Perkins Snubs Questions On Airport

By Raymond Thompson

Walter F. Perkins, chairman of the city's Airport Board, today had nothing to say except: "no comment" to questions concerning the future of Friendship Airport and the possibility of bringing air traffic from Washington to Baltimore.

Reached by telephone at his office this morning, Mr. Perkins refused to discuss further the proposal of Senator Butler (R., Md.) to enter a bill in the Senate giving power to the Civil Aeronautics Authority to operate Friendship on a rental basis.

Asked if he or the Airport Board planned any action or study in regard to the Senator's plan, Mr. Perkins replied: "I have no further comment."

Charges Cited

Asked if he had anything to say to Senator Butler's charges last night that "airport officials are deliberately trying to deceive the people of Baltimore," Mr. Perkins replied: "I have no further comment."

Asked if he or the Airport Board planned any promotion program to attract Washington's overflow air traffic to Friendship, he again replied: "I have no further comment."

But he interrupted himself to ask: "What traffic?"

Senator Butler asserts that Washington National Airport is "so congested that it is downright dangerous" and pointed to the need for another national air facility. He charges that the Baltimore city administration has "cooled to the proposal" of making Friendship another national commercial airport.

Rules Check Suggested

Mr. Perkins did say, however, that the reporter should "check the CAA regulations."

He again declined further comment on this statement, but has earlier been quoted as saying that the question of bringing Washington's overflow traffic to Friendship has nothing to do with the matter of "alternate airports."

That term is defined in the civil air regulations as an airport specified in the pilot's flight plan to which a plane may proceed when a landing at the point of first intended landing becomes inadvisable.

In making his proposal last Saturday, Senator Butler said that while the city has cooled to making Friendship another national airport, it is "not my intention to permit this attitude to deprive Baltimore of millions of dollars in additional business which such an airport would bring to this city, its business firms and citizens."

Rental Plan Offered

He said that "if such legislation is necessary I shall introduce in the Senate a bill to give the CAA power to take over Friendship" on a reasonable rental basis.

Mayor D'Alesandro countered that "if Senator Butler tries to give it away or lease it away, he will not do so without opposition."

At that time, Mr. Perkins said the Senator "ought to think a long time before trying to give away an airport belonging to the people of Baltimore."

Senator Butler countered that the Mayor and airport officials are trying to deceive the people of Baltimore in that "they know perfectly well that nobody is trying to lease or give away Friendship."

To this, Mr. Perkins had "no further comment."
BUTLER CITES ‘DECEIT’ IN AIRPORT ISSUE

Officials Know Nobody Is Trying To Give Away Friendship, He Says

Senator Butler (R., Md.) yesterday charged that Mayor D’Aleandro and city and airport officials are deliberately trying to deceive the people of Baltimore and that “they know perfectly well that nobody is trying to lease away or give away Friendship International Airport.”

In a statement he said: “Any person with common intelligence is well aware that condemnation proceedings would be necessary before the Federal Government could assume control of the Friendship property. It is also well known that the United States Government could not force a lease on any unwilling property owner.

The proposal I made is clear. It is this: That in the event Uncle Sam and the duly constituted authorities of Friendship should mutually agree upon Friendship as an additional national airport, I would introduce the legislation necessary for the agreement to become legal and operative.

Legislation Discussed

Whilst the Civil Aeronautics Authority does operate Washington National Airport, it has no power to acquire Friendship on any basis.

“My proposed legislation would merely give legal status to any agreement reached by the interested parties, and without such legislation no agreement could be concluded.

“It must be quite apparent, therefore, that Mayor D’Aleandro and others are for some mysterious reason, which I suspect is political, deliberately trying to deceive the people of Baltimore and to deprive them of millions of dollars in revenue which would be derived from the operation of Friendship as another national air facility. Fortunately, the citizens will not be blinded by this obvious effort to throw dust in their eyes.

“They know that they have in Friendship an airport that could not be duplicated for $50,000,000. They know that potentially it is one of Baltimore’s greatest assets. No reason exists why Friendship should not become the best national airport in the nation, even overshadowing the Washington National Airport. Its runways and facilities are among the finest in the world.

“For years now Friendship officials have talked of ‘selling’ Friendship to the traveling public. Public relations and publicity committees were set up. But every recommendation made by the committees was promptly filed away by the higher-ups to gather dust. So this plea of the Mayor’s is just his way of shedding crocodile tears to conceal his own inactivity and disinterest.

“Everybody knows, or should know, that Washington National Airport reached its saturation point years ago. In fact, it has now reached the extremely hazardous stage.

“Why Friendship and the City of Baltimore do not capitalize on this situation is beyond my comprehension. Today we have an excellent opportunity to make Baltimore one of the top airports, if not the top airport, in this country. Yet selfish officials would deny us that opportunity.

“I think the people of Baltimore will want to know why. I think that they will demand in their own self-interest and in the interest of their city that the Mayor and responsible officials cease their tactics of obstruction. I think that they will demand that Friendship be given the opportunity that is presented.

“If Baltimore loses out, the blame will probably fall on the shoulders of the city and airport officials. They will have to explain to the people why Friendship remains unknown and unproductive from the standpoint of revenue.”
Fewer Airlines Seen Serving City Better

By Raymond Thompson

College Park, Md., March 3—It would be to Baltimore's advantage if the number of airlines serving Friendship International Airport were decreased, a graduate student of the University of Maryland believes.

This idea of trimming the number of airlines serving the city's multimillion-dollar air facility is a new approach to the "lack of service" problem and was suggested in a paper prepared by John C. Grimmer, a graduate student in air transportation.

"Good service by a few airlines is better than mediocre service by many," Mr. Grimmer declared.

Doomed To Feeder Role

Even then, he declares, the economic character of Baltimore and its geographic location appear to " doom" the city to the status of a feeder to Washington, along with Wilmington, Richmond and Norfolk.

"Baltimore," he concludes, "will never have the air service some people think is due it."

Yet, Mr. Grimmer believes the air service can be improved, if slightly, by a demand for more service from the people and by a better job of promoting the available service by the airlines. These and other points are discussed in his detailed analysis, "What Price Friendship?"

Total "Can't Be Justified"

Mr. Grimmer points out that eight airlines serve Baltimore.

(This number) cannot be justified by the amount of traffic generated by Baltimore when you consider that Washington is served by only one additional carrier," he writes. "With a combined load factor of only 40 percent out of Baltimore for 1953, the carriers are more concerned with getting at least their share of the market than they are with furthering the best interests of air transportation to the good of all concerned.

The old philosophy of giving the passenger the best service regardless of what airline has that service seems to have been lost somewhere in the grab for available business rates.

Hits "Ruinous Competition"

"This is unfortunate but understandable. When the airlines have about as much business as they can handle, they do not hesitate to recommend the better service of another airline, because the loss of a few passengers isn't going to make too much difference."

"But when business is poor the temptation is strong to keep every passenger they can get their hands on even though it may mean a more circuitous routing, or a longer time en route, or even a slightly higher fare."

"When this unhealthy situation develops, something should be done to eliminate the ruinous competition."

Lack Of Nonstop Flights

As points for his argument that reducing the number of airlines would be advantageous, Mr. Grimmer notes that while four airlines operate between Baltimore and Chicago, and a large number of people fly between these two cities, there is not enough demand for any one carrier to support a nonstop flight.

Three airlines serve Los Angeles from Baltimore, he adds, but there is not one through flight. Baltimore's largest community of interest lies with New York.

"As of December, 1954," he declared, "of the four airlines certified to operate between these two points, one offered no service, another offered one flight per day each way."

"Obligation Fulfilled"

Mr. Grimmer takes careful note that both the city of Baltimore and the airlines serving Friendship have, in part, "fulfilled their moral obligation" to the city's air travelers.

In his study, he said he could find no fault with the city in the manner in which it met its obligation of providing an adequate airport facility, but that he did find fault with the manner in which it has supported the service the airlines provide.

He said, too, that "something is left to be desired in the manner in which the airlines have promoted their service." He charged that "erroneous impressions" are given in certain advertisements, misleading the public into thinking certain nonstop flights depart from Friendship, when they actually leave from Washington's National Airport.

Cities Population Factor

Mr. Grimmer said that, generally, a good indication of the amount of air travel being done by the inhabitants of a city would be its population figures. In other words, the ranking of a city in regard to the number of people traveling into and out of it by air should be the same as, or close to, its ranking by population.

"Only five cities rank higher than Baltimore by population, and yet over 30 cities rank higher by the number of air passengers enplaned and deplaned per year," he writes.

He adds that airline representatives feel that Baltimoreans are not supporting air transportation to the fullest extent, and that if the people would utilize more flights out of Friendship instead of being willing to take ground transportation to Washington, then the economic rules of supply and demand would force the airlines to provide more schedules to Friendship.
EISENHOWER APPROVES SHIFT OF SOME D.C. AIR TRAFFIC TO FRIENDSHIP

Senator Butler Sets Meeting For Immediate Implementation Of Plan To Get More Scheduled Flights For Baltimore

By WILLIAM KNIGHTON, JR.
[Washington Bureau of The Sun]

Washington, March 17—Use of Baltimore's Friendship International Airport as a "supplemental" facility for Washington's overcrowded National Airport was approved today by President Eisenhower.

Members of Maryland's delegation in Congress, who have been working for such a decision for six years, were jubilant, and Senator Butler (R., Md.) immediately took steps aimed at its implementation.

The White House action came on a request by the Presidential Advisory Committee to Consider an Additional Washington Airport. The committee's report said:

"The committee has closely examined the feasibility of using Friendship Airport to supplement the capacity of the Washington National Airport.

"A Supplemental Facility"

"We believe that Friendship could serve as a supplemental facility for this purpose for some time, even though we recognize that it may not provide the best long-range solution of Washington airport needs."

The committee was composed of Rowland Hughes, chairman, director of the Bureau of the Budget; Sinclair Weeks, Secretary of Commerce, and Harold E. Talbott, Secretary of the Air Force.

The report went on to say:

"If the residents of this area find that, for their maximum convenience, the most desirable solution would be a separate new airport located in relation to the specific requirements of Washington traffic, the Federal Government will participate in the development of plans and in the financing of such an airport."

Arnold In Butler's Office

"The balance of the cost would be financed in the same manner as in all other civilian airport construction in the continental United States—i.e., by the affected communities and the air transport industry."

It so happened that Senator Butler had Milton W. Arnold, vice president of the Air Transport Association, and Stuart Tipton, the association's counsel, in his office while the report was being processed at the White House.

Butler later announced that the officials of the association—which represents virtually all the scheduled United States airlines—promised to have representatives of all the lines serving the Washington airport in the senator's office next week for a conference to discuss the possible transfer of a sizeable number of flights to Friendship.

Among those who will attend, Butler said, will be not only top-level officials, but technical and scheduling experts, so that "when they speak, they can speak with authority."

Butler also is trying to get the Civil Aeronautics Board to officially designate Baltimore's field as an "alternate" for Washington.

The Air Transport Association has strongly opposed the use of Friendship as a supplemental to Washington airport and worked for the use of nearby Andrews Air Force Base if the proposed facilities at Burke, Va., were not constructed.

Leaving Butler's office, Arnold said: "If the Government decides there is to be no other airport, we will have to go back to the people and see what to do."

Fallon Went To White House

The Maryland Senator also quoted Arnold as conceding that the present Washington facilities could not be used with jet air transports come into general use. Only a week ago, Representative Fallon (D., Md.), had contacted the White House again urging that Friendship be recognized as an alternate to Washington.

He reported he informed a presidential aide that during last year 44,000 reservations were made in Baltimore for air space by persons who had to go to Washington to take their planes.

Beall Is "Delighted"

Fallon said the decision should eliminate this inconvenience for air-minded Baltimoreans and that the same time help eliminate the dangerous overcrowded condition of the Washington airport.

Senator Beall (R., Md.) declared: "I am delighted. This is the culmination of something we have been working on for years."

However, Francis Kanne, president of the Washington Board of Trade, took the position that his group will continue opposition to Friendship as an alternate until it receives "convincing facts" to show that extensive studies on the need for a new airport here are incorrect. He said in a statement:

"It is difficult to comment on this proposal without detailed information respecting the services to be curtailed at Washington National Airport and those contemplated at Friendship."

Based On Studies

"Our information based on studies made by competent transportation experts is that the proposal will not meet the airport requirements of the nation's capital."

"Therefore, unless and until we receive convincing facts showing that the experts are in error we will continue to oppose the use of Friendship and work toward getting a suitable alternate airport."

About four years ago it looked as though Washington would get its second airport at Burke, Va., which is 18 miles southwest of the district.

Congress then appropriated funds to buy the land, and about one-fourth of the required 4,000 acres was acquired for the construction of what would have been a facility costing between $37,000,000 and $50,000,000.
CITY IS TOLD IT CAN URGE AIRPORT USE

Can Bring Case Before CAB For Alternate D.C. Traffic

By RYNUM SHAW

The Civil Aeronautics Board said yesterday the city of Baltimore has the right to institute a case before the CAB in an effort to implement President Eisenhower's recent approval of the use of Friendship International Airport for Washington air traffic. Proceedings involving the shift of airline flights normally are instituted by the airline involved, the CAB said, but that is not the only way such cases can be initiated.

Since the President's action, airport officials in Baltimore have taken the position that the next move is up to the airlines.

Usual Procedure

Walter F. Perkins, chairman of the Airport Board, said after the President's announcement that the usual procedure would be for the airlines to petition the CAB to designate Friendship as an alternate landing field for flights serving Washington.

The CAB confirmed Mr. Perkins's description of the "usual" procedure but said the case could come before the board in two other ways:

1. It could be initiated by the board itself "in the public interest."
2. It could be instituted by a third party, such as the city of Baltimore, under Section 404A of the United States Code.

Code Is Quoted

That section of the code reads, in part, as follows:

"It shall be the duty of every air carrier . . . to provide safe and adequate service . . . ."

The question of safety was one of the prime factors in the long search for a new airport to serve Washington. In one of several appeals to the White House for more extensive use of Friendship, Representative Fallon said such a move would help to eliminate dangerously overcrowded conditions at Washington National Airport.
9 Airlines Firm Against Shifts To Friendship

By Raymond Thompson

Washington, March 29—It is as apparent as the nose on a DC-6 that the nine major airlines serving Washington aren't the least bit interested in Friendship International Airport as a second air facility for the nation's Capital.

They won't use Friendship, as recommended by a top-level Administration advisory committee and approved by President Eisenhower, unless they are "forced by economic reasons" to do so, representatives of the airlines and the Air Transport Association told Senator Butler (R., Md.) at a heated two-hour conference here yesterday.

But they frankly could not foresee any economic reasons that would cause them to change their minds.

Object To Coterminous Status

Washington National Airport, they told the Maryland Senator, is a "utopian" air facility that "serves well" the nation's capital. They objected to the proposal that Friendship be designated as a "coterminous" which would allow Washington flights to use either National or Friendship for landing and departure with the approval of the Civil Aeronautics Board.

Stuart Tipton, counsel for the Air Transport Association, also objected strenuously to Senator Butler's remark that the overcrowding of flights at National Airport has created a "hazardous" situation.

"I do not think there is an airline operator who will agree that there is a hazardous situation here," Mr. Tipton declared. "They do not operate hazardous flights."

While they admitted, under questioning, that the Washington airport is saturated with air traffic, they said this situation could easily be remedied by expansion of facilities at that field, rather than the removal of some of the flights to Friendship.

Suggested Improvements

The improvement of facilities at National and the construction of an additional runway there would increase the capacity of that field by 50 per cent, Milton A. Arnold, vice president of the A.T.A., told the Senator.

But while they refused to consider Friendship as a coterminous, they agreed that Baltimore may need better service and acceded to Senator Butler's proposal that they resurvey the air service pattern at Friendship in so far as it relates to the Baltimore area.

Under this resurvey, they promised to find out if any more air traffic can be developed here for Baltimore air travelers.

Senator Butler had declared that Baltimoreans are being funneled into National Airport to the detriment of Friendship.

Following the meeting, Senator Butler said that while it is obvious that the A.T.A. is opposed to the use of Friendship as a coterminous it is "also apparent that all of the members of the association are not in complete accord with A.T.A.'s position."
STATE DUE TO LOSE AIR GUARD UNIT

Edgewood Runways Are Found Not Adaptable For Jet Fighters

BY BYNUM SHAW

Maryland is going to lose its Air National Guard fighter squadron.

The killing blow, it developed yesterday, was a decision by the National Guard Bureau in Washington that the runways of the airport at the Army Chemical Center in Edgewood cannot be adapted for use by Guard jets.

Repeatedly denied a base at Friendship International Airport and unable to find a suitable field elsewhere in Maryland, the Guard unit will be moved to the mid-West, possibly to Tucson, Ariz., it was learned last night.

Transport Squadron

The name—the 104th Fighter-Interceptor Squadron—and all the unit’s equipment, including its new F-86 jets, will be turned over to the Arizona outfit.

In its place here a transport squadron—used for resupply and air rescue activities—will be set up at Harbor Field, according to National Guard plans.


One last plea for a base at Friendship at the Airport Board’s meeting next week has been considered, but Guard flyers have little hope the board will reverse its oft-repeated position.

May Be Absorbed

In the new transport squadron, the 51 trained fighter-pilots of the Maryland Guard will have no place, and their training will be lost in the defense system.

It is expected, however, that some of the ground personnel will be absorbed by the new unit.

The break-up of the fighter squadron here comes only a few weeks after a Guard Bureau an-
nouncement that the Maryland squadron’s performance during 1954 ranked it one of the top outfits in the nation.

Among 87 squadrons in the nation, it was rated either first or second in five performance categories.

This record was achieved despite the fact that the Air Guard has had to operate on a split arrangement, with its main base at Harbor Field, two jet trainers flown under a temporary arrangement at Friendship, and its jet fighters at Andrews Air Force Base.

Being Dropped

For several years, the threat of disbandment has hung over the squadron, because the Mustang propeller-driven fighters the Maryland unit uses at Harbor Field are being dropped by the Guard.

The necessity for finding a permanent base from which the new Guard jets could be operated was the factor that wrote the end to the fighter squadron here.

First overtures to the Airport Board for use of Friendship were rebuffed, and over a six-year period the unit also was denied use of the Glenn L. Martin Company airport in Essex and Phillips Field at the Aberdeen Proving Ground.

Survey Made

As a last resort, the Guard Bureau made a survey of the field at Edgewood. At the time it was undertaken, Bradley D. Nash, Assistant Secretary of the Air Force for Civil Aviation, expressed the hope that the survey would provide an answer.

Judging from reports on its findings, however, it did not.

Loss of the fighter squadron comes at a time when it appears that Baltimore is in danger of losing the Air Research and Development Command. According to reports, it is scheduled to go to Dayton, Ohio.
BOARD AIRS VIEWS ON USE OF FRIENDSHIP

Rules Field Should Be Retained Solely For Commercial Purposes

By BYNUM SHAW

The Airport Board yesterday threw the lock on a door already closed to the Air National Guard.

In a long statement explaining its views on military operations at Friendship International Airport, the board said that “since Friendship Airport was built to meet the competition of other large cities in the fast-developing field of commercial air transportation, we do not feel that we are justified in granting the military the right to use these facilities in time of peace.”

“It is our unanimous opinion that this great airport should be retained solely for the commercial purposes for which it was built.”

Effect Discussed

In effect, the action killed any lingering hope the Air National Guard might have had of basing at Friendship its 104th Fighter-Bomber Squadron.

Walter Perkins, chairman, said the airport board would still be receptive to any “new information” that might be presented on the Guard situation.

However, in approving the statement members of the board were fully aware that denial of a new base at Friendship may mean dissolution of the Maryland fighter squadron.

Mr. Perkins said no official request for a reconsideration of the base’s previous position had been received, either from Major Gen. Milton A. Reckord, State adjutant general, or the National Guard Bureau in Washington.

Perkins Quoted

He acknowledged, however, that he had received such a request from the National Association of Commerce and that pressure for a reversal of the board’s stand had been brought on Mayor D’Aleandro.

Asked whether it might not be wise to get an expert opinion on the place of the Air Guard in the defense of Baltimore, Mr. Perkins said, “I don’t think it’s any of our business.”

“The defense of Baltimore,” he declared, “is up to the military.”

He said he had asked Brig. Gen. Winston P. Wilson, of the Guard Bureau, whether the Air Guard was not assigned to Fort Meade, at Aberdeen Proving Ground.

General Wilson told him, he continued, that the Air Force had never objected to the use of the field by the Guard and has been upheld in that position by the Department of Defense.

He said he replied that “if the Department of Defense thinks use of a defense airport (by the Guard) is objectionable, it seems to me we have just as much right to take the same position.”

President’s Order Cited

Mr. Perkins also told the board that he and members of the Air Transport Association had met yesterday morning to discuss use of Friendship in the light of a presidential order declaring it a logical alternate to Washington National Airport.

At the meeting the airlines agreed to resist and will provide any additional air service required by the traveling public in the Greater Baltimore area.

Frank Macklin, the A.T.A.’s assistant vice president for traffic, said the airlines servicing Friendship would reschedule at the airport to see if any improvements can be made.

Mr. Perkins believes the board he believed the airlines were going to undertake the study “seriously and earnestly.”

Statement Quoted

The board’s statement on the Air National Guard, drawn up by John E. Seiber and concurred in by the other members, follows:

“Beginning July, 1931, various military units, including reserve units of the Navy, Marine and Air Force, have been available at Friendship Airport; that is, to establish units at the airport with the right to use the airport.

“The Board of Directors has given most careful consideration to this problem; in fact, has considered and reconsidered it. The facts are as follows:

“This great airport was built solely for the commercial purposes of a large city.

“There is no language in the act creating the Aviation Commission, or in its successor, the Airport Board, that justifies the conclusion that it was intended to be used for military purposes.

Bond Issue Cited

“The city board has so far provided funds for approximately 30 per cent of the entire cost of its construction, with the likelihood of commercial air needs of our city, Baltimore, then urged that an adequate airport and had already lost to Washington and other cities passenger and freight air traffic, properly ours.

“The Federal Department of Commerce (not Defense) contributed to the construction of the airport under a plan applicable to many other airports. The same agreement the city signed for Federal contribution does not include any requirement for military use other than to provide facilities for the airport developed with Federal aid shall be available for landing and taking off of military aircraft without payment, unless such use is substantial; if substantial, a charge may be made.

“It is true that in the event of war or national emergency Friendship Airport will become a most valuable reserve asset for national defense.

“With the rapid advance in commercial aviation there is every indication that there will soon be insufficient commercial airports to handle the increasing commercial traffic. It is probable that within the next few years all of the large cities will need additional facilities for handling air traffic.

“Refers To Future Use

“Our board is satisfied that it would be very difficult, if not impossible, except at almost prohibitive cost, to find property near Baltimore for the development of an additional airport for commercial purposes. Consequently the future use of Friendship Airport must be safeguarded for the purpose for which it was built.

“The defense plea is an appealing one, especially when presented by so many different air reserve units. We have weighed each of the arguments advanced.

“We know that a number of large commercial airports have refused the military the right to base their airports and others have admitted the military. A considerable number of the smaller airports have for various reasons, some financial, granted permission to use their airports.

Further Quoted

“We firmly believe that, especially in the larger cities, will later regret their action when commercial needs necessitate the use of the entire airport. In the case of the smaller airports, in many instances it may be relatively simple to build new airports.

“It is not an easy task to refuse fighter units in these days, and especially our State unit. However, since Friendship Airport was built to enable Baltimore to meet the competition of other large cities in the fast-developing field of commercial air transportation, we do not feel that we are justified in granting the military the right to use these facilities in time of peace.

“It is our unanimous opinion that this great airport should be retained solely for the commercial purposes for which it was built.”
Airport Board Shuns Role in City Defense

By Raymond Thompson

Declaring that the defense of Baltimore is up to the military, not the city, the Airport Board reiterated its stand to keep Friendship International Airport closed to the Air National Guard.

"It is not an easy task to refuse fighter units in these days, and especially our State unit," the board said in a lengthy statement.

"However, since Friendship Airport was built to enable Baltimore to meet the competition of other large cities in the fast-developing field of commercial air transportation, we do not feel that we are justified in granting the military the right to use these facilities in time of peace."

"It is our unanimous opinion that this great airport should be retained solely for the commercial purposes for which it was built."

May Dissolve Unit

The board, in approving the statement at a meeting yesterday, was fully aware that denial of Friendship as a jet base for the 104th Fighter-Interceptor Squadron may mean dissolution of the unit.

But while the board again closed the door, it left open the possibility of reconsideration "if any new facts" are presented on the Guard situation.

Walter F. Perkins, chairman of the board, told the members that he had not received any official request for a reconsideration of the board's previous position from "anyone in authority."

Queries General

He said that when he reads the statement of Brig. Gen. Winston P. Wilson, chief of the National Guard Bureau, that loss of the Air Guard would reduce the protection for Baltimore, he immediately asked the general why the Air Guard was not assigned to Philips Field, at the Aberdeen Proving Ground.

He said that the general replied that danger areas and ordnance ranges there would make jet operations impractical and that the Army's objection was based on security requirements and interference with the primary purpose of the Aberdeen Proving Ground.

He said that if the Department of Defense thinks use of a defense airport by the Guard is objectionable, "it seems to me we have just as much right" to take the position that use of Friendship by a military unit would interfere with the primary purpose of the airport.

Primary Purpose

That primary purpose, the board said in its statement, is that the airport "was built solely for the commercial purposes of a large city."

Robert Bonnell, a board member who said there "appears to be a lot of loose talk" about jeopardizing Baltimore's defense if the guard unit is lost, asked if it might be wise to get an expert opinion on the place of the Air Guard in the city's defense.

But it was generally agreed by the board that such an opinion would be difficult to obtain, and that, in addition, the question of defense is not "any of our business."

"Whether or not this squadron is a last defense for Baltimore is the problem of the military, not ours," Mr. Perkins said.
Building On Block At Harbor Field

For the second time in four years, the city is putting the big factory building at Harbor Field on the block for sale.

The last time, an offer of $1,393,500 was made and accepted, but the Army stepped in and took the building over for a Signal Corps depot right at the beginning of the Korean war.

Now the Signal Depot has been moved, and the city is once more advertising the plant for sale to the highest bidder. The hope is that the price will still go as high as $1,000,000.

Curtis-Caproni Building

The building is known as the Curtis-Caproni Building in the city records. It was built in 1929, in the heyday of small-plane aviation, for the manufacture of seaplanes.

The factory was built by the Curtis-Caproni Corporation at a cost of $750,000, on land owned by the city. In return for leasing the land, the city was to receive title to the property when the rental agreement ran out.

At the beginning of World War II, the building was subleased for the manufacture of telephone equipment. After the war, both the telephone equipment manufacturer and a plastics company expressed an interest in buying the building.

Bid Accepted In ’51 But—

As a result, the city Airport Board declared that the building and land were not needed by the city, and recommended the sale. On August 1, 1951, the Board of Estimates opened and accepted a bid of $1,385,000 from the Western Electric Company. But the same day, a Federal court ordered the building rented to the Army for its signal depot.

The Army abandoned the building last fall, and the Airport Board again moved to put it up for sale, with the proceeds to be used for badly-needed hangar facilities at the city’s principal airport, Friendship.

Sale Opposed By Price

This was opposed by Arthur B. Price, president of the Board of Estimates. He said that recent developments in seaplane design had shown that the future age might put seaplanes in the dominant position in air transportation.

In that case, Mr. Price said, Harbor Field would once more become ideal for a major aviation base, and the factory building would be needed.

Gives Reasons For Sale

The Airport Board did not agree. In a lengthy statement signed by Chairman Walter F. Perkins, the board gave these reasons for going ahead with the sale:

1. The building is not suitable for servicing large land planes or flying boats because it has narrow aisles and low head-room.

2. There are two other marine aircraft terminals available in the Baltimore area: the main terminal at Harbor Field, and the terminal at the Glenn L. Martin Company.

3. The factory building is in good repair because of alterations done by the Signal Corps, and should bring a good price. But this condition will not last if the sale is put off now.

4. Friendship Airport is seriously handicapped by a lack of hangar facilities, and the new city budget does not contain funds to build them. The sale of the factory at Harbor Field is an opportunity to get those facilities without adding to the city’s budget burden.

Sale’s Foes Fail To Appear

The Board of Estimates put off a decision for two weeks, to provide any opponents of the sale to appear for a hearing. When they did not, the sale was ordered as planned.

Bids will be received by the Board of Estimates on Wednesday. Bidders are required to accompany their offers with a $50,000 check.

In brief, this is what a prospective purchaser will be getting:

A one-story brick concrete and steel factory building with 200,000 square feet of floor space, with an additional 20,000 square feet of office space on a second floor.

Land totaling 13.66 acres, with ample storage and parking space, a separate boiler house and miscellaneous outbuildings, and a railroad siding serviced by the Pennsylvania Railroad.
Air view of the factory building at Harbor Field, which is offered for sale by the city. The landing strip is directly behind the building and a corner of the Harbor Field Marine Terminal can be seen in the upper left. Browning Highway is in the foreground.

Westminster Town Meeting Attracts Few

Westminster, Mass., April 20 (AP)—The people of Westminster apparently are satisfied with the way their local affairs are run. Only about 25 persons arrived at the town meeting, approximately 6,000 people attend each fall. It was on this occasion that Federal Judge Horace O. Marden ruled that the money should be distributed.

They appointed the three Loan Council members of their Concern Council to run again, and no one was opposed to appoint them. The meeting was adjourned until after he asked police twenty minutes after he was told to get my wife out of town.

The citizens had a chance to speak when the woman who ran the shop spoke, but the continued investigation officers were not present.
HARBOR FIELD UNIT BID FAILS

City Rejects Bendix Offer of $550,000 For Building

The city said, "No, thank you," yesterday to the only bidder who offered to buy the old Curtis-Caproni building at Harbor Field.

The lone bid was opened—and promptly rejected—by the Board of Estimates after the sale had been advertised nationally for about six weeks.

The $550,000 offer came from the Bendix Aviation Corporation, which first showed interest in the building several years ago when it was under lease to Western Electric.

Government Stepped In
That corporation eventually offered $1,500,000 for the building but before the sale could be completed, the Federal government stepped in to claim the property for use by units of the Army Signal Corps.

The city took possession again early this year and immediately began plans for the sale.

Officials, including members of the Airport Board, had planned to use part of the money from the sale for the construction of a new hangar at Friendship Airport.

Building Erected in '29
They expected several bids would be made yesterday and that the top offer would be around $1,000,000.

The building was erected in 1929 and used for some years for manufacturing seaplanes.

Several weeks ago, a three-man team of real estate men appraised the property at $900,000. In addition to the building with its 220,000 square feet of space, the property includes a 13.7-acre tract of land.

Other Actions Taken
In other actions yesterday, the board opened bids on the construction of a third new elementary school for the Cherry Hill section and awarded a contract for a playground field house in Govans.

