



WINNERS' VIEWPOINTS

The Great 1927
Trans-Pacific Dole Race

By

Gary W. Hyatt, Ph.D.

FOREWORD

William V. Davis, III

AFTERWORD

Carl Gregory,
Tulsa Air & Space Museum



For
All the People of
The Davis-Monthan Airfield
at WWW.DMAIRFIELD.ORG

Copies of
Oldairfield.com® Books 21st Century Editions
are available for sale online at: **WWW.OLDAIRFIELD.COM**

Other **Oldairfield.com® Books 21st Century Editions**
by **G.W. Hyatt, Ph.D.:**

**The Register of the Davis-Monthan
Municipal Airfield, 1925-1936:
With Cross-References to the Pilots
Who Landed There and Their Aircraft**

**Military Aircraft of the Davis-Monthan Airfield
1925-1936**

"Art Goebel's Own Story"

For more fun visit: **WWW.DMAIRFIELD.ORG**

Texts, cover design, book and e-book formats
Copyright 2009 by Oldairfield, LLC.
All rights reserved.

No part of this book may be used or reproduced in any man-
ner whatsoever without written permission, except in the case
of brief quotations embodied in critical articles or reviews.

Published 2009
Printed by CafePress.com in the
United States of America

ISBN 978-0-9843074-3-2

Cover photograph, courtesy of Tim Kalina, shows Art Goebel
(L) and William V. Davis, Jr. after their Dole Victory.

TABLE OF CONTENTS

Topic	Page
FOREWORD By William V. Davis, III	1
PREFACE	5
INTRODUCTION To this 21 st Century Edition	9
CHAPTER 1 First Person Reportage from the Golden Age of Flight	13
“The Story of the <i>Woolaroc</i> ” As told by Arthur C. Goebel	15
“A Long Trail With No Dust” As told by Lt. William V. Davis, Jr.	21
A Love Letter From The Pacific	39

CHAPTER 2	59
“Art Goebel’s Own Story”	
By Art Goebel	
With an Introduction by G.W. Hyatt	
CHAPTER 3	65
The Navigator & His Service	
CHAPTER 4	93
The Pilot & His Airplanes	
CHAPTER 5	97
HISTORY OF THE WOOLAROC	
AND ITS LOCATION TODAY	
AFTERWORD	101
By Carl Gregory	
Acknowledgements	103
Annotated Bibliography	105
About This Book	122
About The Author & Webmaster	124

This book and others of the series of
Oldairfield.com® Books 21st Century Editions,
is derived from the author's work with the
**Register of the Davis-Monthan Aviation
Field**, Tucson, Arizona, 1925-1936

The author's Web site at
www.dmairfield.org
celebrates the Register, its people, aircraft,
events and places.

FOREWORD

By
William V. Davis, III

In the Golden Age of Aviation, which was subsequent to World War I and Prior to World War II, most aircraft were single engine and had only a pilot as crew. Specifically, they had no co-pilot, navigator or engineer – a one man operation. But these early fliers wanted to spread their horizons. Trans-Oceanic flights were a step in that direction.

Charles Lindbergh earned and deserved international acclaim for his solo New York to Paris flight in May 1927. But his navigational problems were minimal. Had he strayed a little north of his course he would hit England; a little south he would hit Spain. Regardless, if he just basically went east he was going to hit Europe, the goal for that prize.

The trans-Pacific Dole Air Race participants had the opposite situation – if they did everything just right, they hit the Hawaiian Islands; otherwise they hit the open ocean. A navigator was a must-have, and that's where Bill Davis enters the picture.

At the time of the Dole Air Race in August, 1927, my father, William V. Davis Jr., was a qualified pilot aboard the carrier USS Langley (CV-1), trained in aviation and navigation by the U.S. Navy. He was a ham radio operator, an amateur photographer and an excellent carpenter (measure twice, cut once!). He joined Art Goebel in the "Woolaroc" as navigator for the Race. At that time, for him to ride with another pilot out of



*William V. Davis, Jr. 2
Years Old (Source: Davis)*