

For HCRS use only

# National Register of Historic Places Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

## 1. Name

historic Mexico Farm Landing Field; Cumberland Landing Field

and or common Mexico Farm Airport (preferred)

## 2. Location

street & number Mexico Farm Road N/A not for publication

city, town Cumberland X vicinity of congressional district Sixth

state Maryland code 24 county Allegany code 001

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property

name Multiple ownership, see Continuation Sheet #1

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Allegany County Courthouse

street & number Washington Street

city, town Cumberland state Maryland 21502

## 6. Representation in Existing Surveys

Maryland Historical Trust  
title Historic Sites Survey has this property been determined eligible?  yes  no

date 1979  federal  state  county  local

depository for survey records Maryland Historical Trust

city, town Annapolis state Maryland

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Mexico Farm Airport, Cumberland vicinity

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Page 1

OWNERS OF PROPERTY

John A. Miltenberger  
P. O. Box 606  
Ridgeley, West Virginia 20753

Harvey A. Johnson  
Rt. 4, Box 168  
Cumberland, Maryland 21502

Donald J. Johnson  
Rt. 4, Box 164  
Cumberland, Maryland 21502

Floyd J. Johnson  
Rt. 4, Box 164  
Cumberland, Maryland 21502

# 7. Description

A-III-A-153

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

## Describe the present and original (if known) physical appearance

### DESCRIPTION SUMMARY

Mexico Farm Airport consists of three landing strips, one of which is abandoned, that stretch over approximately 190 acres of flat unpaved land near the Potomac River. Fourteen structures, mostly hangars of metal or masonry construction, stand along the two remaining landing strips. Concrete pads used as foundations for the buildings along the original landing field mark the location of earlier hangars.

### GENERAL DESCRIPTION

The Mexico Farm Airport consists of three landing fields. Nothing remains of the 1923 Army Air Corps installation but a few small concrete foundation pads. Old photographs do provide evidence to reconstruct what was there. They show that the facility, located on a knoll approximately 100 yards northwest of the Long farmhouse, included barracks, a gasoline storage shed, two 80 foot radio transmission towers, and a windsock (see A1-III-A-154). The square turf landing field stretched from the Potomac River to a road north of the farmhouse. The barracks was a one story, three bays wide frame structure with a gable flank roof. The corrugated tin gasoline shed was elevated to provide gravity fed refueling of the planes. Metal radio transmission towers had concrete bases. Metal radio transmission towers had concrete bases. All of these structures were dismantled during the early 1930s.

The second landing field is located on what is now the Johnson farm. A 2,500 foot turf landing strip runs east to west. Of seven hangars which were erected at this strip, only one remains at this original location. This hangar and another which was moved to the the third field are typical of the others which have been torn down. It is a flat roofed, rectangular structure of corrugated tin bolted to wooden posts. The roof is suspended by steel cables bolted to a beam above the wide doorway. The cables are anchored into the ground and supported by tall wooden posts. Corrugated tin doors slide on runners extended on both sides. Other original structures at this landing strip are a small tin gasoline shed, a gasoline pump, and a windsock. Other hangars at this site are of recent construction. See below for buildings along this strip.

The third landing field is also on the Johnson farm. A 2,500 foot turf landing strip runs northwest to southeast, intersecting a second strip. On the eastern side are two cable-supported tin hangars: one moved from the older strip and the other of more recent construction. A third flat-roofed hangar on the eastern side of the strip is similar to the others in appearance, but differs in that the roof is supported by a steel beam and the doors are hinged. All hangars on this side of the strip are supported by wooden posts on the west. See below for buildings along this strip.

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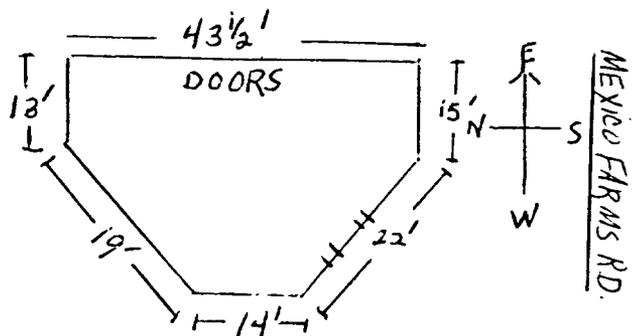
Mexico Farm Airport, Cumberland vicinity

Continuation sheet Allegany County, Maryland Item number 7 Page 2

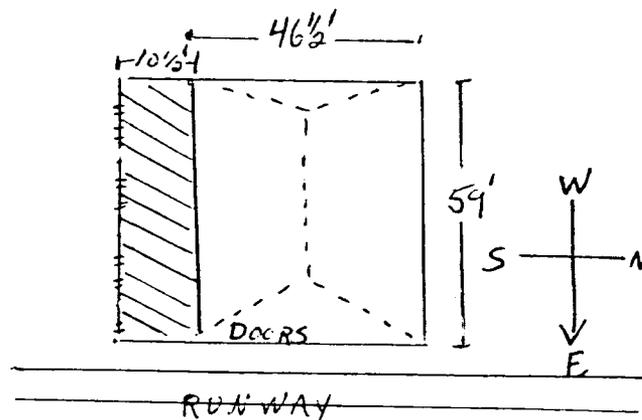
GENERAL DESCRIPTION (Continued)

Buildings on western side of Landing Field #3

A. This small pentagonal hangar was constructed during the late 1930s, between 1938 and 1940. Walls are corrugated metal nailed to a wooden frame. The shed roof is covered with tarpaper and eaves consist of a slight overhang. Large doors on the eastern facade which originally opened on runners now fold on hinges. Three light fixed windows are on the southwest.



B. The large rectangular Reynolds; Flying Service hangar was built between 1938 and 1940. Walls are corrugated metal nailed to a wooden frame. The gable front roof is covered with corrugated metal and eaves consist of a cornice and soffit. On the south is a shed roofed addition which is frame covered with corrugated metal. Doors of the hangar are hinged and open on runners. An entrance on the east of the addition is a two panel door with original hardware. Windows are of two lights each.



C. This non-contributing building is a modern two story brick and frame house.

SEE CONTINUATION SHEET #3

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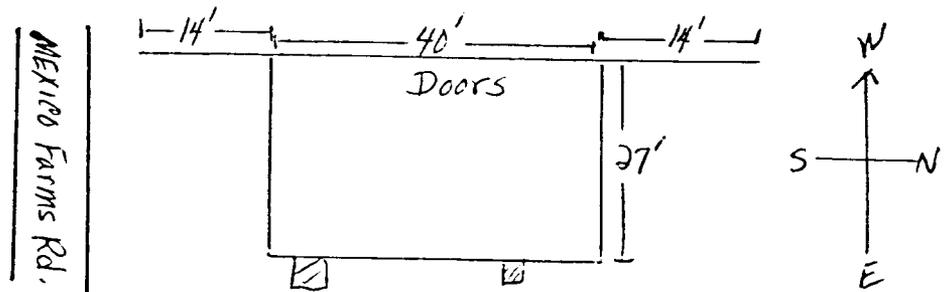
Page

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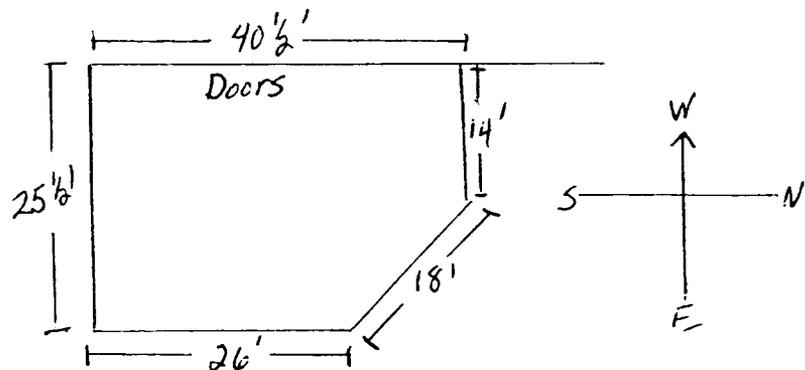
GENERAL DESCRIPTION (Continued)

Buildings on the eastern side of landing field #3

D. The small rectangular snack bar hangar was constructed in the late 1920s. Originally located at Landing Field #2 it was moved to its present location in 1936. The building is frame covered with corrugated metal. The doors slide open on runners which are supported by large posts. Two small additions are on the eastern facade.

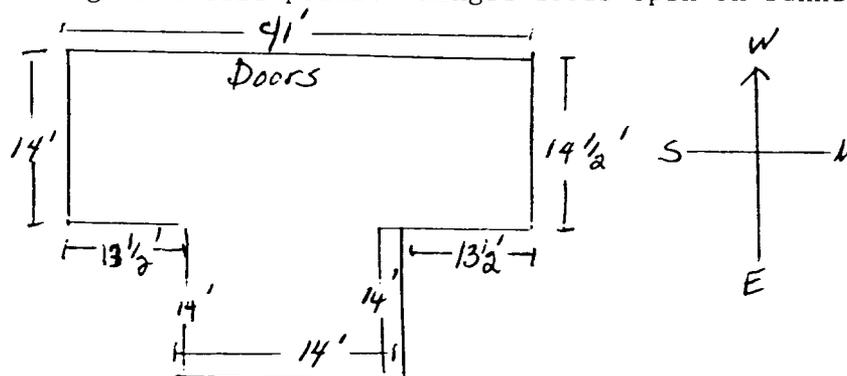


E. This irregularly shaped hangar was constructed between 1940 and 1941. It is frame covered with corrugated metal and has a shed roof. Doors on the west are hinged and open on runners. A fine panel entrance is on the south.



F. This non-contributing building built in 1979 is used as an office, snack bar, and hangar. Construction is of cinderblocks.

G. This "T" shaped hangar was constructed in 1947. Walls are frame covered with corrugated metal. The building is supported by wooden posts. It is one of several cable supported hangars. A beam above the doors is supported by cables extending from tall posts. Hinged doors open on runners.



SEE CONTINUATION SHEET #4

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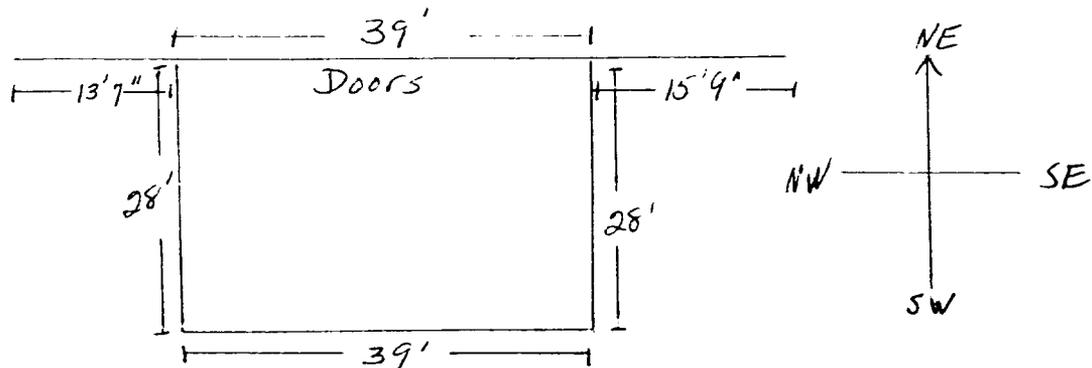
GENERAL DESCRIPTION (Continued)

Buildings on the eastern side of landing field #3

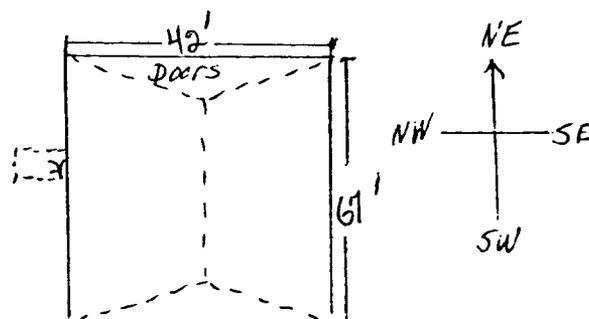
H. This non-contributing structure is a stable of recent construction. Walls are frame covered with corrugated metal.

