

Aviation History Through Photos

A look at some of the photos
displayed in the LaGuardia Air
Traffic Control Tower Exhibit

Photos courtesy of FAA, the Port Authority of New York and New
Jersey, the Library of Congress, NASA

New York: A Rich Aviation Heritage

In aviation's earliest days, Long Island, New York, particularly the central area of Nassau County known as the Hempstead Plains, proved to be an ideal flying field – treeless, flat, and with only tall grasses and scattered farm houses.

During aviation's infancy, this area became known for its intense aviation activity and was recognized as the center of the aviation world. By 1910, Long Island hosted several aircraft factories and three airfields from which the world's most famous aviators set a significant number of aviation records.

The Island, ideally located on the eastern edge of the United States, at the western edge of the Atlantic Ocean, and adjacent to America's most populous city, also made it the ideal focal point for most of the early transatlantic and transcontinental flights.



LaGuardia Airport



1929 Gala Amusement Park is transformed into the Glenn H. Curtiss Airport – later renamed North Beach Airport



1935 Aerial View of North Beach Airport



1937 New York City takes over the airport and begins a major expansion project



1939 New York City Municipal Airport opens



1939 New York Municipal Airport opening day celebration
on October 15



1939 New York City Mayor Fiorello LaGuardia looks out from a TWA DC-3, the first aircraft to land at the new airport on December 2



