



Notes From the Archive
SPRING 2024

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Wild LA, Family History & Highflying Feats

Disparate topics come together in this Spring issue - but there are interesting and inspirational commonalities to be discovered.



Wild L.A. student interns look at the 1905 and 1921 atlases showing how Agricultural Park developed into Exposition Park

A Visit from High School Interns of the Wild L.A. Outdoor Equity Program

15 local high school students spent a morning with us and were shown original artifacts related to nature and the built environment.

Among the items was the Hamilton Hamilton etching of a Civil War scene painted in 1889 by Thomas Hovenden (seen on the masthead at the top of this issue). Also shown were two images: a tintype of [Dr. Sophia B. Jones](#) as an 11-year old and her carte de visite as a college student destined to become a physician. Another collection pertained to the first Black transcontinental aviators of the early 1930s, James Herman Banning and Thomas C. Allen. They also entertained audiences performing aerial stunts along with woman flyer Marie Daughtry.



THOMAS C. ALLEN, J. HERMAN BANNING.
Co-pilot & Mec. Pilot.
FIRST NEGRO TRANS-CONTINENTAL FLIGHT. Los Angeles to New York.
October 9th. 1932, Flying time 41 Hrs. 37 Min.

Visitors Come to Study the Sophia B. Jones Family Photograph Collection

Honorine Renee Cochee is the great grand niece of [Dr. Sophia B. Jones](#). She was clued into our holdings of photographs pertaining to her family by Susie Ling, Professor of History and Asian American Studies at Pasadena City College. Joining the visit was Pam Barkas, museum researcher from the Monrovia Historical Museum.



From left: Honorine Cochee, Pam Barkas, and Susie Ling

Honorine brought along her own collection of family history, including a print of Sophia's father, gunsmith James Monroe Jones, along with a different tintype of Sophia.

Honorine explained that Sophia's grandfather, Allen Jones, purchased his own freedom from being held a slave in his native-born North Carolina, as well as the freedom of his wife, father and three children (including James).

In failing health after a long medical career, Sophia migrated to Monrovia, California, and lived with her siblings Anna and George on their citrus grove.

It turns out Honorine is a life-long family historian, so it is very gratifying that Seaver's collection was made known to her.

High in the Sky and Upside Down: the Flying Feats of Arthur Goebel Rediscovered

by Duncan Hodur Scharpf

Duncan was profiled [previously](#). His work processing the Arthur Goebel Photograph Collection took up 80 plus hours of an internship, and he is back to explain Goebel's place in aviation history:

High above Los Angeles an airplane is in deep trouble, one of its wheels has fallen off soon after takeoff. Stranded in the air there is not much the pilot can do until a replacement is attached but to go up there and put a new one on would be crazy. Other pilots would be worried, trying to find a place to land as soon as they can, but not this pilot. Arthur Goebel is feeling fine since he knows a new wheel will be attached soon enough. In fact, he made sure that his wheel fell off because this is a stunt he has performed many times. Soon enough a new wheel carried by his friend and wing walker Gladys Ingle is flown up to his airplane. Ingle carefully moves from one airplane to the other and attaches the new wheel so Goebel can land safely with her still holding onto the wing.



Goebel began his stunt flying career in 1925 as a member of the 13 Black Cats. This group of stunt pilots and daredevils performed amazing feats all over the Los Angeles area including wing walking, aerial acrobatics, flying under bridges, flying upside down, and the famous wheel replacement. Spectators regularly gathered to watch these stunts take place, and for those who could not witness them in person they were recorded and played in movie theaters across the country. Goebel and his fellow pilots even lent their services to various movie studios for difficult shots in movies. Stunt flying was something that Goebel practiced for many years until rival groups began to charge lower prices and regulations made him take more precautions.



Realizing that stunt flying was behind him Goebel turned to air racing. His claim to fame would be the Dole Air Race put on by James Dole, founder of the Hawaiian Pineapple Company. Dole was inspired by Charles Lindbergh's solo flight across the Atlantic Ocean and wanted to create a race that would rival it. Thus, he created a race from Oakland, California, to Honolulu, Hawaii, in 1927. Goebel would pilot the Woolaroc airplane while Bill Davis navigated. Even before the race began there was trouble as six airplanes were either disqualified or crashed. Things did not get better as only two of the nine airplanes that began the race would make it to Honolulu. In all ten people would die in this race. Goebel and Davis spent twenty-six hours and seventeen minutes in the air nonstop to win the race and its \$25,000 grand prize. Both men were featured in newspapers across the country for this incredible feat.



Having won this race only led Goebel to compete more. The next year he became the first person to fly nonstop between the two coasts from Los Angeles, California, to New York, New York, in eighteen hours and fifty-eight minutes. This was also a new record for the fastest coast to coast flight. Goebel regularly competed and won in races around the country before ending his racing career to join the military during World War II and the Cold War.



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