Buildings at landing field #2

I. This rectangular hangar build ca. 1928 is frame covered with corrugated metal. It is one of several cable supported hangars located at the airfield. The large beam above the door is supported by cables extending from tall posts. Doors slide open on runners extended to either side.



J. The Cumberland Flying School hangar was built between 1938 and 1940. In 1941 it was moved from Landing Field #3 to its present location. The large rectangular hangar is frame covered with corrugated metal. The gable front roof is covered with corrugated metal and eaves consist of a cornice and soffit on flanks and rafter ends in the gable ends. The southern facade features a hinged awning the width of the facade. An entrance with a shedhood is located on the western facade. The aircraft entrance on the north includes hinged doors which open on runners.



K. This non-contributing structure was built in the late 1960s of various materials. Part of this hangar-workshop is cable supported.

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GENERAL DESCRIPTION (Continued)

Buildings at landing field #2

- L. This non-contributing hangar was built in the late 1960s. Wall construction is cable supported.
- M. This non-contributing hangar was built in the late 1960s. Wall construction is of cinderblocks.
- N. This larger hangar is of recent construction. Walls are of cinderblock.

# 2. Significance

A-III-A-153

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1923-1940s Builder Architect unknown

## Statement of Significance (in one paragraph)

Applicable criterion: A

### SIGNIFICANCE SUMMARY

The significance of Mexico Farm Airport in Allegany County derives from two sources. First, as a landing field established in 1923 by the U.S. Army Air Service as part of an experimental flight path between Washington, D.C. and Dayton, Ohio, the airport played a role in the development of air transportation in the United States. The second source of significance derives from the use of the landing field as a community airport by Cumberland in the 1930s and 1940s after it was abandoned for federal use. In this capacity the airport played a role in the transportation and commercial history of the area by being the only airport in this section of the state, thus being a terminus for people and goods coming in and out of the area.

### HISTORY AND SUPPORT

Aviation first appeared in the Cumberland area as a form of entertainment. The featured attraction of the Great Cumberland Fair in 1911 was Albert Elton, one of the first aviators to visit the area, whose aerial acrobatics aboard a Wright pusher "aeroplane" delighted the crowds.<sup>1</sup> In later years increased awareness of more practical uses of aviation was the result of two developments; the technological improvements in aeronautics of the 1910s, and the dramatic role of aviation in the First World War.

One result of this new appreciation was an attempt to provide safer routes of air transportation. During the first years of the 1920s, Army Air Service pilots "pioneered many of the airways across the United States, collecting valuable data and spotting airfield locations".<sup>2</sup> An effort was made to locate safe landing fields for emergency use along an experimental "Model Airway" between Washington, D. C. and Dayton, Ohio.<sup>3</sup> Officers of the Air Service passed through towns along the airway distributing questionnaires inquiring of possible landing sites which were particularly necessary in mountainous areas.<sup>4</sup>

Much of the effort in the Cumberland area was carried on by Captain A. Hammond Amick of the Air Service Reserve, a local aviator.<sup>5</sup> At that time emergency landings were made anywhere that the terrain looked accommodating from the air, a dangerous practice.<sup>6</sup> Some landings were made at the Lamp farm on the West Virginia side of the Potomac River south of Cumberland. After an unsuccessful attempt was made to lease this field in April of 1923, Captain Amick recommended that the Air Service should lease part of "Mexico Farm", located across the river in Maryland.<sup>7</sup> Within a month a pilot was

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HISTORY AND SUPPORT (Continued)

sent to investigate the site and in July a lease was made with the owner, Mrs. Crites, providing an 85 acre field "for the purposes of the Air Service".<sup>8</sup> Due to the scarcity of funds for Air Service projects, land owners were given nominal rental fees of one dollar per annum in exchange for exclusive rights for the sale of gasoline and oil to civilian pilots.<sup>9</sup> The city of Cumberland, aware of the benefits of having an official landing field nearby, donated its services in preparing the field which in November of 1923 was officially declared "available for planes flying over the Model Airway".<sup>10</sup>

The square "all weather" turf field was designed for landings made under all wind conditions. Planes took off into the wind over the Potomac. Two 80 foot metal radio transmission towers and a gravity fed refueling station were built near the combination barracks and operations building.<sup>11</sup> The barracks, built in 1924 by the Constructing Quartermaster Corps, was a 20 X 30 foot frame building on concrete piers which also served as the communications and operations office. An addition of the same size was added in 1928.<sup>12</sup>

The five man crew of the landing field consisted of a sergeant who was "an airplane engine man and rigger, and the radio and meteorological detachments" of enlisted men.<sup>13</sup> An officer of Bolling Airfield in Washington was to "periodically inspect" the station.<sup>14</sup> When an inspection was made in April of 1929, it was revealed that living conditions at the station were not "creditable to the Army", although the crew was "fullfilling their duties . . . in keeping the station in good repair."<sup>15</sup> The major problem was the gasoline engine powering the radio which was located in the living and eating quarters. Other problems were poor furniture and the lack of bathing facilities. The recommended improvements, including a bath and telephone service, undoubtedly made conditions more comfortable and gave "more distinction to the post".<sup>16</sup>

When the landing field was closed in 1925 as a result of one pilot's complaints of unsafe landing conditions, the Chief of the Air Services Airway Section protested, writing that:

...this field at the present time is in better condition than Bolling field in Washington, D.C., which is used daily although filled with mud holes.... The establishment of Cumberland Field by individuals at Cumberland has saved the Air Service thousands of dollars through the availability of a good field, the absence of which would undoubtedly cause many crashes in this vicinity when pilots are caught in bad weather.<sup>17</sup>

An article in the Cumberland Evening Times stated that "Flyers who have visited Cumberland have expressed themselves as highly pleased with the Mexico Farms field in every respect. . ." and that the field had a great future . . . both because of its position and physical features. . ."<sup>18</sup>

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HISTORY AND SUPPORT (Continued)

The field proved useful to the Air Corps (the Air Service was renamed the Army Air Corps in 1926) in conducting experiments in ground to air communications. An experiment early in 1927 involved the use of marked wooden panels "shown by ground personnel to aviators to show weather conditions ahead".<sup>19</sup> The meteorological team stationed at Mexico Farms conducted weather observations which were broadcast twice daily to other fields and to passing planes.<sup>20</sup> In 1927, command of the field was passed from the commanding officer of Bolling Field to the jurisdiction of the commanding officer of Burgess Field in Uniontown, Pennsylvania.<sup>21</sup>

A variety of developments, beginning late in the 1920s led to the gradual obsolescence of the landing field culminating in the cessation of operations there in late 1931.<sup>22</sup> Air Corps planes occasionally used the field and an Army caretaker was stationed there until 1932.<sup>23</sup> Technological advances made the landing field unnecessary for a number of reasons. Major Howard C. Davidson explained to the Chief of the Air Corps in 1930 that:

This field has played an important part in the development of the (Model) Airway to Dayton during the times when Service airplanes were equipped with fuel tanks of smaller capacity, but the larger tanks in the present day airplanes permit them to go straight through to Dayton without refueling.<sup>24</sup>

The establishment of broadcasting Weather Bureau stations at nearby Savage Mountain and Keyser's Ridge, Maryland, and at Woodcock Hill, Pennsylvania made the meteorological detachment at the low-lying air field obsolete. Another factor contributing to the closing of the field was the foggy weather frequently experienced along the Potomac.<sup>25</sup> The chief of the Air Corps Airport Section wrote in 1933, that the "discontinuance of this field was brought about as a result of reduced appropriations and the government economy program."<sup>26</sup> Feeling the pinch of tight money during the Depression years, the Air Corps salvaged the equipment and buildings at the field, sending the transmission towers by rail to Barksdale Field in Louisiana.<sup>27</sup> The lease for the field was terminated in 1934.<sup>28</sup>

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HISTORY AND SUPPORT (Continued)

Throughout the late 1920s and during the early 1930s, civilian use of the Air Corps landing field was increasing. The Air Corps declared in 1929 that "aircraft of any ownership, lawfully operated, can use the field" and received regular requests for landing privileges.<sup>29</sup> Tri-Motor Air Tours, Inc. and the Mountain States Aircraft Corporation requested such rights in 1930.<sup>30</sup> The latter firm, a Cumberland based airplane manufacturer, also received permission to erect a hangar on the field.<sup>31</sup> One of the more distinguished aviators using the field was Colonel Charles A. Lindbergh, who in 1927 declined an invitation to include Cumberland as part of his national tour following his trans-Atlantic flight.<sup>32</sup> But in January of 1929 "low visibility, a cracked exhaust pipe, and a shortage of fuel" forced Lindbergh to land a Ford-Stout tri-motor monoplane at the Air Corps field.<sup>33</sup> While his plane was repaired, Lindbergh spent a short time inspecting the field."<sup>34</sup>

Problems at the air field arose with activities such as the two week visit of barnstormers in 1927 which attracted hundreds of people to the field for plane rides.<sup>35</sup> Distractions of this sort and questions concerning gasoline supplies created a need for a separate civilian air field which was established in 1928 on the adjacent fields of Jerome Johnson.<sup>36</sup> A 2,500 foot turf landing strip running east and west was the basis of the airfield. Between 1928 and 1934 seven hangars were built south of the strip by individual aviators. The corrugated tin structures with cable supported roofs were owned by Captain A. H. Amick, Minnie and Bill Johnson, Woody Rayburn, "Torque" Landis, Bill Whitehead, Bernie Miltenberger, and Forest Miller, local aviators who mostly flew surplus aircraft from the war.<sup>37</sup>

In April of 1933 the county's "first regular passenger air service" was initiated by the Johnson Airlines Company which made regular flights from Mexico Farm to Hagerstown, Baltimore, Washington, and Pittsburg.<sup>38</sup> An air show in 1935 is fully described in the latest history of Allegany County.