1939 A TWA stewardess departs the first aircraft
to land at the airport



1940 The original control tower is on top of the
Central Terminal Building



1940 A Pan American Airways Clipper is the first aircraft to land
at the new Marine Air Terminal



1940 An inside view of the Marine Air Terminal



1947 The Port Authority of New York/ New Jersey leases New York Municipal Airport and renames it LaGuardia Airport



1948 CAA begins operating the air traffic control tower



1949 The Brooklyn Dodgers return to LaGuardia after beating St. Louis in the National League pennant race



1940s A motorist passes underneath a landing aircraft



1940s A nickel buys a close up view of the airport



1951 The "Sheep Run" serves auxiliary passengers



1952 Helicopter mail service begins between LaGuardia, Newark, and New York International airports



1958 President Dwight D. Eisenhower is greeted by children

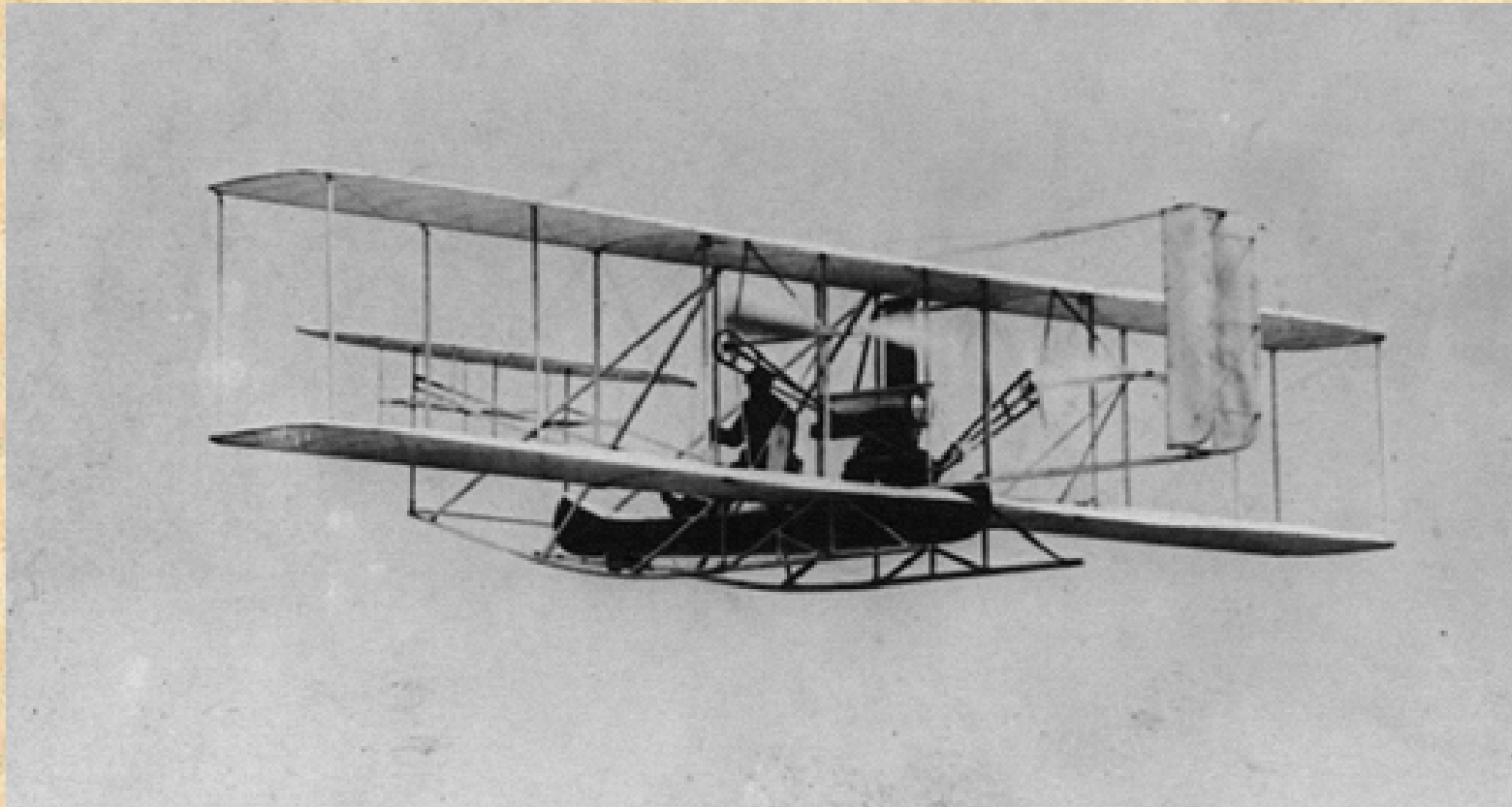


1964 The airport dedicates
its \$36 million upgrade,
including a new, 150-foot
high control tower



1962 John Glenn and Vice President Lyndon B. Johnson
arrive at the airport

Long Island Aviation Firsts



1909 Wilbur Wright makes first powered airplane flight over Manhattan