It also approved plans for:
1. Rebuilding the Monroe street bridge over tracks of the Pennylania and Western Maryland railroads.
2. Surfacing, fencing and building comfort stations at the Liberty Dam.
3. Hiring architects to draw plans for the extreme southern end of the Jones Falls expressway.

Parker Low Bidder
Parker Construction Company, with a bid of $957,000 was the lowest among five bidders on the South Baltimore school project.

The contract for the wading pool and field house at the Walter Dewees Playfield, just off Woodbourne avenue, went to Prince Brothers Contractors. Their bid of $58,700 was the lowest of eight submitted two weeks ago.

The Monroe street bridge project, according to the city's agreement with the State Roads Commission, will be financed jointly, but far from equally, by the city and Federal governments.

The city's share will be ten percent of the costs.

J. L. Faisant & Associates Inc., will prepare the expressway plans, these for the distance between Pratt street and Eastern avenue.

Not On Drawing Boards
This is the only part of the expressway thus far approved which is not on the engineers' drawing boards already.

The city now has the authority to build the north-south, limited-access highway from Eastern avenue north to Twenty-ninth street.

The improvements at the Liberty Dam will cost an estimated $25,000 and prepare it for use by some of the Sunday visitors who patronize the Loch Raven watershed area.
Friendship Fees
And Rentals Go
Up 5 Per Cent

The Airport Board yesterday approved a five-per-cent increase in landing fees and rentals for the nine scheduled airlines which use the Friendship International Airport.

The board exercised an option it has under existing contracts, which expire in 1966, to increase these fees by five per cent at the end of the fifth year.

Walter F. Perkins, chairman, explained that the increase would no more than compensate for higher costs which have come about as a result of inflation.
ARDC OFFICES ARE BRANDED 'INADEQUATE'

Air Force Says Facilities Have Delayed Weapons Growth

BY PETER J. KUMPA
[Washington Bureau of The Sun]

Washington, April 26—The Air Force today called facilities for the Air Research and Development Command in Baltimore "totally inadequate" and said they have caused a "really serious delay" in the creation of new weapons systems.

It defended its proposed move to new headquarters in Dayton, Ohio, by perhaps November, 1956, as one that not only would save some $800,000 a year, but also one that would eliminate serious problems of communications and security encountered in Baltimore.

The full Maryland congressional delegation excluding Representative Miller appeared in person at a hearing of a House Government Operations subcommittee to question the Air Force's decision and fight the move. While the ARDC question received a thorough airing, new friends of the move also appeared on the Ohioans' side.

Message Took Four Days

These were members of Ohio's congressional delegation who came late but welcomed ARDC into "beautiful Ohio" and asked the committee for time to marshal facts supporting the Air Force.

On the Maryland side, there were Republican Senators Butler and Beall; Representatives Fallon, Friedel, Garmatz, Lankford, all Democrats, and Devereaux and Hyde, Republicans. The first three testified opposing the move as did Samuel Hecht, who appeared as a representative of the Baltimore Association of Commerce.

Trevor Gardner, Assistant Secretary of the Air Force for research and development, and Lieut. Gen. Thomas S. Power, ARDC commander, testified in favor of the move. The Ohio delegates included Senators Bender and Representatives Jenkins and Schenk.

Recommendations for the move came from both Gardner, who passed it along to Harold E. Talbott, Air Force Secretary, and from General Power, who suggested it independently to the Chiefs of Staff. The move was approved by the receiving parties.

Secretary Gardner testified he had examined the entire management structure of ARDC and was "struck by the lack of adequate facilities in Baltimore." He said there was a "really serious delay" in creating new weapons systems.

"This is a provable delay," he asserted, "one which we think could be corrected by a move."

Case For Military Base

General Power and Gardner together explained the following case:

Out of 41,000 personnel in the entire air research and development program scattered in ten bases throughout the country, 10,000 of them were in Dayton.

Therefore, 26 per cent of management problems were there, and further 67 per cent of research and development projects were managed from Dayton.

Well over 90 per cent of ARDC messages from Baltimore went to Dayton.

Because of security reasons, ARDC with its top-secret work should be on a military base.

The proposed move, therefore, to a new $3,000,000 building in Dayton's Wright-Patterson field, would, as Mr. Gardner put it, "greatly strengthen" the weapons systems management.

Wouldn't ARDC's Efficiency Be Impaired by a Transfer? Gardner was asked. There would be a "temporary discombobulation," he replied, but this "couldn't be avoided in any move."

Small Group To Remain

General Power said further in answer to Mr. Friedel's arguments that the Office of Scientific Research, a small group devoted to basic research, would stay in the Baltimore-Washington area where it could be closer to other scientific groups.

Secretary Gardner added that the Baltimore setup would not allow the installation of certain top-secret communications equipment.

Under questioning by Representative Garmatz, General Power admitted that the top-secret coding equipment could be installed in any new building.

Though security did not permit details, he said, message decoding had to be done "manually" instead of using "scramblers" with the result, for example, that one message on vital intercontinental ballistic missile work from the West Coast took four days to get through the Baltimore headquarters.

We're in a technical race," General Power stated, "we must save every day we can." He estimated the move would save at least two weeks to a month on every weapons project.

Garmatz Opens Testimony

Representative Garmatz, a member of the Military Operations Subcommittee of the House Government Operations Committee holding the hearing, opened the Maryland testimony.

He told Chairman Hollifield (D., Cal.) that he understood expenses of the move would be more than offset "any alleged savings." Representative Friedel and Representative Fallon also argued this point. All three as well as Mr. Hecht also pointed out that experience had demonstrated that in the move of the Army Signal Corps depot to Tobyhanna, Pa., as little as twenty per cent of clerical personnel would transfer also.

The Air Force said the cost of the move would be $497,308; that an informal questionnaire of the 1,250 military and civilian personnel at ARDC showed that 40 per cent of the total would not move to Dayton, but that 75 per cent of "top management" would move.

SECRETARY GARDNER, AT RIGHT, TESTIFIES IN FRONT OF COMMITTEE HEADED BY CHAIRMAN HOLLIFIELD.
"Derived From All!"

Up to the present, he explained, the commission has been run with general funds derived from all State taxpayers.

He described the Legislature's action in cutting off money from the commission as "check treatment" to force the administration to come up with "a sensible plan for financing the State's aviation activities.

That was why the Legislature made no move to repeal laws assigning the commission certain duties, Mr. Turnbull said.

Charles A. Masson, a member of the aviation commission, yesterday said there is quite a problem in making the agency self-supporting.

If aviation gasoline is taxed, he explained, it would be a simple thing for the big airlines—which are the principal consumers—to shift their trade to neighboring states.

And if aircraft and pilot license fees are raised, he continued, aviation development would be discouraged in Maryland.

From General Fund

He said most states support their aviation commissions out of general operating funds.

Mr. Masson said the Governor probably will appoint a committee of State officials and representatives of the aviation industry to work up a plan to make the commission self-supporting.

Maryland now has an agreement with the Civil Aeronautics Administration, under which the State has assumed full responsibility for lighter-weight aircraft (under 12,500 pounds), operating solely within Maryland.

Mr. Masson said persons operating such aircraft could "thumb their noses at air safety" if the aviation commission is abolished.

Both he and Mr. Randall said they felt the State Police have neither the "technical training nor the historical knowledge" (Mr. Randall's words) to carry on the work effectively.

Contingent Fund May Keep Body Going Until Legislature Meets

The State Aviation Commission, which was cut off without a cent by the General Assembly, may get a new, if temporary, lease on life from Governor McKeldin's contingency fund.

Mr. McKeldin has advised the commission to draw up an absolute minimum budget on which it can limp along until the Legislature meets again next February.

At that time the administration hopes to offer a program for financing the commission which may be agreeable to the lawmakers.

Approval Needed

Before Governor McKeldin can draw money from the contingency fund, however, he must get the approval of at least one of the two Democrats on the three-man Board of Public Works.

They are J. Millard Tawes, State comptroller, and Hooper E. Mills, State treasurer.

Blanchard Randall, Secretary of State, yesterday acknowledged that it would be unusual for the Governor to restore funds which were cut from an agency by the Legislature.

He pointed out, however, that the General Assembly did not repeal existing State Aviation Commission laws at the time it eliminated the agency's budget.

Duties Still Required

As a result, the commission still is required by law to carry out certain duties in the licensing of aircraft and pilots and in the enforcement of air safety.

Senator John Grasson Turnbull (D., Baltimore county), chairman of the Senate finance committee, yesterday said Governor McKeldin is within his rights in using contingency funds for the State Aviation Commission.

But he said he doubted if the Legislature had such a move in mind when it cut out the $25,000 requested for the commission.

Mr. Turnbull said the lawmakers felt that the aviation commission serves a special industry and therefore should be supported by special funds contributed to that industry.
CITY ATTITUDE ON FRIENDSHIP AIRPORT HIT

Senator Butler Says Politics Will Make Terminal A Ghost Town

Senator Butler declared last night that "partisan political considerations" may block Friendship International from an opportunity of becoming "one of the leading, if not the leading, airports in the nation."

Speaking before the West Baltimore Business Men's Club, the Republican senator charged that city and airport officials "persist in a stubborn attitude of roadblocking" designation of Friendship as a coterminus with Washington.

"Unless the proper officials change their do-nothing attitude," Senator Butler said, "we have a $50,000,000 ghost town air terminal on our hands."

Mayor Perkins Attacked

His attack was directed at Mayor D'Alesandro, Walter F. Perkins, chairman of the Airport Board, and others.

"These officials," Senator Butler said, "talk in vague terms of inducing the airlines to increase the number of planes in and out of Friendship.

"But it never appears to get beyond the talk stage.

"The chairman of Baltimore's Airport Board seems to be content to be quoted in the newspapers with such quips as 'we are sitting here with open arms ready to welcome them.'"
HOOVER GROUP FAVORS CITY AS ARDC SITE

Butler And Fallon Say They Have 'Reliable' Data On Report

By PETER J. KUMP

Washington, May 6—A Hoover Commission subcommittee on military research and development will soon recommend that the Air Research and Development Command be located in the general Baltimore area.

This was reported today by spokesmen for Senator Butler (R., Md.) and Representative Fallon (D., Md.). They said they had received "a reliable" information on the report, which is expected to be made public within two to four weeks.

The head of the Hoover Commission's subcommittee, Dr. Marvin J. Kelley, president of Bell Laboratories, today refused to comment on the reports.

To Testify Next Week

Dr. Kelley was a member of both the Doolittle and Cook Commissions which recommended Maryland as the site location for ARDC in the past.

He has been asked and will appear to testify on the ARDC location site before the Armed Services Committee next week.

The Hoover Commission's subcommittee on Research and Development, consisting of four other members as well as Dr. Kelley, studied all phases of research of the Defense Department and related agencies.

Its report is said to be voluminous, containing more than 200 pages.

No Site Pinpointed

The recommendation as to the site of the ARDC is reported to be a general one and does not pinpoint a specific location.

The Air Force is planning to move ARDC from Baltimore to Dayton, Ohio, and construct a new $6,000,000 headquarters building. To do so it must obtain permission from congressional Armed Services committees and funds from the Appropriations committees.

The present headquarters, located in two separate buildings, is inadequate because of security and communications objections, the Air Force claims. They say further that a new building would save $800,000 a year.
Air Port Of Baltimore

CAB Will Get City's Plea For Better Service

By Raymond Thompson

Baltimore will argue before the Civil Aeronautics Board later this month that inadequate air service between this city and the South has forced great numbers of Baltimore travelers to go to Washington to board their flights.

That is indicated in exhibits filed with the board, will be the crux of the city's argument in a case involving the applications by fourteen airlines to serve additional cities between New York and Miami, Baltimore is one of those cities.

Prepared by the Aviation Bureau of the Association of Commerce, the 22-page exhibit shows that:

1. In March, 1955, Philadelphia had ten through "long haul" flights into Florida daily and Washington had sixteen. Baltimore had three flights daily leaving from Friendship International Airport for Miami and other Florida cities.

2. The interest of the Baltimore air traveler in Florida has increased fourfold since Friendship opened in 1950. In March of that year, before Friendship opened, 352 passengers traveled by air between Baltimore and Miami. In March 1954, the total stood at 1,252.

3. Many of the Miami-bound Baltimore passengers are forced to travel to Washington to board their flights. It is estimated that between 30 and 40 per cent of the Baltimore air travelers, no matter where their destination, use Washington.

4. Less desirable equipment is used to serve this city. The majority of aircraft used out of Philadelphia and Washington are DC-6's and Constellations. Baltimore's three flights utilize an unpressurized DC-4, a twin-engine Martin 404 and a Convair 340.

A CAB examiner is hearing testimony from the airlines who want to extend their service from New York southward to Washing-
City Accepts Bid For Harbor Field Sale

The Board of Estimates today accepted an offer of $975,000 for the factory building and its 13.6-acre site at Harbor Field. The proceeds are to be used to construct an additional hangar at Friendship International Airport. The winning offer was submitted by the Bendix Aviation Corporation following a tie between that bidder and the Western Electric Company in a first pair of sealed bids.

In the first offers each corporation offered exactly $900,000, which is the amount of the city appraisal of the property.

Bid Raised

Representatives of the two concerns were asked if they wished to break the tie by submitting new offers. Bendix immediately raised its bid to $925,000.

The spokesman for Western Electric asked for time to telephone company officials on submitting a new proposal. He came back and suggested that the two corporations submit new sealed bids.

The board agreed and within a few minutes new sealed envelopes were presented. The new offers were $966,000 by Western Electric and the successful bid of Bendix at $975,000. Prior to the bidding a letter was read from Walter F. Perkins, head of the airport board, again urging the desirability of selling the property to provide the fund for the additional hangar at Friendship.

Manufacture Of Planes

The acreage had been bought and the factory building erected many years ago by the Curtis-Wright concern for lease to the Curtis-Caproni company for the manufacture of planes. Only several planes were built and the building was idle for a time until the second World War when Western Electric leased it for manufacture of war materials.

The Board of Estimates approved a proposal for dividing the cost of the license fee for the parking areas at Memorial Stadium...

um whereby the city will pay twenty per cent of the fee.

Under the contract with parking concessionaires, the city receives twenty per cent of the parking revenue and last year paid the entire cost of the $3,513 annual license charge.

Under the amended contract approved by the board, 50 per cent of the fees is to be paid by the concessionaires, 25 per cent by the Orioles, five per cent by the Colts and twenty per cent by the city.

Another Action

In another action, the board approved an agreement whereby the Haar-Wink firm transfers all its rights and interests in the city-financed garage in the 1200 block North Charles street to Jacob Kartman, attorney for the firm.

The board was told that under the arrangement Haar-Wink will continue to operate the parking facility. Thomas N. Biddison, city solicitor, explained the contract was simply an assignment of rights and interests. The city holds a mortgage title to the garage for the period until the city loan is repaid with interest.

Among ordinances of the new City Council, approved by the board at the meeting was the measure enlarging the five-member Baltimore redevelopment commission to seven members. Mayor D'Alesandro explained his purpose is to name a Negro as one of the new members. He is to be a Democrat but the Mayor is not to disclose his name until the measure is enacted. The seventh member under the charter will have to be a Republican.
29th Asks Use Of Friendship For Guard

A resolution urging the Mayor and City Council to permit the Air National Guard to use Friendship Airport for training purposes has been passed by the Twentieth Division Association, Department of Maryland.

Passage of the resolution marked the end of the two-day convention of the veterans' organization held at the Lord Baltimore Hotel.

In other action yesterday, the association elected officers. Its new president is William Elise, 100 Forrest drive, Catonsville. Mr. Elise is from Baltimore Post No. 72.

Nurse Honored

The association also honored Mrs. Emily Williams, registered nurse who supervises the service men's dormitory in the 104th Medical Regiment Armory, 505 West Fayette street.

Dr. Henrique Noble, Goucher College professor addressed the association yesterday on techniques he uses in teaching conversational Spanish to young pupils.

The Air Guard resolution said specifically that the association "urges the Mayor and City Council to exert every effort to see that the 104th Air Fighter-Bomber Squadron is afforded every opportunity at Friendship to continue their training to the end that the City of Baltimore might enjoy the protection of these intrepid fighting men, and that no condemnation for lack of enterprise might accrue to our city officials."

Subject Of Controversy

Use of Friendship by the Guard has been a subject of controversy for years.

Foes of the plan object to use of the facility by jet aircraft.

The 29th Association's slate of officers include:

Mrs. Evelyn Reilly, president of the Women's Auxiliary; Stewart Zengraf, Westminster Post 48, vice commander; Melvin Morse, Pikesville Post 51, junior vice commander; Col. William Tripplett, Baltimore Post 72, sergeant, and Harold Roup, Westminster Post 48, welfare officer.

Auxiliary Officers

Also, Arnold Levin, Baltimore Post 72, finance officer; Cornelius Vernon, Baltimore Post 63, chaplain; Charles Wallace, Baltimore Post 72, sergeant at arms, and Guy Hare, Pikesville Post 51, adjutant.

Also, from the auxiliary, Mrs. Beulah Donaldson, Silver Spring Post 94, first vice president; Mrs. Margaret Kleff, Baltimore Post 72, second vice president; Mrs. Maria Smolt, Baltimore Post 72, secretary, and Mrs. Eleanor Barnes, Silver Spring Post 94, treasurer.

And Mrs. Rose Voluce, Baltimore Post 72, historian; Mrs. Julia Hartlove, Baltimore Post 72, parliamenterian; Mrs. Catherine Higgins, Baltimore Post 1, chaplain, and Mrs. Virgie Baldwin, Pikesville Post 51, sergeant at arms.
City Plans New Airport Units

By Martin Millsbaugh

The Board of Estimates today gave the city Airport Board the \"go\" signal in planning for a $1,886,000 expansion of hangar and runway facilities at Friendship International Airport.

Included will be a new hangar, additional aprons, taxi-way improvements and a new taxi-way sign guidance system to meet CAA standards.

Allotment Approved

The board's action actually was to approve a $34,000 allotment from current budget funds, with which the airport board will hire Whitman, Requardt & Associates, consulting engineers, to prepare detailed plans for the improvements.

But members of the board agreed that this action implies support for the entire expansion program when funds become available in future annual budgets.

Walter F. Perkins, chairman of the airport board, wrote to the Board of Estimates that $1,197,000 is already available or shortly will be available.

Federal Funds Included

This amount comes from $176,000 of previously allocated Federal funds, $45,000 from the sale of land at the airport to the Westinghouse Corporation, and $975,000 from the sale of the old Curtis Cpromt factory building at Harbor Field.

Mr. Perkins said that an additional $665,000 will probably become available in Federal matching funds to be provided for State and municipal government in the new Federal budget.

He said that this could be expected to cover 50 per cent of all the proposed construction costs, except for the new hangar, which will cost $940,000, provided Congress appropriates the funds.

Hangar Gets Priority

The airport board's program gives first priority to the new hangar and shops to go with it. Mr. Perkins' letter to the board said:

"Traffic operations and aircraft passengers—both commercial and private—are increasing rapidly at Friendship. The lack of additional hangar space is definitely retarding improvement in commercial service and greater use of the airport by private airplanes. . . ."

"The other construction projects are badly needed because of increased traffic, changing operational procedures, and to keep Friendship in the forefront as one of the great airports of the world. . . ."

"Economy Exercised"

"Every economy was exercised in its construction. These projects which are recommended might have been included in the original plan but it was thought prudent to include at that time only such features as were absolutely essential and whose immediate need was beyond question."

"These projects are now recommended as a result of four years' operating experience. There is no question about their need, their desirability, or their effectiveness."

The members of the Board of Estimates pointed out that the money for actual construction cannot be made available until the 1956 city budget at the earliest, but that the money already in hand has been earmarked for the airport projects."
NEW POST FILLED
BY AIRPORT BOARD

Col. J. O. Colonna Named To
Assistant Director Job

The Airport Board has appointed Col. John O. Colonna, a retired army engineer, of Alexandria, Va., as assistant director of the Department of Aviation, it was announced yesterday by Maj. Gen. Donald H. Connolly (USA, retired), director of the department. Colonel Colonna's principal responsibilities, like General Connolly's, will be connected with the administration and development of Friendship International Airport.

A post newly authorized by the City Service Commission of Baltimore, providing an annual salary of $9,500 with automatic annual increases up to $9,500 in five years, the assistant directorship supersedes the old, lower-salaried job of airport manager.

"We're Fortunate"

General Connolly had reported that he had experienced difficulty in finding a suitably qualified manager for Friendship at a salary of $6,825 to $7,825 a year.

"We're fortunate to get a man with Colonel Colonna's background and experience," General Connolly said yesterday.

Colonel Colonna was born in Washington 54 years ago. He graduated from Virginia Military Institute with a bachelor-of-science degree in chemistry in 1922, took a second bachelor's degree in civil engineering at the University of California, and received the rest of his technical training on active duty with the Army Corps of Engineers.

One of six army engineers assigned to the Army Air Corps for special duty in 1940, Colonel Colonna became an expert on airport sites when he made an Air Corps survey of over 100 sites for airports in the American Southwest.

Decorations Noted

Later in the war he served as an aviation engineer with the Air Force in North Africa and the Mediterranean theater of operations.

Among his decorations for distinguished wartime service are the Legion of Merit, the Bronze Star and the Order of the British Empire.

Referring to Colonel Colonna's service under Lieut. Gen. James H. Doolittle, USAF, General Connolly yesterday commented:

"Anyone who can handle airport work fast enough to keep up with Jimmy Doolittle on an active campaign must have something on the ball."
Jamison Says State Officials Opposed Aviation Group

The State Aviation Commission "has been struggling along under a negative psychosis," Richard M. Jamison, outgoing director of the agency, said last night.

He contended that both the executive and legislative branches of the State Government have been somewhat hostile to the commission since the end World War II, mainly because of a feeling that "there was an attempt to build a hierarchy."

This was reflected, he said, in a low ceiling on aviation budgets which never climbed above the $17,000-mark.

Not Given A Cent

This feeling reached its culmination at the last session of the Legislature, Mr. Jamison continued, when the aviation commission was cut off without a cent.

It is now sputtering along on an emergency grant of $11,000 until the General Assembly meets next February.

Mr. Jamison submitted his resignation after the Legislature ended, and he has advised Governor McKeldin to "act immediately to find a new successor."

He made his remarks before a special subcommittee of the Legislative Council which is looking into new ways of raising State revenues.

"Shock Treatment"

One of the subcommittee's jobs is to find a way to make the State Aviation Commission self-supporting, said Delegate Blair Lee 30 (D. Montgomery) the chairman. Mr. Lee said the General Assembly's action in cutting out the entire aviation budget was a form of "shock treatment" to force the agency to come up with a long-range financing plan.

Mr. Jamison answered that the action was more like a "jobotomy."

He said the commission offered a self-financing program as far back as the 1951 General Assembly, only to have it grounded in Annapolis.

He said he could not "in good conscience" support a Legislative Council proposal at the 1955 session because it was based strictly on a 2-cent tax on aviation gasoline.

Across-The-Board Plan

Under this plan, he said, commercial airlines would have transferred their gasoline purchases to Washington National Airport, and might have reduced service in Maryland.

The sole burden of supporting the commission then would have fallen on users of private planes, he contended.

Mr. Jamison called for an "across-the-board" plan which would require the entire aviation industry—manufacturers, commercial airlines, airports and private users—to support the commission.

This, he indicated, could be achieved through fees on aircraft, pilot licenses, airports and a gasoline tax.
DRENNAN NAMED TO AVIATION POST

Insurance Agent To Direct State Commission

The State Aviation Commission announced yesterday that Rudolph A. Drennan, Baltimore insurance agent and private pilot, has been appointed director of the commission.

The appointment is effective today.

Mr. Drennan, 55, succeeds Richard A. Jamison, who, in the wake of a financial crisis brought on by the Legislature, resigned the post he had held since August 1, 1948.

Mr. Drennan was frank to admit that the financing of the commission's activities is the problem to which he must give top priority.

Long-Range Program

He said he also has been charged by the commission to present plans for a long-range aviation program for the State which will be acceptable to Governor McKeldin, the Legislature and the aviation industry.

Early this year the Legislature killed a $23,222 aviation appropriation, leaving the commission without funds. The action was taken after a legislative committee advised that "the commission's services are not of sufficient value to justify their cost."

The commission was enabled to stay in business, however, by an emergency grant of $11,000 from the Board of Public Works.

Unanimous Approval

Mr. Jamison, who announced the appointment of his successor, said Mr. Drennan had won unanimous approval of the board and that the appointment had the endorsement of the Governor.

Mr. Drennan made note of the fact that in his fifteen years as general agent for the Insurance Company of North America here he has written a great deal of aviation insurance.

He said he has given the commission written assurance that he will drop all connections with aviation insurance and will devote his full time to the directorship.

He added, however, that he had gained a great deal of aviation background in insurance, having once conducted an inspection and survey of local airports in which he made recommendations for safety and navigational aids.

900 Hours As Pilot

Mr. Drennan holds a private pilot's license and has 900 hours of flying to his credit, compiled in more than ten years as a pilot.

He helped organize the Pegasus Flying Club, has been president of the Association of Flying Clubs and is governor of the Baltimore Hangar of Quiet Birdmen.
Harbor Field’s Use As Ship Area Urged.

Councilman Michael J. McHale today said he would urge action by the city to close Harbor Field as an airport to make the area available for general cargo piers and warehouse facilities.

The councilman is a representative of the Sixth district, one of the two abutting on the harbor. The other is the First district. He has asked the Department of Legislative Reference to prepare a resolution requesting the Board of Estimates to consider utilizing the 359 acres of Harbor Field for additional shipping facilities.

The resolution would be introduced in the City Council when the body convenes October 5.

Died In Committee

He sponsored a similar resolution in the previous council but, according to Mr. McHale, it died in committee, as members were loath to propose closing Harbor Field as an airport while the 104th Air Squadron was stationed there.

He said the 104th now has obtained facilities at the Glenn L. Martin airport and the way is open to terminate use of Harbor Field as an airport.

The total acreage of the area there is 372.3 acres, but recently the city sold the factory building there and its 13-acre site to the Bendix Corporation.

1523-Foot Frontage

The councilman said the field has bulkhead frontage of 11,329 feet, of which 3,000 feet is designed for deepwater dockage.

“If this site were converted into piers, no less than fourteen ships could be cared for at one time,” said Mr. McHale. “If there were marginal type piers, about 350 trucks could load or unload there.”

He said there is a “desperate” need for modern piers for the handling of general freight. Such piers, he added, should have warehouse facilities with refrigeration for perishable fruits and food products.

Access To Two Railroads

He said Harbor Field is just off Breening highway, which provides access to the city, and noted that the field has access to both the Baltimore and Ohio and Pennsylvania railroads.

He suggested the area could be made available for shipping either through construction of piers by the city or the sale or lease of sites for piers and supporting facilities to be financed out of the port loan.
What Price Friendship?----U Of M. Graduate Assails Airport Handling

By Raymond Thompson

The time has come for real effort, instead of indifference and opposition, toward full utilization of Friendship International Airport, according to a University of Maryland graduate student.

John C. Grimmer, of Laurel Hill lane, Catonsville, said in a 302-page thesis prepared for his master's degree in business administration that proper promotion of the airport by the city, the airlines and the traveling public is all that is needed to increase use of the $15,000,000 facility.

Right now, he said, the airport's terminal building is being utilized by airline passengers to the extent of less than 2 per cent of its peak capacity, and that the commercial airlines serving Baltimore averaged less than a 10 per cent utilization of the runway capacity during 1954.

"What Price Friendship?"

He received his master's degree on the basis of the paper entitled "What Price Friendship?"

Mr. Grimmer declared that the city's low ranking as an "air travel city" can be attributed, in part, to lack of support by the traveling public and the failure of the airlines and the city to properly promote the services available. The city ranks thirty-ninth in the nation in numbers of passengers enplaning and deplaning.

This low-ranking by the Civil Aeronautics Board, he said, "cannot be attributed to the fact that the city of Baltimore has failed in its moral obligation of providing an adequate airport."

Called Adequate

Friendship, he declared, presently provides the airlines adequate facilities for safe, efficient and economical service, while at the same time there is ample room currently available for expansion of airline schedules.

The planners of Friendship included blueprints for its expansion if the present capacity should eventually prove inadequate, he writes.

"The present rate of traffic growth indicates there will be little need for increasing the capacity of the existing facilities for at least several years to come."

Board Credited

"The appointed members currently serving on the Airport Board, along with the members of the two previous Aviation Commissions, deserve complete credit for the planning and construction of the well-conceived and well-built airport."

However, good engineers do not necessarily make good businessmen; neither do good planners necessarily make good administrators. The long years of planning are now over.

Flights are one of high-operating ratios which have caused revenues to fluctuate widely and remain low.

"Scheduling Important"

"Therefore, scheduling of flights becomes extremely important in order to obtain the most efficient use of the available equipment and the highest load factor for the system."

"As a result, an airline cannot afford to increase service at Friendship as long as more efficient use could be made of that equipment at some other point."

"Until the local airline managers can prove that there is demand for increased service at Friendship, and until the amount of this demand exceeds the demand at other cities, Baltimore has little chance of obtaining any great increase in its airline service."

This is not to imply, he said, that Baltimore's service has not or will not improve.

Increase Cited

Between November, 1953, and December, 1954, there was a thirteen per cent increase in the number of schedules operated into and out of Friendship. In addition to the added flights, new and larger equipment was substituted on some of the previously existing flights so that the number of seats flown through Baltimore during this period increased more than thirteen per cent.

The number of passengers handled by Friendship in 1954 increased over those handled in 1951 by 45 per cent. In four years, then, Baltimore climbed from forty-sixth to thirty-ninth in the rankings of the CAB according to the number of passengers to and from the city.

Expected To Continue

He said the growth is expected to continue in the next several years.

Baltimoreans, he continued, are not alone in their feeling that there is a lack of service at their airport—"virtually every city with an airport feels the same way."

In preparing this thesis, Mr. Grimmer asked Walter F. Perkins, chairman of the Airport Board, for his views on the "lack of service" problem. Mr. Perkins replied:

"Of course, there is a 'lack of service' problem at Friendship, as at all other airports. Railroads are sometimes the cause of their being inconvenient."

"It should be realized that this desire of passengers to be less inconvenienced is at least partly caused by the cause of their being inconvenienced at all."

Airlines, he points out, are in business to make money. The intro
ness cannot exist unless it is profitable. Cost of operation has increased to several times the original, and cost of operation depends upon scheduled flights. As more demand for scheduled flights develops, I am confident that more flights will be forthcoming."

But while Mr. Grimmer agreed that the airlines must see an increased demand before they can increase service, he rebuked them for what he described as "undeclared" copy in some of their advertising.

He charged that some advertising promotes service that is unavailable from Friendship Airport—too often there is advertised a deluxe flight from Washington National Airport with no mention made of how a passenger is to get from Baltimore in order to take the flight.