A large and enthusiastic crowd came to see the big air show at Mexico Farms in July of 1935, staged in conjunction with Cumberland's sesqui-centennial. The Goodyear Blimp, stunt flying, and a bomb-dropping demonstration by five National Guard observation planes highlighted the events. A twenty-eight passenger Boeing commercial aircraft was on hand to take local people for short rides. Truly, the air age had come to Allegany County by the mid-1930s.<sup>40</sup>

In 1933 the visit of a famous pilot drew hundreds of spectators to the landing field. In the same year he made his record breaking, around the world solo flight, Wiley Post made a forced landing at Mexico Farms Airfield. After spending the night in Cumberland, Post took off in "Winnie May", his monoplane, and resumed his journey along the Washington-Dayton air route.<sup>41</sup>

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HISTORY AND SUPPORT (Continued)

In 1934 the City of Cumberland leased the airfield and constructed a second runway running north and south.<sup>42</sup> After the 1936 flood of the Potomac which inundated much of the older field, one of the hangars was moved to the new field. Throughout the 1930s and early 1940s, eight hangars were located along the sides of the landing field. Two of these, much larger than the single plane hangars, were built by the Reynold's Flying Service and the Cumberland Flying Service.<sup>43</sup> The field is still in use, but commercial aviation has moved to the mountain-top Cumberland Airport constructed in the mid 1940s.<sup>44</sup>

FOOTNOTES

1. The Cumberland Evening Times, September 29, 1911, p. 10, and October 2, 1911, p.2.
2. Alfred Goldberg, ed. A History of the United States Air Force (Princeton, N.J. D. Von Nostrad Co., Inc., 1957) p.34.
3. Interview with Captain A. H. Amick, Air Service Reserve, Retired, Cumberland, Md., October 18, 1979.
4. Signal Corps File 868, dated May 16, 1922, National Archives.
5. Signal Corps File 686 dated April 6, 1923 and November 18, 1925.
6. Interview with Captain Amick.
7. Signal Corps file 686. dated April 6, 1923.
8. Ibid, dated May 8, 1923, June 13, 1923, July 7, 1923 and Allegany County Land Records Liber 152. Folio 212-213.
9. Signal Corps files 686, dated April 6, 1923, and Air Corps file 665.6 dated February 2 1932.
10. Signal Corps files 686, dated November 3, 1923.
11. Interview with Floyd Johnson, Mexico Farms Airport, August 27, 1979.
12. Signal Corps files 665.2 no date, and 686, dated January 5, 1925.
13. Signal Corps file 686. dated August 16, 1923.
14. Ibid.
15. Air Corps file 686, letter from Capt. A. H. Thiessen to Chief of Air Corps, dated May 10, 1929.
16. Ibid, and files 400.7 no date, and 676.1 dated Mary 20, 1930.
17. Signal Corps file 686, dated November 18, 1925.
18. July 19, 1927, p.9.
19. Air Corps file 686, dated March 8, 1927 and Goldberg, A History of the U. S. Air Force, p. 36.
20. Air Corps file 686, dated August 26, 1931, and interview with Floyd Johnson
21. Air Corps file 686 dated March 8, 1927.
22. Ibid. files 665.2 dated October 29, 1931 and 686 dated August 18, 1933.
23. Ibid, file 665.2 dated 1932.
24. Ibid, dated August 5, 1939.
25. Ibid, no date
26. Ibid, file 696. dated August 18, 1933.
27. Ibid, file 665.2 no date

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FOOTNOTES (Continued)

28. Ibid, file 601.54 dated 1934
29. Ibid, file 680.44 dated October 25, 1929.
30. Ibid, files 680.3 dated July 24, 1930 and 632 dated February 8, 1930.
31. Ibid, file 634, dated February 8, 1930 and Allegany County Certificate of Incorporation Liber 7, Folio 286.
32. Cumberland Evening Times, July 19, 1927, p. 9.
33. Ibid, January 14, 1929, p. 12.
34. Ibid,
35. Ibid, September 7, 1927, p.9.
36. Interview with Floyd Johnson.
37. Ibid
38. Harry I. Stegmaier, Jr., et al., Allegany County, A History (Parsons, W.Va. McClain Printing Co.) p. 360.
39. Heritage Weekley, Allegany County. Vol. I, No. 27, p.2.
40. Stegmaier et al. ;. 360.
41. Cumberland Sunday Times, April 8, 1945.
42. Interview with Floyd Johnson and Allegany County Land Records, Liber 170, Folio 385.
43. Interview with Floyd Johnson.
44. Stegmaier et al. p. 360.

BIBLIOGRAPHICAL REFERENCES

- The Cumberland Evening Times, Cumberland Md.  
Heritage Weekly, Vol. I. No. 27. Cumberland, Md., on file at Allegany County Library.  
 Signal Corps and Air Corps Files. National Archives, Washington, D. C.  
 Goldberg, Alfred, ed. A History of the United States Air Force. Princeton, N.J. D. Van Nostrum Co., Inc., 1957.  
 Stegmaier, Harry I. et al. Allegany County: A History. Parsons, W. Va.: McClain Printing Co., 1976.  
 Maryland Historical Trust Historic Sites Inventory: Allegany County (A1-III-A-153). David A. Dorsey, Surveyor, 1979.



INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Mexico Farms Landing field Cumberland Landing field

AND/OR COMMON

Mexico Farms Airport

**2 LOCATION**

STREET & NUMBER

Mexico Farms Road

Sixth

CITY, TOWN

Cumberland

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY  
Allegany

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER Airport

**4 OWNER OF PROPERTY**

NAME

Multiple Ownership (See attached sheet)

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

See attached sheet

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

AL-III-A-153

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

 DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE
 

---

Of the three landing fields, established at Mexico Farms two are still in use. The earliest field, that of the Army Air Corps, has been abandoned.

Nothing remains of the Army Air Corps installation but an idea of what was there is provided by old photographs. They show that the facility, located on a knoll approximately 100 yards northwest of the Long farmhouse, included barracks, a gasoline storage shed, two 80 foot radio transmission towers, and a windsock. (See AI-III-A-154) The square turf landing field stretched from the Potomac River to a road north of the farmhouse. The barracks was a one story, three bays wide frame structure with a gable flank roof. The corrugated tin gasoline shed was elevated to provide gravity fed refueling of the planes. Metal radio transmission towers had concrete bases. All of these structures were dismantled during the early 1930's.

The second landing field is on the Johnson farm. A 2,500 foot turf landing strip runs east and west. Of seven hangars which were erected at this strip only one remains at this original location. This hangar and another which was moved to the third field are typical of the others which were torn down. It is a flat roofed rectangular structure of corrugated tin bolted to wooden posts. The roof is suspended by steel cables bolted to a beam above the wide doorway. The cables are anchored into the ground and supported by tall wooden posts. Corrugated tin doors slide on runners extended on both sides. Other original structures at this landing strip are a small tin gasoline shed, a gasoline pump, and a windsock. Other hangars at this site are of recent construction.

The third landing field is also on the Johnson farm. A 2,500 foot turf landing strip runs northwest and southeast intersecting the second strip. On the eastern side are two cable supported tin hangars: one moved from the older strip and the other of more recent construction. A third flat roofed hangar on the eastern side of the strip is similar to the others in appearance but differs in that the roof is supported by a steel beam and the doors are hinged. All hangars on this side of the strip are supported by wooden posts on the west.

Two larger hangars were built on the western side of the landing strip. These are rectangular frame structures with walls of corrugated tin, gable front roofs, and two section hinged doors which open on runners. One of these, the Reynolds Flying School hangar, has a full length shed roofed office and workshop on the south. The other large hangar has been moved to the older field. A shed roofed hangar on the western side of the strip has five sides, and hinged doors which open on runners.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input checked="" type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) <b>Aviation</b>
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1923

BUILDER/ARCHITECT U.S. Army Quartermaster Corp

## STATEMENT OF SIGNIFICANCE

Aviation first appeared in the Cumberland area as a form of entertainment. The featured attraction of the Great Cumberland Fair of 1911 was Albert Elton, one of the first aviators to visit the area, whose aerial acrobatics aboard a Wright pusher "aeroplane" delighted large crowds. (1) In later years increased awareness of more practical uses of aviation was the result of two developments; the technological improvements in aeronautics of the 1910's, and the dramatic role of aviation in the First World War.

One result of this new appreciation was an attempt to provide safer routes of air transportation. During the first years of the 1920's, Army Air Service pilots "pioneered many of the airways across the United States, collecting valuable data and spotting airfield locations". (2) An effort was made to locate safe landing fields for emergency use along an experimental "Model Airway" between Washington D.C. and Dayton, Ohio. (3) Officers of the Air Service passed through towns along the airway distributing questionnaires inquiring of possible landing sites which were particularly necessary in mountainous areas. (4)

Much of the effort in the Cumberland area was carried on by Captain A. Hammond Amick of the Air Service Reserve, a local aviator. (5) At that time emergency landings were made anywhere that the terrain looked accomodating from the air, a dangerous practice. (6) Some landings were made at the Lamp farm on the West Virginia side of the Potomac River south of Cumberland. After an unsuccessful attempt was made to lease this field in April of 1923, Captain Amick recommended that the Air Service should lease part of "Mexico Farm", located across the river in Maryland. (7) Withing a month a pilot was sent to investigate the site and in July a lease was made with the owner, Mrs. Crites, providing an 85 acre field "for the purposes of the Air Service". (8) Due to the scarcity of funds for Air Service projects, land owners were given nominal rental fees of one dollar per annum in exchange for exclusive rights for the sale of gasoline and oil to civilian pilots. (9) The City of Cumberland, aware of the benefits of having an official landing

(cont.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

The Cumberland Evening Times  
Heritage Weekly Vol. I No. 27  
Signal Corps and Air Corps files, National Archives Goldberg, Alfred ed A History of the United States Air Force Princeton N.J.: D. Van Nostrad Co., Inc. 1957  
Stegmaier, Harry I. et al. Allegany County, A History Parsons, W Va.: McClain Printing Co. 1976

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY multiple properties totalling 190.58 acres

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE	David A. DORSEY, Historic Sites Coordinator	
ORGANIZATION	Allegany County Historic Sites	DATE October 30, 1979
STREET & NUMBER	3 Pershing Street	TELEPHONE 777-5944
CITY OR TOWN	Cumberland	STATE Maryland 21502

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

Mexico Farms Landing Field  
AL-111-A-153  
Mexico Farms Rd, Cumberland  
1923

Early in the 1920's the Army Air Service sought to improve the safety of air travel by creating a "Model Airway" between Washington, D.C. and Dayton, Ohio. An important element of the airway was the existence of emergency landing fields to be used during bad weather or for emergency repairs. In 1923 a portion of "Mexico Farm" on the Potomac River south of Cumberland was leased by the Air Service and an airfield was established with a crew of five men: a sergeant who was an aviation mechanic, and meteorological and radio detachments of two enlisted men each. By 1925 it was stated that the effort had "saved the Air Service thousands of dollars through the availability of a good field" without which many planes would have crashed.

By 1931 the landing field had become obsolete due to a variety of factors. The larger fuel capacity of the more modern planes which eliminated the need for refueling stops, the often foggy weather at the airfield, new broadcasting Weather Bureau stations established in the area, and the reduced military appropriations during the Depression. Although the military field was permanently closed in 1932, aviation activities at Mexico Farms continued on a civilian airfield which had been in operation on the adjacent Johnson farm since 1928.