1910 Glenn Curtiss sets a new
speed record flying from Albany to
New York City in 2 hours 32 minutes



1911 Harriet Quimby obtains her pilot's license at the Moisant School at the Hempstead Plains Aerodrome, the first American woman to earn an Aero Club of America Aviator's certificate



1918 Operating for the Post Office Department, the U.S. Army flies the first regular air mail service between Washington, DC, and New York City



1922 At Curtiss Field on Long Island, Bessie Coleman makes her first appearance in an American air show



1923 Leaving from New York, Lieutenants John Macready and Oakley Kelly make the first nonstop transcontinental flight



1927 Leaving from
Roosevelt Field, Charles
Lindbergh makes the first
nonstop solo flight across
the Atlantic



1929 At Mitchel Field, James Doolittle is the first pilot to use only instrument guidance to take off, fly a set course, and land



1933 Wiley Post departs Floyd Bennett Field on the first solo flight around the world



1939 Pan American Airways initiates the first scheduled transatlantic flights from New York to Paris

Those Daring Young Women and Men



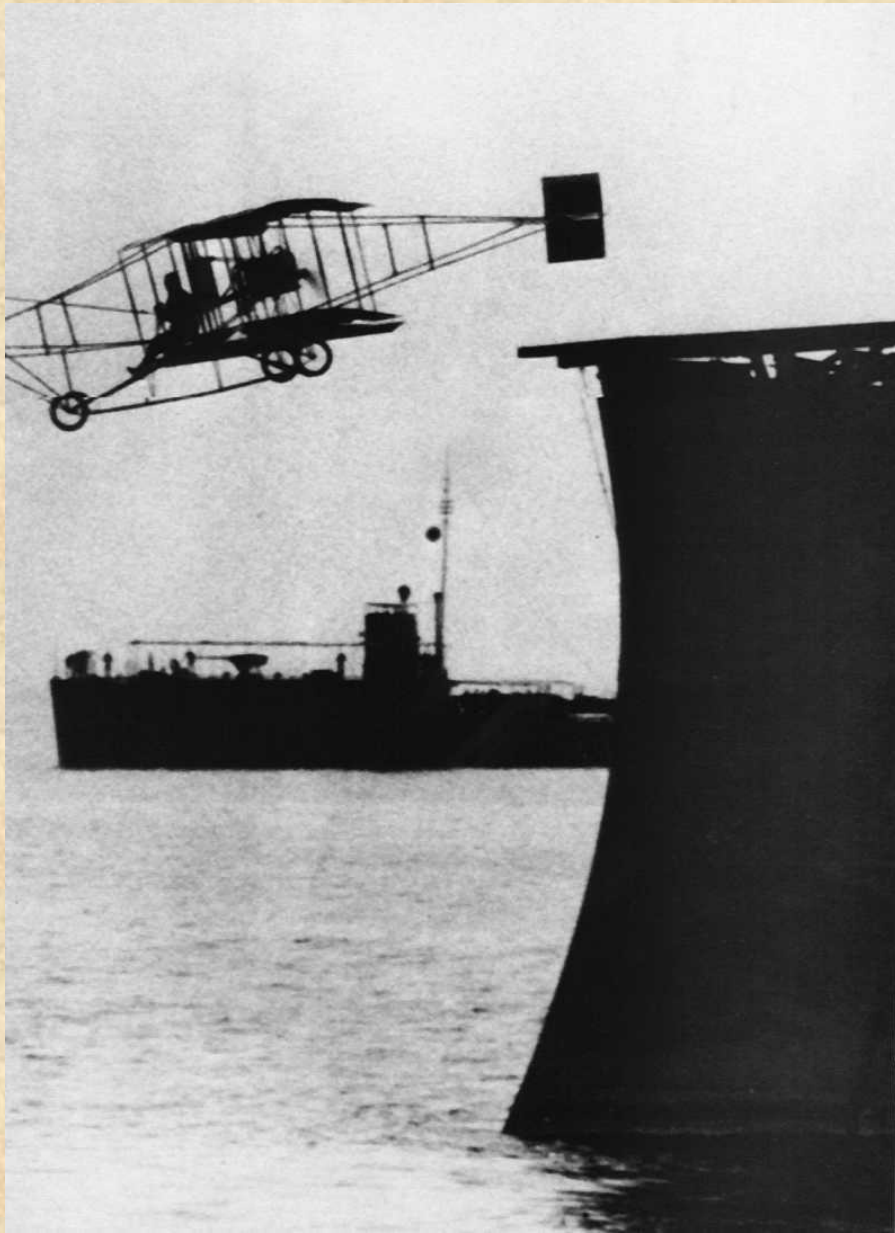
1903 Orville and Wilbur Wright at Kitty Hawk, NC