"Nonstop To Miami"

The advertisement which declared that Miami is "only 3 hours and 25 minutes away, nonstop." At the end of the advertisement in fine print are the words "Flights Depart Washington." Whether it was intended or not, Mr. Grimmer declared, unless all the copy is read, the impression is given that one can fly from Baltimore to Miami nonstop in 3 hours and 25 minutes on a luxury flight, which is not the case at all.

Actually, in order to fly from Baltimore, one must have first gotten a connecting flight to Washington, which rules the nonstop--the aspect of the trip and of necessity increases the travel by at least 30 minutes, making the total time involve more nearly 4 hours and 15 minutes. This is to say nothing of the passengers being inconvenienced by the unnoticed change of planes.

City's Board's Philosophy

Mr. Grimmer also takes the Airport Board to task for its unwillingness to promote or advertise the airport, as well as what he describes as the board's "philosophy... that Friendship is not expected to make money." He said that in his study of the airport, a member of the Department of Aviation referred to Friendship as a "service provided by the city and likened it to the Department of Sanitation, the Park Department or the Fire Department."

"With an excess of $12,000,000 invested in airport facilities, Baltimore can ill afford not to make every effort to obtain maximum utilization of its investment," Mr. Grimmer says.

"If these same people would look a little further into the future, they would see the possibility that large airports such as Friendship may soon be made obsolete by the rapid development of helicopters and convertiplanes. "Friendship is being forced to wait for a future which may never come."
Airports And Airways

September Air Traffic Up In 1955

By BYNUM SHAW

In adjoining columns in The Sun today there appears a monthly report on aviation activity at Friendship International Airport, as compiled by the Department of Aviation.

This monthly report, appearing at about the same time each month, will replace the report previously carried daily in The Sun.

Since the inception of the daily report, two airlines had declined to supply daily figures on their operations; consequently the daily figures supplied by the six other airlines did not represent a complete picture of airport activities.

Daily Information Stopped

At a recent meeting of the Association of Scheduled Passenger Airlines of Baltimore, the airlines decided to stop supplying daily information altogether.

George W. Armstrong, city sales manager for United Air Lines and president of the Baltimore airlines group, gave this explanation of the association's decision: "For some time now, the Association of Scheduled Passenger Airlines of Baltimore has felt that the inaccurate figures on passenger arrivals and departures, freight, etc., were definitely misleading to the public and should be discontinued.

'Figures Were Not Complete'"

"I am sure that you will agree that, due to uncontrollable conditions, the figures were not complete and definitely did not present a true picture of the commercial air traffic in and out of the fine city of Baltimore. Consequently, these figures will not be available for publication.

The figures contained in the monthly report will be as accurate as the Department of Aviation can make them. They are based on information furnished by the control tower and data required monthly by the Civil Aeronautics administration.

Through, Local And Military

The accompanying box shows that there was an increase of 1,322 passengers at Friendship last month as compared with the same month in 1954. Mail express and freight shipments also showed substantial increases.

The flight figures are totals for both through traffic and local flights. The military figures appear large because they include items like practice landings and takeoffs, training flights and other routine operations of military units temporarily based at the airport.

The Department of Aviation also released comparative figures for the first three quarters of 1955 and 1954.

More Express And Freight

In the first nine months of 1955, passengers increased by 38,449, climbing from 218,670 in 1954 to 245,319 in 1955. Mail decreased 21,057 pounds to a total of 764,706 pounds. Both express and freight shipments showed significant increases, however.

In express the increase was 380,958 pounds, from 1,464,928 in 1954 to 1,845,886 in 1955. For freight the increase was over 1,000,000 pounds— from 3,187,910 in 1954 to 4,248,859 pounds in 1955.

In 1955 there was an increase of 8,253 flights, from 67,532 in 1954 to 95,785. Commercial flights dropped from 27,980 in 1954 to 27,759 in 1955.

Harbor Field Decision

The Air National Guard is greatly concerned over the current move in the City Council to convert Harbor Field into a facility for docking ships.

Such a plan is now under consideration, sparked by a resolution introduced by Councilman Michael J. McHale.

The 104th Fighter-Interceptor Squadron of the Air National Guard is preparing to leave Harbor Field for a jet base at the Glenn L. Martin Company airport in Middle River.

Air Resupply Group

To take its place at Harbor Field the Air Guard has activated the 135th Air Resupply Group, which is being equipped with C-46 cargo planes and SA-16 amphibious craft. To stay in operation it will require the use of Harbor Field indefinitely.

Aviation interests are expected to turn out in quantity at 2 P.M. next Monday when the City Council will hold another hearing on the McHale resolution.
The Story of Friendship

Five Years Dull Dream Of Airport Born With An Aura Of High Hope

A $15,000,000 ‘Miracle’ Fails Of Its Magic, Becomes Just Another Dot On Flyer’s Map

(This is the first of three articles on Friendship International Airport.)

BY BYNUM SHAW

On June 24, 1950, Baltimore opened Friendship International Airport, a $15,000,000, ultra-modern airfield which was hailed as the beginning of “a new era in aviation” for the city.

President Truman had agreed to make the dedication address, and officials made lavish plans to accommodate an opening-day throng of 150,000.

Only 10,000 showed up. Yet a few days later, when commercial operations were transferred from Harbor Field to Friendship, 30,000 spectators turned out to see the first planes depart.

Pattern Becomes A Curse

The airport has been operating for more than five years now, and that initial pattern has become Friendship’s curse. The crowds have failed to appear; the people are still waiting to see the airplanes.

A University of Maryland graduate student recently completed an airport survey in which he stated that Friendship is operating at no more than two percent of its capacity. A Civil Aeronautics Administration study for 1954 shows that in the number of enplaned passengers—those boarding commercial planes—Baltimore, the nation’s sixth city, ranks forty-fourth.

Popular Butt For Jokes

On the basis of total traffic, those getting on and those getting off planes here, the ranking is little better. With a total of 305,542 passengers, Baltimore stood thirty-ninth in 1954.

This poor showing in comparison with Friendship’s capacity (estimates range as high as 300,000 passengers a day) has made the airport a popular butt for community jokes, and it is not uncommon to hear Friendship referred to as “the lonesomest airport in the world” or “the great white elephant.” The airport traffic situation and the attitude of the people of Baltimore toward their airport have become skeletons in the community closet.

What is wrong with Friendship International Airport?

With the airport itself, as a physical facility, there is nothing wrong. It was built on a 2,200-acre site near Glen Burnie that has an average elevation of about 130 feet above sea level. Its location is particularly free of ground fog, making it open to traffic when many other fields on the Atlantic Seaboard are closed.

There are five runways, one 1,500 feet wide and 6,000 feet long, one the same width and 5,500 feet long and an instrument runway 200 feet wide and 9,450 feet long.

Every Modern Facility

The terminal building, equipped with every modern facility, including roomettes for overnight guests, was constructed at a cost of $3,427,000. The total cost of the airport was shared by the Federal Government, which put up $2,000,000 to the city’s $12,000,000. Estimates of the airport’s replacement cost range as high as $15,000,000.

In comparison with the city’s previous airport, the taxpayers get a good buy. Harbor Field in Dundalk was opened formally on November 1, 1941, after thirteen years of building. It was apparent before the field opened that the $6,000,000 it cost had been thrown away. The airport was built in the harbor, on a base of mud dredged from the harbor. The mud never got solid. During the construction a truck was lost in mud, and two boys and a policeman sank up to their waists in it. Structures built at Harbor Field have had a tendency to settle. The runways are still sinking.

Called “A Mudhole”

Soon after Harbor Field was dedicated Mayor D’Aleandro (then a congressman) referred to the field, which had short runways, as being lengthened, as “a mudhole,” and there were few who were inclined to disagree with him.

With the experience before them, the people of Baltimore were not hard to convince that they needed a new airport, and less than two years after Harbor Field was opened, plans were being discussed to build a better one.

From the first, the public was led to believe that the new airport would be a smashing success. Airlines filling the air and hundreds of passengers constantly streaming in and out.

The impression got around that simply by locating a great airport, Baltimore would be transformed into an aviation hub that would put other large cities in the shade.

Rickenbacker’s Prediction

The airlines fostered this belief. In September of 1943 Eddie Rickenbacker, then president and general manager of Eastern Air Lines, made a speech in Balti-
more in which he called for a new airport and made this prediction: "Within five years after the war is over we'll be operating a hundred schedules through here every twenty-four hours. But we're going to be only one of several lines operating in here."

The total number of airline flights by all the lines using Friendship today is just over half that number in a 24-hour period. Eastern has only thirteen.

At a Civil Aeronautics Board hearing at Atlantic City in November, 1945, a Pan American Airways spokesman said his line proposed to operate fifteen daily flights, six of them transcontinental, out of Friendship to serve the Baltimore-Washington area.

There was a concurrent report that 30 airlines were seeking permission to serve Friendship.

Glowing Reports

In addition, an engineering survey released in 1945, predicted that by 1950 Baltimore could handle 246 daily flights with a minimum of 2,000 passengers a day. By 1960, it was predicted, the number of daily flights would grow to 426, handling 3,400 daily passengers. The same survey envisaged a potential of 92,000 international passengers in 1950, with the volume growing to 228,000 by 1960.

These reports, coupled with others just as glowing, implanted the idea that commercial airlines would hasten a path to Friendship's doors, grasping eagerly at a Baltimore market which historically had shown little inclination to fly.

Coupled with this idea was the prediction that by building a new airport, Baltimore would be able to steal a large part of the traffic going into Washington National Airport.

In 1948 a Washington Acre Club official warned his associates that the construction of Friendship International Airport was a "direct menace" to Washington National. This statement was gleefully reported in Baltimore, along with a prediction that 99 per cent of all instrument flights to Washington would be diverted to Friendship.

A week later Harvey Law, manager of the Washington airfield, said he looked forward to Friendship as a "welcome adjunct" to National rather than a menace. He indicated that overflow traffic would be directed to Baltimore.

The very name of the airport, in fact, was chosen with the thought that it would help Baltimorians think of Washington as a business. Walter F. Perkins, then a member of the Aviation Commission and now chairman of its successor, the Airport Board, explained it in this fashion in 1945:

"Much thought was given to the possible use of the word Baltimore to identify the airport.

"But since we were working to have the city named a coterminal along with Washington, it was obvious that eliminating Baltimore from the airport's name would be likely to attract business from the East and West that otherwise might be lost."

Mr. Perkins was quoted a short time later as saying, "We are going to make it quite a Washington business this summer and fall."

He said Friendship would be listed on the schedules of the airlines at the port of Baltimore and Washington.

Senator O'Connor had this to say: "With the completion of the Baltimore-Washington expressway, it is known a great deal of traffic will be diverted from the Washington National Airport. Most carriers have announced they will eliminate some of the Washington stops, providing what has been termed as a ship-stores-type service, alternately landing at Washington or Baltimore."

" Competitive Advantage"

In late 1949, however, the CAA gave warning that it was inclined to approve the construction of a new Washington airport rather than use Friendship as an auxiliary because the airlines using National would have a "competitive advantage" over those forced to use Friendship.

This should have been the tip-off that Friendship's future was not as rosy as it had been painted, but the still small voices were drowned out by a chorus of reassurances that Baltimore was going to get some Washington business or leave some noses bloodied.

Mr. Perkins announced that he was "enlisting the support and cooperation of everyone who might have any influence in this matter," and he drummed up some high-powered reinforcements.

Mayor D'Alesandro fired off a wire to President Truman that said:

"This $5,000-acre facility has been developed with the encouragement and assistance of the Federal Government to serve the growing air traffic in the Washington-Baltimore-Annapolis region."

"To this end the citizens of Baltimore have invested $12,000,000 and the Federal Government $3,000,000."

"An investment of this magnitude was justified only on the basis of using this airport as a regional facility."

The entire Maryland delegation was to be directed to Friendship as the answer to the Washington traffic problem, for then and for the foreseeable future.

Only a year before the opening of the new Baltimore airport, a visitor waxed prophetic in print, saying that "where a year from today transports from the West Coast and foreign countries will be landing, there now is little activity."

He was prophetic in a way he did not reckon.

The great shift took place from Harbor Field to Friendship International Airport. Seven airlines which had been operating at Harbor Field switched to Friendship on July 22, 1950. They were All American Airlines, American Airlines, Capital Airlines, Colonial Airlines, Eastern Air Lines, Trans-World Airlines and United Air Lines. National Airlines, which had stopped calling at Harbor Field because of the short runways, resumed its service.

Its Magic Fails

The populace, primed to expect a miraculous transformation, cat back to watch it occur. It didn't.

To this day there has been but one change in the scheduled airlines serving Baltimore. All American changed its name to Allegheny.

The rush of business failed to appear, and an expectant public turned into a disappointed people. The $15,000,000 miracle airport turned into just another dot on the flyer's map. Its magic had failed.
The Story Of Friendship

Executive Says Airport Problem Is 'It Isn't Doing Any Business'

Grimm Sees Schedules Between Here, Southwest, Midway Cities As Sorry Picture

(This is the second of three articles on Friendship International Airport.)

By Bynum Shaw

Asked recently to comment on the chief problem at Friendship International Airport, a Baltimore executive closely associated with aviation answered without hesitation, "It isn't doing any business."

The eight airlines serving Baltimore run 54 passenger flights into Baltimore daily, according to the official guide which became effective September 25. Two other flights are listed, but they are week-end hops which take the place of daily runs.

Every flight stops at Washington, either before it gets to Baltimore or after it leaves.

While service is reasonably good to Norfolk, Va., Pittsburgh, Chicago, New York and Jacksonville, Fla., much of it and the service to other cities is local, with a number of stops. The only flight to the West Coast sets down at Washington, Chicago and Kansas City before going on to Los Angeles, and almost two hours is lost on the ground at stops.

Karl Grimm Quoted

Karl J. Grimm, director of the Traffic and Transportation Bureau of the Baltimore Association of Commerce, spoke before the Civil Aeronautics Board last week in Washington at a hearing in which additional southwest-northeast service was under consideration. These were some of his remarks.

"When airline schedules between Baltimore and the Southwestern and Midway cities are considered, the picture becomes truly sorry... There is no through-plane service at all between Baltimore and Dallas, San Antonio, Houston, New Orleans, Oklahoma City and Tulsa, of the Southwestern cities. Of the Midway cities, there is single-plane service, southbound, to Atlanta and Birmingham, only..."

LONESOME TAKEOFF—A solitary plane taxis at Friendship, while baggage-handling equipment stands empty in foreground.

In our judgment it is no excuse for such poor service. I refer to the proximity of Baltimore to Washington. Naturally enough, the airlines have properly given Washington adequate service and there is no intention on our part to criticize them on that score. "But to force the air traveler to
Airline To Speed Flights To West

Improved morning air service from Baltimore to Los Angeles and San Francisco will be placed in effect October 30. George Armstrong, city sales manager for United Air Lines, announced yesterday.

United's air-coach flight to the Pacific Northwest, now departing at 6:30 A.M., will change its departure time to 8 A.M. and will arrive in Chicago 10:55 A.M. The airline said that in Chicago passengers can make fast connections with nonstop planes bound for Los Angeles and San Francisco. Arrival time at Los Angeles is 5:25 P.M., and at San Francisco 4 P.M.

International Airport, backs up the airline argument.

"Until Baltimore generates enough traffic to demand full planes going to and from the Baltimore destination or origin by some means other than air," said one airline representative, "it seems doomed to the status of a feeder city to Washington," he said.

Before he left his job to work for Mr. Grimm, he was an employee of American Airlines and when he was awarded his degree he returned to that employment. It may be said, therefore, that he looks at the problem through airline eyes.

"Neither, nor," was critical of the airlines in one respect. He cited wide advertising which announced flights available only in Washington. "Advertising directed at the local market should not be available to that local market," he concluded.

Airlines Reply

The airlines ready reply to this criticism is that they are out to sell their airline, not Friendship International Airport.

"As a Baltimorean," one said, "I would like to see Friendship grow. But I don't have any expectation that it will ever be the bustling airport some people think it should be. It will have normal growth, perhaps about twenty per cent a year. In my planning I can see nothing that will mean a sudden tremendous upsurge in traffic."

Another charge leveled at the airlines is that they fail to cooperate to provide the most convenient service. For example: a young housewife going to North Carolina's Raleigh-Durham Airport recently called to make a reservation. The only through nonstop flight was from Washington. She bought that flight.

Inquiring about a connecting flight, she was told that the only flight she could get from Friendship would require a layover of four hours and 45 minutes in Washington. It was a flight of the same airline. Being somewhat familiar with air schedules, the caller inquired about a flight on another line that would require a layover of only 45 minutes.

"Oh," the ticket seller said, consulting the schedule, "I didn't know there was such a flight."

Airline representatives claim such instances are rare, however. At least two other factors enter into the traffic picture. The airlines claim Baltimore is not an aviation town, that its people have not developed the habit of riding other than by air transportation. They also cite the large Negro population.

"Negroes like to fly," said one official. "In appraising our potential market here we have to write off 26 per cent of the population of Baltimore."

Completely obscured by the controversy over service is the fact that traffic at Friendship has shown a slow but steady growth since its opening. While the number of flights is almost exactly the same as the number serving Baltimore in the last year of operation at Harford Field, the number of available seats has been greater. Last year the increase in the number of available seats was 22.3 per cent.

This has been accomplished by the replacement of 21-seat, twin-engine planes with 60-seat, four-engine craft on some runs. The annual average increase in the number of passengers at Friendship has been about 23,000.

Table Showing Growth

The following table, showing figures for the first and last full years of operation, gives a picture of the growth of Friendship.

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers (Total)</th>
<th>Percentage Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1964</td>
<td>136,213</td>
<td>129%</td>
</tr>
<tr>
<td>1965</td>
<td>140,000</td>
<td></td>
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</tbody>
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This is a far better showing than Baltimore ever attained at Harford Field. In the four full years of post-war operation at the old field, traffic never got as high as 140,000 passengers.

The figures are: 136,213 passengers in 1948; 127,742 in 1949; 121,280 in 1945, and 128,577 in 1944. To put it plainly, there was no growth at all. The trend, in fact, was downward.

In the next ten years, air travel is expected to have a tremendous boom. Civil Aeronautics Administration planners predict that by 1965 the figure for passenger traffic will have reached 70,000,000. This is more than double the 1964 figure of 31,657,852.

On a purely mathematical basis, and assuming that Friendship maintains only its present percentage of air traffic, Baltimore can look forward to engineing about 322,000 passengers in 1965 (as compared to 140,566 in 1964) and a 610,000 passenger traffic of roughly 610,000.

The wide expanses of Friendship then will begin to look more like an airport. But a solid prospect for an airport built to handle millions. Obviously there is a need to capture more of the traffic total.
The Story Of Friendship

Lack Of Airport Promotion Unit Is Called One Of Basic Problems

Board Under Perkins Finds No ‘Authority’ Or ‘Obligation’ To Fill This Gap

[This is the last of three articles on Friendship International Airport.]

By HYNUM SHAW

WALTER F. PERKINS, chairman of the Airport Board, yesterday sparked rumors that he plans to quit when his present six-year term expires next June.

Walter F. Perkins, chairman of the Airport Board, yesterday sparked rumors that he plans to quit when his present six-year term expires next June. Asked whether he will be available for reappointment next year, Mr. Perkins indicated the decision rests with Mayor D'Alesandro, who must make the appointment. "He said he was reluctant to take the job in the first place, "but if the Mayor or the Governor wants me to do a job, I will always be available."

卒In His Speech

Socially and in private life Mr. Perkins is a charming and gracious man, but in his public utterances, especially where policies of the Airport Board are concerned, he is sometimes blunt and caustic. He once called a City Council president "a political accident," and in the formulation and dissemination of some of the board's most important policies, his frankness in speech often has clouded the basic policy itself.

Mr. Perkins, interviewed in the course of this survey, said he did not want to be chairman of the Airport Board when Mayor D'Alesandro offered him the job. He took the position, he said, only with the understanding that the board would be "an autonomous body," with its decisions not subject to pressure.

"But I told the Mayor that if at any time anything I did proved embarrassing to him, he could have my resignation," he said. Obviously the Mayor endorses the decisions the board has made, because he has never taken Mr. Perkins up on his resignation offer.

Has Two-Point Policy

Mr. Perkins insists, too, that the board's policies are not his policies alone, and it is inconceivable that members of the community statue of his associates would defend policies they themselves did not approve.

Perkins Denies He Plans To Quit

The board's interpretation of the original purpose of Friendship International Airport, as expressed by Mr. Perkins, is to provide a facility at which the airlines can better serve the public.

1. To provide a facility for the basing of corporate-owned planes.

2. To provide a facility for the use of corporate-owned planes as a means of promoting the airport, and in accordance to this policy the board has banned all military attachments except those on a temporary, short-term basis.

Barred Aircraft Show

Almost all of the opposition to the airport administration stemmed from this interpretation. Since the airport opened, the Military Air Transportation Service has made overtures for a base there. The board denied the enterprise, and a $50,000,000 project went to New Jersey.

The Air National Guard also put up a five-year base at Friendship without success. In strict adherence to its non-military policy, the board consistently declined to grant the Air Guard a base, even though at the last it appeared that the refusal would mean the loss of the State's jet squadron.

Barring of the National Aircraft Show last year also stemmed in part from the board's basic policy. The action was taken in full knowledge of the show's airport promotion value.

Promotion is Shunned

In each of these decisions, however, there were so many side issues involved and so many dissenting voices that the basic policy was never transmitted to the public mind.

The board embraces its thesis to tentatively, nevertheless, that there is grave concern in some quarters that should the Air Research and Development Command ever decide to settle permanently in Baltimore, it would deny the privilege of maintaining a permanent base at Friendship—without it probably would leave Baltimore.

In the field of promotion, Mr. Perkins said, the Airport Board has no authority and no money. We have absolutely no jurisdiction in that respect.

Mr. Perkins cited the City Charter provision which empowers the board to "maintain, operate and control all airports owned and leased by the city and to construct and to charge of all facilities thereon."

Airline Do Own Promoting

The board's lack of promotion power, he said, is based on the premise that it is not right "to use the public funds to promote airport over another when its competitors also are taxpayers."

The airlines themselves, in fact, do not want to be promoted by the Airport Board. "We'll do our..."
own promoting," one airline agent said. Asked for his candid view of board actions, he said, "I think Walter Perkins has done a fine job under exceedingly difficult circumstances."

He admitted that any promotion did would be of his own airline, wherever its planes land— "not Friendship International Airport.

There can be no denying that promotion does pay off. Samuel E. Emmons, Jr., assistant vice-president of Pan Maryland Airways, recently made a speech to a civic group near Washington in which he plugged for the use of Friendship International Airport.

Mapping New Program

An official of an airline not using Friendship heard him speak and was so impressed he immediately made arrangements to do some cargo business at the Baltimore airport.

The only agency in Baltimore set up specifically to promote Friendship is the Aviation Bureau of the Association of Commerce, which Mr. Emmons formerly headed. Its new director, Frank McHugh, already is mapping out a new program.

His plans include such projects as improvement of existing services at Friendship and an appeal to a wider potential market. He believes communities on the Maryland fringes of Washington would find it to their benefit to use the Baltimore airport.

If a new airport is built in Virginia, he said, it should be so located that it is even closer to Friendship than a home airport.

Problem Of Railroads

It is understandable, however, that the Association of Commerce cannot really cut loose in aviation promotion. Some of its most respected members, the railroads, are chief competitors of the airlines. The railroads make large contributions to the association, and they would be justifiably indignant if aviation were promoted to their detriment.

Judging from the views of dozens of aviation leaders who were questioned in this study, an aviation promotion office would have to be completely divorced from other interests to be most effective.

And it would have to include these functions:
1. To serve as a public relations office at Friendship International Airport, keeping news media informed of significant flights, passengers or occurrences.
2. To act as a clearing house for airline schedule information, directing callers to the airline office or offices requested.

Possible City Funds

3. To compile accurate statistical data on the number of callers for whom no convenient flight was available. This information could be used to put the airlines to provide better service or in petitions before the Civil Aeronautics Board for needed service. It would eliminate unreliable guesswork.

4. To engage in all types of promotional activities.

It is argued that a contribution of city funds would be justified on the basis of the agency's public-relations activities at the airport, and that airline funds could be solicited on the basis of its clearing-house work.

It is no use to say that such an endeavor could beat the problem of Friendship International Airport, but one thing is becoming increasingly clear: The problem is not going to beat itself.

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Michael Fox, Auctioneer

AUCTION SALE today

729 W. FRANKLIN ST.

AT 1:30 P.M.

BROOKLYN

October 21

Michael Fox, Auctioneer

AUCTION SALE TODAY

729 W. FRANKLIN ST.

AT 2:30 P.M.

Michael Fox, Auctioneer

AUCTION SALE TODAY

729 W. FRANKLIN ST.

AT 2:30 P.M.

Michael Fox, Auctioneer
FRIENDSHIP'S AIR SERVICE TO BE TOPIC

City Council Committee To Seek Data About Lack of Expansion

The future of the city's airport was discussed at a recent meeting of the City Council. The committee, chaired by Mr. Williams, met to consider the current state of the airport and the future needs of the city.

Mr. Williams stated that the airport was not meeting the needs of the city and that steps needed to be taken to expand it. The committee was asked to seek data about the potential for expansion and to consider the best course of action.

One of the concerns raised was the lack of funds to be allocated for expansion. The committee was asked to consider ways to finance the expansion and to ensure that the airport was used efficiently.

The meeting was adjourned until further notice.
From The Airport Board

TO THE EDITOR OF THE SUN—Sir: The undersigned members of the Airport Board have read the articles of Friendship written by Mr. Bynum Shaw and appearing in The Sun on the morning of October 18, 19, and 20. We are writing this letter because we wish to make it clear that the action of our board has been unanimous. A criticism of Mr. Perkins alone is therefore not justified.

The predecessor Aviation Commission of the Airport Board took into consideration some years ago the fact that there is a Federally owned airport near Washington in operation for many years with an established schedule of many lines, which would result in a delay in the proper development of a Baltimore airport. The CAA in 1951 estimated the probable number of passengers landing and taking off in 1955. The figure assigned by them was 400,000 for 1955 and nearly 600,000 for 1958. We believe that the figure for this year will be approximately 350,000 or about twelve percent less than the estimate of the CAA.

It should be borne in mind that this is not a case where for a five-year period the airport has had the same facilities as it has today, because the approach roads from Baltimore to the airport were not completed until December, 1952, and the road to Washington was not opened until November, 1954. The failure to have adequate means of transportation to and from the airport has necessarily affected its development.

There are two matters mentioned in Mr. Shaw's series of articles which we feel should be answered. One is the reference to the fact that the airport after Friendship opened the Military Air Transport Service made overtures for a base there and there is then added the words "the board barred the enterprise, and the $50,000,000 project went to New Jersey." This certainly implies that this action was not justified. Apparently Mr. Shaw is not familiar with the outcome of the negotiations with MATS. Efforts were made to reach a satisfactory agreement, but as the negotiations proceeded it was evident that there was no way that the board could prevent the airport from becoming in effect a military airport and the commercial usages of the airport made subordinate to military usage.

That facilities such as the hangar are even more needed than promotion activities. After January 1, 1956, the airport will have sufficient money available for some much needed improvements at the airport including a large hangar.

With regard to the question of a centralized service at the airport, as mentioned in a recent editorial of The Sun, we are still hopeful that we may be able to obtain the cooperation of the airlines for this most important service from the viewpoint of the public. Soon after the opening of the airport we made efforts along these lines and these efforts will now be renewed.

ROBERT S. BONNELL,
JOHN T. MENZIES,
JOHN E. SEMMES.
Baltimore, Oct. 25.
AIRPORT UNIT PROMOTIONAL POWER RULED

Biddison Says Board Has Authority To Spend Money

The city solicitor has written an opinion in which he says the Airport Board of Baltimore has the authority under the law to spend money for the promotion of the Friendship International Airport.

This ruling by Thomas N. Biddison, the city's chief legal adviser, is in apparent conflict with the position which has been taken by the board.

Wallace Perkins, the board chairman, is on record as saying the agency has "no authority and no obligation" to engage in promotional activities.

The Biddison decision would seem to dispel the doubt about the existing "authority" of the board in this field.

Bill To Be Introduced

As to its "obligation," a bill will be introduced in the City Council tomorrow not only empowering but "directing" the Airport Board and the Department of Aviation "to initiate and conduct promotional and advertising campaigns to improve services at Friendship Airport."

The bill has been drafted for introduction by Councilman Richard D. Byrd of the Third district.

The Biddison opinion was submitted at the request of the Airport Board, which has been subjected to some criticism because of its failure to initiate a program of promotion.

The city solicitor said in effect that the expenditure of money for advertising and promotion is a necessary and proper incident to the board's charter power to "maintain, operate, and control" the city's airports.

Mr. Perkins has said: "We have absolutely no jurisdiction in that respect."

Perkins Comments

He said the lack of that authority is based on the thesis that it is not proper "to promote one form of transportation over another when its competitors also are taxpayer." The Byrd bill authorizes and directs the board and aviation department "to do such things as
BYRD LOSES AIRPORT TILT TO PERKINS

Councilman Comes Out Battered; Opponent's Policies Absolved

BY BERNIE SHAW

City Councilman Richard D. Byrd (D, Third) locked horns yesterday with Walter F. Perkins, chairman of the Airport Board, at a hearing on Friendship International Airport, and the young Mr. Byrd, who has had far less experience at horns locking than the controversial Mr. Perkins, came out of it battered.

Mr. Perkins, his policies absolved at the hearing, came out of it grinning.

Their clash, however, provided the only dramatic relief in a 3½-hour hearing in which a parade of airline representatives built up a case which in the end implied that there is nothing wrong at Friendship Airport—either in its operation, services or potentialities—that time alone will not cure.

Clash Enlivens Hearing

The Byrd-Perkins friction enlivened the hearing considerably, however.

Mr. Byrd on Monday night had introduced an ordinance in the City Council which would have directed the Airport Board to engage in a promotional campaign.

He was told the ordinance would be illegal, since the Airport Board draws its authority from the City Charter and cannot be ordered by the Council to do anything.

Perkins Accuses Byrd

He came to the hearing yesterday armed with a resolution requesting the Airport Board to do some promotion.

Almost before the resolution could be read in full, Mr. Perkins, the first witness, accused Mr. Byrd of being a pawn of Senator Butler (R, Md.), long one of Mr. Perkins' staunchest opponents.

Under interrogation by Mr. Byrd later, Mr. Perkins gave such answers as these: "I think your question is childish... I think your position is silly... You have limited vision of the air traffic situation."

In his formal statement, however, Mr. Perkins was far less truculent.

He predicted that Friendship will handle between 365,000 and 370,000 commercial airline passengers this year, an increase of 60,000 to 65,000 passengers over last year.

Time Cut Down Five Years

He also predicted that "within the next decade there will be so much air traffic that Friendship will be overflowing in its own right." At another point he cut the time down five years.