The Mexico Farms Landing Field on the Johnson farm proved to be a popular spot as barnstormers selling plane rides, air shows, and the visits of famous aviators attracted hundreds of spectators. An airline and two flying services were in operation by the mid-1930's when the city of Cumberland leased the airfield and constructed a north-south runway to compliment the existing east-west turf landing strip. The airfield is still in operation as one of the oldest continually operated airports in Maryland.

When the Army Air Corps closed its landing field it salvaged the buildings and radio transmission towers. Remaining structures at the older civilian field include one of the cable suspended hangars built around 1928. The roof of the building is suspended by steel cables supported by tall wooden posts, a functional design which gives the maximum unobstructed width necessary to accommodate an airplane. Hangars at the latter landing strip include two of these cable supported hangars, a similar hangar built with steel beams for support, and two much larger gable roofed hangars which housed the flying services. All original structures remaining at both airfields are constructed of corrugated tin.

#4 OWNER OF PROPERTYSITE OF ARMY AIR CORPS FIELD

John A. Miltemberger  
P.O. Box 606  
Ridgeley, W Va. 20753

Phone - 738-9317

Harvey A. Johnson  
Rt. 4 Box 168  
Cumberland, Md. 21502

Phone - 724-5684

SITE OF MEXICO FARMS AIRPORT

Donald J. Johnson  
Rt. 4 Box 164  
Cumberland, Md. 21502

Phone - 724-3045

Floyd J. Johnson  
Rt. 4 Box 164  
Cumberland, Md. 21502

Phone - 724-7865

Harvey A. Johnson  
Rt. 4 Box 168  
Cumberland, Md. 21502

Phone - 724-5684

#5 LOCATION OF LEGAL DESCRIPTIONSITE OF ARMY AIR CORPS FIELD

Allegheny County Courthouse  
30 Washington Street  
Cumberland, Md. 21502

Liber 469, Folio 771  
Liber 279, Folio 135  
Liber 279, Folio 451  
Liber 279, Folio 453

SITE OF MEXICO FARMS AIRPORT

Allegheny County Courthouse  
30 Washington Street  
Cumberland, Md. 21502

Liber 279, Folio 135  
Liber 279, Folio 451  
Liber 279, Folio 453  
Liber 364, Folio 514  
Liber 293, Folio 4  
Liber 251, Folio 16  
Liber 381, Folio 550

field nearby, donated its services in preparing the field which in November of 1923 was officially declared "available for planes flying over the Model Airway". (10)

The square "all weather" turn field was designed for landings made under all wind conditions. Planes took off into the wind over the Potomac. Two 80 foot metal radio transmission towers and a gravity fed refueling station were built near the combination barracks and operations building. (11) The barracks, built in 1924 by the Constructing Quartermaster Corps, was a 20 x 30 foot frame building on concrete piers which also served as the communications and operations office. An addition of the same size was added in 1928 (12)

The five man crew of the landing field consisted of a sergeant who was "an airplane engine man and rigger, and the radio and meteorological detachments" of enlisted men. (13) An officer of Bolling Airfield in Washington was to "periodically inspect" the station. (14) When an inspection was made in April of 1929, it was revealed that living conditions at the station were not "creditable to the Army", although the crew was "fullfilling their duties... in keeping the station in good repair." (15) The major problem was the gasoline engine powering the radio which was located in the living and eating quarters. Other problems were poor furniture and the lack of bathing facilities. The recommended improvements, including a bath and telephone service, undoubtedly made conditions more comfortable and gave "more distinction to the post". (16)

When the landing field was closed in 1925 as the result of one pilot's complaints of unsafe landing conditions, the Chief of the Air Services Airway Section protested, writing that:

... this field at the present time is in better condition than Bolling field in Washington D.C., which is used daily although filled with mud holes.... The establishment of Cumberland Field by individuals at Cumberland has saved the Air Service thousands of dollars through the availability of a good field, the absence of which would undoubtedly cause many crashes in this vicinity when pilots are caught in bad weather. (17)

An article in the Cumberland Evening Times stated that "Flyers who have visited Cumberland have expressed themselves as highly pleased with the Mexico Farms field in every respect..." and that the field had a great future"... both because of its position and physical features...."(18)

The field proved useful to the Air Corps (the Air Service was renamed the Army Air Corps in 1926) in conducting experiments in ground to air communications. An experiment early in 1927 involved the use of marked wooden panels "shown by ground personnel to aviators to show weather conditions ahead". (19) The meteorological team stationed at Mexico Farms conducted weather observations which were broadcast twice daily to other fields and to passing planes. (20) In 1927, command of the field was passed from the commanding officer of Bolling Field to the jurisdiction of the commanding officer of Burgess Field in Uniontown, Pennsylvania. (21)

(significance cont.)

A variety of developments, beginning late in the 1920's led to the gradual obsolescence of the landing field culminating in the cessation of operations there in late 1931. (22) Air Corps planes occasionally used the field and an Army caretaker was stationed there until 1932.(23) Technological advances made the landing field unnecessary for a number of reasons. Major Howard C. Davidson explained to the Chief of the Air Corps in 1930 that:

This field has played an important part in the development of the (Model) Airway to Dayton during the times when Service airplanes were equipped with fuel tanks of smaller capacity, but the larger tanks in the present day airplanes permit them to go straight through to Dayton without refueling. (24)

The establishment of broadcasting Weather Bureau stations at nearby Savage Mountain and Keyser's Ridge, Maryland, and at Woodcock Hill, Pennsylvania made the meteorological detachment at the low-lying air field obsolete. Another factor contributing to the closing of the field was the foggy weather frequently experienced along the Potomac. (25) The chief of the Air Corps Airport Section wrote in 1933, that the "discontinuance of this field was brought about as a result of reduced appropriations and the government economy program. "(26) Feeling the pinch of tight money during the Depression years, the Air Corps salvaged the equipment and buildings at the field, sending the transmission towers by rail to Barksdale Field in Louisiana. (27) The lease for the field was terminated in 1934.(28)

Throughout the late 1920's and during the early 1930's, civilian use of the Air Corps landing field was increasing. The Air Corps declared in 1929 that "aircraft of any ownership, lawfully operated, can use the field" and received regular requests for landing privileges.(29) Tri-Motor Air Tours, Inc. and the Mountain States Aircraft Corporation requested such rights in 1930.(30) The latter firm, a Cumberland based airplane manufacturer, also received permission to erect a hangar on the field. (31) One of the more distinguished aviators using the field was Colonel Charles A. Lindbergh, who in 1927 declined an invitation to include Cumberland as part of his national tour following his trans-Atlantic flight. (32) But in January of 1929 "low visibility, a cracked exhaust pipe, and a shortage of fuel" forced Lindbergh to land a Ford-Stout trimotor monoplane at the Air Corps field. (33) While his plane was repaired, Lindbergh, spent a short time inspecting the field." (34)

Problems at the air field arose with activities such as the two week visit of barnstarmar in 1927 which attracted hundreds of people to the field for plane rides. (35) Distractions of this sort and questions concerning gasoline supplies created a need for a separate civilian air field which was established in 1928 on the adjacent fields of Jerome Johnson. (36) A 2,500 foot turf landing strip running east

(significance cont.)

and west was the basis of the airfield. Between 1928 and 1934 seven hangars were built south of the strip by individual aviators. The corrugated tin structures with cable supported roofs were owned by Captain A.H. Amick, Minnie and Bill Johnson, Woody Rayburn, "Torque" Landis, Bill Whitehead, Bernie Miltenberger, and Forest Miller, local aviators who mostly flew surplus aircraft from the war. (37)

In April of 1933 the county's "first regular passenger air service" was initiated by the Johnson Airlines Company which made regular flights from Mexico Farms to Hagerstown, Baltimore, Washington, and Pittsburgh. (38) An air show at the field in 1928 featured a Fox Movie News Fokker monoplane. (39) An airshow in 1935 is fully described in the latest history of Allegany County.

A large and enthusiastic crowd came to see the big air show at Mexico Farms in July of 1935, staged in conjunction with Cumberland's sesquicentennial. The Goodyear Blimp, stunt flying, and a bomb-dropping demonstration by five National Guard observation planes highlighted the events. A twenty-eight passenger Boeing commercial aircraft was on hand to take local people for short rides. Truly, the air age had come to Allegany County by the mid- 1930's (40)

In 1933 the visit of famous pilot drew hundreds of spectators to the landing field. In the same year he made his record breaking, around the world, solo flight, Wiley Post made a forced landing at Mexico Farms Airfield. After spending the night in Cumberland, Post took off in "Winnie May", his monoplane, and resumed his journey along the Washington-Dayton air route. (41)

In 1934 the City of Cumberland leased the airfield and constructed a second runway running north and south. (42) After the 1936 flood of the Potomac which inundated much of the older field, one of the hangars was moved to the new field. Throughout the 1930's and early 1940's, eight hangars were located along the sides of the landing field. Two of these, much larger than the single plane hangars, were built by the Reynold's Flying Service and the Cumberland Flying Service. (43) The field is still in use, but commercial aviation has moved to the mountain-top Cumberland Municipal Airport constructed in the mid 1940's. (44)

## Footnotes

- (1) The Cumberland Evening Times, September 29, 1911, p. 10 and October 2, 1911, p.2
- (2) Alfred Goldberg, ed. A History of the United States Air Force (Princeton, N.J. D. Von Nostrad Co., Inc., 1957 ) p.34
- (3) Interview with Captain A.H. Amick, Air Service Reserve, Retired, Cumberland, Md. October 18, 1979.
- (4) Signal Corps File 868, dated May 16, 1922, National Archives.
- (5) Signal Corps files 686, dated April 6, 1923 and November 18, 1925
- (6) Interview with Captain Amick
- (7) Signal Corps file 686, dated April 6, 1923
- (8) Ibid, dated May 8, 1923, June 13, 1923, July 7, 1923 and Allegany County Land Records Liber 152, Folio 212-13
- (9) Signal Corps files 686, dated April 6, 1923 and Air Corps file 665.6 dated Feb.2, 1932
- (10) Signal Corps file, 686, dated November 3, 1923
- (11) Interview with Floyd Johnson, Mexico Farms Airport, August 27, 1979
- (12) Signal Corps files 665.2 no date, and 686, dated January 5, 1925
- (13) Signal Corps file 686, dated August 16, 1923
- (14) Ibid
- (15) Air Corps file 686, letter from Capt. A.H. Thiessen to Chief of Air Corps, dated May 10, 1929
- (16) Ibid, and files 400.7, no date, and 676.1 dated May 20, 1930
- (17) Signal Corps file 686, dated November 18, 1925
- (18) July 19, 1927, p.9
- (19) Air Corps file 686, dated March 8, 1927 and Goldberg, A History of the U.S. Air Force p. 36
- (20) Air Corps, file 686, dated August 26, 1931, and interview with Floyd Johnson
- (21) Air Corps file 686 dated March 8, 1927
- (22) Ibid, files 665.2 dated October 29, 1931 and 686 dated August 18, 1933
- (23) Ibid, file 665.2 dated 1932
- (24) Ibid, dated August 5, 1939
- (25) Ibid, no date
- (26) Ibid, file 696, dated August 18, 1933
- (27) Ibid, file 665.2 no date
- (28) Ibid, file 601.54 dated 1934
- (29) Ibid, file 680.44 dated October 25, 1929
- (30) Ibid, files 680.3 dated July 24, 1930 and 632 dated February 8, 1930
- (31) Ibid, file 634, dated February 8, 1930 and Allegany County Certificate of Incorporation Liber 7, Folio 286
- (32) Cumberland Evening Times, July 19, 1927, p.9
- (33) Ibid, January 14, 1929, p.12
- (34) Ibid
- (35) Ibid, September 7, 1927, p.9
- (36) Interview with Floyd Johnson
- (37) Ibid
- (38) Harry I. Stegmaier, Jr. et al., Allegany County, A History (Parsons, W Va. McClain Printing Co.) p. 360
- (39) Heritage Weekly, Allegany County, Vol I No. 27, p.2
- (40) Stegmaier et al. P. 360
- (41) Cumberland Sunday Times, April 8, 1945
- (42) Interview with Floyd Johnson and Allegany County Land Records, Liber 170, Folio 385
- (43) Interview with Floyd Johnson
- (44) Stegmaier et al. p. 360