1909 Louis Bleriot



1910 Julia Clark



1910 Eugene Early makes the
first take off from a ship



1911 Henry Atwood flies over the White House



1912 Pilot Tony Janus
(left) takes off with
Captain Albert Berry,
who made the first
parachute jump



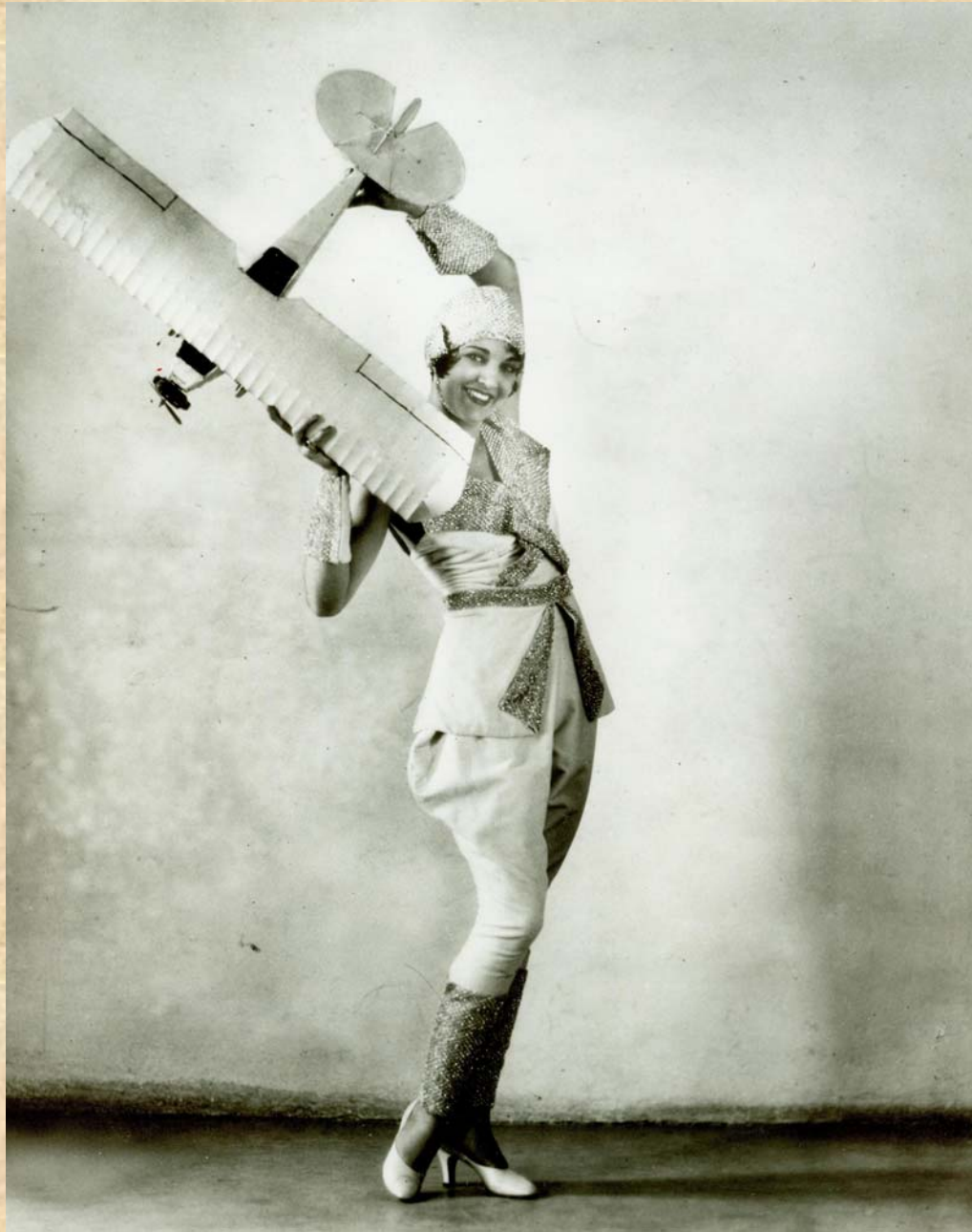
1920 Jack Knight



1922 Lillian Boyer aerial acrobat



1923 First aerial refueling



1927 Ruth Elder



1929 Blanche Noyes



1929 Richard Byrd

Historic Aircraft



1910 Curtiss Pusher



1917 DeHavilland DH-4



1930s Douglas DT-2



1935 Douglas DC-3



1940 Lockheed Electra



1940 Boeing Stratocruiser



1940 Curtiss Jenny



1951 CAA experimental agricultural aircraft

Early Airports



1920s New York's Floyd Bennett Field