"Within five years at Friendship we won't be able to get another plane on the ground," he said.

On the question of promotion he said, "Selling the airport is not going to increase the number of passengers using it. We've got to sell air transportation."

"I think only the airlines themselves can promote air traffic, and they're doing it." He admitted that Thomas N. Smithson, city solicitor, had interpreted the air board's Charter as creating a power as allowing the board to spend money for promotion. But he added that in view of the city's other responsibilities it would be "preposterous and immoral" to spend public funds for airport promotion.

He indicated that the sentiment for airport promotion had been worked over by the Sunpapers. "I think the people of Baltimore have rejected the advice of the Sunpapers in favor of that of the Mayor. I have no more regard for the Sunpapers than do the rest of the people of Baltimore."

Mr. Perkins concluded by saying that he is "all for aviation in Baltimore" and since its inception had been connected with Friendship International Airport.

"An Excellent Idea"

"I almost feel it's my airport," he said proudly.

On one question—and it was the only one—Mr. Perkins did agree with Mr. Byrd. He said he thought a central information booth at Friendship "would be an excellent idea."

He also admitted that despite his feeling about promotion, the Department of Aviation had included an item for promotion in its budget request.

"I hope you'll leave it in the budget," he said.

A long line of airline representatives who followed Mr. Perkins as witnesses gave assurance that they have plans to provide better service at Friendship as soon as they get equipment or permission from the Civil Aeronautics Board.

Relations Pleasant

Without a voice of dissent they agreed that their relations with the Airport Board, which is their landlord, have been pleasant. They stated without qualification that Friendship is one of the finest airports in the world.

On only one question was there any hedging. Leon Abramson, president of the City Council, repeatedly asked:

"Do you feel that the Airport Board and the people who are running Friendship International Airport are doing everything they can to promote Friendship?"

Typical were the replies of George Armstrong, city sales manager for United Air Lines. They went like this: "We are very pleased with what they are doing.

Sales Manager Pressed

Armstrong—Anything that could be added would be fine."

Pressing, Mr. Abrams pressed Mr. Armstrong, who insisted he was very pleased. Finally, however, and as his own personal opinion, he said:

"There is a public-relations job that could be done. The public-relations office should be fine."

Other witnesses were J. W. Smith, traffic and sales manager for Eastern Air Lines; Morris Shepley, assistant vice president of American Airlines; Gilbert W. Paul, assistant vice president of National Airlines; Cyrus R. Ford, of Pan American World Airways; James B. Ford, district sales manager for Capital Airlines; Samuel Emmons, Jr., assistant vice president of Pan American Airlines.

Maryland Airways: Karl J. Grimm, transportation director of the Maryland Association of Commerce, and Franklin T. McHugh, its aviation director.

Motion Appears Doomed

A move by Mr. Byrd to get a later hearing for Senator Butler was quashed. Councilmen Leon Rubenstein (D, Fifth), chairman of the Council's Aviation Committee, said he did not want the committee "to be used as a sounding board for personal agrarian-dizement."

Like his plea for the Senator, Mr. Byrd's resolution appeared doomed. Councilman Maxwell Alpert (D, Fourth) said, "It we adopt such a resolution it would be a slap in the face of the Airport Board."

The one critic of the Airport Board scheduled to appear as a witness was Johnson C. Grimmer, who in a University of Maryland master's thesis concluded that the Airport Board should continue to promote Friendship or resign.

An employed of American Airlines, Mr. Grimmer could not attend. He has been transferred to Chicago.
Airports And Airways

Fewer Passengers For October

By BYNUM SHAW

Passenger traffic at Friendship International Airport during October dropped more than 3,000 below the corresponding period for 1954, according to figures supplied by the Department of Aviation.

The statistics show that 32,869 air passengers utilized scheduled air service at Friendship during October 1955, but only 29,720 passengers were handled by the scheduled airlines during October this year.

For the first nine months of the year, however, the figures continued to run ahead of 1954. Ten-Month Passenger Totals Running totals show that through September, 1955, more than 275,000 passengers had used the Baltimore terminal.

During the same period in 1954, just under 252,000 travelers either landed or departed at Friendship. At a recent City Council hearing Walter F. Perkins, chairman of the Airport Board, predicted that the total passenger traffic for 1955 will hit 350,000. So far this year, the monthly average has been 27,500. To fulfill Mr. Perkins' forecast, the figures for November and December will have to top 40,000 each month.

Express And Freight Increase

In categories other than passenger traffic, activity at Friendship during October showed a continued upward trend. Express and freight figures both showed appreciable gains, and the total number of flights—bolstered considerably by take-offs and landings of military aircraft—was far ahead of the total for October a year ago.

The total number of flights by scheduled airlines, however, decreased almost 100.

### The Airport Of Baltimore

The following is a summary of air-traffic activity at Friendship International Airport for October 1955 in comparison with October 1954:

<table>
<thead>
<tr>
<th></th>
<th>October 1955</th>
<th>October 1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers incoming</td>
<td>14,346</td>
<td>15,374</td>
</tr>
<tr>
<td>Passengers outgoing</td>
<td>12,637</td>
<td>14,172</td>
</tr>
<tr>
<td>Total passengers</td>
<td>26,983</td>
<td>29,546</td>
</tr>
<tr>
<td>Express incoming (lbs.)</td>
<td>122,743</td>
<td>127,306</td>
</tr>
<tr>
<td>Express outgoing (lbs.)</td>
<td>84,971</td>
<td>99,866</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>207,714</td>
<td>227,174</td>
</tr>
<tr>
<td>Freight incoming (lbs.)</td>
<td>472,461</td>
<td>297,052</td>
</tr>
<tr>
<td>Freight outgoing (lbs.)</td>
<td>302,164</td>
<td>158,593</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>774,625</td>
<td>455,645</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>3,200</td>
<td>3,327</td>
</tr>
<tr>
<td>Air Force flights</td>
<td>6,302</td>
<td>4,301</td>
</tr>
<tr>
<td>Navy flights</td>
<td>1,175</td>
<td>490</td>
</tr>
<tr>
<td>Civil flights</td>
<td>1,401</td>
<td>1,649</td>
</tr>
<tr>
<td>Total flights</td>
<td>13,198</td>
<td>9,783</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.
The following is a summary of air-traffic activity at Friendship International Airport for November, 1955, in comparison with November, 1954:

- **Passengers incoming**: 12,439 Nov., 1955; 13,772 Nov., 1954
- **Passengers outgoing**: 13,808 Nov., 1955; 12,064 Nov., 1954
- **Total passengers**: 26,247 Nov., 1955; 25,840 Nov., 1954
- **Express incoming (lbs.)**: 215,100 Nov., 1955; 126,550 Nov., 1954
- **Express outgoing (lbs.)**: 94,143 Nov., 1955; 87,386 Nov., 1954
- **Total express (lbs.)**: 309,243 Nov., 1955; 213,936 Nov., 1954
- **Freight incoming (lbs.)**: 495,208 Nov., 1955; 330,930 Nov., 1954
- **Freight outgoing (lbs.)**: 276,744 Nov., 1955; 133,313 Nov., 1954
- **Total freight (lbs.)**: 771,952 Nov., 1955; 464,243 Nov., 1954
- **Air carrier flights**: 3,030 Nov., 1955; 3,096 Nov., 1954
- **Air Force flights**: 5,717 Nov., 1955; 3,711 Nov., 1954
- **Navy flights**: 934 Nov., 1955; 625 Nov., 1954
- **Civil flights**: 2,098 Nov., 1955; 1,297 Nov., 1954
- **Total flights**: 11,758 Nov., 1955; 7,731 Nov., 1954

The above figures were compiled by the Department of Aviation, which operates the airport.

A city councilman who was in the discussions said that the new plane, prototype of a whole new series of jet transports, would be a health menace which would have all of Anne Arundel county up in arms. "The noise would be terrific," he said. "We couldn't put up with that."
Miles Appoints Airport Unit

Clarence W. Miles, chairman of the Greater Baltimore Committee, announced today the appointment of the Friendship Airport subcommittee.

Carle A. Jackson Insurance executive, will be chairman.

Subcommittee members will be: Robert B. Hobbs, executive vice president of the First National Bank; George Y. Kilfeather, Sr., president of the Elite Laundry Company; P. Harold Loweree, president of the Monumental Life Insurance company; John A. Luethkemeyer, vice president of the Equitable Trust Company and William E. McGuirk, executive vice president of the Davison Chemical division of W. R. Grace and Company.

Served on Study Unit

Mr. Hobbs and Mr. McGuirk were members of a committee which last summer and fall studied the problem of increasing the use of Friendship Airport.

In appointing the committee, Mr. Miles said: "Baltimore is fortunate in having such an outstanding airport facility."

"Not only are the terminal facilities, landing strips, taxi and parking areas of excellent caliber, but the planning which provided for proper zoning to give excellent runway approaches and the use of the adjoining property all contribute to making it the logical major airport facility for the Baltimore-Washington area in the immediate future."

Jet Age Full Upon Us

With the jet transport age full upon us and with the known airports such as Washington's National Airport unable to accommodate long-range jet transport flights, we are convinced that continued promotion and encouragement will find Baltimore's airport increasing both its passenger and air-freight traffic.

"Development of a plan for increasing the usage of Friendship Airport requires that the Greater Baltimore Committee cooperate closely with Baltimore's Aviation Board and with the Association of Commerce.

"We recognize that the primary responsibility for promoting air traffic and for developing the usage of Friendship Airport rests with these agencies and we offer them our assistance and cooperation."
FRIENDSHIP'S PASSENGERS 22,059 MORE
1955 Shows Fourth Increase; Freight Total Is Chief Gainer

By ALBERT SEHLSTEEDT, JR.

The number of passengers using Friendship International Airport in 1955 rose 22,059 over 1954, the fourth successive annual increase since operations were transferred from the old municipal field in Dundalk. Last year, 327,601 travelers on commercial airliners landed and took off at Friendship, according to figures released yesterday by the Department of Aviation. The 1954 total was 305,542.

In the last year of operations at the old airport, now called Harbor Field, the passenger total was approximately 128,000, according to Maj. Gen. Donald H. Connolly, USA (ret.), department director.

Fewer Commercial Flights

The number of commercial flights in and out of Friendship in 1955 decreased slightly in comparison with the previous year. The 1955 figure is 37,281, the 1954 total 37,877.

Col. John O. Colonna, assistant director of the department, said there was a drop in the number of planes because the airlines have been using bigger craft with more available seats.

The overall flight total at the airport, including military and private flights, rose from 115,445 in 1954 to 132,260 in 1955.

Chief Increase in Freight

The most eye-catching increase in the airport statistics, prepared by Sylvan Potemkin, senior administrative assistant in the department, was recorded in the airfreight category.

More than 7,424,000 pounds of freight moved in and out of the airport last year, which is an increase of 1,444 pounds over 1954. The big jump in the department official's view is a result of the increased use of express services, as well as a reduction in cargo handling and a continuation of airfreight costs overall. Express totals out of Friendship in 1955 were 14,911,800, compared to 14,210,500 in 1954. The figures are also on an over-all basis of 1955.

The Airport Of Baltimore

The following is a summary of air-traffic activity at the Friendship International Airport for December, 1955, in comparison with December, 1954:

<table>
<thead>
<tr>
<th>Description</th>
<th>Dec. 1955</th>
<th>Dec. 1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers incoming</td>
<td>12,397</td>
<td>12,989</td>
</tr>
<tr>
<td>Passengers outgoing</td>
<td>14,210</td>
<td>14,121</td>
</tr>
<tr>
<td>Total passengers</td>
<td>26,607</td>
<td>27,110</td>
</tr>
<tr>
<td>Express incoming (lbs.)</td>
<td>213,758</td>
<td>210,864</td>
</tr>
<tr>
<td>Express outgoing (lbs.)</td>
<td>85,688</td>
<td>75,852</td>
</tr>
<tr>
<td>Total Express (lbs.)</td>
<td>299,446</td>
<td>286,716</td>
</tr>
<tr>
<td>Freight incoming (lbs.)</td>
<td>500,584</td>
<td>370,492</td>
</tr>
<tr>
<td>Freight outgoing (lbs.)</td>
<td>1,047</td>
<td>496</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>51,147</td>
<td>209,992</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>832,093</td>
<td>580,394</td>
</tr>
<tr>
<td>Air Force flights</td>
<td>3,273</td>
<td>3,422</td>
</tr>
<tr>
<td>Navy flights</td>
<td>5,337</td>
<td>4,364</td>
</tr>
<tr>
<td>Civil flights</td>
<td>1,047</td>
<td>496</td>
</tr>
<tr>
<td>Total flights</td>
<td>11,530</td>
<td>1,138</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.

Flights showed a dip in commercial airline flights in and out of the field. The total for the last three months of 1954 was 9,947, for 1955, 9,342.

Passenger traffic dropped off, too, in a comparison of these two periods, falling from 86,672 to 82,282.

Quarterly Increases

Air freight jumped from 5,794 to 8,981 in the last quarter of 1955 and freight almost doubled, going from 1,500,264 to 2,999,887 pounds.

On a monthly breakdown, commercial flights dropped—3,422 in 1954 to 3,273 last year.

Passenger totals fell off, too, this last December, from 27,017 to 25,915. Air express climbed to 239,446 pounds compared to 182,716 in 1954.

December Freight

Air freight, about the biggest gain, dropped from any standpoint, from 580,394 pounds in December of 1954 to 832,093 in 1955. Airport personnel attached no particular significance to the decrease in some of the statistics in the last quarter of 1955 compared to the final three months of 1954. The final quarter is generally the slowest in any given year and in 1955 it was just a little slower than usual, it was explained.
Airport Board's $12,000 Aims At Criticisms

By Raymond Thompson

Seeing that the public gets only the information the Airport Board wants it to get in the way the board wants it presented is the essence of a $12,000 publicity program approved for Friendship International Airport.

The Board of Estimates yesterday authorized the money requested by Walter F. Perkins, chairman of the Airport Board, who also asked permission to hire the Gaver & Winebrenner public-relations firm for 1956.

Along with his request to the Board of Estimates, Mr. Perkins submitted a nine-page report prepared by the firm which called for an "informational" program to "correct misconceptions that are now retarding the improvement of air transportation service for Baltimore."

Firm's Proposal

To accomplish this, the firm recommended that the public be acquainted with the plans and decisions about the operation of the airport by "seeing that the news media receive all the information the board wants them to have in the form in which the board wishes them to have it."

The firm said this could be done by doing before each open Airport Board meeting "which matters are likely to be of most interest to the press."

So far as feasible, the board is to prepare in advance news releases, statements and background data sheets "giving the information the board wishes to make public in the way the board wishes to present it."

The report, prepared by Philip R. Winebrenner, a partner in the firm, said:

"The failure of both the public and the press to clearly understand the policy of the Airport Board, and the reasons for what appears to be the board's negative position with respect to various proposals for promoting and using the airport for other than commercial transportation purposes, has been due in large measure to the board's not having fully explained its policy and its reasons for taking the position it has taken on a number of occasions."

The firm said its study resulted in recommendations which it thought would "correct misconceptions" about Baltimore's air transport and result in fuller use of airline service.

Other Recommendations

In addition to acquainting the public through providing the information the board wants it to have, the firm recommended:

1. The board issue a statement of its policy that "can be reduced to writing which the public can easily understand."

2. Systematic reporting, through the usual news media, the activities at the airport.

3. Educate the public as to available service and create recognition of a realistic potential service.

4. Improve airport employees' methods of dealing with the public.

Unattainable Goal

In regard to air service at Friendship, the public relations firm said:

"While Baltimore does need more and better air transportation service, it does not need and could not support anything like the amount of service which many people seem to think it should have."

Clamoring for an unattainable goal for which there is no justification in fact, impairs rather than enhances Baltimore's chances of obtaining adequate service.

Many of the prevailing ideas as to the amount of service that should be available at Friendship are unrealistic to the point of irresponsibility.
$12,000 O.K.'D
FOR PUBLICITY ON FRIENDSHIP

Chairman Sees Effort Aimed At Correcting 'Misunderstanding'

BY ALBERT SEHLSTEDT, JR.

The Board of Estimates yesterday allocated $12,000 to retain a public relations firm to acquaint Baltimoreans with the policies of the Airport Board and the airline services at Friendship International Airport.

The estimates body authorized the expenditure on the request of Walter F. Perkins, chairman of the Airport Board, who asked permission to hire the public-relations firm of Gaver & Winebrener, of Baltimore, for 1956 at a flat fee of $12,000.

"The Airport Board feels," Mr. Perkins wrote to the Board of Estimates, "that this modest public-relations effort will correct the public misunderstanding of the true situation as applied to Friendship International Airport..."

Gets 9-PAGE Report

Accompanying Mr. Perkins's letter was a nine-page report prepared by Gaver & Winebrener outlining some of the problems of the board and the airport and suggesting possible solutions.

The public-relations firm said that with the permission of Mr. Perkins it made a survey last year on its own initiative to learn the attitudes of people toward Friendship and the effect of these attitudes on air service in Baltimore.

As a result of this study the firm made five recommendations which it thought would "correct misconceptions" about Baltimore's air transportation and result in fuller use of airline services.

Recommendations Listed

These recommendations are:
1. Publicize policies of the Airport Board on which all members of the board agree.
2. Acquaint the public with the board's plans and decisions about the operation of the airport.
3. Report on airport activities through newspapers and through radio and television stations.
4. Tell the public about existing service at Friendship and the potential of future service.
5. Improve airport employees' methods of dealing with the public.

The report was submitted to the Airport Board by Philip R. Winebrener, a partner in the public relations concern which has offices at 51 South Calvert street.
Board To Draft City Airport Manual

Policy manual for operation of the city's airports, with particular attention to the problem of jet noise, is to be prepared "as soon as possible" for the Baltimore City Airport Board.

The manual will be the first major step in the new $12,000 publicity program approved for the board last week by the Board of Estimates.

At a meeting of the Airport Board yesterday, Philip R. Winebrenner, a partner in the firm of Gaver & Winebrenner hired for the public-relations program, said he would like to get started soon on the preparation of a written statement outlining the board's overall policies.

"Uniform Interpretations"

In his proposal to the board for the publicity program, Mr. Winebrenner had said such a statement would "assure clearer and more uniform interpretations" of the Airport Board's policy.

Walter F. Perkins, chairman of the board, said the Port of New York Authority has such a policy manual.

He said the manual would have to contain specific statements dealing with jet noise, a problem of increasing concern to the country's major airports.

"We have got to make up our minds pretty soon about what we are going to do about jet noise on this field," Mr. Perkins said.

The board also said it will continue to speak for itself on matters affecting public policy.

To Make Our Policies

"We did not engage (the Gaver & Winebrenner firm) to be our spokesman or advise us on policy matters," Mr. Perkins said.

The board's statement followed some criticism of the announcement that the firm had been hired to provide an "informational" program to correct public misconceptions now retarding the improvement of Baltimore's air transportation service.

Mr. Perkins said the firm was retained to give the public more information concerning the facilities and services at the airport.

"We want to see that the public gets the information in the clearest possible form," he said. "We got professional help because neither the board nor the staff has the time or training to do full justice to such a program."
January Passengers 937 Fewer

The Airport Of Baltimore

The following is a summary of air-traffic activity at Friendship International Airport for January, 1956, in comparison with January, 1955:

<table>
<thead>
<tr>
<th>Jan. 1956</th>
<th>Jan. 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers incoming</td>
<td>12,813</td>
</tr>
<tr>
<td>Passengers outgoing</td>
<td>12,751</td>
</tr>
<tr>
<td>Total passengers</td>
<td>25,564</td>
</tr>
<tr>
<td>Express incoming (lbs.)</td>
<td>141,465</td>
</tr>
<tr>
<td>Express outgoing (lbs.)</td>
<td>69,492</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>210,957</td>
</tr>
<tr>
<td>Freight incoming (lbs.)</td>
<td>316,680</td>
</tr>
<tr>
<td>Freight outgoing (lbs.)</td>
<td>119,539</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>436,219</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>3,098</td>
</tr>
<tr>
<td>Air Force flights</td>
<td>4,846</td>
</tr>
<tr>
<td>Navy flights</td>
<td>659</td>
</tr>
<tr>
<td>Civil flights</td>
<td>2,930</td>
</tr>
<tr>
<td>Totals flights</td>
<td>11,613</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation which operates the airport.

Helicopter Harbors

A man who knows a lot about helicopters came to Baltimore last week and said the city was fortunate to have a harbor area so close to the downtown section. A harbor area, according to R. D. Tufford, a consultant on helicopters and heliports from Minneapolis, generally has the best locations for landing this type of aircraft, and provides the proper approach patterns.

Mere Space For Big 'Copters

Mr. Tufford, president of Standard Heliports, Inc., and the Viking Helicopter Corporation of Minneapolis, said the present helicopter requires only a relatively small place in which to land. But larger craft will become common soon and will need an area 400 feet by 250 for landing, he said.

"Whether we are for it or against it," Mr. Tufford said, "we must accept the fact that we have now entered the helicopter age. It is vital to communities who want to progress to start immediate action to reserve suitable sites for helicopter operations."

Mr. Tufford was escorted on his Baltimore tour by Col. John O. Colonna, assistant director of the Department of Aviation, and Frank McHugh, aviation director of the Baltimore Association of Commerce.

Martin Men To Advise

Three Martin Company engineers have been appointed to serve on technical committees and subcommittees of the National Advisory Committee for Aeronautics for 1956.

They are Herman Putoin, who has been named to the subcommittee on aircraft structures; C. J. Koch, to the subcommittee on high-speed aerodynamics, and George S. Trimble, Jr., to the committee on aerodynamics and the subcommittee on engine performance and operation.

Two other Martin men who have been reappointed to the organization are H. Clay Johnson and J. D. Pierson.

DC-3 Stiff Mainstay

New developments may come and go but the DC-3, the two-engine plane which some people say put commercial aviation on its feet, seems to go on forever.

The Civil Aeronautics Administration notes that the little transport is still the most commonly used airliner in domestic operations.

There are 299 aircraft of this model out of a total of 1,358 planes in the airline fleet, the CAA reports.
## February Passengers 2,263 More

By ALBERT SELBSTETT, JR.

Passenger traffic at Friendship International Airport totaled 23,334 in February, an increase of 2,263 over the same month in 1955.

The February rise was big enough to offset a decrease in January and thus bring the passenger total for the first two months of 1956 ahead of the figures for the same period last year.

Last month's figures are more than double the number of passengers who used the airport in February 1951, the first full year of its operation after facilities were transferred from what is now Harbor Field.

More Commercial Flights

Commercial flights at the airport, the concern of everyone promoting aviation in Baltimore, also increased last month in comparison with the February 1955 figures.

Airline traffic totaled 2,875 last month and 2,813 the previous February. Nevertheless, the current figure is not far above the February 1955 total of 2,660 flights.

Once again, the big gainer at Friendship was air freight, which reached 811,656 pounds last month. The February total in 1955 was 242,783 pounds and the 1951 figure was 234,432 pounds.

Express

Air express amounted to 183,616 pounds last month, a rise of more than 20,000 pounds in February 1955 but considerably below 185,454 pounds last month.

Total air traffic at Friendship last month, including military and private flights, was 11,571. The 1955 figure was 11,573 and the 1951 figure 12,413.

These statistics are prepared by the office of Maj. Gen. Donald M. Connolly, director of the Department of Aviation.

### Rail-To-Friendship Plan

Plans for a high-speed railroa between Friendship Airport and Washington, a development which possibly could forestall the building of a competitive field at Burke, Va., were outlined before a meeting of Baltimore business men Friday at the Baltimore Association of Commerce.

The proposal was made in a talk by John A. Hastings, president of the Transportation Development Corporation, a firm which is interested in building very rapid transit lines in both North and South America.

Mr. Hastings told the group that the Friendship-Washington railroad, using his company's rail plane, could be built at an estimated cost of $1,500,000 per mile.

The rail plane runs on two tracks. One track is on the ground, like an ordinary railroad, but the other is above the train in the same relative position as a streetcar trolley wire.

The rail plane, Mr. Hastings said, could speed passengers into Washington from the airport in ten to fifteen minutes.

The current time from Friendship to downtown Washington by automobile, according to a survey made by the Department of Commerce, is 47 minutes. The Department of Commerce has said the auto-travel time from Washington to the proposed airport at Burke is about 32 minutes.

The highway distance from Friendship to the Statler Hotel in Washington is 33 miles.

Mr. Hastings told the Baltimoreans that rail transportation in this country has progressed less than any other mode of travel.

The rail plane could be built along the old right of way of the Washington, Baltimore and Annapolis Railroad, according to one proposal.

Mr. Hastings estimated the railroad could be in operation eighteen months after construction began.

Burke Airport will take from three to five years to build, if and when its construction is approved by Congress.

The other offices of the Transportation Development Company attending the Friday meeting were Maurice K. Brady, of Washington, and Robert L. Brooks, of Detroit, both vice presidents.

### Line Sets Freight Mark

Baltimore's rapidly increasing air-freight tonnage is paralleled in an announcement last week from American Airlines. The company said it set a new industry record in 1955 with a mark of more than 60,462,000 ton miles of air freight.

That is an increase of more than 24 per cent over the previous year, according to C. R. Speers, Sr., vice president for sales.

### Table: The Airport Of Baltimore

<table>
<thead>
<tr>
<th>Type of Traffic</th>
<th>Feb., 1956</th>
<th>Feb., 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, Incoming</td>
<td>10,966</td>
<td>10,268</td>
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<tr>
<td>Passengers, outgoing</td>
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<td>Express, outgoing (lbs.)</td>
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<td>Total express (lbs.)</td>
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<td>Freight, incoming (lbs.)</td>
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<tr>
<td>Freight, outgoing (lbs.)</td>
<td>236,629</td>
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<tr>
<td>Total freight (lbs.)</td>
<td>502,956</td>
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<td>Air carrier flights</td>
<td>2,785</td>
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<td>Military flights</td>
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<td>Civil flights</td>
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</tr>
<tr>
<td>Total</td>
<td>11,571</td>
<td>8,979</td>
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</tbody>
</table>

The above figures are compiled by the Department of Aviation, which operates the airport.
Baltimore's Air Service Held Worsening

Air Service in Baltimore is not only poor but it is "deteriorating," the Greater Baltimore Committee said today in a petition filed with the Civil Aeronautics Board.

The committee's seven-page petition asked for approval to intervene in the pending Great Lakes-Southeast Service Case before the CAB and said it intends to "point to ways and means" by which inadequacies of air service here can be corrected.

Clarence W. Miles, chairman, said the committee looks upon those proceedings "as providing an opportunity for the CAB to remedy this appalling situation, at least in part."

Eighteen airlines are involved in the case. Most are seeking new certificates, or amendments to present certificates, to provide increased service between eastern and southeastern cities, including Chicago, Detroit, St. Louis, Atlanta and Miami.

Service Inadequate

In its petition, the Greater Baltimore Committee declared that Baltimore air service "is grossly inadequate and has resulted in a gross under-development of Baltimore's air traffic potential."

It pointed out that while Baltimore is the seventh largest city in the United States, according to the 1950 census, the city ranked thirty-eighth in air passenger development in March, 1955, and thirty-ninth in March, 1954.

"The reason for this inadequate passenger development is the poor air service being rendered to the city of Baltimore," the petition continued. "In 1955, Baltimore ranked forty-fourth in terms of air carrier movements (landings and take-offs) among all airports with CAA operated airport traffic control towers."

Smaller Cities Cited

It pointed out that such smaller cities as Albuquerque, N.M.; Birmingham, Ala.; Charleston, W.Va.; Shreveport, La., and Richmond, Va., received a greater number of air carrier movements than Baltimore.

"The situation at Baltimore, poor as it is, is deteriorating," the petition said.

In 1949, according to the committee, Baltimore ranked twenty-first in air carrier movements, twenty-eighth in 1950 and forty-fourth in 1955.

"For 1953 the CAA records show 40,628 air carrier movements at Baltimore with 37,545 for 1955, a decline of 6.6 per cent," the petition said. "During this period, air carrier movements at other CAA controlled airports increased by 6.6 per cent."

Passenger Rate Noted

As for passenger traffic, the committee said "that situation, too, is deteriorating in that the growth in traffic at Baltimore is not keeping pace with the growth throughout the United States in general."

"Between 1951 and the twelve months ending September 30, 1955," the report continued, "there was a 62.8 per cent increase in revenue passengers carried by the trunk lines, but an increase of only 52.0 per cent in passengers enplaned at Baltimore."

Mr. Miles said the Greater Baltimore Committee's intervention in this case is but one phase of a three-point program dedicated to improve service at Friendship Airport.

The other parts of the program include efforts to prevent construction of the proposed airport at Burke, Va., and support of the application of Pan American Airways for a route between the northeast and Miami, using Friendship to serve the Baltimore-Washington area.
Friendship Called O.K. For Jetliners

By Raymond Thompson

Jet transport service can be integrated at Friendship International Airport without difficulty, including the problem of noise, the Boeing Airplane Company said today.

Boeing is manufacturing the 707 Jet Stratoliner which is expected to be placed into service by some of the major airlines within the next several years.

The Seattle company's remarks referring to Friendship were contained in a letter to Councilman Leon A. Rubenstein (D., Fifth), chairman of the City Council's Aviation Committee.

Mr. Rubenstein, in a letter to Boeing, said he is concerned with the "so-called noise hazard which is constantly associated with the jet."

"Definite Nuisance"

In reply, D. A. Buck, senior engineering representative for Boeing, said that while the company does not consider noise to be a hazard it is recognized as sometimes being a "definite nuisance."

"Our analysis of the Baltimore Friendship International Airport indicates that the runway length (10,500 feet) is adequate for full payload nonstop operation of the Boeing 707 to any United States city or to European airports, such as London or Paris," Mr. Buck wrote.

"Runway strength requirements for the Jet Stratoliner are less than for some present civil transports and we foresee no problem from jet blast or heat."

"In fact, we consider installation of the 707 into your airport operation will be made with difficulty, including the problem of noise."

Airport officials here, and in other cities, have been greatly concerned with the problem of noise generated by jet engines. The 707 has four jet engines but will operate without afterburners.
Airport Of Baltimore

**Friendship Future Seen As Promising**

By Raymond Thompson

Officials of Delta Airlines are optimistic about the role Baltimore will play in the commercial air transportation field in the next couple of years.

They are taking the view that Friendship International Airport can and probably will become a regional facility serving both this city and the environs of Washington, whether or not the proposed second Washington airport ever is built at Burke, Va.

Only time will tell if they are right.

Delta, the nation's fifth largest domestic airline, will inaugurate its first flights through Baltimore this Sunday. It already has opened a joint ticket office with United Air Lines at the Lord Baltimore Hotel.

**Formal Opening**

At the formal opening of the ticket office last week, during which Mayor D'Alejandro welcomed the airline to the city, Robert L. Griffith, assistant to Delta's president, said the airline has "every confidence" in the future of air service in Baltimore.