CRESAPTOWN QUADRANGLE  
 WEST VIRGINIA-MARYLAND  
 7.5 MINUTE SERIES (TOPOGRAPHIC)  
 SE/4 FROSTBURG 15 QUADRANGLE

5263 II NW  
 (EVITTS CREEK)

CUMBERLAND, MD. 1.9 MI. 300 000 FEET (MD) 692 693 78°45' 39°37'30"



AL-III-A-153  
 MEXICO FARM LANDING  
 FIELD  
 MEXICO FARM RD  
 CUMBERLAND  
 USGS CRESAPTOWN QUAD

1:24,000

1949

photorevised 1974

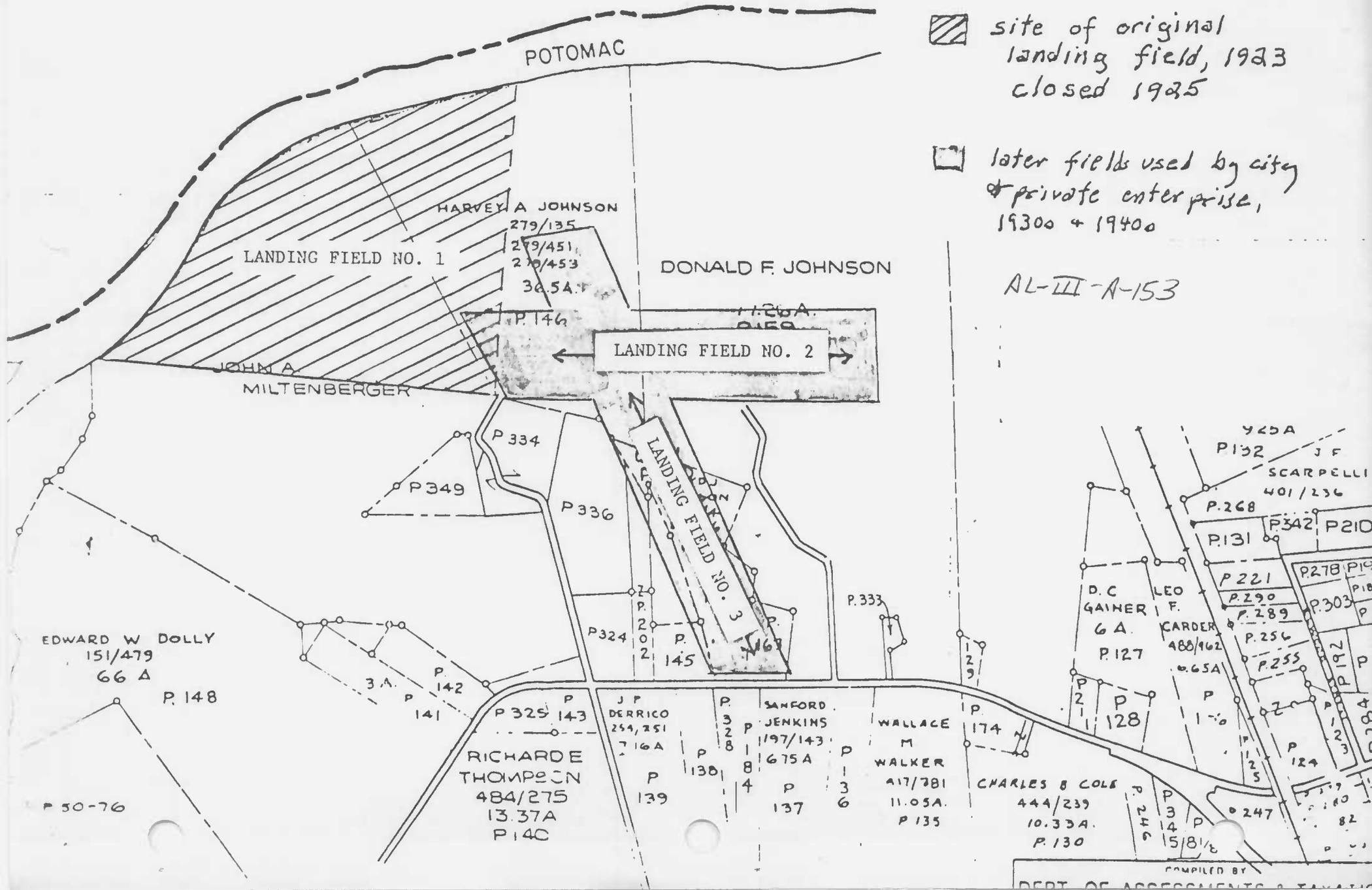
1.2 MI. TO MD. 51

Mexico Farm Airport  
 Allegany Co., Maryland

 site of original  
 landing field, 1923  
 closed 1925

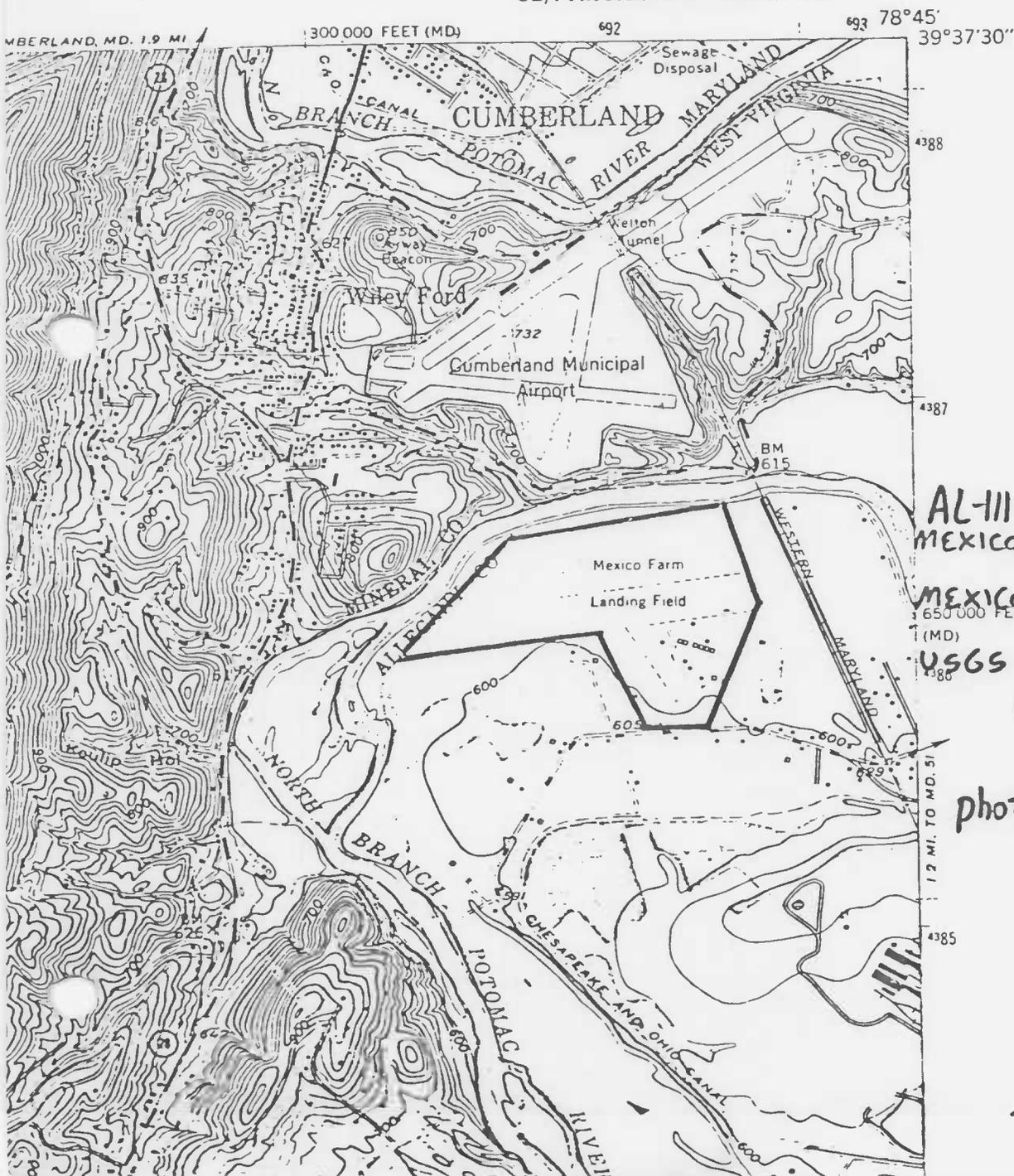
 later fields used by city  
 & private enterprise,  
 19300 + 19400

AL-III-A-153



CRESAPTOWN QUADRANGLE  
 WEST VIRGINIA-MARYLAND  
 7.5 MINUTE SERIES (TOPOGRAPHIC)  
 SE/4 FROSTBURG 15 QUADRANGLE

5263 II NW  
 (EVITTS CREEK)



AL-111-A-153  
 MEXICO FARMS LANDING  
 FIELD  
 MEXICO FARMS RD  
 CUMBERLAND  
 USGS CRESAPTOWN QUAD  
 1:24,000  
 1949  
 photorevised 1974

CUMBERLAND  
FLYING SERVICE



AL-III-A-153

MEXICO FARMS LANDING FIELD  
MEXICO FARMS RD (LUMBERLAND)

HANGAR CONSTRUCTED 1930S

moved to OLD FIELD ca 1941

David A. Dorsey

8/27/79

North

6



AL-111-A-153

MEXICO FARMS LANDING FIELD

MEXICAN FARMS RD CUMBERLAND

HANGAR AT CITY FIELD 1946

DAVID A. DORSEY

8/27/75

Southeast

1



AL-111-A-153

Mexico FARMS LANDING Field

Mexico FARMS Rd Cumberland

hangar = old Field ca 1928

west

David A. Dorsey

8/27/79



AL-111-A-153

MEXICO FARMS LANDING Field

MEXICO FARMS Rd Cumberland

Gasoline Shed ca 1930

David A. Doisey

8/27/79

east



AZ-111-A-153  
MEXICO FARMS (ANDING FIELD)  
MEXICO FARMS RD (UMBERLAND)  
HANGAR AT CITY FIELD (CA 1938)