1935 Pan American Airways marine terminal, Dinner Key, FL



1940s Chicago Municipal Airport



1942 Washington National Airport



1940s Atlanta
Municipal Airport



1940s San Francisco
International Airport



1945 New York's
Idlewild airport

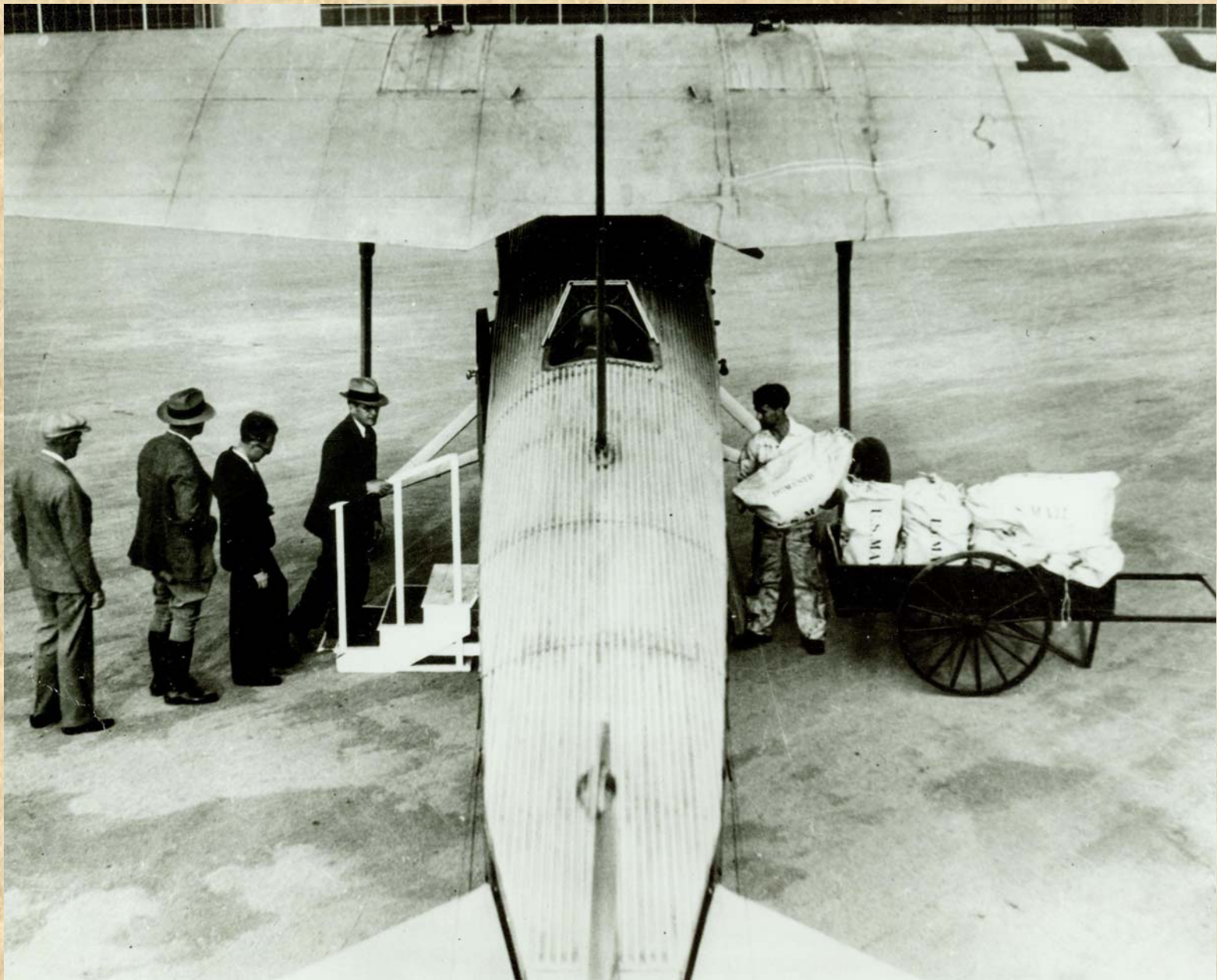


1948 Moroni's Airport, Meridian, CA

The Early Passenger Experience



1920s Ensuring the proper weight and balance prior to takeoff



1920s Loading passengers and mail onto a Fokker transport



1930 United Airlines hired nurses as the first airline stewardesses



1930s Air France stewardesses



1930s DC-2 passenger seating area



1940s Passenger meal service onboard a Pan American Airways
Sikorsky S-42



1940s Customs inspection