Mr. Griffith's own opinion is that a "re-education" of air travelers from the Washington area is necessary. Many of these travelers, he said, have been "spoiled" by having an airport relatively close to their homes. Now that that airport, Washington National, has become saturated with traffic there is a definite need for another facility to serve the nation's capital.

If the Burke Airport is built and indications are that Congress may approve its construction, air travelers from the northern and northwestern suburbs of Washington will have to fight that city's traffic to reach that airport.

"We can probably get these people into the habit of coming to Friendship," Mr. Griffith said.

**Good Service Angle**

Further, he thinks Delta can tap other Washington traffic by providing "good service out of Friendship."

So far, the airline has scheduled only two flights a day through Baltimore and these with 44-passenger Super Convair. Mr. Griffith said further flights are planned and that as soon as new Constellations and DC-7's now on order are delivered the Convairs will be replaced.

The airline's first flight through Baltimore on Sunday will be a southbound plane, due to arrive at Friendship at 8:21 A.M. It will leave New York at 6:45 A.M. and stop in Philadelphia before landing here. It will proceed on to Washington, Charlotte, Atlanta, Dallas and Fort Worth.

Its northbound flight will leave Atlanta at 8 P.M. and will stop at Charlotte and Washington before arriving here at 9:40 P.M. The flight will go on to Philadelphia and terminate at Newark Airport at 11:20 P.M.

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**Altitude Chamber**

Altitudes in excess of 150,000 feet can be simulated in a new test chamber developed by the Air Research and Development Command.

The 46-ton chamber will be used to study effects of high altitude flights on men and to aid in designing protective equipment for Air Force pilots.

Three 845-cubic-feet-per-minute pumps and special valves make it possible to decompress the chamber as quickly as an airplane would be decompressed if its canopy were blown off.

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**Around The Industry**

The annual dance of the Association of Scheduled Passenger Airlines of Baltimore will be held at the Emerson Hotel April 7 at 9 P.M.

American Airlines is planning a nonstop DC-7 transcontinental service between Washington and Los Angeles beginning June 17.

Eastern Air Lines plans to increase its fleet of twin-engine transports for intercity service by 25 per cent with the addition of twelve Convair-440 airliners early in 1957. The airline's fleet of 56 Silver Falcons, built by the Martin company here, is now carrying a large volume of short-haul intercity traffic.

The use of nylon webbing used in Air Force runway barriers has been doubled by a dye and abrasion-resistant resin treatment devised by Air Research and Development Command technicians. Life expectancy of the webbing has been raised from 30 to 60 days under normal conditions.

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**Three Escapes**

Peabody, Mass., March 26 (P)—Charles McHugh, 34, railroad employee, was riding to work. His train was in a collision. Thirteen were killed, but he escaped injury. He and others transferred to another train which also had a collision. Again, he was not injured. A few days later he fell asleep while smoking. He suffered leg burns—not serious.
Air Port Of Baltimore

Friendship To Hire
Public Relations Man

By Raymond Thompson

Friendship International Airport, long suffering from a lack of public goodwill, soon will hire a man to boost its relations with the public.

A newly-created city civil service position provides for an assistant to the director of the Department of Aviation whose duties are to include an informational program, direction of safety activities and maintenance of "friendly and courteous relationships with the passengers and public."

The new man will replace the present activities of the public-relations firm of Gaver and Weinberger, hired by the city for $12,000 a few months ago to provide a promotional program at the airport.

The public-relations firm will continue its work through the full year of its contract.

Twelve persons have applied for the new position, but an official of the city civil service department said that not all of them are qualified. The qualifications include graduation from a university or college and ten years of experience in public relations, or the equivalent combination of training and experience.

The qualifications also ask for a "thorough knowledge of the field of public relations and of the media of information," as well as the "ability to maintain good relationships with users of the airport."

An examination for the position will be given this week and a list of the eligible applicants will be turned over to the Department of Aviation for further screening within the next two weeks.

The position pays from $7,104 to $8,640 annually.
City Increasing Airliner Fee

A five percent increase in landing and rental fees for the airlines serving Friendship International Airport has been approved by the Airport Board. The new fees will be effective August 1.

The boost is provided for in contracts with the airlines, negotiated in 1950, in a provision permitting four five percent increases over a ten-year period. The first increase was approved last year, five years after the opening of the airport.

In another action at the board’s regular meeting yesterday, authority was given the Anne Arundel County Sanitary Commission to drill nine wells on the southeastern periphery of the airport.

Zoning Permit Required

The wells will be drilled along Hammonds Ferry and Dorsey roads.

Drilling is expected to begin after the commission receives a permit from the Airport Zoning Board.

The Sanitary Commission, in return for tapping the water sources on airport property, agreed to supply Friendship with water from the wells on an equal basis with other users.

The progress of noncommercial operations at Friendship, as well as the proposal to build an airport at Burke, Va., also were discussed by the board.

Walter F. Perkins, chairman, noted the increasing use of the field’s facilities by corporate and private aircraft and said this use
Big Commercial Aviation Strides Made By Philadelphia In 3 Years

Transformation Credited To A Willingness To Spend, Determination, Promotion

This is the first of two articles on the progress of commercial aviation in Philadelphia.

By ALBERT SELBSTEDT, JR.

[Sun Staff Correspondent]

Philadelphia, May 7—Philadelphia, on a side street along the nation’s air routes for years, is no longer entrenched on the main highway and looking for more business.

The remarkable transformation has come about mainly in the last three years. It has been accomplished by high-minded promotion, a willingness to spend money and civic determination, all bolstered by the fact that it is the third biggest city in the United States.

For years Philadelphia's position in commercial aviation was even less impressive than Baltimore's.

It had an inadequate and virtually ignored airport which was nearly relegated to oblivion in World War II when the Army closed down the town to make room for an ammunition depot.

Air-minded Philadelphians decided to New York by the thousand just as Baltimoreans have been going to Washington for better service. And, as in the case of Baltimore, the people slipped easily into a travel habit that was to become a tremendous obstacle in the path of commercial aviation development.

Terminal Opened In 1953

The problem then was to get Philadelphia interested in aviation and to get the airlines interested in Philadelphia.

Philadelphia, again like Baltimore, took the first step toward solution by building a good airport. City planners selected the site of the old airport, about 7 miles from the City Hall in South Philadelphia.

New runways were laid out and a $15,000,000 terminal was built. It was opened in 1953.

The next step involved getting a capable and experienced administrator to operate the airport.

As Baltimore looked west and secured Henry A. Barnes, of Denver, to tackle its traffic problems, Philadelphia looked in the same direction and, in Kansas City, found the man for the job.

[People Lacking]

Louis R. Inwood, an exceedingly jovial man and spiritual kin of P. T. Barnum, had been director of aviation in Kansas City since 1947. Kansas City was losing $500,000 a year on the operation of its airport when he arrived. The year Mr. Inwood left for Philadelphia in 1953, Kansas City's airport operation was in the black to the amount of $700,000 annually.

Mr. Inwood, associated with commercial aviation for 25 years, was acquainted with the facts of life in this vastly complicated business.

After taking a look at Philadelphia's big glass-and-brick terminal building, the modern facilities and the broad concrete runways, he realized that one thing was lacking—people.

"You can get customers," he says, "without exposing them to sales. And the way to do that is to get the people out to the airport."

Promotion Program Staged

In his first year as Philadelphia's aviation director, the building Mr. Inwood staged a promotion program that would have impressed Ed Sullivan.

Band concerts were held in the terminal building, school children arrived by the hundreds each week to take conducted tours, stories about travel were shown regularly to visitors and the airlines were moved to inaugurate free flights over the city for anybody who wanted to take a ride.

Mr. Inwood estimates that about 80 per cent of the riders had never been off the ground before.

Each airline serving the city had a "week" at the airport to sell itself to the citizenry.

Free Literature

Free literature on the advantages of air travel was placed at the terminal building. Business men were urged to advertise their wares at the airport (a clock and Mr. Inwood and his staff)

Italked aviation loud and long to anybody who would listen.

Results soon began to register where airlines are most impressed—sales.

However, for some unexplainable reason, Philadelphians were staying away from the airport on Tuesdays.

Mr. Inwood contacted a band, "Come out and play dance music on Tuesdays," was the gist of his remarks to the band. "We'll charge 10 cents admission and you keep the money." The band didn't have to be asked twice.

[Other Buried] Sudden Spurt

In a few weeks an airline manager joyfully asked Mr. Inwood if he had any explanation for the sudden spurt in business on Tuesdays.

Promotion has not been the sole answer to Philadelphia's problems and Louis Inwood has not done the job single-handedly. The city's Chamber of Commerce and its respected transportation director, Samuel H. Williams, have been in the forefront of the fight both with the airlines and the Civil Aeronautics Board to acquire better service and routes.

Philadelphia retains a lawyer in Washington at $10,000 a year, an attorney experienced in aviation litigation, who represents the city's interest in route cases before the CAB.

More Money To Be Spent

Philadelphia, which over the years has sunk $85,000,000 into the airport and is still free with money. Next year Mr. Inwood plans to spend $5,000,000 more for additional buildings and other improvements in addition to the $10,000,000 currently planned for the next six years.

All this activity and expense could not be justified, of course, without an affirmative answer to the obvious question: Has it done any good?

The answer can be made with a few cold statistics. In 1954, Philadelphia, already on top of the grade, ranked seventeenth in the nation in enplaned passengers. City officials estimate its present position at number at number two. Over 1,000,000 passengers used the airport in 1955.

Last year enplaned passenger traffic at Philadelphia increased by nearly 25 per cent. The national average was about nine per cent. Baltimore's average was seven per cent.

Gett 40 More Flights

Philadelphia last month re-
AIR GAINS CITED
BY PHILADELPHIA

By City's Airport Is Running
Poor Second To New York

This is the second of two
articles on the progress of
commercial aviation in Phila-
delphia.

By ALBERT SELBSTED, JR.
[Staff Correspondent]
Philadelphia, May 8—The Phila-
delphia success story in com-
mmercial aviation still has a few
bad chapters but city officials are
intent on rewriting them.

Despite tremendous gains in
passenger traffic, stimulated by
a new airport and imaginative pro-
motion, the city is running a poor
second to its big neighbor, New
York.

Philadelphiaians have no illu-
sions about overtaking the huge
metropolis 100 miles to the north
but they are uncomfortably aware
of a growing fact—an estimated
30 per cent of their potential air-
line passengers go to New York and
for deluxe domestic and interna-
tional flights.

In the matter of international
service, Philadelphia has been
looking with one eye at Boston
and the other at Baltimore. Could
the three cities work out a co-
opera tive plan to share some of
these desirable overseas flights?

Although Philadelphia now has
dehere international flights a
week in and out via foreign airlines.
That is because State Department
treaties designate New York as
the port of entry for foreign car-
riers, according to Louis R. In-
wood, director of aviation here.

"Why shouldn't the State De-
partment and the Civil Aeron-
teic Administration amend these
treaties?" asks Mr. Inwood. "Why
shouldn't we be free to solicit this
foreign service?"

If that were done, Philadelphia
alone still would be in a relatively
weak position compared to New
York. But with Boston and Balti-
more in the picture, some of these
European airlines might take a
second look, Mr. Inwood suggests.

He envisions a skip-stop service
by these overseas carriers, pick-
ing up passengers in all three
cities and then heading across the
Atlantic with a full load.

Washington's airport, with its
huge passenger potential for
overseas flights, is not in Mr.
Inwood's picture of things to
come.

Suggestions Made
He suggests, instead: "Com-

But good administrators and
handsome airports will not, in
themselves, produce business, Mr.
Inwood contends.

"I don't believe the world
would beat a path to the door of
the man who builds the better
mouse trap. That man would need
a sales force to sell it."

Many cities in the country do
not want to use the flashy prom-
ton techniques that Mr. Inwood
has introduced in usually staid
Philadelphia. The aviation direc-
tor readily admits that he holds
a minority opinion in this matter.
## Airports And Airways

### 7 Per Cent More Air Passengers

By Albert Sehlstedt, Jr.

Passenger traffic at Friendship International Airport rose to 30,527 last month, a seven-per-cent increase over the figure for April 1955.

The passenger total last month was almost double the number of April 1951, the first full calendar year of operations at the new field.

Air freight poundage climbed five per cent last month over the corresponding period for the previous year. The total this April was 473,658 pounds.

**Express Cargo Increases**

Express cargo reached 181,546 pounds this April. The 1955 figure was 164,153.

There was also a rise in the number of commercial flights at Friendship in a comparison of the two periods. The 1956 total is 3,286 and the 1955 total was 2,158.

Neither total is as high as the April 1951 figure, which was 3,390. As has been pointed out before, this comparison is not an accurate reflection of the service at Friendship because the airlines are now using bigger planes with more available seats than they were in 1951.

**Armed-Forces Flights**

Armed-forces flights at the field totalled 6,465 in April of this year and 4,544 in the same month of 1955.

Flights under the civil classification rose to 3,433 last month. The 1955 total was 2,077. Included in these totals are familiarization flights by airline pilots.

The monthly totals are prepared under the direction of Maj. Gen. Donald H. Connolly, director of the city's Department of Aviation.

### Flights For Teachers

During the last few weeks hundreds of Baltimore teachers have been taking their first plane rides at Friendship Airport.

The flights are provided by Eastern Airlines as a means of developing more interest among the public in air travel.

Eastern, which has arranged similar excursions in other cities, believes that teachers, as a group, provide one of the best channels for informing the public about air travel.

### The Airport Of Baltimore

The following is a summary of air-traffic activity at Friendship International Airport for April 1956, in comparison with April 1955:

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<thead>
<tr>
<th>Description</th>
<th>April 1956</th>
<th>April 1955</th>
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<td>Passengers, outgoing</td>
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<tr>
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<td>Air-carrier flights</td>
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<td>Military flights</td>
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<tr>
<td>Civil flights</td>
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<tr>
<td>Total flights</td>
<td>13,264</td>
<td>9,760</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.

### Teachers May Tell Pupils

Teachers doubtless will tell their pupils about the trips, and the pupils, it is hoped, will take home the stories to their families.

In two years the airline has taken up some 69,000 passengers on such flights in cities along its route.

**Observation Deck**

Although this percentage may seem large to the average layman, people associated with aviation are aware that many millions of Americans have never been closer to an airplane than the observation deck of an airport.

This is one of the roadblocks in the path of the development of commercial aviation. Flights like the ones provided by Eastern may help to remove it.

One concrete result was reported by the Eastern office here last week. A teacher who had flown on one of the half-hour flights over the city called and said: "I've just taken a ride on our teacher airlift. I want to make a reservation to Raleigh."

### Fortress As Targets

Bomber pilots of World War II may learn with a tinge of regret that their venerable B-17s are now target ships for guided missiles.

The famous Flying Fortress, the last word in long-range bombers during the early years of the war, are now filling a great need for a large bomber-type craft that can carry bulky equipment and instruments which can record explosion and shock stress and other details important to the guided-missile program.

### Biggest Drones In History

The Air Research and Development Command headquarters here reports that the B-17s are in use at the Missile Test Center in Florida.

The bombers are now pilotless aircraft, too. In fact, they are the largest remotely-controlled planes in history, the ARDC notes.

Classified as drones, the Fords are sent skyward at Cape Canaveral with a crew operating them by radio controls on the ground.

When the drone is far out to sea, a missile is launched on a course leading to the bomber.

### Camera In Nose Relays Action

A camera in the nose of the drone relays the action to the ground crew via a special television channel.

The ARDC says the missiles used in these tests are armed with small explosive but the charges are big enough to down the drone.

As the old Ford falls to the sea, the cameras and recording equipment are parachuted slowly to the water in floatable wings pods and picked up by fast crash boats.

So ends another B-17, but it is a better fate than rusting to death on the junk heap.
Radar System In Operation At Airport

Friendship International Airport's $100,000 airport surveillance radar system began sweeping the skies last night, after a delay of twenty months.

The commissioning of the Bendix-built ASR-3 radar followed weeks of intensive evaluation of the system by the Civil Aeronautics Administration.

With the unit, air traffic controllers in the airport's tower will be able to survey the movements of all aircraft in an area of about 60 miles from the field. The planes will be registered on the radar scope as little dots of light, or "pips."

Notices Sent Out

Teletype notices already have gone out to aviation interests all over the world announcing that Friendship is equipped with the radar unit, the most modern electronics system for the control of air traffic.

The information also is being published in the "Airman's Guide" and the "Pilot's Information Manual."

The CAA has estimated that such radar units increase the landing and takeoff capacity of airports by as much as 50 percent.

The radar equipment, built in Baltimore by the Bendix Radio Division of the Bendix Aviation Corporation, has been installed at Friendship for the last twenty months.

Low-Priority Status

It was not commissioned earlier because the CAA considered Friendship as a "low-priority" facility.

Similar equipment installed at months ago was commissioned and put into use earlier.

But the CAA said that Friendship's system is a test for the ASR-3.

"Many significant improvements have been developed as a result of its operation there during the past two years," according to Ora W. Young, regional administrator for the CAA.

Applied Elsewhere

"These improvements," he said, "have been incorporated into units installed at other major airports throughout the country and, from this standpoint, this Baltimore unit has made a substantial contribution to the national program for air traffic management improvement."

Additional electronics equipment is to be added to the system here early this fall.

The unit will be operated by CAA personnel at the airport under the guidance of Francis A. Kane, chief controller.
More People Use More Flights

By ALBERT SEHLSTEDT, JR.

Both passenger traffic and flights of commercial airliners increased at Friendship International Airport during May, the Department of Aviation announced yesterday.

A total of 29,628 persons used Friendship last month, an increase of nearly 1,000 over the May figure for 1955, according to statistics released through Maj. Gen. Donald H. Connelly, director of the department.

Commercial flights at the field reached 3,711 last month, compared with 3,179 in May, 1955. That is a 16 per cent rise.

Total aircraft operations at Friendship last month were 14,008, including flights by private and armed-forces planes. That is a 24-per-cent rise.

Air Freight Still Grows

Air freight, a consistent gainer, reached a total of 541,289 pounds, an increase of more than 50,000 pounds above the 1955 figure. There was a notable increase in air express, too. The May figure this year was 202,345 pounds. In May 1955 the total was 180,504 pounds.

The department said the combined cargo figures last month at Friendship were 62½ per cent above the combined totals for 1951, the first full year of flight operations at the airport, and 11 per cent over the total for the same month in 1955.

<table>
<thead>
<tr>
<th></th>
<th>May, 1956</th>
<th>May, 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers incoming</td>
<td>13,962</td>
<td>13,740</td>
</tr>
<tr>
<td>Passengers outgoing</td>
<td>15,866</td>
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<td>Total passengers</td>
<td>29,828</td>
<td>28,879</td>
</tr>
<tr>
<td>Express incoming (lbs.)</td>
<td>108,273</td>
<td>99,784</td>
</tr>
<tr>
<td>Express outgoing (lbs.)</td>
<td>94,672</td>
<td>80,810</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>202,945</td>
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</tr>
<tr>
<td>Freight incoming (lbs.)</td>
<td>337,120</td>
<td>336,580</td>
</tr>
<tr>
<td>Freight outgoing (lbs.)</td>
<td>214,139</td>
<td>132,735</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>551,259</td>
<td>469,315</td>
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<tr>
<td>Air carrier flights</td>
<td>3,711</td>
<td>3,179</td>
</tr>
<tr>
<td>Military flights</td>
<td>7,067</td>
<td>6,604</td>
</tr>
<tr>
<td>Civil flights</td>
<td>4,130</td>
<td>2,211</td>
</tr>
<tr>
<td>Total flights</td>
<td>14,908</td>
<td>11,904</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.
Perkins Is Nominated Again
As Airport Board Chairman

Mayor D'Alesandro yesterday nominated Walter F. Perkins for a new six-year term as chairman of the Airport Board.

At the same time he renominated men to the City Service Commission, the Lexington Market Authority, the Advisory and Appeal Board for the Bureau of Smoke Control and the Free Public Bath Commission.

All the nominations were sent to the City Council for confirmation and the Council's Executive Appointments Committee is to meet with the nominees on Monday.

In recommending Mr. Perkins to councilmen, the Mayor referred to him as a man who has rendered "exemplary service" as chairman of the Airport Board.

"Sound Experience"

"He possesses sound experience," the Mayor wrote, "and has proven to be an able and conscientious public servant."

Leonard A. A. Siems, a banker, was the man the Mayor named for a new six-year term on the City Service Commission.

S. Page Nelson, also a banker, was the man nominated for another five-year term on the Lexington Market Authority.

For the smoke-control board, the Mayor named Eugene B. Heilman, owner of a laundry business and a leader in civic and fraternal affairs. Terms on that board are for five years, too.

Only New Man

Jack Land, of 3314 Taney road, named to fill an unexpired term on the bath commission, was the only new man among the five appointments made by the Mayor. He will succeed Leonard Rosen, who resigned. The term runs until July 1, 1959.

In addition to the Mayor's five nominations, the Council got only twelve new bills yesterday.

Leon Abramson, Council president, said after the session the Council's summer recess will begin either July 2 or 9. If the Council adjourns on the earlier date, that would mean that only bills introduced yesterday or before will be acted on before fall.

Cites Loan Bills

He cited the two new loan bills introduced yesterday as examples of "must" legislation, bills which have to be acted on before recess.

One bill authorizes the submission to the voters of a $5,000,000 loan for additional off-street parking facilities and the other an $850,000 loan for new parks and recreation facilities.

J. Joseph Curran (D, Third), chairman of the Budget and Finance Committee, set up public hearings on both bills for next Monday.

The Public Utilities Committee is to hold a public hearing Thursday at 3 P.M. on the resolution introduced last week criticizing the Public Service Commission for the city's "poor" taxi service.

Radecke Avenue

An amendment to the controversial Radecke avenue zoning bill was introduced yesterday, sending the measure back through a series of checks by city agencies and possibly delaying action on the bill until fall.

Last week, councilmen asked the Bureau of Surveys to check the names of protestors to see if twenty per cent of the abutting property owners were represented on a petition given the zoning committee.

The bureau reported that twenty per cent did sign in protest, which meant the bill could be passed only with a three-fourths majority.

Richard D. Byrd (D, Third), said yesterday the amendment "circumvents the three-fourths rule."
Shabby Service

The cold facts on just how fantastically-inadequate is the airline service through Friendship Airport were given the Civil Aeronautics Board yesterday in briefs filed by four Baltimore-Maryland groups.

At the same time the Baltimore interests tackled the hitherto fruitless task of convincing federal officials that Baltimore is not a bad air city—that a great air passenger and freight potential is bottled up by lack of flights at Friendship.

One brief was presented by the City of Baltimore and the Association of Commerce; another by the Greater Baltimore Committee and the State Aviation Commission. They urge CAB to certify Pan American World Airways for the East Coast-Florida route and to recognize Friendship as a Baltimore-Washington regional terminal.

The Greater Baltimore-Aviation Commission groups charged flatly that “Baltimore is being discriminated against by Eastern and National lines (which now fly the route) in favor of the more lucrative Washington and New York passenger traffic...”

Back Up The Charge

They backed up the charge with striking facts, including:

- National Airlines provide Baltimore with only one flight southbound a day which terminates in Miami. It is with a two-engine plane and makes eight stops enroute.
- This flight takes eight hours and 40 minutes, in contrast to DC-7B non-stop flight between New York and Miami requiring three hours and 30 minutes and from Washington in three hours.
- Eastern Air Lines has only one flight southbound from Baltimore, terminating at Jacksonville, requiring five hours and eight minutes with four intermediate stops. Northbound service originates in Miami and gets to Baltimore in nine hours and 25 minutes after eight intermediate stops.

The brief brings out that as a result of service “really tantamount to no service at all” the two carriers transported only one Baltimore-Miami passenger per 1,000 of population, compared to an average of 43 per 1,000 from New York, Philadelphia and Washington.

By contrast, as of last year, Boston had six daily southbound flights, using Constellations and DC-6’s; New York had 49, of which 29 were non-stop to Florida; Philadelphia had ten, half of them non-stop, and Washington 17, of which eleven were non-stop, according to the City of Baltimore-Association of Commerce brief.

All Cargo Service Unheard Of

Of 98 schedules utilizing modern four-engine planes, none served Baltimore and Baltimore “all-cargo service was unheard of,” the brief added.

Concerning all of which the Greater-Baltimore—Aviation Commission group remarked:

“It is academic that without service there cannot be any traffic.”

That flights generate air traffic is proved by an increase of 50 per cent in Boston-Miami traffic when a single non-stop flight was added, and in National’s increase of 67 per cent on the New York-Tampa route with addition of only one non-stop coach flight.

More strikingly, when service from Philadelphia to Miami was increased substantially in capacity and quality, Eastern Air Lines passenger traffic increased nearly six times, from 1952 through 1954.

The above brief remarks:

“Baltimore will show an even more phenomenal increase in Miami traffic if given proper service.”

Service Lack Hurts Business

No, Baltimore is not a bad air city.

Its big business community, its large number of citizens who vacation in the south, its diversity of manufacture of small articles, a large proportion of which are sold in the south and Latin America and are suitable for shipment by air, give the city a vast air potential. But lack of flights from Friendship prevent these facts from being demonstrated to the world.

The CAB will be giving Baltimore the shabbiest of treatment, ignoring the needs of the nation’s sixth largest city, if it refuses to act favorably in the Pan American case.
Airport Service Controversy—
Many Variables Affect Pattern

By Raymond Thompson

Ever since it opened in June, 1950, Friendship International Airport has been the stormy center of controversy, with emphasis on the argument that the air service here is inadequate to meet the city’s needs.

It is an argument not peculiar to this city.

Philadelphia, for example, isn’t at all satisfied with having the eleventh busiest airport in the nation. Some people in Detroit, which ranks among the ten top cities in air-carrier traffic movements, feel the air age may be leaving the city behind.

D.C. Need Cited

Even Washington, ranked as having the third busiest airport in the nation is crying that it needs an additional 40 flights daily, perhaps more, to meet public demands.

St. Louis is complaining, too; so are Fort Worth and Dallas. As a matter of fact, just about every city in the nation complains about its air service.

Do Baltimoreans, with the forty-sixth busiest airport, have stronger arguments?

Some people think so. Others do not.

There are, in reality, hundreds of variables affecting the air service pattern which the average impatient air traveler cannot readily understand.

Variables Listed

These variables include this city’s proximity to Washington and New York, the excellent rail service in and out of Baltimore, the city’s economic status and the route restrictions placed on the airlines by the Civil Aeronautics Board.

Take, for example, a comparison of the number of flights through Friendship today with the number back in 1950 when the airport opened.

Fifty-eight commercial planes arrived on October 16, 1950, at the airport from other cities. Fifty-nine airliners took off on the same day.

Today, 48 scheduled airliners will arrive at the airport; 50 will take off.

At first glance, these figures would indicate that service out of Friendship is worse now than in 1950.

Answer Given

But, as in any set of statistics, there is another side to the picture. There are fewer flights today because of the Maryland Bay Bridge.

What does the bridge have to do with airline flights?

The answer is that all American Airlines—new Allegheny Airlines—accounted for ten of those 1950 flights, with numerous stops in Eastern Shore communities. And the airline carried an average of 800 passengers monthly on those flights.

Today, Allegheny has two flights a day, and carries more than twenty passengers each month out of Baltimore.

The bridge has made it easier for Marylanders to travel to the Eastern Shore by car.

Another of those 1950 flights from Baltimore to Easton, was discontinued when Pan Maryland Airways dropped its airline business to concentrate its efforts on the operation of the fixed base facilities at Friendship.

Thus, there has been no decrease in public interest, for that matter in the number of flights offered by the major airlines serving the airport. That number has remained at 50, with occasional seasonal variations.

While they have not increased the number of flights, however, the airlines are now offering more than twice as many seats for passengers as they did in 1950.

For in 1950, practically all of the flights were with eighteen- and twenty-three-passenger DC-3’s. Today, the majority of Friendship flights are with DC-4’s and equipment available, and by United Air Lines.

There is, many assert, a plausible explanation for the high ratio of twin-engine Convair 164’s and DC-3’s on Baltimore’s schedules.

These planes are particularly suited, both on financial operation and flight time for the traveler, for the short intercity flights which predominate Baltimore’s schedules.

Surprisingly enough, more Baltimore commercial air travelers fly to New York City than to any other destination in the nation. The figure, in fact, is nearly three times that of the second-ranking destination, Pittsburgh.

A survey made by the Civil Aeronautics Board showed that in a fifteen-day period in March, 1955, 1,127 passengers left Friendship for New York, 797 for Pittsburgh, 586 for Boston and 579 for Chicago.

There’s another problem with equipment, too.

With increasing demand for air travel, the airlines are finding it more and more difficult to provide the equipment needed for each city on their systems. There just aren’t enough planes and equipment on a priority basis to serve long-haul cities.

“Small Town”

Despite the increase in seat capacity and the more than 100 per cent jump in air travelers using Friendship in the past five years, the airport’s daily operations still reflect “small town.”

Friendship’s operations more closely resemble those of Charleston, W.Va., and Rochester, N.Y., than the do of airport terminals in metropolitan areas of comparable size to Baltimore’s.

Daily takeoffs and landings today at Friendship total 98. Washington’s operations average more than 300 a day.

There have been a few improvements, though, other than the
RANKING DESTINATIONS OF COMMERCIAL AIR PASSENGERS

BALTIMORE

New York city 1,927
Pittsburgh 767
Boston 588
Chicago 579
Miami 538
Washington 431
Cleveland 363
Detroit 357
Buffalo 334
Norfolk 270
Rochester 268
Louisville 264
Dayton 216
Atlanta 175
Richmond 169
Los Angeles 184
Columbus 162
San Francisco 146
St. Louis 142
Cincinnati 134
Hartford 123
Charlotte 123
Albany 110
Orlando & Syracuse 108
Jacksonville 106
Indianapolis & Tampa 101

WASHINGTON

New York city 20,276
Chicago 5,955
Miami 3,831
Boston 2,826
Norfolk 2,384
Pittsburgh 2,359
Detroit 2,241
Los Angeles 1,958
San Francisco 1,786
Cleveland 1,483
Philadelphia 1,432
St. Louis 1,385
Atlanta 1,255
Dayton 1,070
Tampa 883
Louisville 827
Dallas 821
Houston 816
Minneapolis 794
Richmond 777
Columbus 760
Raleigh 740
Buffalo 715
New Orleans 709
Hartford 679
Rochester 657

seat capacity increase.

To Any Of 66 Cities

The Baltimore air traveler now can board a plane at Friendship and go directly to any one of 66 cities in the nation, twice as many destinations as he could reach on the flights scheduled back on October 16, 1950. The passengers may find that all of the flights do not meet their particular needs, especially to times of departure, type of equipment and number of stops en route. But they can go to these 66 cities without the inconvenience of changing airplanes. Back on October 16, 1950, when there were more commercial planes landing and taking off at the airport, Baltimorans could fly to about 30 cities without changing planes. Thus, there has been more than a 100 per cent increase in the number of cities to which Baltimorans can fly directly. A similar increase is shown in the number of cities from which passengers can board planes and fly directly to Baltimore, again without the inconvenience of changing planes. In 1950, the cities totaled 31; today's number is 66. Actually, of course, this refers to single-plane service and does not count destinations Baltimore can reach by changing planes at some other major city airport. In fact, any city with an airport is linked to Baltimore by connecting flights.

