone line of bombers, Patricians and finally the Keystone-Loening line of aircraft.
 143. Rising Sun Airport, North Philadelphia Penn. Now a built-up area.
 144. Pitcairn Airport, Willow Grove Penn. The birthplace of all the Pitcairn aircraft and Pitcairn and Kellett Autogiros, this field had to make way for the Navy's Willow Grove Jet Base. Part of main runway juts into old sod field.
 145. Philadelphia-Mainline Airport, Paoli Penn. Now a built-up area.
 146. Paoli-Malverne Airport, Paoli Penn. Field lays abandoned, hangar still standing.
 147. Buckman Field, Chester Penn. Field lays abandoned and overgrown with brush. Hangar stands forlornly.
 148. United Flying Club Field, Philadelphia Penn. Now a small part of Philadelphia International Airport.
 149. Rockaway Airport, Rockaway Beach N.Y. Although this field is still operating, its days are numbered. It lies on the main approach to N.Y. International, Right smack alongside it, a new grade school is being built and across the street from it a new hospital is being planned.
 150. Hoover Airport, Washington D. C. Although not many know this, the Pentagon now sets on this early airline field.
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