1950s Carry-on
baggage
inspections



1950s Passenger waiting area at Los Angeles International Airport, CA



1960s Airline ticketing

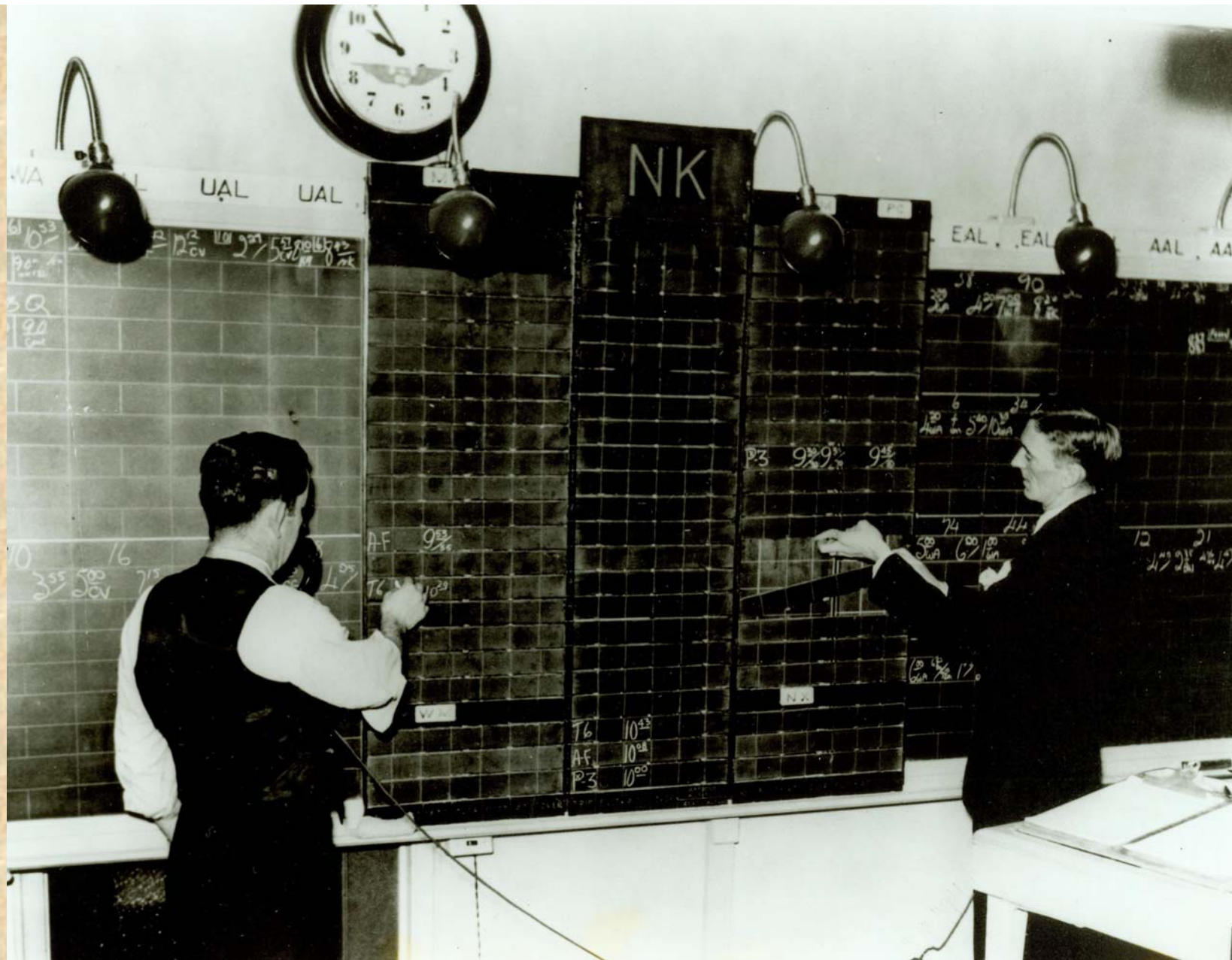
Early Air Traffic Control



1929 Archie League,
the first air traffic
controller, on duty at
the St. Louis airport



1933 Archie League guides an aircraft to a safe landing



1935 A consortium of airline companies establish the first airway traffic center at Newark, NJ



1936 Controllers work the board at the Chicago airway traffic center



1936 Earl Ward (left) organized the first group of federal air traffic controllers



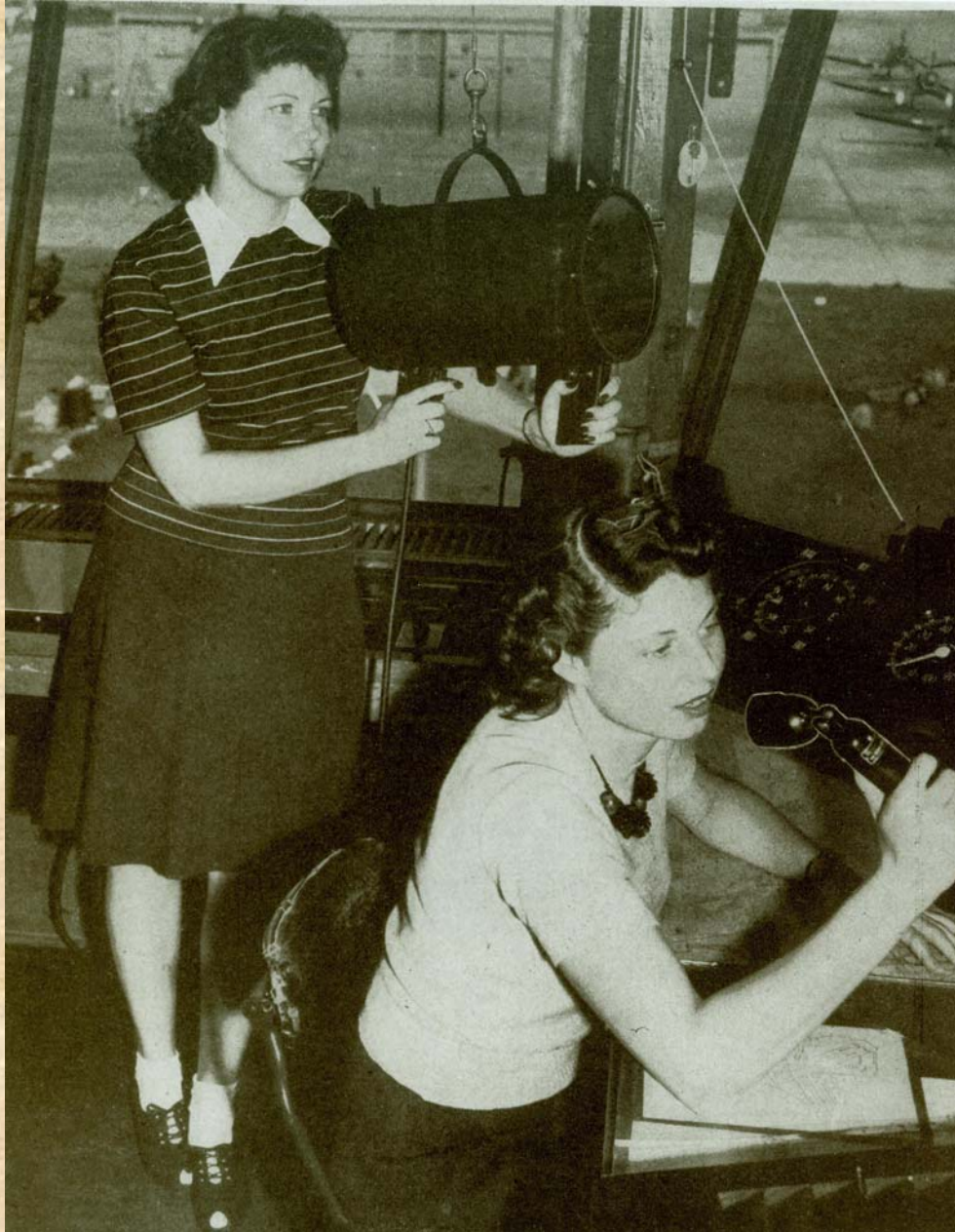
1936 The first radio equipped tower at the Newark, NJ, airport