In many cases, changing planes provides better service than staying aboard one plane to the destination, particularly if that plane makes multiple stops. In some cases, the certificates under which airlines operate require that, on certain routes, the plane must stop in specifically named cities or a specific number of cities.

American Airlines cannot fly a nonstop plane from Baltimore to Chicago without making one stop between. Washington, of course, represents a better opportunity for the airline to sell tickets to any other city in between. And so the stop is made there.

Waiting Line in D.C.

Thus, the airlines are assured that any seats that aren't filled in Baltimore will be filled in Washington, where there generally is a waiting line at the ticket counters. There seldom is a waiting line at Friendship, except on Friday evenings when many persons queue up for flights to New York city for the week end. Why, then, if Washington's airport is so overcrowded and Friendship is so devoid of flights, can't some of the long-haul flights be shifted from Washington's National Airport to Friendship? In the first place, most of the airlines don't want to shift their flights here. It may be just a matter of habit for both the airlines and the passengers to have the long-haul flights originate in Washington. Many contend this habit could be broken.

Millions Spent

But, the airlines also argue they have spent millions of dollars for maintenance facilities, overhaul shops, flight kitchens and crew quarters at Washington and feel no sense duplicating all of that here.

Most of these facilities would be required at Friendship to service the non-stop, long-haul flights. Then, again, the airline men point out, Baltimorans and others in this area have little community interest in most of the cities on the so-called long-haul flights. A glance at the ranking destinations of Baltimorans apparently proves this.

Take Los Angeles: In a fifteen-day period reported by the C&O, 164 passengers boarded planes at Friendship on the first leg of a flight to that California city. In the same period, 1,958 persons boarded planes in Washington for Los Angeles. If the flights out of Washington for Los Angeles had originated at Friendship, it would have meant bringing 1,958 persons to Baltimore—more than ten times the number that had to go from Baltimore to Washington. The airlines believe this would not only be uneconomical, but also that the Washington passengers would how even louder than the Baltimorans do now.

The airlines have taken the position that it makes more sense to provide connecting flights from Friendship to Washington, or sell tickets to enable Baltimorans to board their flights in Washington, avoiding Friendship altogether.

That many Baltimorans do the latter is indicated by statistics provided by the airlines. Fifteen per cent of American and Eastern airlines' passengers are ticketed in Baltimore but board their flights in Washington. Nearly 40 per cent of Delta Airline's and 30 per cent of United Airline's passengers do the same.

For Capital Airlines, the figure is 5 to 7 per cent for Trans World Airlines, 6 to 7 per cent.

J ustification?

If all these passengers boarded planes at Friendship, instead of Washington, would it not be a justification for the airlines to add new flights here? Many people believe it would be a justification. Moving some of the flights here would not only relieve the congestion at Washington National Airport, it is contended, but would also provide the Baltimore with the air service it needs.

The Baltimore-Washington expressway and other new approaches are substantially reducing the ground travel time required for persons to motor from the nation's Capital to Friendship. It is the belief of many that this reduced travel time, now amounting to about 40 or 45 minutes, is not so bad that it would discourage the Washington traveler to come to Friendship to board his flights—or, at least, a few of the flights.
AIRPORT HAS GAIN FOR HALF YEAR AND JUNE

Passenger And Freight Totals Are More Than In 1955 Periods

Charts on Page 171

Air traffic at the airport, released yesterday by the Department of Aviation, showed a five-per-cent increase in the number of passengers in 1956 over the first six months of last year.

According to the summary, 168,335 passengers used the airport during the January-to-June period this year compared with 160,208 for the same period in 1955. Increase in Cargo

And Maj. Gen. Donald H. Connelly, director of the city department, noted a 21.8 per cent increase in cargo handled at Friendship.

The department reported that 3,944,848 pounds of freight were handled during the last six months and 2,956,421 pounds were handled during the same time last year.

General Connelly also reported a 24-per-cent increase in air-traffic operations over 1955. This included a 4.5 per cent increase in the number of commercial air carriers using Friendship.

More Harbor Field Traffic

Air traffic operations at Harbor Field also continued to rise. The department cited comparative figures of 47,379 passengers for the first six months of 1956 and 40,264 in the same period of 1955.

Included in yesterday's report were figures showing that both passenger traffic and flights of commercial airliners increased at the airport during this June as compared with the previous one. A total of 31,755 persons used Friendship this June as against 29,963 persons in June, 1955. This is an increase of more than 2,000 passengers over May, 1956.

Commercial flights at the field, reached a total of 3,167 last month, compared with 3,024 in June of last year. But there were 54 fewer flights than in May.

Total aircraft operations at the airport last month were 12,740, including flights by private and military aircraft. This is 1,484 more than in June, 1955.

Air freight, a consistent gainer, reached a total of 646,495 pounds as compared with the 1955 figure of 581,844 pounds. It

Six Months At Airport

The following is a summary of air-traffic activity at Friendship International Airport for the first six months of 1956 compared with the same period in 1955:

<table>
<thead>
<tr>
<th>Description</th>
<th>1955</th>
<th>1956</th>
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<tbody>
<tr>
<td>passengers, incoming</td>
<td>81,080</td>
<td>78,003</td>
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<tr>
<td>passengers, outgoing</td>
<td>87,265</td>
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<td>express, incoming (lbs.)</td>
<td>733,336</td>
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<td>express, outgoing (lbs.)</td>
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<tr>
<td>total express (lbs.)</td>
<td>1,233,281</td>
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<tr>
<td>freight, incoming (lbs.)</td>
<td>1,915,133</td>
<td>1,170,707</td>
</tr>
<tr>
<td>freight, outgoing (lbs.)</td>
<td>1,369,710</td>
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<tr>
<td>total freight (lbs.)</td>
<td>3,284,844</td>
<td>2,593,421</td>
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<tr>
<td>total flights</td>
<td>19,551</td>
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<tr>
<td>military flights</td>
<td>30,696</td>
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<tr>
<td>military flights</td>
<td>19,551</td>
<td>10,372</td>
</tr>
<tr>
<td>total flights</td>
<td>78,798</td>
<td>63,518</td>
</tr>
</tbody>
</table>

The Airport In June

The following is a summary of air-traffic activity at Friendship International Airport for the first six months of 1956 compared with June, 1955:

<table>
<thead>
<tr>
<th>Description</th>
<th>June, 1956</th>
<th>June, 1955</th>
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<td>passengers, incoming</td>
<td>15,210</td>
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<td>passengers, outgoing</td>
<td>16,543</td>
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<td>total passengers</td>
<td>31,755</td>
<td>30,993</td>
</tr>
<tr>
<td>express, incoming (lbs.)</td>
<td>25,593</td>
<td>23,572</td>
</tr>
<tr>
<td>express, outgoing (lbs.)</td>
<td>23,604</td>
<td>21,627</td>
</tr>
<tr>
<td>total express (lbs.)</td>
<td>49,204</td>
<td>45,200</td>
</tr>
<tr>
<td>freight, incoming (lbs.)</td>
<td>353,381</td>
<td>366,663</td>
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<tr>
<td>freight, outgoing (lbs.)</td>
<td>295,340</td>
<td>214,979</td>
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<tr>
<td>total freight (lbs.)</td>
<td>649,483</td>
<td>581,644</td>
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<tr>
<td>military flights</td>
<td>3,167</td>
<td>5,024</td>
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<tr>
<td>military flights</td>
<td>5,572</td>
<td>6,105</td>
</tr>
<tr>
<td>total flights</td>
<td>12,740</td>
<td>11,290</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.

(Article on back page)
HOUSE GROUP MAKES TOUR OF FRIENDSHIP

Chairman Hints CAA Will Be Asked Why It Is Little Used

By ALBERT SELBSTEDT, JR.

The chairman of a House subcommittee inspecting Friendship International Airport yesterday indicated that the Civil Aeronautics Administration may be asked to explain to Congress why more use has not been made of the Baltimore field.

The possibility of a congressional inquiry was raised by Representative Harris (D., Ark.), chairman of the subcommittee on transportation and communications of the House Interstate and Foreign Commerce Committee, after a two-hour tour of the airport which Baltimore hopes will be designated a coterminus for Washington.

Finds Policy Puzzling

Obviously impressed with the inspection of the modern but little-used airport, Representative Harris said he would be interested to know why the Government has spent several million dollars to aid the construction and development of Friendship with the apparent lack of said plan to integrate its first-class facilities in the nation's commercial aviation program.

"I don't know (the answer)," he said in an interview, "but it might be a good thing to find out when we get the agency (the CAA) before the committee."

Calls Visit A "Revelation"

In a luncheon talk later to city officials and members of the Greater Baltimore Committee, Representative Harris said his first visit to Friendship yesterday was "a revelation."

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BY ALBERT SELBSTEDT, JR.

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Friendship Air Maintenance Use Sought

By Raymond Thompson

California Eastern Airways, Inc., one of the nation's largest contract airlines and aircraft maintenance firms, is negotiating to build a huge maintenance center at Friendship International Airport.

William W. Brinkerhoff, vice president of the world-wide firm, said the company is outgrowing its maintenance facilities at Oakland, Cal., and seeking a similar base on the East coast.

Officials of California Eastern have been negotiating for several weeks with G. Bernard Fenwick, Jr., president of Pan Maryland Airways, to work out details for the establishment of a major aircraft maintenance center at Friendship.

Pan Maryland is the fixed-base operator at Friendship, offering maintenance and overhaul facilities as well as servicing to commercial, private and some military planes.

Still In Early Stages

Mr. Brinkerhoff said the negotiations are still in the early stages and that "nothing has yet been decided." He added that California Eastern also is considering other East coast sites, but there is every indication that the preference is for Friendship "if we can work out a mutually satisfactory arrangement."

The negotiations are basically seeking a plan to establish an aircraft maintenance center which would combine the present operations of Pan Maryland and the proposed operations of California Eastern.

At its Oakland base, California Eastern does line maintenance and major overhauls on such aircraft as Constellations, DC-4's, DC-6's and military planes.

Mr. Brinkerhoff said the Oakland facilities are "overflowing."

Operates Freight Services

California Eastern has several divisions and owns two subsidiary corporations.

Its airways division operates daily all-freight air service across the Pacific Ocean for the Military Air Transport Service and across the United States for the Navy.

The Oakland facility is maintained in connection with the contract airline.

California Eastern also operates a contract primary flight school for the Air Force at Mission, Texas.

Land-Air, Inc., a subsidiary with headquarters in Chicago, is involved in electronic and electrical work for the Government, while Air Carrier Service Corporation, another subsidiary in Washington, is primarily concerned with exporting American aircraft.

California Eastern has about 4,000 employees and its sales amount to about $32,000,000 annually.
Friendship Loses July Passengers

BY ALBERT SEHATED, JR.

The number of passengers using Friendship International Airport last month was 2,600 less than the 29,463 persons who went in and out of the airport in July, 1955.

Last month's decline was the first recorded at Friendship since January of this year when there were 637 fewer customers than in the corresponding month of 1954.

Although the passengers were fewer last month the service by the airlines took a marked rise. A total of 33,386 planes landed and took off at the airport in July, compared with 3,073 in the same month of last year.

Freight Still Brightest Item

The brightest aspect of the airport situation continues to be the freight movements. More than 740,000 pounds of freight were handled at Friendship last month. The figure for July of last year was 511,000 pounds.

Outgoing freight increased an amazing 116 per cent.

Air freight should continue to show noticeable increases in the coming months. Not only have the city's business men discovered advantages in moving merchandise by air, but two freight lines have discovered the advantages of Friendship.

Two Cargo Lines Move In

Both Slick and Huddle airlines have transferred their Baltimore-Washington area operations here from the capital in the last few months.

Total air movements at Friendship last month were 13,924 an increase of nearly 4,900 above July, 1955.

These figures are not so impressive as they might seem because a large part of the movements are practice landings and takeoffs by military and commercial pilots on training flights.

The Civil Aeronautics Administration requires its control-tower operators to record each of these movements. Hence, the big jump.

Two Decisions Adverse

A few months ago Friendship was awaiting three decisions from Washington which could have had very favorable effects on the future of aviation in Baltimore. Two of those decisions have now been made and both are bad from the point of view of city officials.

The Air Force has decided to transfer the Air Research and Development Command headquarters from here to Andrews Air Force Base in Prince George's County.

Last Friday, the Civil Aeronautics Board voted in favor of Northeast Airlines as the third carrier for the busy airway between Boston and Miami.

Baltimore Backed Loser

Baltimore, along with civic groups in several other big East Coast cities, had been backing Pan American World Airways as the carrier which had promised to use Friendship as its operations base in the Baltimore-Washington area if it had received CAB approval.

Still in the air is the decision about Burke Airport in Virginia. If the Department of Commerce and the nation's airlines have their way, the proposed airport will be built and Friendship will lose its chance to become a Washington terminal.

Burke is still three years and $70,000,000 away, however, and if Maryland congressmen can hold the line as they have done in the past, Burke will never reach reality.

Cadet For Antarctic

Within the next two weeks, the Maryland Wing of the Civil Air Patrol will select a young cadet in the State program as a candidate for six months of Antarctic adventure.

The Air Force has announced that one of the cadets in the nation-wide CAP program will fly with the 18th Air Force in Operation Deep Freeze, all the way down under.

Final selection of the cadet will be made by the CAP National Headquarters in Washington some time before the departure date, October 1.

Each of the 92 CAP wing commanders must have his candidate's name on file at the national headquarters by August 25.

Each cadet candidate must be not less than his seventeenth birthday but not yet 20 years old as of August 25. He must also be a high school graduate, have the written consent of his parents, have been active in the CAP program during the last twelve months and be a competent amateur photographer.

The cadet who is selected for the trip will have to make a still and motion-picture documentary of his experience with equipment which will be supplied him.

The cadet will have the same recreational facilities and the same responsibilities as members of the Air Force on the trip. He will not, however, be subject to military discipline.

The Airport of Baltimore

The following is a summary of air-traffic activity at Friendship International Airport for July, 1956, in comparison with July, 1955:

<table>
<thead>
<tr>
<th></th>
<th>July, 1955</th>
<th>July, 1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>12,670</td>
<td>14,026</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>14,213</td>
<td>15,457</td>
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<tr>
<td>Total passengers</td>
<td>26,883</td>
<td>29,483</td>
</tr>
<tr>
<td>Express, incoming (lbs.)</td>
<td>138,684</td>
<td>157,244</td>
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<tr>
<td>Express, outgoing (lbs.)</td>
<td>72,113</td>
<td>67,801</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>210,197</td>
<td>226,045</td>
</tr>
<tr>
<td>Freight, incoming (lbs.)</td>
<td>490,755</td>
<td>372,436</td>
</tr>
<tr>
<td>Freight, outgoing (lbs.)</td>
<td>300,797</td>
<td>216,739</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>791,552</td>
<td>589,175</td>
</tr>
<tr>
<td>Air-cargo flights</td>
<td>3,266</td>
<td>3,073</td>
</tr>
<tr>
<td>Military flights</td>
<td>6,561</td>
<td>4,946</td>
</tr>
<tr>
<td>Civil flights</td>
<td>3,977</td>
<td>2,016</td>
</tr>
<tr>
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<td>13,224</td>
<td>10,035</td>
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</table>

The above figures were compiled by the Department of Aviation, which operates the airport.
COLONNA IS NAMED
HEAD OF AVIATION

Airport Board Picks Him To Succeed Connolly, Retiring

BY ALBERT SEHLSTEDT, JR.

Colonel Colonna, 55, has been assistant director of the department since July last year.

General Connolly reached the mandatory retirement age for city officials (70) last February but the Airport Board requested the Board of Estimates to retain him in his present post until Colonel Colonna had become more familiar with the operations of Friendship International Airport. The general will retire December 31.

Made Survey Of Sites

A native of Washington, Colonel Colonna was graduated from the Virginia Military Institute with a bachelor of science degree in chemistry in 1922. He later took a B.S. degree in civil engineering at the University of California.

He gained wide experience while on active duty with the Army Corps of Engineers and became an expert on airport sites while making a survey of more than 100 landing-field locations in the southwest part of the country.

In World War II Colonel Colonna served as an aviation engineer with the Air Force in North Africa and other points in the Mediterranean theater. His decorations include the Legion of Merit, the Bronze Star and the Order of the British Empire.

Cost Put At $200,000

In other actions yesterday the Airport Board reviewed plans for the construction of an extension to Pier C of the terminal building.

The extension, which would cost an estimated $200,000 would provide badly needed space for air freight and additional room for airline ticket counters. The structure would contain space for the air-freight operations on the ground floor.

The board hopes to defray the cost with matching funds from the Federal Government so that the city would spend only $100,000 on the new wing.

Air freight has been increasing at a tremendous rate at Friendship and is expected to continue its rise. In recent months two big freight operators, Slick and Riddle Airlines, have set up their headquarters in the Washington area at Friendship.

American Airlines, principally a passenger carrier, also hauls freight in and out of Friendship.

Request Refused

The Airport Board, on the recommendation of Walter F. Perkins, chairman, also turned down a request from the Maryland National Guard to load its fighter planes with live ammunition before taking off from the airport.

Maj. Gen. Miljon A. Reckord, adjutant general, earlier this month had asked Mr. Perkins if the board would approve the proposal.

General Reckord said in the letter, "in the annual inspection of our Fighter-Interceptor Squadron we were severely 'skinned' because of lack of proficiency in aerial gunnery."

Safety Emphasized

He said that "a safe aerial gunnery operation" could be carried out at Friendship if pilots adhered to strict safety measures.

However, Mr. Perkins and the entire Airport Board agreed that the risk was too great for a civilian airfield.

The National Guard now is using Friendship on a temporary basis and expects to move in a few months to the Glenn L. Martin Airport when improvements are completed there.
Heliport For Manhattan

Next month is expected to bring the opening of the city's first commercial facility, built late by the bistate Port of New York Authority after a long wrangle with the city's Department of Marine and Aviation.

By ROBERT A. POTEETE

New York Airways will start with regularly scheduled mail and cargo service between Manhattan and the Port Authority airports. After it has developed operational experience, the line will start carrying passengers in a group of new twelve-passenger S-58 helicopters which can travel at 105 miles an hour.

On October 15, 1962, New York Airways began operating a scheduled mail service between the three major airports, and made its first scheduled passenger flight on July 1, 1963. Last year, it carried 245,659 passengers and this year expects to carry more than 36,000. In 1955, it carried 1,500,000 pounds of mail and 2,000,000 pounds of cargo.

New York Airways will link this triangulair system to Manhattan at the Thirty-ninth street heliport. The new S-58's are expected to lower, at least slightly, the direct seat-mile costs of the line. Five-passenger craft are now in use.

Donald V. Lowe, chairman of the Port of New York Authority, has recently said that "completion of the Port Authority West Thirty-ninth street heliport will mark the opening of a new era in the transportation history of this metropolitan region." The authority is a strong believer in the helicopter, having spent $71,000 in 1952 on a study of the future role of the ungainly looking craft.

What Mr. Lowe omitted to say—whether out of charity or discretion—was that this "new era" might have been entered upon two and a half years ago. It was then that the Port Authority announced its plan to build a simple concrete landing pad on the Thirty-ninth street site at a cost of $50,000. It was to have been an experiment, followed, if successful, by a permanent installation to cost $500,000.

The New York City Department of Marine and Aviation, which has jurisdiction in such matters—unfortunately, in this instance—opposed the authority's plan. The department commissioner held that the pad was unsafe—that it would bring helicopter rotors too close to the traffic on the West Side highway. The department proposed itself to build a large and expensive marine terminal over the water on the site and develop a heliport on top of it.

Despite the fact that the Civil Aeronautics Administration and a long list of other distinguished aviation authorities endorsed the Port Authority plan as safe and rejected the department's rooftop plan, the Marine and Aviation commissioner, Vincent A. G.

Architect's drawing of New York heliport at West Thirty-ninth street and Hudson River, superimposed on a photograph. Elevated West Side highway runs alongside the heliport.

States Parcel Post Building, Pennsylvania Station and, for show, the Empire State Building—by New York Airways, Inc., which for seven years has operated a helicopter service between the Port of New York Authority's LaGuardia, Idlewild and Newark (N.J.) airports.
O'Connor, withheld the necessary approval from the authority. Finally, the dispute, grown bitter, was aired in public. And Mayor Robert F. Wagner, acting in the manner that has become characteristic of his administration, had to resort to his favorite device. He appointed a large committee of engineers to study both proposals—the rejected departmental plan as well as the authority plan. The committee held numerous hearings and pondered long over the overwhelming testimony in favor of the authority's simple pad plan.

But Commissioner O'Connor was hard at work; he salvaged "face" with two costly triumphs in the committee's recommendations: first, the small—$50,000 pad was rejected; the authority must build a far more elaborate structure, part of it projecting onto piles in the river. Second, instead of using the city-owned site for a nominal rental, the authority must pay regular rent to the city (now set at $14,232.80 for the first year).

Mr. O'Connor claimed a victory in the interest of safety and—with blithe disregard for the fact that he had proposed to spend more than $500,000 of tax money on the rooftop scheme—in the interest of economy. His intransigent and dogged opposition to the authority's plan can be explained only in terms of the bigger battle in which he was, and is, engaged with the Port of New York Authority—the stakes being 199 city-owned deep-water piers, valued at $350,000,000.

The Department of Marine and Aviation now has jurisdiction over the piers, and Mr. O'Connor is in the forefront of those who insist that the city can, must and will keep the piers and undertake the vast rehabilitation that they must have if the city is to keep its eminence in the world of shipping.

Opposed to this are numerous persons of considerable importance and influence who feel that the city cannot afford the capital outlay that the piers require, and who believe that the Port Authority, with its reputation for getting things done efficiently and without politics, can do it better. This was the really big fight with enormous stakes, and the commissioner's battle against the authority's heliport was fought out against this backdrop. And while Mr. O'Connor was holding the authority at bay on the heliport, he won a substantial victory on the piers—the city committed itself to spend $20,000,000 on pier rehabilitation.

The last word has by no means been heard on the pier question. But Mr. O'Connor served his cause well in the matter of the heliports.

Of course, he prevented Manhattan from having its heliport for two and a half years, too. But the heliport fight is over now, apparently, and it will be possible soon to fly right into Manhattan. And if the traffic here gets much worse, the heliport may well be even more important as the only way to get here.
August Busy Month For Friendship

Friendship International Airport in August saw one of the busiest and most encouraging months in its six years of existence.

Traffic figures released by the Department of Aviation show substantial gains in every important category, including several record-breaking totals.

A total of 16,550 passengers were flown out of Friendship last month, an increase of seventeen per cent over August of 1955 and a record for the field.

Cargo flown in and out of the airport rose by 25 per cent and also was a record high.

Increase In Planes

One of the most encouraging figures is in the air-carrier-movement category, which shows an increase of over fifteen per cent in planes coming in and out of the field.

This increase in movements deserves attention: increases in freight and express are always encouraging but the arrival and departures of more commercial planes are the important factors to keep in mind.

Friendship, after all, is an airport for Baltimore people. It was not built as a freight terminal.

For a long time Baltimoreans have argued that the airlines won't get more customers until they schedule more flights. For a long time airlines have countered with the answer that Friendship won't get more flights until it gets more customers.

Customers And Flights Up

This last month has shown an increase in both customers and flights. However, it is obvious that most of those extra flights were scheduled with only the expectation that more passengers would use them.

The figures would appear to justify the airlines' increased schedules.

In August, 1955, 2,995 commercial planes landed and took off from Friendship. A total of 27,370 people came in and went out on those planes.

Last month, there were 541 more arrivals and departures of commercial planes and the total passenger figure jumped by more than 4,500.

Riddle Leaves Baltimore

Riddle Airlines' announcement last week of its departure from Baltimore was both an unexpected and confusing piece of information.

The Airport Of Baltimore

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<thead>
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<th>Category</th>
<th>Aug. 1956</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>15,405</td>
<td>13,195</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>16,550</td>
<td>14,175</td>
</tr>
<tr>
<td>Total passengers</td>
<td>32,007</td>
<td>27,370</td>
</tr>
<tr>
<td>Express, incoming (lbs.)</td>
<td>232,942</td>
<td>166,377</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>366,352</td>
<td>255,146</td>
</tr>
<tr>
<td>Freight, incoming (lbs.)</td>
<td>303,873</td>
<td>445,602</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>370,873</td>
<td>529,609</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>37,849</td>
<td>67,511</td>
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<tr>
<td>Military flights</td>
<td>3,333</td>
<td>2,995</td>
</tr>
<tr>
<td>Civil flights</td>
<td>8,480</td>
<td>5,610</td>
</tr>
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<td>10,737</td>
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First Friendship Ad

The September 10 issue of Aviation Week carries an ad for Friendship which is being paid for by Pan Maryland Airways, Inc., the maintenance firm at the airport.

G. B. Fenwick, Jr., president of Pan Maryland, said it is the first advertisement about the Baltimore field to appear in a national magazine.

Cargo Lack is Reason

Since these two comments from within the company seemed to lend odds, the question of why Riddle was leaving was put to the president of the airline, John Paul Riddle, at his Miami office.

Mr. Riddle said in a telephone conversation that his firm was leaving here because of a "lack of originating cargo from Baltimore."

"We thought a large part of our cargo would follow us over from Washington, but it didn't," he said.

When told that the company reportedly had its best four-week period in this area in the recent past, Mr. Riddle said: "I don't know just how that is."

He added: "It cost us too much to go in there (to Friendship) and pick up the little bit of cargo we got."
Small Airports On Farm Land Urged To Aid Private Flying

By ALBERT SCHLISSTEY, JR.

The present plight of private aviation in Maryland could be corrected with an imaginative program of small airport construction on farm lands and beside major highways, the State Aviation Commission was told yesterday.

The recommendation came from Charles D. Bridell, Cresfield cutlery manufacturer and a private pilot, in an address before the day-long Maryland Aviation Conference at Friendship International Airport.

"Maryland is at the bottom of the totem pole in the national private aviation program," he said, and the conference was told by Rudolph A. Drennan, director of the commission which called yesterday's meeting of pilots and aircraft owners to hear their suggestions for improving the situation.

Mr. Bridell said small airports would not only stimulate private flying but would also attract new industry to Maryland's towns. He suggested that the State Aviation Commission consider renting small tracts of land (perhaps 12 acres) from farmers around Maryland who would be willing to let their property for small airports.

The land could be rented at an inexpensive yearly fee and a strip could be constructed at a relatively low cost with the use of State and county road-building equipment, he said. The rented strip would still belong to the farmer who could plant low-growing hay on the property and on the landing field, he added.

The wide expanses of flat land in Maryland, particularly along the Eastern and Western shores of Chesapeake Bay, are ideally suited for the construction of small landing fields, Mr. Bridell told the meeting of more than 100 private pilots.

In other areas, he said, there is ready-made flat land along some of the new State and Federal highways that have been built in recent years.

There are about 27 private airports in Maryland providing airplane access for only a small percentage of the State's towns. Mr. Bridell said.

A 2,500-foot landing strip, a wind sock, and a circle of white-washed automobile tires to outline the field for aviators would fill the bill, he said.

"Private flying," he told the conference, "would then become a part of the way of life of Maryland citizens." Mr. Bridell said that a landing field has been constructed in his home town and has turned out to be a real civic boom and a major attraction for Sunday sightseers.

It consists of two 3,500-foot runways (one of them lit for night flying) and was built at a cost of $100,000, half of the money contributed by the Civil Aeronautics Administration under its National Airport Improvement Program. Maintenance of the field costs $900 a year, he said.

Urges Talks To Leaders

The landing strips on farms and beside highways would not have to be this elaborate, he said.

He urged the commission to talk to the leaders in Maryland towns and encourage the construction of these strips "so we can get around the State on wings instead of wheels."

He said the program could receive additional support from the State on condition that the fields would be open to all Maryland fliers.
Friendship Growth Slow, Steady

BY ALBERT SEMILSTEDT, JR.
Friendship International Airport’s slow but steady improvement was reflected last month by increases in both passenger traffic and commercial plane movements.

The number of people landing and taking off at Friendship in September rose to 29,321, an increase of 1,063 over September, 1955. The field handled 3,417 air carrier movements last month. The 1955 monthly figure was 2,970.

Air Freight Still Increases
Big gains in air freight were recorded once again. Shippers sent 366,652 pounds of freight and 582,813 pounds was brought to Baltimore. The total freight weight was 947,465. Last year’s September total was 649,002.

The Department of Aviation reported 312,809 pounds of air express cargo for last month, compared with 207,688 in 1955.

Some idea of the tremendous upsurge in both air freight and air passenger traffic can be gained from a comparison with the statistics of 1953, the first full calendar year of operation at Friendship.

1951 Figures Compared
In September of 1953, the total air express was only 183,362 pounds and the freight was 282,334 pounds.

The weight of incoming freight alone at the airfield last month was more than 100,000 pounds more than the combined totals of freight and express for September 1951.

Total aircraft operations at Friendship last month were 19,775. Last September it was 11,495.

Panel On Navigation
Air navigation, a subject of increasing interest both in and out of the industry, will be given a thorough investigation by a special panel of six men appointed by the Council of the International Civil Aviation Organization.

The panel of this world-wide organization hopes to determine what improvements in navigation facilities and services will be needed during the next five years, when large jet aircraft will be flying along the commercial routes of the globe.

Spanish Colonel Heads Panel
The chairman of the panel will be Col. Luis de Azcarraga, director general of flight safety, Spain, and chairman of the ICAO Assembly in 1953.

Other members are Col. Helio Costa, director general of airways, Brazil; A. P. Dekker, deputy director of civil aviation, the Netherlands; Jerome Lederer, managing director of the Flight Safety Foundation; Rene LeMaire, president of the Council on Auxiliary Services and Air Navigation, France, and Air Vice Marshal Sir Victor Tair (ret.), chairman of International Aeronautical Ltd., United Kingdom.

