

From early edition's of THE PILOT magazine

October 1932

DON ROBERTSON, owner and operator of the Foothill Flying Field in Monrovia, California has just finished additions to his work shops and hanger space. An ever increasing amount of business was the cause for the additions. Don is now contiplating the erection of another hanger to further facilitate operations.

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OTTO CYTRON of the Foothill Flying Field in Monrovia was given his limited Commercial license on the 16th of August.

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JOHN HIGGINS of Monrovia took off from the Foothill Flying Field for the north on a vacation trip. He was accompanied on the trip by his mother and is flying a Hisco-powered Waco.

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DON ROBERTSON at the Foothill Flying Field in Monrovia announces that over twelve thousand pay passengers have been flown off his field without an accident.

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November 1932

DON ROBERTSON owner and operator of Foothill Flying Field, Monrovia, has rigged up a tow truck for towing airplanes fully equipped for transporting planes which are disabled by forced landings or any other cause and can not be moved without being dismantled. The truck which is believed to be the first of it's kind, is now on it's way to Denver to bring back a Stearman for repair at Don's field. It is a Reo Speedwagon and when completely rigged will be capable of handling any disable ship just as the modern automobile tow car handles disable cars. In spite of it's worthiness as a tow truck, the Reo broke down on the trip east to Denver and Don had to S.O.S. for an airplane to bring parts to him for it's repair before he could continue on to the mountain city.

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GENE KEITILE has purchased a K-5 Crown which he will operate for his own use at the Foothill Flying Field, Monrovia, California.

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EMERSON MIMICH of the Foothill Flying Field, Monrovia, recently made the round trip to San Francisco in his OX-5 Travelair with his father as passenger. The trip was just a pleasure jaunt and according to Emerson was made without a single landing in route.

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January 1933

Monrovia Flying Field ad on page 24---upper left.

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March 1933

Monrovia Flying Field ad on page 26---center left.

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April 1937

Monrovia Flying Field ad on page 4---upper right.

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February 1938

HEADWINDS by BILL COWAN

Over at the Monrovia Airport we found a big crowd attracted by the Sunday afternoon parachute jump. WYMAN ELLIS and DAN MORAN handled the heavy traffic efficiently, and if you want to hear a good symphony, go listen to Dan play his rhapsody on the ancient cash register behind which he poses on Sunday's.

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March 1938

MONROVIA AIRPORT

In spite of the heavy duty last month, the boys were quite busy with students and other work. DAN MORAN is still hoping that some day he will get all the work on hand out of the shop. Three new planes made their appearance on the line this month, and since each one is painted yellow and black, the boys have painted the field cars the same color.

A group of ten fellows in five planes made the trip to Las Vegas and Bolder Dam, and the next day returned with stories of a down draft at Cajon Pass that would make any fisherman's eyes pop.

CHARLEY LUDWICK has been testing his Robin lately, and you should see that ship climb. TED PAGE has been commuting 250 miles in his Stinson. WES DURSTON finally broke down and wore a helmet

on a recent trip to Phoenix in his Stearman. AL BLACKBURN has decided to give up golf since it interferes with his flying. The three "Cometeer's" manage to keep their plane in the air morning, noon and night and San Francisco WYMAN ELLIS had his first train ride in years recently and several of the fellows are anxiously waiting to find out what the critters are like.

At Grand Central Airport KAL IRWIN of Monrovia has been flying over to Plosserville every morning at the crack of dawn to take some blind flying. He expects to go up for his test sometime this week.

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May 1938

ALHAMBRA AIRPORT

W.H.VERNON, former Monrovia Airport operator.

File Pilot