1940s Controllers manage air traffic by moving
“shrimp boats” along a map



1940s The first effort to automate air traffic control using slats



1940s Women begin working as
air traffic controllers



1940s Controllers at work at the Washington airway traffic center

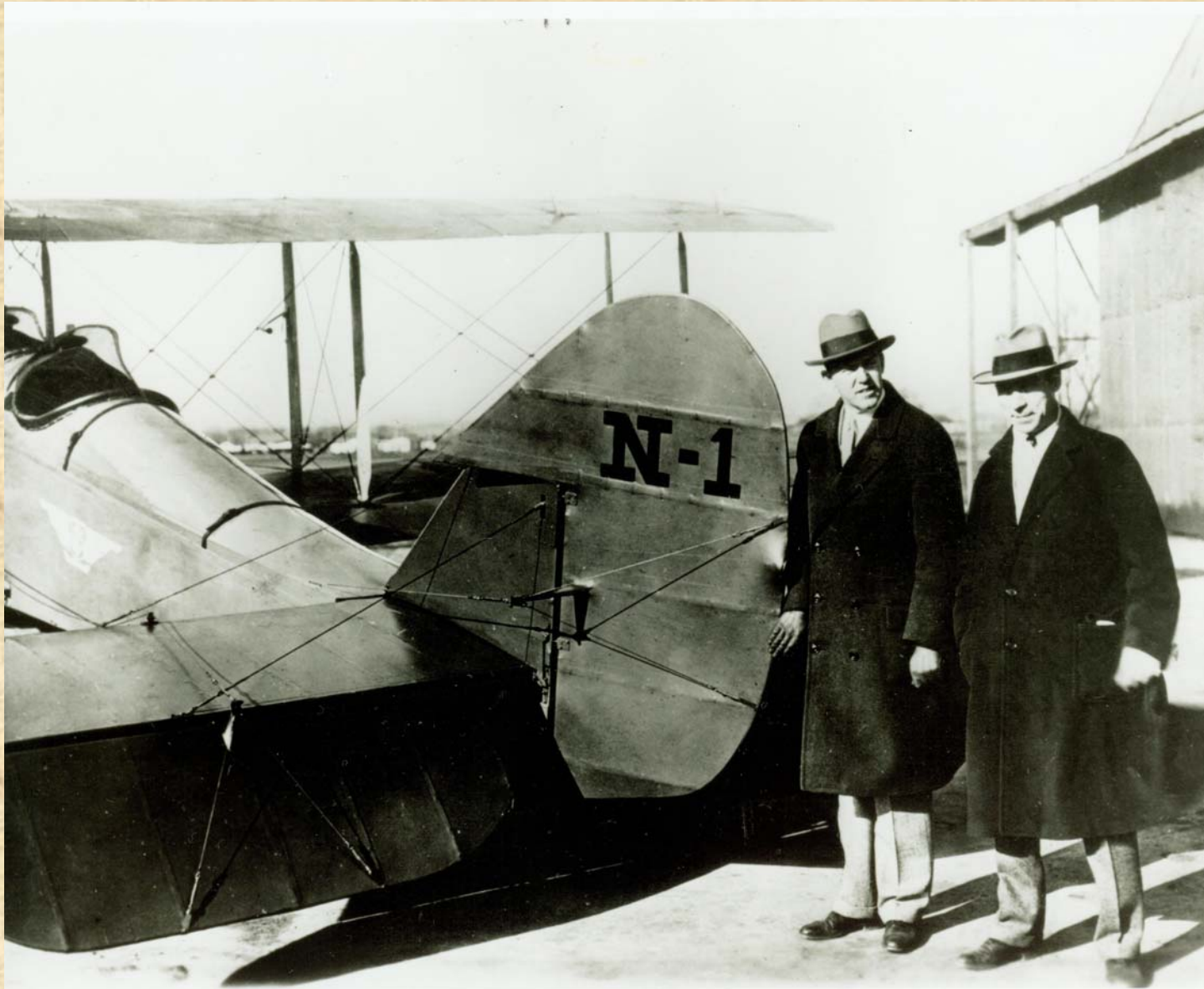


1948 Radar revolutionizes air traffic control



1951 Working the
lights at
Washington
National Airport's
tower

Before the FAA



1927, First N-1 with William MacCracken, Jr.,
Assistant Secretary of Commerce for Aeronautics (left)
and his deputy Clarence Young

PILOT'S IDENTIFICATION CARD

Age 39
Weight 200 Color hair Brown
Height 6'1 $\frac{1}{2}$ " Color eyes Blue



Wm P. McLaughlin

Pilot's Signature.