The Airport Of Baltimore

The following is a summary of air traffic activity at Friendship International Airport for September 1956 in comparison with September 1955:

<table>
<thead>
<tr>
<th>Category</th>
<th>Sept. 1956</th>
<th>Sept. 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>14,453</td>
<td>13,648</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>14,368</td>
<td>14,610</td>
</tr>
<tr>
<td>Total passengers</td>
<td>29,031</td>
<td>28,258</td>
</tr>
<tr>
<td>Express, incoming (lbs)</td>
<td>235,775</td>
<td>179,919</td>
</tr>
<tr>
<td>Express, outgoing (lbs)</td>
<td>87,132</td>
<td>87,768</td>
</tr>
<tr>
<td>Total express (lbs)</td>
<td>323,809</td>
<td>267,688</td>
</tr>
<tr>
<td>Freight, incoming (lbs)</td>
<td>583,813</td>
<td>428,775</td>
</tr>
<tr>
<td>Freight, outgoing (lbs)</td>
<td>394,332</td>
<td>214,227</td>
</tr>
<tr>
<td>Total freight (lbs)</td>
<td>974,145</td>
<td>643,002</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>3,417</td>
<td>3,270</td>
</tr>
<tr>
<td>Military flights</td>
<td>6,224</td>
<td>6,604</td>
</tr>
<tr>
<td>Civil flights</td>
<td>4,132</td>
<td>1,921</td>
</tr>
<tr>
<td>Total flights</td>
<td>13,773</td>
<td>11,865</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.

“Interference Blanker”
E. W. Beibel, Jr., project engineer for the Hoover Electronics Company, Baltimore, will give an illustrated talk on the “Radio Interference Blanker” at 9:30 A.M. next Monday, the opening day of the East Coast Conference on Aeronautical and Navigational Electronics at the 5th Regiment Armory.

Mr. Beibel will discuss the Hoover-developed device designed to reduce the disabling effects of precipitation static on aircraft radio receivers.

About 2,500 radio and electronics engineers are expected in Baltimore for the two-day meeting.

Hard To Protect Name
The newly established West German airline, Lufthansa, reported last week it is having some trouble with the people just beyond the Iron Curtain.

Lufthansa, which was organized in Cologne in 1954, said it took extensive precautions throughout the world to protect its trade name, even going so far as to register the name with the East German authorities.

The registration was acknowledged by the Communist Government and officially renewed as late as September 3 of this year, a spokesman for Lufthansa said.

“In spite of these precautions,” the American office of the airline reported last week, “the East German Government named the Russian-sponsored airline set up on its territory ‘Lufthansa,' and adopted symbols and trademarks identical with those of the existing West German company.”

“Living-Room Look”
Something called the “living-room look” will be in the new Lockheed Electra of American Airlines.

The phrase refers to the seating arrangements for the turbo-prop airplanes. There will be three compartments in the 72-passenger craft which resemble modern, comfortable living rooms,” American said.

Chairs will be placed either alone or in two or ‘conversational groupings’ it was explained, with tables and lamps in appropriate positions.

“The informal seating arrangement provides equal access to all seats.”
AIRPORT IS AHEAD FOR NINE MONTHS

Passenger, Cargo, Flight Totals Increase Over 1955

Figures for September and other airport notes...Page 11

Passenger traffic, commercial flights and cargo shipments at Friendship International Airport for the first nine months of this year are running ahead of last year, it was disclosed yesterday by the Department of Aviation. Virtually every phase of activity at the Baltimore field shows an improvement over 1955.

Friendship passenger totals at the three-quarter mark of 1956 amount to 256,494, an increase of more than 11,000 persons over the number for this time last year.

Passengers in 1951

In the first nine months of 1951, which was the first full calendar year of operation at the airport, 157,082 people flew in or out of Friendship.

If the increase in passengers continues at the present rate, approximately 342,000 travelers will fly in or out of the airport in 1956.

About 327,800 passengers used the airport in 1955. The 1954 total was 305,542.

In the first nine months of this year almost 10,000 more people have flown out of Friendship than have landed there. The outgoing total is 122,888 and the incoming, 123,668.

Planes Get Bigger

Movements of commercial planes in the first three quarters are 29,867. The figure for the same period last year is 27,739.

The 1951 total for the nine-month period is 30,440. Airport officials have pointed out, however, that a comparison with the 1951 figure is not completely informative because the airlines then were sending smaller planes into Baltimore.

If the present rate of air-carrier movements is maintained Friendship will handle about 39,800 flights in 1956. The twelve-month total last year was 37,281 and the 1954 total was 37,027.

Freight Million Pounds Ahead

Air freight being handled at Friendship is running more than 1,000,000 pounds ahead of last year. So far in 1956 the outgoing and incoming shipments by air freight have reached a total of 5,847,891 pounds. Last year, the figure at the end of September was 4,424,809.

The comparative figure for 1951 is 2,189,926.

The increase in air freight shipments continues to be one of the most encouraging aspects of Friendship's operations.

Express Also Increases

Air express is also ahead of last year. The 1956 total so far is 2,052,019 pounds. The three-quarter total last year was 1,859,886.

The current cargo total is 26 per cent ahead of last year.

Operations of private and business planes also are up, the Department of Aviation reported. Landings and take-offs in this category stand at 14,383 for flights with origins and destinations beyond the control of the local tower. Last year's figure was 11,440.

Total plane movements at Friendship, including commercial, civil and military, are 122,888 for the first nine months of 1956. The total for the same period last year is 95,785.
Friendship Has Biggest October

BY ALBERT SEHLSTEDT, JR.

More passengers flew out of Friendship International Airport last month than in any earlier October in its six years of operation. Outgoing travelers totaled 15,782. The total number of arriving and departing passengers was 31,056, an increase of 1,326 over the same period in 1955.

A spokesman for the Department of Aviation said airport officials were particularly pleased with the number of October customers because it had been feared that the conflict in Czechoslovakia might cause a drop in passengers. Maryland was on standard time in October, while many other large Eastern cities were still operating on daylight time.

Politicians And Football Team

Conversely, any drop in normal passenger travel was made up by extra flights carrying, among others, campaigning politicians and the players and staff of the Baltimore Colts football team. Maj. Gen. Donald H. Connolly, department director, noted an encouraging increase of 17 per cent in the number of commercial airliners using Friendship last month.

Last month, 3,536 took off and landed at the field. The 1955 figure was 3,280.

Operations Up 14 Per Cent

Overall operations went up fourteen per cent. General Connolly said: That includes flights by private planes, business craft and military planes.

Air freight continued to rise sharply at Friendship last month, maintaining a steady rise that is one of the most heartening aspects in the statistical picture of commercial operations here.

The increase in air freight last month, compared with October, 1955, was 35 per cent. Over 1,600,000 pounds of freight was handled at the field last month. Air express fell off somewhat this October but that, apparently, is a reflection of the popularity of air freight.

Plea To Let Pilots See

America's luxury airliners have one big drawback, according to the Aircraft Owners and Pilots Association. The man up front operating the plane can't see out the window very well.

The association, with 60,000 members who fly private planes, contends that the semi-scientific, public discussions of near-miss collisions, modern high-speed air traffic control and the form of smoke screen to cover up the real cause of the majority of hazardous incidents involving airline aircraft.

Incidents can be blamed on "seriously deficient cockpit visibility" in commercial aircraft, the A.O.P.A., argues.

The Airport Of Baltimore

The following is a summary of air traffic activity at Friendship International Airport for October 1956 in comparison with October 1955:

<table>
<thead>
<tr>
<th>October 1956</th>
<th>October 1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>15,294</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>15,753</td>
</tr>
<tr>
<td>Total passengers</td>
<td>31,056</td>
</tr>
<tr>
<td>Express, incoming (lbs.)</td>
<td>158,552</td>
</tr>
<tr>
<td>Express, outgoing (lbs.)</td>
<td>71,067</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>229,619</td>
</tr>
<tr>
<td>Freight, incoming (lbs.)</td>
<td>679,224</td>
</tr>
<tr>
<td>Freight, outgoing (lbs.)</td>
<td>364,991</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>1,044,215</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>3,826</td>
</tr>
<tr>
<td>Military flights</td>
<td>6,710</td>
</tr>
<tr>
<td>Civil flights</td>
<td>4,815</td>
</tr>
<tr>
<td>Total flights</td>
<td>15,449</td>
</tr>
</tbody>
</table>

The above figures are compiled by the Department of Aviation, which operates the airport.

Visibility In Auto Compared

In an effort to prove its point the association compared the visibility available to the pilots of various airliners to that of a man driving a 1953 Ford two-door sedan.

"The huge airliners suffer by comparison," the association states.

The motorist has almost 360 degrees horizontal visibility but the airline pilot has only from 170 to 200 degrees visibility, depending upon the type of plane he is flying, says the A.O.P.A.

Vertical visibility is even worse. A pilot has adequate vertical visibility only from the nearest left-hand window, according to the organization.

The pilot in the left-hand seat cannot see a plane coming up on the right until the overtaking plane is abreast of his aircraft and at approximately the same altitude, the A.O.P.A., points out, adding:

"It is of particular importance to note that all collisions between airline and other aircraft—or other airliners, as in the case of the Grand Canyon collision—involved aircraft overtaking or overtaken by another aircraft or converging on each other at shallow angles and at relatively low speeds."

Grand Canyon And High Way

"For instance, it is estimated that the relative closing speed of the DC-7 and Super Constellation that collided over the Grand Canyon was on the order of 40 miles per hour.

"This is considerably slower than, say, two automobiles traveling at 50 miles per hour in opposite directions on a highway. These two cars pass within a few feet of each other, at a closing speed of 100 miles per hour."

The inevitable observation is that somebody would do well to design cockpit windows for airliners similar to those in many small helicopters—which resemble glass balls, unhappened by supporting struts and providing good vision ahead, up, down and on the sides.

Missile Requirements

The aircraft industry's most important customer gave a forecast of future requirements last week at a meeting of the Aviation Writers Association in Washington.

Maj. Gen. David H. Baker, director of procurement and production for the Air Materiel Command of the Air Force, began his talk at the National Press Club by predicting that guided-missile deliveries for the nation's air arm will take a sharp rise in the next few years.

Guided-missile production, he said, will require more automation and increased engineering support from industry. As "missile dollars" increase, he added, industry can expect a decrease in aircraft dollars.

General Baker also indicated that guided missiles are going to have to work a little better than they do now. Aeronautical engineers have considered 80-per-cent reliability in guided-missile operations pretty fair.

The failure of a single component in a guided missile that shoots skyward is likely to result in the failure of that missile's mission, he observed.

The general not only wanted better missiles, he wanted ones that will be more simplified and, therefore, more readily service-
able by Air Force personnel in the field.

Not Gloomy; Missiles On Way

General Baker was not at all gloomy about the prospects of American knowhow meeting these demands. He said he felt confident that there would be "tremendous breakthroughs" in research and production of these flying objects.

He also felt that stainless steel will ultimately be the only metal that can be used in either manned aircraft or guided missiles.

Aluminum, which for years has been the outer skin of aircraft, will not withstand the heat encountered in super-sonic flight, he said.

Imperial security police, most of whom are killed by the victims at left in rebel's house beneath the country's flag.
AIRPORT PLAN IS PROPOSED

Would Give Each County Publicly Owned Facility

The State Aviation Commission has proposed a long-range development program which would give each of Maryland's 23 counties a publicly owned airport.

Its chairman, Charles B. Allen, said the commission already has included in the National Airport plan an airport project for practically every county in the State. This action, he said, will make it possible for the counties to get Federal aid when they are ready to go ahead with the projects.

Commission is Agent

Such projects are acted on by the State commission before being submitted to the Civil Aeronautics Administration for inclusion in the National Airport Program.

The State commission also is designated as agent for any Federal funds received on behalf of the municipality or county involved.

Mr. Allen said the local political subdivisions could expect the Federal Government to pay one-half the cost of the airport projects it approves.

The aviation commission chairman said the group has not made plans on any grand scale but has worked with what it considers minimum standards.

Minimum Noted

Generally, the minimum facility would afford a single 4,000-foot turf landing strip, 200 feet in width, with adequate areas for future expansion for buildings and hangars.

The minimum development would require a tract of land of about 235 acres, Mr. Allen said.

The commission also has set some standards for a maximum development which would require approximately 470 acres.

The facilities it wants would include a 12,000-foot landing strip with a 10,000-foot paved runway, 200 feet wide with connecting paved taxiways 75 feet wide, paved aprons, airport lighting, an operations building, hangar and shop facilities and other construction needed to support such a development.

Areas Given

Baltimore has two publicly owned airports and six of the counties have within them an airport which is publicly owned. These six are located at Crisfield, Somerset county; Salisbury, Wicomico county; Easton, Talbot county; Frederick, in Frederick county; Hagerstown, Washington county, and Cumberland, in Allegany county.
Airports And Airways

More November Travel, Freight

BY ALBERT SELBSTEDT, JR.
[Aviation Editor of The Sun]

The concept of airport traffic at Friendship International Airport swung upward last month along with freight shipments and air-cargo movements.

More than 30,000 travelers used Friendship in November, the fifth month this year in which passenger movements averaged better than 1,000 per day. According to Maj. Donald H. Collyer, director of the Department of Aviation, there were 3,304 takeoffs and landings of commercial planes at the airport last month, an increase of 285 over November 1955.

In terms of day-to-day activity, that means there were eight or nine planes arriving and leaving Friendship daily which were not scheduled for Baltimore last year. Obviously, much of the increase can be attributed to the big boost in airline service by Capital Airlines.

Encouragement in Freight

General Connolly said that outgoing freight last month (which totaled 458,828 pounds) was an increase of 65 per cent over November 1955. It was also the largest amount of freight ever moved at the airport since its opening in June of 1950.

If the near or distant future Baltimore's airport becomes a major passenger terminal, aviation officials say it will take back to the lean days of 1950 and recall that there was one consolation factor through it all—air freight kept growing and growing.

Boost From Airline

Friendship got an unexpected boost last week from an unusual quarter—an airline.

National Airlines announced it is urging passengers who live in some of the Maryland suburbs around Washington to consider using Friendship.

Many areas in Prince Georges county and some in Montgomery county are closer to Friendship than to National Airport.

The Civil Aeronautics Administration has reported after closer study that National Airlines, which inaugurated nonstop Baltimore-Milwaukee coach service last week, has instructed its reservations agents to tell customers who are driving to the airport that they can reach Friendship almost as quickly as they can reach the Washington field.

Not only includes this suggestion the people who live as close to Friendship as to Grestbelt, but also residents of Bethesda, Chevy Chase and northeast Washington, itself.

The Civil Aeronautics Administration was considering also an airport in Annapolis, which could be reached in 45 minutes from Friendship by contrived automobile runs, that it takes 47 minutes to drive from Friendship to the Statler Hotel in downtown Washington.

Clearly, a good portion of this time is consumed in edging through heavy traffic in the northeast quarter of the District. A man who lives in the Greenbelt area, for example, could get in his car and drive to Friendship in the same time it would take him to get to National Airport.

Although Friendship can't touch National Airport in the matter of flights, the Baltimore field has an advantage which the Washington airport lacks: it is in a landable degree available parking space.

The parking is free at Friendship.

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The Civil Aeronautics Administration, however, has informed the airport authorities that Friendship has been in negotiation with a number of railroads in the Washington area about the possibility of using Friendship as an alternate terminal for freight traffic.

Statistics when pondering his own point of view. The airlines are no exception.

Last week, the Civil Aeronautics Board's Bureau of Air Operations notified the airlines to sit down in a closed-door conference and talk about the possibility of using Friendship to relieve some of the congestion at Washington.

Newspaper accounts of the meeting referred to an Eastern Airlines study which indicates Friendship will be "saturated" within three to five years.

Unknown in Baltimore

This is a piece of information not known in Baltimore. Some people here, in fact, believe that the day of saturation may never come to Friendship, particularly if the airlines insist on construction of a new airport for Washington at Burke, Va.

Be that as it may, the airlines and the CAB bureau apparently attached some importance to statistics gathered by the Civil Aeronautics Administration which show that a full stadium in Washington is a pretty busy place, after all—with no fewer than 137,857 landings and takeoffs in the first ten months of 1956.

Air Carriers And All The Rest

The vigilante Greater Baltimore Committee immediately denounced this statistic with some figures of its own showing that air-carrier (passenger and cargo) movements at Friendship are running at about 133,000 a year.

Clarence W. Miles, who heads the committee, wrote a letter to the Bureau of Air Operations pointing out that most of the overall traffic volume (137,857 movements) is excess baggage for Friendship as it would be for any other airport.

Mr. Miles noted that many of the movements at Friendship in the recent past have been made up of practice landings and military flights. All these are recorded in CAA records but they hardly anything to do with airline service.

Each His Own Statistics

Everybody has his own set of statistics when pondering his own point of view. The airlines are no exception.

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Airport And Airways

Quarter Sets Airport Marks

By ALBERT SHELSTEDT, JR.
(Continued from Page 32)
the number of passengers and the number of commercial flights are probably, at best, only a little better than the national averages. National air-traffic statistics are not yet available.

Air traffic obviously is on the upgrade at just about every major airport in the country.

Exception Of Air Express
About the only significant decrease in Friendship statistics occurs under the heading of air express. The 1957 first-quarter total was 560,864 pounds.

Last year, the first quarter total was 631,186 pounds. In 1951, it was 569,013 pounds.

Airport officials have observed in the past that the most logical explanation for this continued decline is the seemingly growing practice of many concerns of moving their merchandise by the cheaper air-freight shipments.

March Comparison
The Department of Aviation also released yesterday the traffic figures for the single month of March, in comparison with March of 1956.

These figures show a 14 per cent increase in passengers, a 13 per cent increase in commercial-plane movements and a 46 per cent rise in overall cargo shipments.

Air express was down 12 per cent.

French Helicopter Today
A new French helicopter, the Alouette II manufactured by Sud-Est Aviation, is scheduled to land at Friendship about 10 A.M. today.

Members of the Air Research and Development Command headquarters here have been invited to inspect the little craft powered by a Turbomeca Arthouste III shaft turbine.

The Republic Aviation Corporation, which is sponsoring the five-place helicopter's American tour, said the Alouette will visit eight military establishments between New England and Florida to provide demonstrations of its capabilities.

The Airport Of Baltimore
Quarterly
The following is a summary of air-traffic activity at Friendship International Airport for the first quarter of 1957 in comparison with the first quarter of 1956.

<table>
<thead>
<tr>
<th>First Quarter First Quarter</th>
<th>1957</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>41,438</td>
<td>37,027</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>43,178</td>
<td>39,168</td>
</tr>
<tr>
<td>Total passengers</td>
<td>64,616</td>
<td>76,225</td>
</tr>
<tr>
<td>Express, incoming (lbs.)</td>
<td>386,732</td>
<td>374,591</td>
</tr>
<tr>
<td>Express, outgoing (lbs.)</td>
<td>174,132</td>
<td>250,575</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>560,864</td>
<td>631,166</td>
</tr>
<tr>
<td>Freight, incoming (lbs.)</td>
<td>1,362,312</td>
<td>931,236</td>
</tr>
<tr>
<td>Freight, outgoing (lbs.)</td>
<td>1,357,716</td>
<td>672,200</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>2,720,028</td>
<td>1,643,436</td>
</tr>
<tr>
<td>Air-carrier flights</td>
<td>10,196</td>
<td>9,397</td>
</tr>
<tr>
<td>Military flights</td>
<td>19,546</td>
<td>20,492</td>
</tr>
<tr>
<td>Civil flights</td>
<td>12,292</td>
<td>8,087</td>
</tr>
<tr>
<td>Total flights</td>
<td>42,034</td>
<td>37,886</td>
</tr>
</tbody>
</table>

March 1957 | March 1956
Passengers, incoming | 15,215 | 13,238
Passengers, outgoing | 15,989 | 14,029
Total passengers | 31,204 | 27,267
Express, incoming (lbs.) | 134,608 | 148,183
Express, outgoing (lbs.) | 61,170 | 88,400
Total express (lbs.) | 195,778 | 236,583
Freight, incoming (lbs.) | 505,452 | 369,329
Freight, outgoing (lbs.) | 544,829 | 246,092
Total freight (lbs.) | 1,050,272 | 615,361
Air-carrier flights | 3,770 | 3,334
Military flights | 9,071 | 8,882
Total flights | 17,916 | 14,702

The above figures are compiled by the Department of Aviation, which operates the airport.

Beltsville Airport
Maryland's long quest to obtain the Beltsville Airport was renewed last week at a conference between the State Aviation Commission and Ezra Taft Benson, Secretary of Agriculture.

The airport, on land owned by the Department of Agriculture's Research Center, has been abandoned for years.

It was built shortly after the beginning of World War II as an emergency landing field.

Mr. Benson promised the commission he would investigate the matter further and meet with commission members soon again.

"Urgently Needed" By State
Charles B. Allen, chairman of the Aviation Commission, said after the conference that the airport is "urgently needed" by the State.

"The Beltsville Airport," Mr. Allen said, "would cost in excess of $10,000,000 to duplicate. It is not and never has been utilized for aviation purposes.

"This airport is of adequate size and capacity to serve general aviation purposes, such as business and corporate aviation activities, air-charter and air-taxi services, private flying interests, flight instruction operations, Civil Air Patrol activities, Civil Defense operation, and general aviation activities of a similar nature."
Pratt Street Pier Barred As Port For Helicopters

New French Caravelle jet airliner demonstrated at Friendship Airport

By ODELL M. SMITH

Top city officials yesterday flatly turned down the announced plan of the Department of Aviation to use Pier 6, Pratt street, as Baltimore's first heliport.

The pier is under lease to a lumber company. Mayor D'Alesandro pointed out, and moreover, in his words, "it's a fire trap."

But the Mayor, while rejecting this proposal, promised an early announcement of another location for the heliport. "We will have a perfect site within a few days," he said.

Silent On Location

He declined to name the spot, explaining that the city is now negotiating with a private corporation for acquisition of the property.

The Mayor said the Department of Aviation's announcement was "premature." The first he knew about it, he said, was when he read it in a newspaper.

The aviation director, John O. Colonna, said the Bureau of Harbors and the harbor master had approved the use of Pier 6 as a landing place for helicopters.

And yet, the Mayor disclosed, Jean Hofmeister, the harbor master, had not even consulted Dr. R. Walter Graham, the city comptroller, who has charge of all city property, including the municipal piers.

Yesterday, Fire Department officials inspected the pier and rendered an opinion that the use of the property for helicopter landings would be hazardous.

In view of these findings, plus the fact that the pier is under lease, the Mayor ruled against the scheme of the Department of Aviation.

But he emphasized that was in full support of the suggestion that a downtown landing station for the helicopters be established.

The aviation department now operates heliports at the Friendship International Airport and at Harbor Field.

Two Firms Interested

Mr. Colonna said that maximum use of helicopter service here demands that the aircraft be able to land, pick up and discharge passengers and cargo and take off from locations in the heart of the city.

The downtown heliport would be used principally to transport passengers and cargo between downtown and the airport.

Mr. Colonna said two helicopter companies hope to begin service here this summer.
CITY MOVES FOR HeliPORT ON GUILFORD

Railroad Plot Is Proposed To Air Board And Companies

City officials yesterday provisionally approved a quarter-acre lot on Read street near Guilford avenue as a site for a new downtown heliport.

John O. Colonna, the city’s director of aviation, was instructed to confer with aviation interests to see if the site meets with their approval.

If it does, the way appeared to be clear for the development there of the city’s first downtown landing spot for helicopters.

Block Owned By Railroad

The designated parcel of land is a part of a block owned by the Pennsylvania Railroad. There are three railroad tracks and an unloading crane on the block now.

Mayor D’Alesandro said railroad officials have promised their cooperation to make the land available.

The property for the heliport became a part of negotiations between the city and the railroad for another tract which the city expects to buy for the renovation of the City Jail.

Deal Made For Jail Benefit

The transaction between the city and the railroad has been handled by Dr. R. Walter Graham, city comptroller, on behalf of the city.

Yesterday, Dr. Graham announced he had consummated the deal tentatively with the railroad for the purchase of an old building at Eager and Buren streets for $85,000.

For Jail Or Fire Department

This proposal will be submitted to the Board of Estimates today:

Dr. Graham said the old building will be razed and the land will be used by the city either as a parking lot for the jail or as a garage for the Fire Department.

Mayor D’Alesandro last Friday rejected the Department of Aviation’s scheme to build a helicopter landing place on a part of Pier 6, Pratt street.

At the same time, he said he would propose a better site within a few days. He had in mind the railroad property.

The plan now awaits acceptance by the helicopter companies which would use it and the Aviation Board. Mr. Colonna already has approved it.
THE SPOTLIGHT

Heliport Won't Hurt Traffic

By JAMES P. CONNOLLY

IS MOTOR vehicular traffic, already congested enough, about to be complicated further by competition or interference from helicopters? The answer, happily, is no, not in the near future, anyway.

The question came up in connection with the city's plan for a heliport at Read street and Guilford avenue. It was reported that Traffic Director Henry Barnes objected on the ground it might interfere with traffic.

Not so, Mr. Barnes said the matter never has been referred to him officially and the apprehension is unfounded.

"I can't see that a heliport there is going to hurt anything," said he. "People might be gaping at it when they should be driving. But I don't believe it's going to be busy enough — in the beginning, anyway — to give us any trouble."

Site Approved

The city already has approved the location tentatively and two helicopter operators who would provide a service are scheduled to inspect it and other possibilities on May 26.

Comment by J. C. Weedock, general manager for one of the helicopter services, rather confirmed Director Barnes doubt that the heliport will be a bee hive and a traffic hazard from the beginning.

Mr. Weedock said the helicopter interests prefer to call the proposed installation a helicopter rather than a heliport.

"When you speak of a heliport," said Mr. Weedock, "people think of a place with refueling facilities, waiting rooms, ticket counters and other accommodations like that.

"However, nothing of that kind is contemplated for Read street and Guilford avenue. Our company does not propose to operate a regularly scheduled service but rather an industrial aid service, with occasional taxiing trips.

Special Service

Business men and industrialists would call on the service whenever they might want to take them to outlets or plants in other cities.

"There are only three regularly scheduled helicopter operations in the United States—at New York, Chicago and Los Angeles. These are certified, like the airline services.

"The regularly scheduled helicopter service in New York operates between the airports and the city and also runs trips out to New Jersey and Connecticut.

"At Chicago and Los Angeles the regularly scheduled helicopter services operate the same. Chicago has forty-five heliports or helicopters more outside the city.

"Heliports cost more than fixed wing planes of comparable size and consume as much fuel. Their speed is lower, hence their seat cost per mile is higher.

Can Hit Spot

"But their advantage is that they take a passenger just where he wants to go—if there is a landing spot there."

The big 12-passenger Sikorsky S-55 helicopter that flew over Baltimore last Friday, making several landings on Pier 6, Pratt street, had nothing to do with the plan for a heliport at Read street and Guilford avenue, but was merely a demonstration of the model, which cost approximately $230,000.

The landings at Pier 6 Pratt street, were mainly for photographers—although the pier was considered a site for a heliport until it was learned that it was already under lease and unavailable.
AIRPORT BOARD O.K.'S GUARD BID

Jet Squadron Gets Extension At Friendship

The Airport Board yesterday extended for 90 days the 104th Fighter Squadron's privilege of basing its jet aircraft at Friendship International Airport. The extension is to date from June 1.

The action was taken as a result of a request to the Board from the Maryland Military Department.

In a letter to Walter F. Perkins, board chairman, Brig. Gen. Harry C. Ruhl, the military department's executive officer, requested the extension.

Strikes Cited

General Ruhl said that "due to strikes and the consequent interruptions," the completion of facilities for housing the 104th at the Martin airfield has been delayed.

"We are advised that we can expect to move to the Martin airfield in the latter part of July," General Ruhl said.

"Therefore," General Ruhl wrote, "the Military Department requests a 90-day additional extension."

The officer emphasized that this period would provide sufficient time to complete the Martin facilities, and he added that this will avoid future requests for additional time from the Board.

The Air National Guard unit has been based at Friendship temporarily for almost two years.

New Sign

In other action yesterday, the Board saw for the first time a new directional sign to be posted on roads leading to Friendship.

Five hundred of the red, white and blue reflectorized markers, which were made by the Department of Traffic Engineering, have been purchased by the Department of Aviation. Maintenance crews of the department are to begin erecting them today.

The board heard from John O. Colonna, director of the Aviation Department, on plans for an inspection tour today of possible heliport sites by CAA officials and members of two helicopter firms.

Hangar Annex

The director said the inspection party is to view eight locations, including the roof of the Lexington Market garage, the end of Pier 6, Pratt street, and the recently-drained Hampden Reservoir.

Also approved at the meeting was a request by Pan-Maryland Airways to add a second lane to a hangar now under construction at the airport.
$20,000 Floating Heliport
At Pratt Street Backed

The Airport Board today unanimously approved a plan to buy a $20,000 floating heliport to be placed at the end of Pier 2, Pratt street.

The board's request will be submitted to the Board of Estimates tomorrow. For the plan to be effective, the Board of Estimates must approve the proposal and authorize an appropriation, probably from the capital funds of the Department of Aviation.

The Pier 2 heliport would be established on a permanent basis following 90-day temporary use of the far end of Pier 6, Pratt street. That location will become Baltimore's first heliport Saturday.

The board also looked with favor on a proposal of the Mondawmin Corporation to establish a heliport on the shopping center's parking lot.

No formal action was taken, but the matter was referred to the State Aviation Commission, since the proposed Mondawmin heliport would not be public.

On Floating Barge

The city-operated heliport, which would be on a floating barge, would be similar to some now in use in Pittsburgh and New York, according to John O. Colonna, director of the Department of Aviation.

It would be in six sections and, when assembled, would measure 40 by 60 feet. Mr. Colonna, outlining the proposal to the airport board, said there would be enough room to park two helicopters and land one comfortably.
MAYOR OPENS NEW HANGAR

60,000-Square-Foot Structure Is At Friendship

The new 60,000-square-foot hangar at Friendship International Airport was formally opened yesterday by Mayor D'Alesandro.

The Mayor cut a black and gold ribbon across the entrance of the large prefabricated structure as members of the Airport Board, the Department of Aviation and other city agencies looked on.

Mr. D'Alesandro said the hangar, the second erected by the Department of Aviation at Friendship, was an example of the airport's "unexcelled facilities for air commerce."

The Mayor said, "Developments in air transportation are making for radical changes in this jet age of today, but you may be sure Baltimore will take all steps necessary to meet the challenge."

John O. Colonna, director of the Department of Aviation, said the hangar, which will be leased to the airplane maintenance firm of Pan-Maryland Airways, Inc., is big enough to accommodate two large jet airliners such as the DC-8 and the 707 at the same time. The hangar is 200 feet wide and 300 feet long.

Mr. Colonna said the hangar was built at a cost of less than $10 per square foot, which compares favorably with other hangar construction. Some of them run as high as $40 per square foot, he said. The department head reported that the low cost of construction will enable the city to rent the building for about $1 per square foot.

Members of the Air Force Board attending the ribbon-cutting were Walter F. Perkins, chairman; John C. Menzies, Robert G. Dennell and George A. Carter.

Councillmen Present

From the City Council were C. Lyman Schueler, vice president of the Council, and Leon Rubenstein, chairman of the Council's Aviation Committee. Allan L. Dell, deputy city comptroller, also attended.

Present for the Department of Aviation were Mr. Colonna, Major Gen. Donald H. Connolly, former director of the department, William D. Bridges, director; William F. Zorzi, assistant to the director, and Bruce Chilcote, department engineer.