DAVID A. DORSEY

8/27/79

eat



AL-111-A-153

Mexico FARMS LANDING Field

Mexico FARMS Rd Cumberland

hangar (old Field) ca 1928

David A. Dorsey

8/27/79

west



AZ-111-A-153

MEXICO FARMS ~~AT~~ LANDING FIELD  
MEXICO FARMS RD., CUMBERLAND  
HANGARS AT CITY FIELD

LEFT: CA. 1938

RIGHT: REYNOLD'S FLYING SERVICE MID 1930'S

DAVID A. DORSEY

8/27/79

WEST



AZ-117-A-153

MEXICO FARMS LANDING FIELD

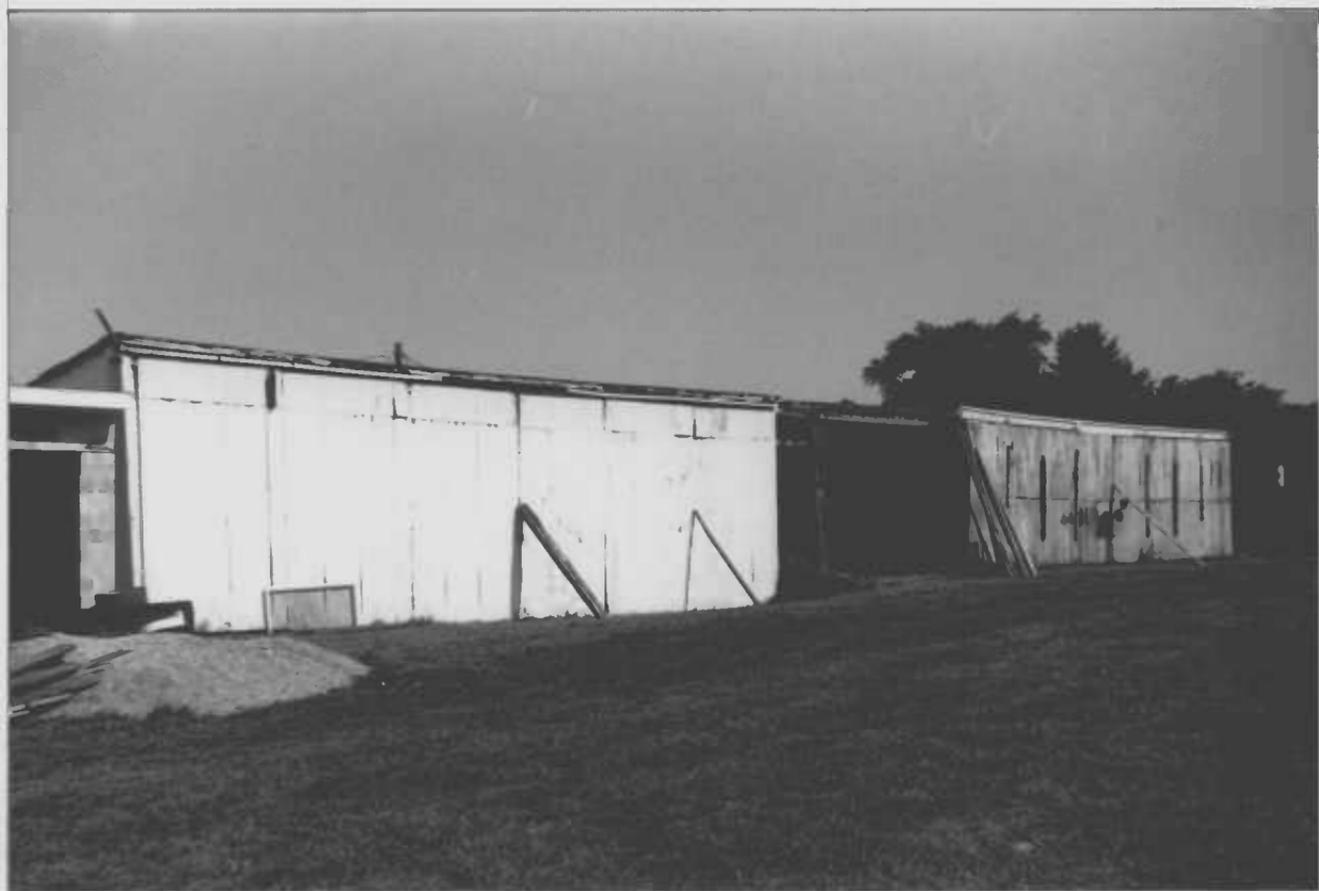
MEXICO FARMS RD, CUMBERLAND

HANGAR AT CITY FIELD REYNOLD'S FLYING  
SERVICE - MID 1930'S

DAVID A. DORSEY

8/27/79

northeast



A2-111-A-153

MEXICO FARMS LANDING FIELD

MEXICO FARMS RD CUMBERLAND

HANGARS AT CITY FIELD

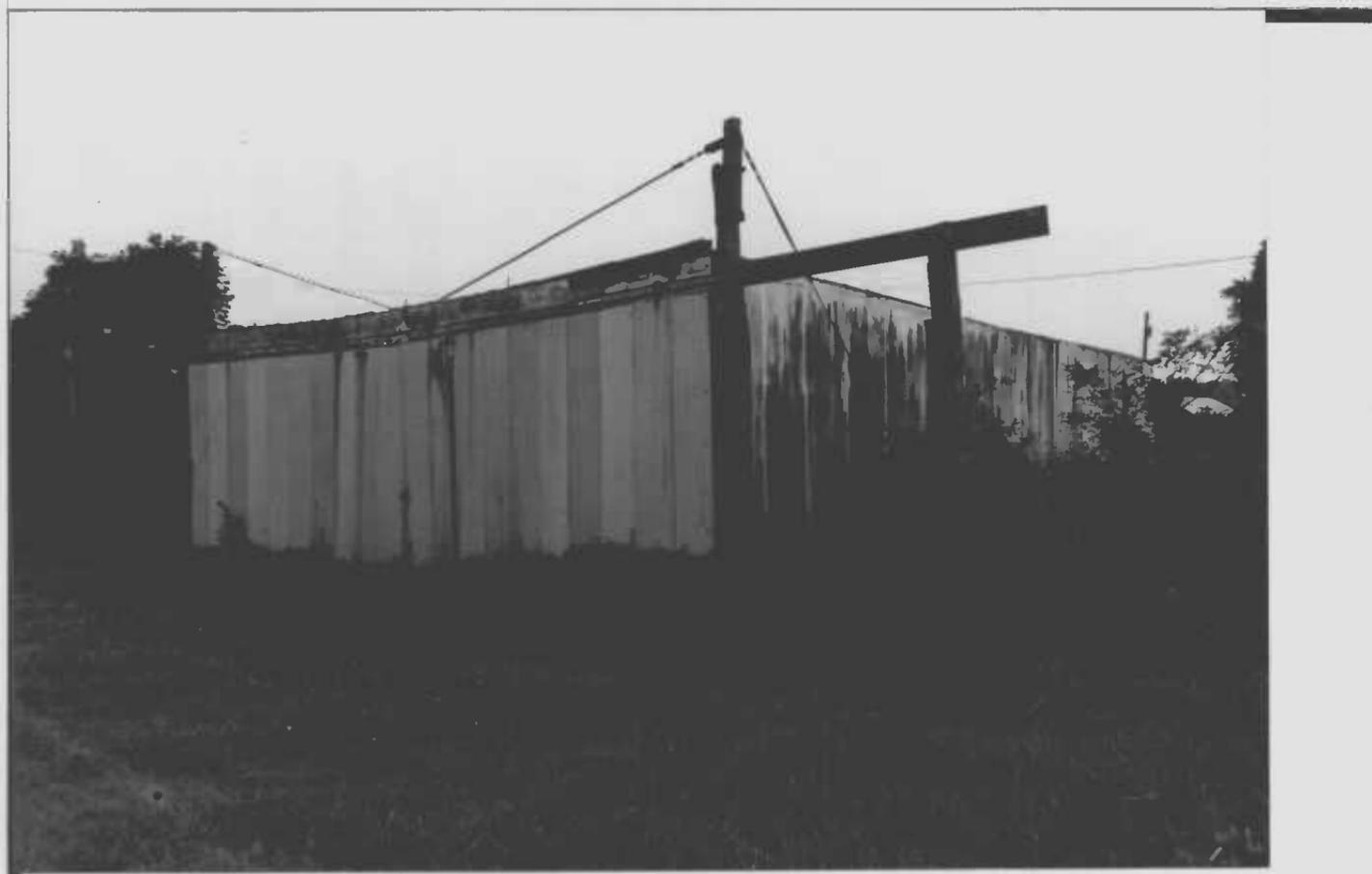
LEFT: STEEL BEAM HANGAR 1939-40

RIGHT: ca. 1928 HANGAR Moved From Old Field 1936

David A. Dorsey

8/27/79

southeast



12-111-A-153

Mexico FARMS CANDING Field

Mexico FARMS Rd Cumberland

hangar (old field) ca. 1928

David A Dorsey

8/27/79

east



AL-111-A-153

Mexico FARMS CANDING Field

Mexico Farms Rd Cumberland

gas pump & wind sock ca 1930

David A. Dorsey

8/27/79

North



AL-111-A-153

MEXICO FARM

MEXICO FARMS RD.