1927 The first U.S. federal pilot's license

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
AERONAUTICS BRANCHOfficial No.
AT-1

Approved Type Certificate

This certifies that Buhl Aircraft Company
Marysville, Mich.

is entitled to the benefits granted by law in the production of airplanes manufactured in quantities of an exact similarity of type, structure, materials, assembly, and workmanship with the authenticated specifications, description, and drawings on file in the office of the Secretary of Commerce, duplicates of which are attached hereto and made a part hereof.

The type of airplane for which this certificate is issued is known as J-4 Airstar

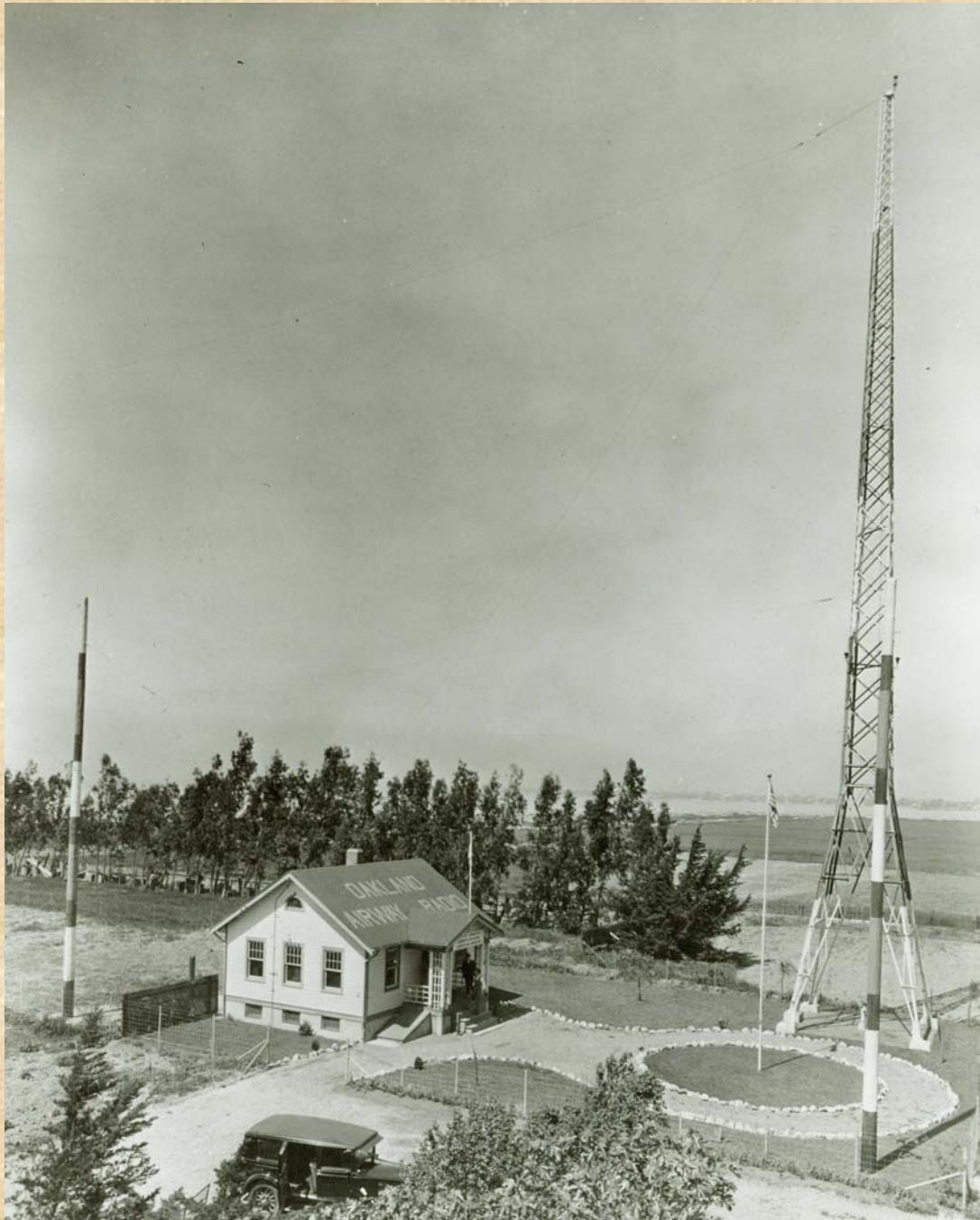
Dated March 29, 1927

All attached papers bear the seal of
the Department of Commerce.



Assistant Secretary of Commerce.

1927 First federally
issued aircraft type
certificate



1929 Airway radio
station, Oakland, CA



1929 Airways Division, Lighthouse Service



1920s Airway inspectors



1946 CAA Experimental Station, Indianapolis, IN



1944 CAA Region 5 Civaiettes Club, Kansas City, KS



1950 CAA Aeronautical Center, Oklahoma City, OK



1958 CAA becomes FAA