CUMBERLAND

DAVID A. DARSEY

9/10/79

PHOTOGRAPH OF OLD PHOTOGRAPH CA. 1921-25

ARMY AIR CORPS WIND SOCK AND

RADIO TRANSMISSION TOWER

RAZED CA. 1930

NORTH OF FARMHOUSE



A1.111-A-153

MEXICO FARM

MEXICO FARMS RD

CUMBERLAND, MD

DAVID A. DORSEY

9/10/79

PHOTOGRAPH OF OLD PHOTOGRAPH CA 1921-25

ARMY AIR CORPS BARRACKS AND

GASOLINE SHED. RAZED CA. 1930

NORTH OF FARMHOUSE



AL-III-A-153

MEXICO FARMS CANDING FIELD  
MEXICO FARMS RD (UMBERLAND)  
1st CIVILIAN FIELD

DAVID A. DORSEY

8/27/79

South west

12



A1-III-A 153

MEXICO FARMS LANDING FIELD

MEXICO FARMS RD, CUMBERLAND

AIR CORPS FIELD

DAVID A. DORSEY

8/22/79

Northwest

13



AL-111A-153

Mexico Farms Landing Field

Allegheny Co., MD

Ron Andrews 8/80

Photo # 4 to the West



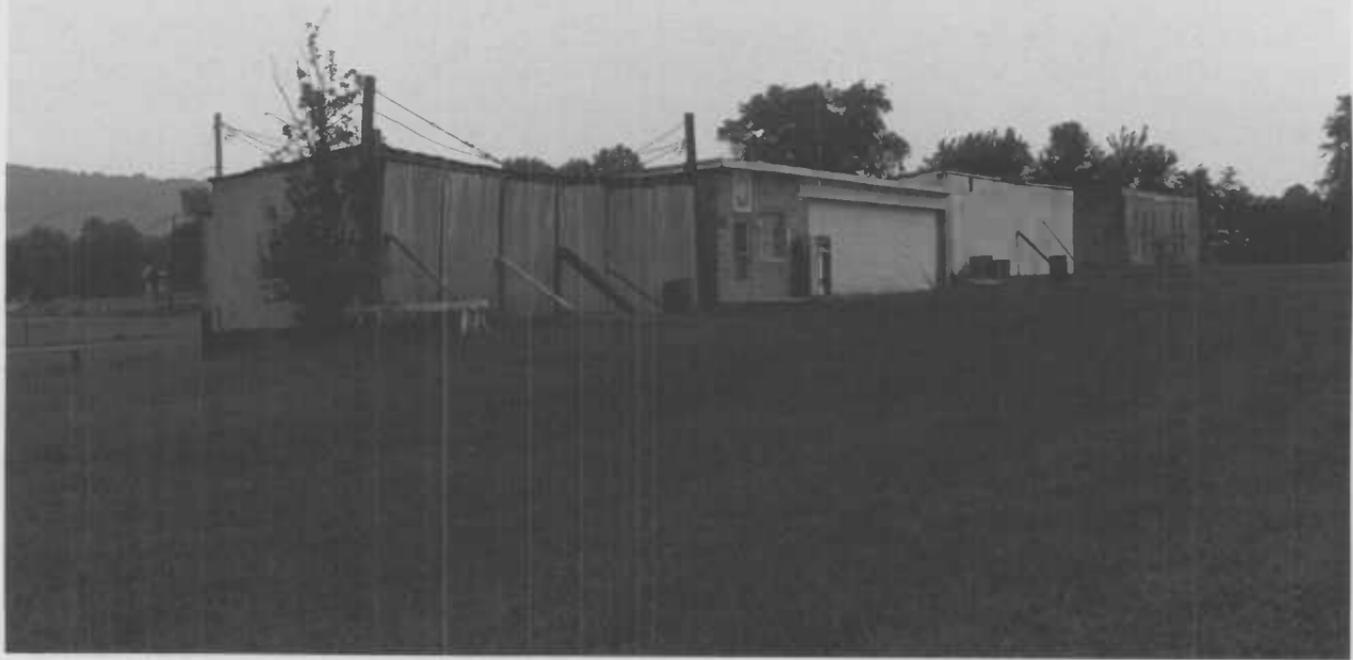
AL-111-A-133

Mexico Farms Landing Field

Allegheny Co, MD

Ron Andrews 8/80

Photo #5 to the East



AL-111-A-153

Mexico Farms Landing Field

Allegheny Co., MD

Ron Andrews 8/80

Photo #3 to the SW



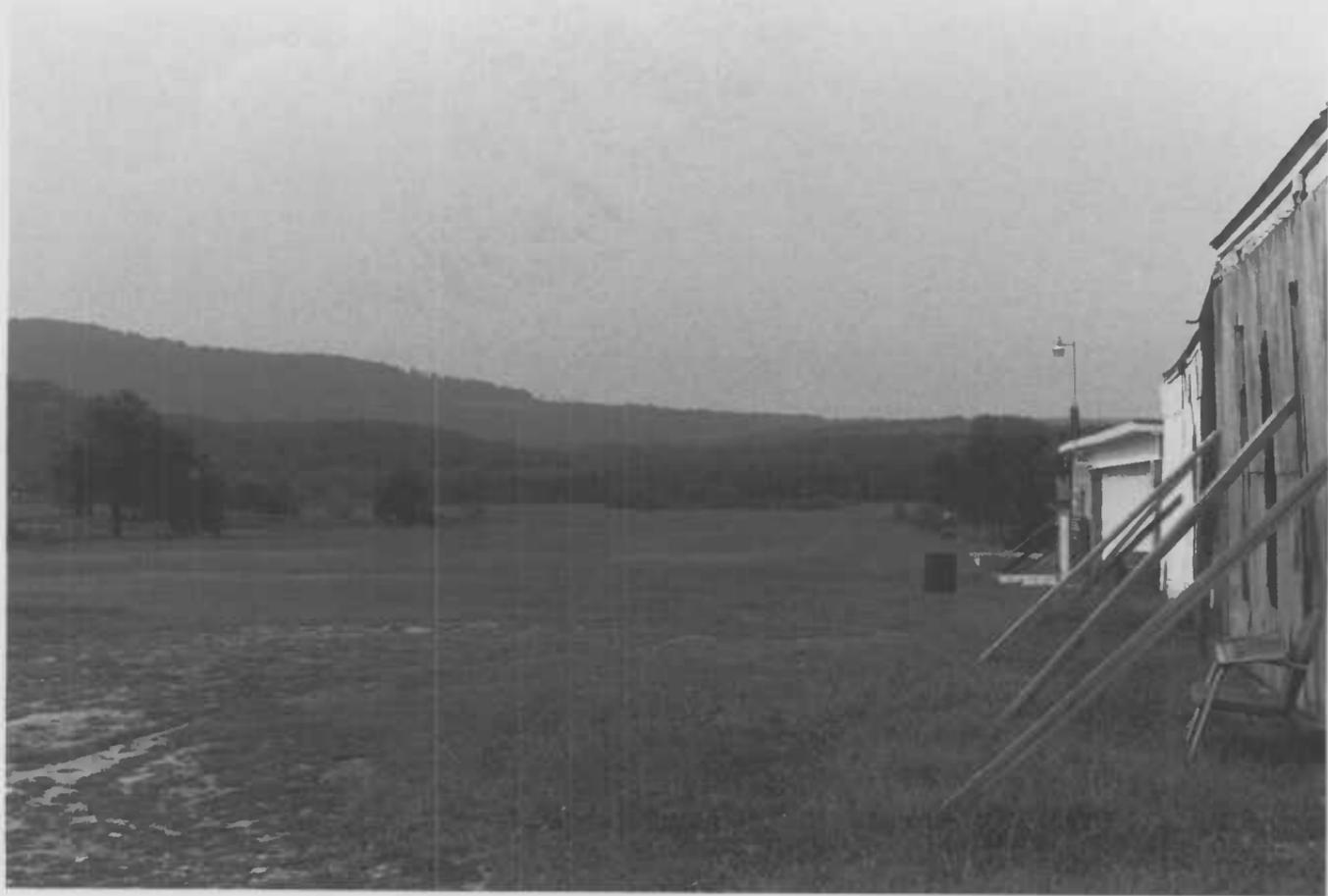
AL-111-A-153

Mexico Farms Landing Field

Allegheny Co, MT

Ron Andrews 8/80

Photo # 2 to the SW



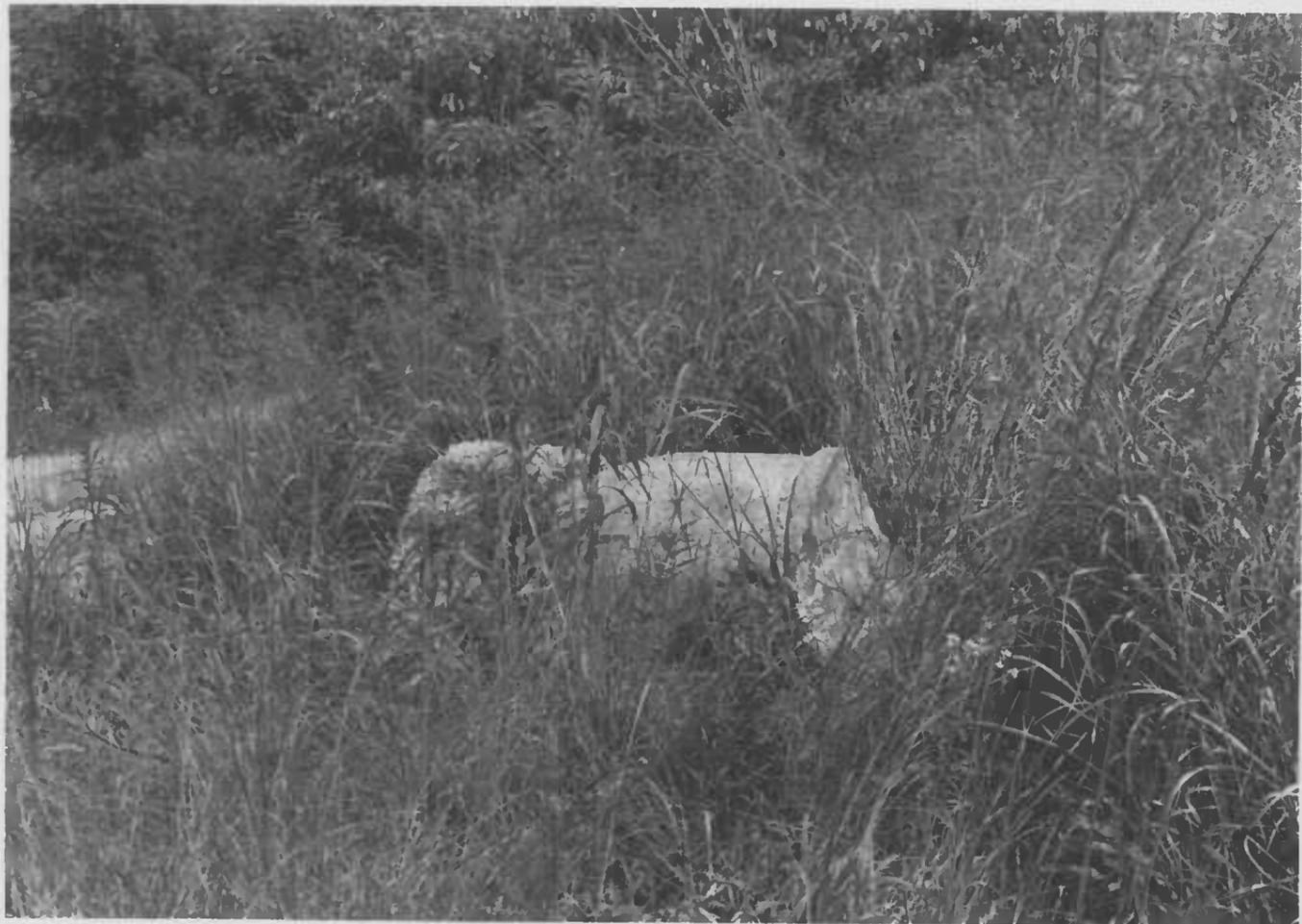
AL-111-A-153

Mexico Farms Landing Field

Allegheny Co., MD

Ron Andrews 8/80

Photo # 1 to the NE



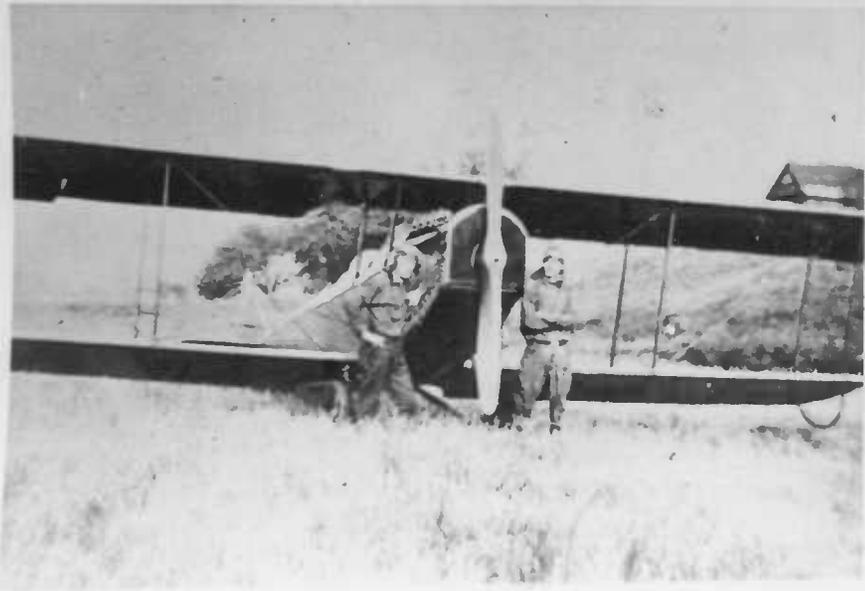
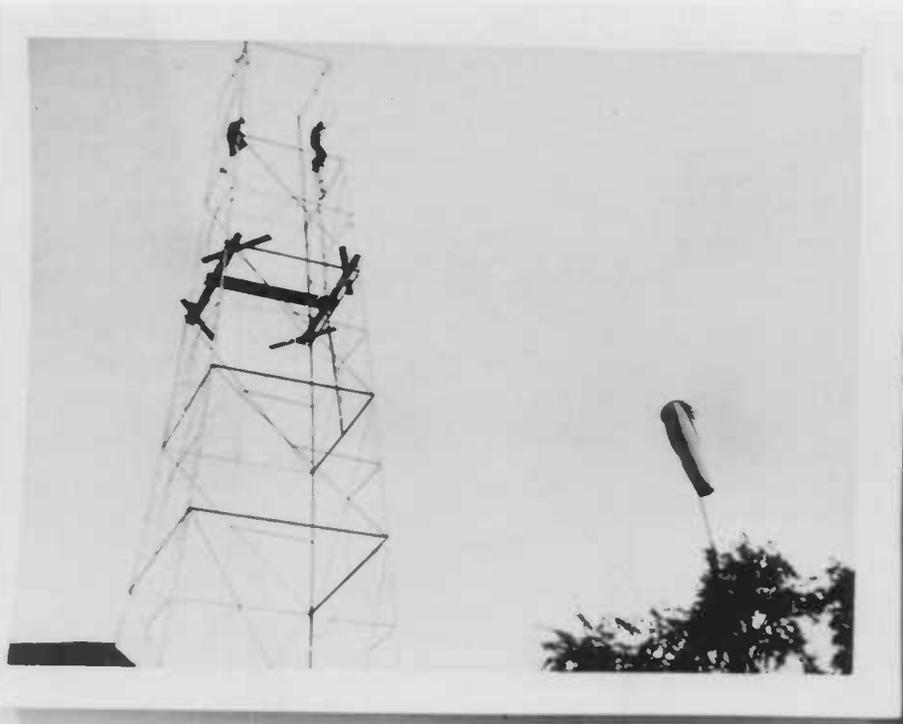
AL-111-A-153

Mexico Farms Landing Field

Allegheny Co., MD

Ron Andrews 8/80

Photo #6 to the east



AL-111-A-153  
MEXICO FARMS LANDING FIELD  
MEXICO FARMS RD CUMBERLAND

UPPER RIGHT

SIGNAL CORPS / AIR SERVICE OPERATIONS OFFICE / BARRACKS  
AND GASOLINE SHED 1927

UPPER LEFT

TRANSMISSION TOWERS UNDER CONSTRUCTION 1924

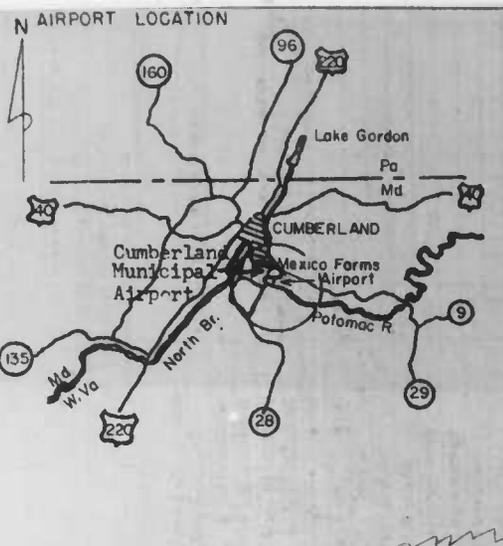
LOWER LEFT

AVIATORS SAM HUFF AND ALEX RANKIN AT SIGNAL CORPS  
FIELD, 1924

LOWER RIGHT

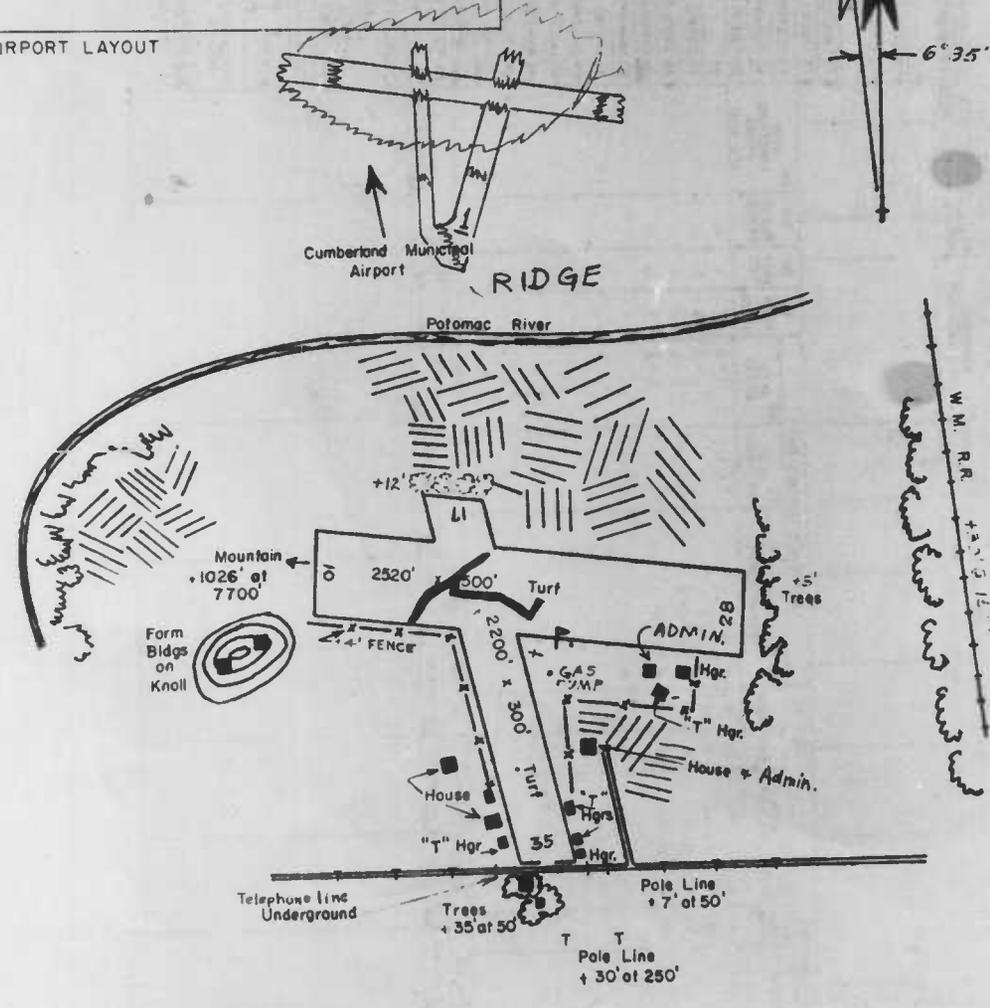
CITY FIELD 1941, BEFORE CUMBERLAND FLYING SCHOOL  
HANGAR WAS MOVED.

DAVID A. DORSEY  
PHOTOS OF FLOYD JOHNSON SNAPSHOTS



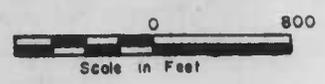
REMARKS: Site 8512 50 Acres

**AIRPORT LAYOUT**



**RUNWAY CATEGORIES**

RUNWAY	10	20	17	35
EXISTING	U-V	U-V	U-V	U-V
PLANNED				
CORRECTED LENGTH	UTILITY	UTILITY		

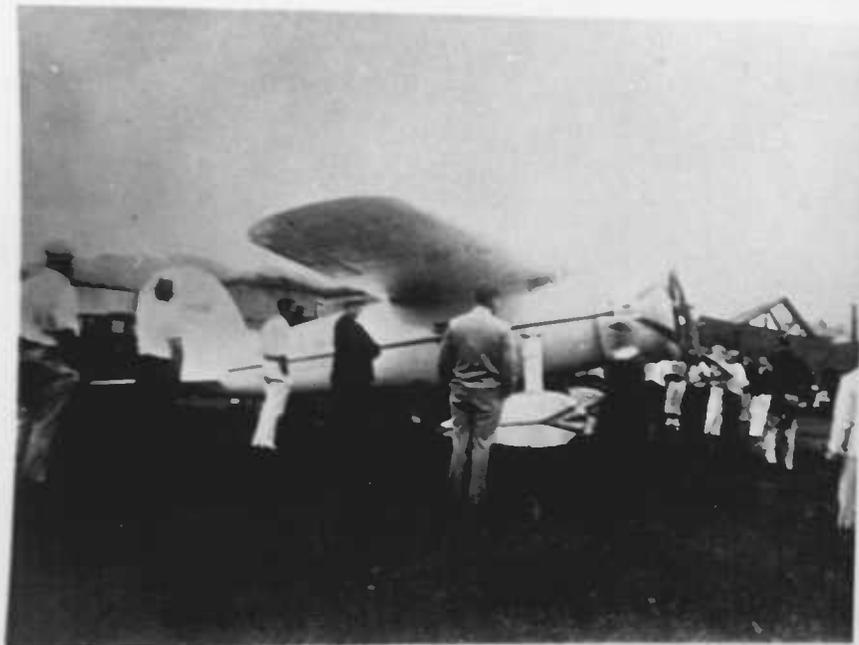


AZ-111-A-153

MEXICO FARMS AIRPORT - LANDING FIELD  
MEXICO FARMS RD CUMBERLAND

DAVID A. DORSEY

PHOTO OF RECENT FAA DOCUMENT



1933



AL-III-A-153

MEXICO FARMS LANDING FIELD  
MEXICO FARMS RD CUMBERLAND

WILEY POST AND HIS MONOPLANE "WINNIE MAE" AT  
MEXICO FARMS, AUGUST 1933

BOTTOM RIGHT

DOUGLAS WORLD CRUISER 1924 AIR SERVICE FIELD  
DAVID A. DORSEY  
PHOTOS OF FLOYD JOHNSON SNAPSHOTS