Representing Pan-Maryland Airways were C. Bernard Ferrick, Jr., president; Samuel E. Emmons, Jr., vice president for sales, and Edmund Nash Gorman, vice president, maintenance.
AIRPORT FIRE PLAN STUDIED

Board May Set Up Own Unit When ARDC Pulls Out

The Airport Board yesterday gave consideration to establishing its own fire-and-crash protection department when the Air Research and Development Command moves out of Friendship International Airport.

While the ARDC move may not come until as late as the end of 1958, the board is attempting to have a substitute system operating by July 1, 1958.

Minimum equipment for the fire-and-crash service is estimated to cost about $40,000.

The board members yesterday expressed preference for a project, to cost about $8,000, to repaint the three airport runways.

Mr. Colonna said they will be painted to bring them in line with Civil Aeronautics Administration standards. The 3-foot-wide stripes, he said, will have a reflectorized center stripe to increase visibility.

Mr. Colonna also announced that the temporary heliport at the end of Pier 6, Pratt street, will be opened about 11 A.M. on Thursday.

Walter F. Perkins, board chairman, said that objections have been raised to mooring the proposed floating heliport at the end of Pier 2, Pratt street. He said the board has written Henry A. Barnes, city traffic-transit director, for his views on mooring the heliport off Sam Smith Park.

According to Mr. Perkins, the CAA will be unable to help in financing the heliport since Baltimore is not at present on the routes fixed by the National Airport Plan.

He also noted that other commercial helicopters will be able to use the heliport in addition to the Chesapeake and Potomac Airways, Inc., the firm which will operate a charter service at Friendship airport.

The board approved an application of the Weather Bureau to install a transmissiometer, a device which assists in gauging ceiling and visibility, at the airport.
City Opening 1st Downtown Heliport

The city is opening its first downtown heliport at the end of Pier 6, Pratt street, today, marking a new era in its aviation history.

The first landing was scheduled to be made in the heart of the city by a Bell 47-J helicopter, taking off from Friendship International Airport and finishing the trip in about ten minutes.

A spokesman for Chesapeake and Potomac Airways, which has two Bell three-passenger helicopters based at Friendship, said service at first would be aimed primarily at industry and government.

He said, however, that three passengers who would charter a helicopter from Friendship to downtown Baltimore would each pay about $10 for the ride.

Taxi Service Goal

The goal for the future is an air-taxi service to several cities in the area, including Washington.

The Pier 6 site is a temporary one. The city has approved plans to purchase a $20,750 floating heliport.

The first intracity flight also was to be made today from the downtown heliport to the Mondawmin Shopping Center parking lot at Gwynns Falls and Tioga parkways.

The city will collect $1 per landing as operator of the heliport.

The proposed floating heliport will be similar to some now used in Pittsburgh and New York, John O. Colonna, director of the Department of Aviation, said.

Will Park 2 Copters

It will have enough room to park two helicopters and land one comfortably, Mr. Colonna said.

The present landing area is a simple one. It is in the form of a parallelogram. Landing directions are painted on the deck. It is separated from the rest of pier 6 by a wire fence.

The authorization for use of the pier as a helicopter landing site ended a four year campaign by aviation officials to have such a facility in downtown Baltimore.
Pier 4 Seen Site For City Heliport

Cleared of a warehouse by a recent fire, the tip of Pier 4 likely to replace a proposed floating heliport as Baltimore's first permanent landing spot for helicopters.

"It looks like Pier 4 will be it and we'll forget the floater," said John O. Colonna, director of aviation for the city.

The Board of Estimates last month authorized purchase of the floating heliport for $30,750, but it has not yet been ordered by the Department of Aviation, Mr. Colonna explained. "We don't expect to do a thing on obtaining the floater until Pier 4 is sewed up," he added, "Then we'll cancel it."

Location Ideal

Nor will the floating landing spot be purchased to supplement Pier 4, the aviation director said, because "Pier 4 is such an ideal location that there is no need for a floating pier."

Pier 6, just east of Pier 4 on Pratt street, near Market street, went into operation as a temporary heliport June 27. The plan was to use it for 90 days until the floating heliport could be obtained. If the city officials concerned give it final approval, Pier 4 could be prepared for helicopter operations within the 90-day period while Pier 6 is available, Mr. Colonna predicted.

Warehouse Destroyed

A $150,000 fire on June 29 destroyed the warehouse at the tip of Pier 4. The heliport would be located where the wreckage of the warehouse now stands on the east finger of the divided tip of the pier.

Jean Hofmeister, the harbor master, whose office is on the pier, said he does not think having a heliport will interfere with harbor operations. The area available there is 72 feet wide and about 400 feet long compared with the 40x400 feet which would have been available on a floating landing space.

Final Approval Expected

The airport board and the city administration have not yet given a formal go ahead on the pier. But Mr. Colonna was confident that final approval would be forthcoming.

A possible hitch in plans for using the pier for a heliport was pointed out by George A. Carter, director of public works. Before the end of the pier can be used, he said, the steel frame of the burned warehouse will have to be removed and the concrete foundation torn up.
AIR CARGO, PASSENGERS SET RECORD

Six Months Show More Transport Flights Also At Friendship

By ALBERT SELHEIDEY, JR.

Passengers, airplanes and cargo came into Friendship International Airport in record numbers during the first six months of 1957, the Department of Aviation announced yesterday.

The number of persons using the municipal field in the first half of this year totaled 193,224. It was reported by John O. Colonna, director of the city department.

That is a 10.6 per cent increase over the previous record for a six-month period which was the last half of 1956. It is 14.7 per cent better than the first half of 1956.

Transport-Plane Figures

Transport planes which landed and took off at Friendship in the first half of 1957 totaled 21,262, compared with 19,951 for the same period of 1956. The difference is 2,071 flights.

On a daily basis, that difference means there were more than 1,000 more flights serving Baltimore each day during the first six months of this year than in the last half of 1956.

Air-Cargo Statistics

Executive and express airfreight shipments amounted to 370,144 tons during the six months—an increase of 3.8 per cent over the record set in the last half of 1956.

Part Of National Trend

Twelfth And Forty-Fourth

The city, twelfth largest metropolitan area in America, ranks forty-fourth in the list of airport passenger totals. The CAA figures for 1956 show 48 per cent of the nation's airline passengers used Friendship last year.

That puts Baltimore just behind El Paso, Texas, which handled 44 per cent of the total passengers. El Paso is the seventy-fifth largest metropolitan area in the United States, according to the Federal Bureau of the Census.

Washington's Percentage

Washington, whose nearness to Baltimore is generally credited as one of the main reasons for this city's fast growing airline business, handled 46.1 per cent of the total airline passengers in 1956, the CAA has reported.

However, the 193,224 persons who used Friendship in the first six months of this year number more than twice the total who used the field for the same period of 1951, the first full calendar year of operations at the airport after service was transferred from the old municipal terminal, now called Harbor Field.

Third Record Month

Mr. Colonna reported that June was the third consecutive month in which a new passenger record was set at Friendship.

He said 39,963 persons were flown in and out of the airport during the month. The figure bettered by 13,377 the previous record made in May when 35,523 passengers used the field.

The June total is a 25.7 per cent increase over the passenger total for 1956.

Movements of transport planes also took a marked rise in June, compared with the same month of the previous year.

Landings And Takeoffs

This June's total landings and takeoffs were 3,407. The figure for the same month last year was 3,167.

Both the passenger and air carrier totals last month were boosted by the 72 flights diverted from Washington National Airport to Friendship while construction was underway at the Capital's terminal.

New high-speed turnabouts have been constructed at National to get landing planes off the runways more quickly and thus speed up operations.

Compiler of Statistics

The exacting task of compiling all these monthly, quarterly, semi-annual and yearly statistics for the Department of Aviation is performed by Sylvan M. Potemkin, senior administrative assistant in the department.

Line Sets Record In June

One indication of the constant rise in aviation statistics comes from United Air Lines. A. J. Kress, Baltimore sales manager for United, has reported that his airline flew more revenue passenger miles this June than in any previous month. However, the increase over June 1956 was 3,167,391 miles, a three-per cent increase over June 1956.

The following is a summary of air-traffic activity at Friendship International Airport for June, 1957 in comparison with June 1956.

First half of 1957 First half of 1956

<table>
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<tr>
<th>Description</th>
<th>June 1957</th>
<th>June 1956</th>
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<td>Passengers incoming</td>
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<td>Express incoming (lbs.)</td>
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The above figures are compiled by the Department of Aviation, which operates the airport.
BOARD GIVES DIAGNOSIS OF AIRPORT ILLS
10-Year Report Blames Lines And Public's Exaggerations

BY ALBERT SELLASTEDT, JR.
The Airport Board yesterday presented its own diagnosis of the ills of Friendship International Airport in a 26-page report on the last ten years of commercial aviation in Baltimore.

The board placed a large share of the blame for Friendship's scarcity of flights at the door of the airlines, but it also declared that the public's "exaggerated impression" of the airport situation and "negative publicity" have hindered the overall development of air transportation here.

Replete with pictures, maps and charts, the report was submitted to Mayor D'Alesandro by Walter F. Perkins, chairman of the board which was set up ten years ago this month to direct the operation of Baltimore's airports.

Possible New Field Proposed
Despite the poor service, the board noted that there has been a substantial upswing in aviation here and recommended in fact that the city consider building another airport in the northeastern section of the Baltimore area if Harbor Field is turned over to the Maryland Port Authority for maritime use.

Such an airport would be built for private planes and business aircraft, many of which are now based at Harbor Field.

While Baltimore lags behind comparable cities in its commercial air service, the progress here in the last ten years has been noteworthy, the board indicated.

Increases Since 1947
Its report lists, for example, the following statistics:
1. Since 1947 there has been an increase here of 69 percent in passenger traffic, 28 percent in airline movements and 116 percent in cargo tonnage.
2. The average number of passengers per arrival and departure of each airplane has risen from 3.9 to 8.8.

The report emphasized that Friendship, one of the largest airports in the nation, was planned and built to serve the city for many years to come.

And, the board noted:
"In building Friendship at the time it was done (the late 1940s), Baltimore obtained the greatest airport bargain that has been obtained by any city in the country."

Revenue Rises More Than Cost
"By building at a time when construction costs were unusually low, by selecting a site with topography which required a minimum of grading, by using a new and improved type of runway construction which saved at least $1,500,000 on the costs of runways alone and by employing the best engineering counsel and assistance available, Baltimore obtained for about $15,000,000 an airport which could not be duplicated for less than $50,000,000 today."

Some other financial facts in the report:
1. Ten years ago the annual operating and maintenance costs for Harbor Field (then the city's principal airport) were $394,968.
2. In 1956, despite a general increase in costs, the bill for running both Harbor Field and Friendship was less than twice that figure—$470,093.
3. Revenue (from rents, landing fees, etc.) increased in this period from $153,247 to $442,227.

"It can be seen, therefore, that during the past decade, total annual operating and maintenance costs for both Friendship and Harbor Field have increased only 95 percent over the 1947 cost for Harbor Field alone, while revenue has risen 226 percent," the report stated.

The board, in reviewing its own difficulties through the years, said its biggest problem, of course, has been "inducing the airlines to provide adequate service."

"This problem has been complicated by a number of factors."

"Excuse" Held "Diminishing"
"The proximity of Friendship to Washington has been used by the airlines as an excuse for serving both Baltimore and Washington, in so far as possible, from the National Airport, and thus for upsetting their services at Friendship."

This matter of location is a geographical fact which will always have some effect on the situation. To the extent that it is used as an excuse, however, its effect will diminish as more airline equipment becomes available and as competition grows.

Another factor which has increased the difficulty of increasing the airlines to provide services commensurate with Baltimore's needs has been an exaggerated impression of the inadequacy of services which actually have been available at Friendship.

"There is no question that this impression has discouraged a great many people from even trying to use the existing service.

These facts have been created by too much negative publicity, and can be corrected by a better understanding of facts."

"Three Facts Are Obvious"
The board said "three facts are obvious:
1. The field should not be used for permanent military installations.
2. Friendship should be operated for Baltimoreans primarily, although outside patronage should be encouraged if it attracts more airline service.
3. An airline terminal can attract neither passengers nor good service by itself. It can only provide a comfortable and convenient place to bring the two together.
Airport Report

The Airport Board has done a workmanlike job on its tenth anniversary report to the taxpayers of Baltimore, who are all shareholders in the city's airport property. More than $17 millions of city money, plus Federal funds, were invested in Friendship Airport and Harbor Field. We all like to know what is happening to this investment, and the report has given facts and figures in detail but clearly enough for the layman.

It is, of course, upon Friendship that Baltimore's larger hopes for the future rest. We are accustomed to feel a little depressed about the airport, which has been the wallflower of American commercial aviation, all dressed up and nowhere to go. But the report shows two encouraging things:

First, although it has not grown as fast as in many cities Baltimore air traffic has grown a great deal. Since 1947 (Friendship opened in 1950) passenger traffic has increased 169 per cent, cargo tonnage 116 per cent and the average number of passengers per arrival and departure has more than doubled. The growth has been steady, and where there has been an operating loss for the department it has not been enormous.

Second, the city owns a large and adaptable modern airport, which can be expanded to meet any need remotely envisaged for the future. Its runways can easily take the commercial jet planes now in development, its passenger and other facilities are capable of being enlarged quickly and cheaply as need arises. All this the city obtained, the Airport Board says, at bargain prices. For $15 millions, it got an airport that, the board estimates, would cost $50 millions to build today.

As an industry, commercial aviation has hardly reached its majority. It is 38 years since commercial aviation first came to Baltimore, and only 20 years since the city acquired its first airfield. Air travel and transport of merchandise by air are yet to become firm habits. Aircraft design changes almost daily. No city the size of Baltimore can afford to be without an airport, and the board's report shows that despite its very deliberate progress Friendship is one of the city's most important assets in this air-borne age.
HELIPORT'S PIER WAITS

Fire-Ruined Building Must Be Cleared, Lease Ended

BY HELEN DELICH
Maritime Editor of The Sun

How soon Pier 4, Pratt street, can become available for the city's heliport depends on how soon the fire-ravaged building can be removed—at a cost of $8,000.

Allan L. Dell, deputy city comptroller, said the building was owned by Bailey's Express Company, which had a lease with the city of Baltimore until 1959. At that time, the ownership of the building was to revert to the city.

This was arranged originally when the Victor Lynn Lines built the warehouse on Pier 4.

Victor Lynn Sold To Bailey's

After constructing a new terminal elsewhere in the city, Victor Lynn sold out to Bailey's Express, which since has changed ownership, according to a City Hall spokesman.

Technically the present owner could rebuild on the site and maintain operations there until 1959, it was said.

However, inasmuch as the warehouse was partially destroyed by fire in June, the city decided it would like that site for the heliport temporarily functioning on Pier 6.

Negotiations have been under way between the deputy comptroller's office and the present Bailey owner regarding the tearing down of the warehouse.

Owner Finds It Expensive

However, the latter is of the opinion that it is too expensive a proposition and is not anxious to undertake it.

The details are to be worked out with his attorney, now on vacation, but it would be a good guess that the city will end up removing the charred walls and ceiling if the owner agrees to terminate the lease just so the business of operating a heliport there can begin as soon as possible.

Pier 6, Pratt street, is being sought for discharging foreign automobiles, as well as for use for lumber storage and ship loading.
State and Federal Funds May Be Available For 75% Of Airport Construction Costs

A distinct possibility that three-quarters of the money needed to build a commercial airport in Baltimore County would be provided by the State and Federal governments was voiced this week by Charles B. Allen, chairman of the State Aviation Commission.

In a letter to Malcolm H. Dill, County Planning Director, Mr. Allen pointed out that Federal funds on a 50% matching basis are available for airport construction and he authorize Mr. Dill to proceed immediately with a detail survey of the project so that a concrete plan for construction will be forthcoming in the near future.

Mr. Allen added that his commission is wholeheartedly behind the scheme and will furnish all of the technical data needed to build the field so that it will qualify for State and Federal aid.

Although no definite sites have yet been considered, aviation authorities are unanimous in believing that the field should be in the north central section of the county so that it will have easy access to the network of high-speed roads which are either a-building or which have been planned.

Mr. Allen, the executive director of the commission, Rudolph Drennan, and others interested in aviation are convinced that the field would be a financial success shortly after it begins operating. A number of large industrial concerns have already expressed interest in an airport and at least one plans to build a hangar or the field and keep the company's planes there.

Another factor which augurs well for the success of the airport is the fact that Harbor Field, now the principal base for privately owned commercial planes, will probably be closed down in the relatively near future. The field is in bad shape and two of the four runways are closed to traffic. Harbor Field is slated for sale to the Port Authority as a site for a large freight warehousing facility.

Excluding the land which will be needed, the county field would probably cost in the neighborhood of $400,000. This would take care of normal grading, drainage, a paved runway of 4900 feet more or less and a small administration building.

In other localities it has been the practice of counties or municipalities to lease such a field on a competitive bid basis to some concern which is well qualified in airport operation. The rent received is then used to amortize the original construction costs.

With a constantly increasing number of private commercial planes in operation, more and more airports are needed. The State Aviation Commission is actively interested in promoting such airports and Baltimore County has been earmarked for high priority in the State-wide program.
Heliport Is Off To Slow Start

Baltimore's first heliport, on Pier 6, is off to a slow start.

From June 27 to July 31 six revenue-producing flights were made from the landing spot on the end of the pier.

The city was paid $1 for each of the six flights by Chesapeake and Potomac Airways, Inc., the helicopter firm which made them.

Later Data Unavailable

No count was kept of the non-revenue flights—landings by military craft and other non-commercial use of the spot. But a spokesman for the city Department of Aviation said they might have numbered between 50 and 100.

Figures for a more recent

month are not immediately available, the department spokesman said, but he said they have not changed much since the June-July period.

The spokesman noted that it takes time to get a new service started, and added that "there aren't millions of cars on the roads when the automobile started."

The city comptroller, Dr. R. Walter Graham, Jr., called the heliport operation "an example of taxpayers' subsidy to an airline."

"If that isn't a subsidy to the C&P, Airways, I don't know what is," he declared. "They should provide their own heliport."

Called Act Of God

"It was only an act of God, burning down of a warehouse on Pier 4, permitting moving the heliport there which prevented the city spending $25,000 for a floating heliport in the harbor."

Dr. Graham said that Walter Perkins, chairman of the Airport Board, had "pressed" the city into creating a heliport.

Mr. Perkins once told him, in the presence of the Mayor and others, Dr. Graham said, that he, Perkins would like to have the concession on helicopter landings.

"I sure would like to give it to him now," the comptroller said.

The cost to the city of using the end of Pier 6 for helicopter operations was only the "several hundred dollars" it cost to build wind fences and paint a heliport sign there, the aviation spokesman reported.

Lumber Moved

The company which had its lumber stored there had to move it, but the city did not pay for that.

When the heliport is moved to Pier 4 early in November, the city will lose about $3,000 annually in parking revenues, said Jean Hofmeister, harbormaster.

This will be offset by whatever revenue the helicopter operations bring in at $1 per flight. Ships can continue to use Pier 4 while helicopters use 100 feet at the end of it, Mr. Hofmeister said.
Heliport opened at Tip of Pier 4

New City Utility Please, Is To Be Permanent

The City's Department of Aviation opened a new and permanent heliport yesterday at the tip of Pier 4, Pratt street. John O. Colonna, director of aviation, said the department is so pleased with the facility that plans for a floating heliport in the same area have been canceled.

The landing area was moved from Pier 8, Pratt street, which is to be used for the handling of shipments of foreign automobiles. Citing the new pier's lack of congestion and the fact that it is shorter and the landing spot more accessible from Pratt street, the director said, "We're delighted with it."

Patrol Boats Near

The Coast Guard has several patrol boats stationed across from the heliport, a fact which prompted Mr. Colonna to add: "If there's any trouble, maybe we can bail each other out."

Mr. Colonna, who made the return trip to Friendship, said he felt the permanent location would attract an increasing volume of traffic from Washington, Philadelphia and Pittsburgh, as well as military installations in the area.
FRIENDSHIP STILL IN, QUESADA SAYS

Not Ruled Out For Capital Airport, Beall Told

(Washington Bureau of The Sun)

Washington, Oct. 14—Lieut. Gen. Elwood R. Quesada, chairman of the President's Air Modernization Board, said today that Friendship International Airport is definitely in the running as a site for a second Washington airport.

General Quesada denied a story in a Washington newspaper of October 6 which said the board had "no thought whatsoever of considering Friendship as a possibility."

He said he will consider "all present and potential sites in Maryland and Virginia that could meet the needs of the Washington area from 1961 through 1975... including Friendship."

The Washington newspaper's columnist said in his story:

"A Norfolk firm—and four others, from Ohio, Massachusetts and New York, in secondary roles—will also work on the site investigation, and there is no thought whatever of considering Friendship as a possibility."

"The reason: Congress provided $12,500,000 to start construction of a new terminal, asking the President to settle the site question. Already, in Quesada's studies, Chantilly, Va., seems to be running ahead of Burke, Va.—the choice of the Civil Aeronautics Administration based on a study which started almost ten years ago."

"Open And Objective"

The story caused Senator Beall to protest to General Quesada.

General Quesada gave his assurances today in a letter to Senator Beall, in which he said he, too, "was considerably disturbed" by the Washington newspaper story.

"The story left the impression that we had decided that one airport site had already been judged better than others," Quesada's letter said.

"In fact, our contractors and consultants have only begun to review and analyze the technical and economic data accumulated over the past eight to ten years."

The board chairman said the board had not yet determined what additional data are needed but assured Senator Beall it was being "open and objective" in its search for a second Washington airport.
FRIENDSHIP
ACTIVITY UP
IN 9 MONTHS

45,340 More Passengers Use Airport Than In 1956

By Albert Sehliedt, Jr.

Passenger traffic at Friendship International Airport increased by 45,340 in the first nine months of this year in comparison with the first nine months of 1956.

The city's Department of Aviation, in releasing its report for the three quarters, said the rise in revenue passengers amounted to 18 per cent over the same period of 1956.

Department figures indicate 1957 will be Friendship's busiest year since it opened in 1956, and by a wide margin.

301,834 Have Used It

So far, 301,834 persons have used the airport this year. At the three-quarter mark in 1956 the total was 256,694.

This increase (45,340) is about four times as great as the increase in revenue passengers recorded for the first nine months of 1956 in comparison with the first nine months of 1955.

Commercial air-carrier operations at the field in the first nine months of this year were 23,015. The 1956 total for the period was 22,807. The total so far this year is about 10 percent above the 1956 figure.

As Lines Increased Flights

John O. Colonna, director of the Department of Aviation, said that the 18 percent increase in passengers during a period when the airlines had stepped up their flights by 10 percent showed that Baltimoreans will support better airline service when given the opportunity.

Total aircraft operations at Friendship through September amounted to 144,181. The 1956 figure for the same period was 122,808. That is a 17 percent rise.

Air-express shipments at the Baltimore terminal fell off during the nine months. The current total is 1,739,299 pounds and the total for the first three quarters of 1956 was 2,022,019 pounds.

Freight More Than Made Up

However, the drop was more than made up in the huge increase in air freight shipments.

Air freight through September, 1957 totaled 9,430,379 pounds compared with 5,847,891 pounds for the same period last year.

Total cargo (freight and express shipments) were up by 41 percent, the department reported.

These statistics are compiled by Sylvan M. Potemken, the senior administrative assistant in the Department of Aviation.

Airport Of Baltimore

The following is a summary of air traffic activity at Friendship International Airport for the first nine months of 1957 in comparison with the same period of 1956.

<table>
<thead>
<tr>
<th></th>
<th>1957</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers, incoming</td>
<td>147,294</td>
<td>123,608</td>
</tr>
<tr>
<td>Passengers, outgoing</td>
<td>154,540</td>
<td>132,886</td>
</tr>
<tr>
<td>Total passengers</td>
<td>301,834</td>
<td>256,494</td>
</tr>
<tr>
<td>Express, incoming (lbs.)</td>
<td>1,075,067</td>
<td>1,290,039</td>
</tr>
<tr>
<td>Express, outgoing (lbs.)</td>
<td>664,232</td>
<td>761,890</td>
</tr>
<tr>
<td>Total express (lbs.)</td>
<td>1,739,299</td>
<td>2,022,019</td>
</tr>
<tr>
<td>Freight, incoming (lbs.)</td>
<td>5,269,776</td>
<td>3,442,579</td>
</tr>
<tr>
<td>Freight, outgoing (lbs.)</td>
<td>4,160,522</td>
<td>2,405,312</td>
</tr>
<tr>
<td>Total freight (lbs.)</td>
<td>9,430,379</td>
<td>5,847,891</td>
</tr>
<tr>
<td>Air-carrier flights</td>
<td>33,015</td>
<td>29,987</td>
</tr>
<tr>
<td>Military flights</td>
<td>68,569</td>
<td>60,591</td>
</tr>
<tr>
<td>Civil flights</td>
<td>42,097</td>
<td>31,866</td>
</tr>
<tr>
<td>Total flights</td>
<td>144,181</td>
<td>122,808</td>
</tr>
</tbody>
</table>

The above figures are compiled by the Department of Aviation, which operates the airport.
MARINE TERMINAL?—Harbor Field may become a marine terminal if the Maryland Port Authority has its way. The authority is negotiating with the Aviation Board of Baltimore City to convert the field into a marine terminal for general-cargo ships. This aerial view shows Colgate Creek, at the left. The stream would have to be deepened to accommodate the vessels. Officials are impressed with the vast amount of open ground space at the field, which could be used in shipping operations.
RAIL-FRIENDSHIP LINK IS PROPOSED

Washington Station Seen As Airport Feeder

By Albert Sehlstedt, Jr.

The Greater Baltimore Committee yesterday announced a plan to use part of Washington's Union Station as a downtown airline terminal to feed passengers into Friendship International Airport over existing railroad routes.

The committee is currently discussing the plan with the Baltimore and Ohio and Pennsylvania Railroads, according to William Boucher, 3d, executive director of the committee.

Union Station is owned on a fifty-fifty basis by the B. & O. and the Pennsylvania.

Possible Spur Lines

Mr. Boucher brought up the airline-terminal proposal in testimony before a Federal board of inquiry seeking to learn the "impact on the community" of increased airline operations at Friendship should the Baltimore field be designated a supplemental airport for Washington.

The hearing, held at Friendship, was conducted by Elwood R. Quesada, special assistant to President Eisenhower on aviation matters. He is charged with the task of selecting one of four possible sites for a second Washington airport. The three other locations are southwest of Washington in Fairfax county, Virginia.

Mr. Boucher told Mr. Quesada that the railroads might run spurs into the Baltimore airport so air travelers could board trains at Union Station and get off at the Friendship terminal.

Little Used Area Proposed

At the hearing, Mr. Boucher said the committee has been working on the idea for two months. He said he was not at liberty to disclose how far the discussion with the railroads had gone. However, he added quickly: "We're still talking."

The section of Union Station which could be used as a downtown airline terminal is one end of the broad concourse often referred to as the "V.I.P. area," he said.

25-Minute Travel Time

"This is a relatively little-used area to your left as you get off the trains, and cars could bring passengers right up," Mr. Boucher said.

"The Greater Baltimore Committee thinks it's logical that the two railroads lease that space to the airlines."

Travel time from Union Station to Friendship would be 25 minutes on the railroads, he added.

The travel time by automobile between Friendship and the Statler Hotel in Washington is 47 minutes. The time from the Statler to Burke one of the proposed airport sites in Virginia) is 32 minutes.

Yesterday's hearing at Friendship lasted only an hour and twenty minutes.

Mr. Quesada and his examiner, William J. Madden, of the Civil Aeronautics Board, heard about a dozen witnesses.

Practically everyone who spoke assured Mr. Quesada and Mr. Madden that there would be no unfavorable reaction to increased airline activity at Friendship.

Burke Opposition Expected

This unanimity is not expected when the board of inquiry holds hearings later this week in Fairfax county. Some residents of the Burke area have been very outspoken in their opposition to the Federal Government building an airport in that section.

 Appearing at yesterday's session were Senator Butler (R., Md.), Representative Lankford (D., Md.), and John C. Alsiers, executive secretary of Senator Beall (R., Md.).

Frank McHugh spoke for the Baltimore Association of Commerce and Bruce P. Wilson, president of the Baltimore and Annapolis Railroad Company, presented the view of the Anne Arundel County Trade Council.

Others Who Testified

Other witnesses included Kent R. Mullican, treasurer of the Maryland Hotel Association; William Padfield, president of the Glen Burnie Improvement Association; Friedrich E. von Schwerdtner, planning administrator for Anne Arundel county; George Hall Duncan, headmaster of Wooton-On-The-Severn School, and Capt. Charles G. Halpine (USN, ret.), superintendent of buildings and grounds for the State of Maryland in Annapolis. Captain Halpine spoke as a private citizen.

The only objection to Friendship came from the Washington Board of Trade which sent a letter to the inquiry board stating that flights diverted to Friendship would "hurt" the District of Columbia.

The Board of Trade said the existing airline service to Washington is needed because of the tourist industry, "the largest private enterprise industry" in the Capital.
Friendship Year...

1956 Sets Records In Every Major Class Of Air Traffic

Perkins Finds Highlight Of Report In 50 Per Cent Rise In Freight Put On Planes

BY ALBERT SELBSTREIT, JR.

Operations at Friendship International Airport in 1956 reached record highs in every major classification, the Department of Aviation announced yesterday.

Passenger traffic totaled 343,935, an increase of nearly five per cent over the 1955 figure. Freight shipments jumped 36 per cent.

Commercial airline flights rose more than seven per cent. Total flights of all types of airplanes numbered 164,165, an increase of 24 per cent over 1955.

"On Whole, Encouraging" WALTER F. PERKINS, chairman of the Airport Board, called the department's report "on the whole, encouraging."

"In my opinion," Mr. Perkins said, "the highlight of the report is the 50-per-cent increase in freight transported at Friendship."

Outbound freight at the airport last year totaled 5,800,537 pounds. The 1955 total was 2,450,675 pounds.

Mr. Perkins also said he felt "confident that the number of passengers using Friendship will increase substantially as airline schedules improve—as they undoubtedly will improve just as soon as more equipment becomes available."

"Expects Better Service" "I feel reasonably sure," he added, "that service at Friendship will materially improve in 1957."

Although airport officials admit that the general increase in business last year at the field is cause for some rejoicing, they display a cautious optimism.

In most instances, Friendship's improvement is likely to be little better than the national average of other airports.

Still Not Major Airport

Baltimore still does not have a major airport from the standpoint of passenger and airliner traffic.

One disappointing aspect of the Department of Aviation's report is the drop in activity at the field last month.

Yearly Report

The following is a summary of air-traffic activity at Friendship International Airport in 1956, compared with 1955 and 1951, first full calendar year of operation at the field.

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers Incoming</th>
<th>Passengers Outgoing</th>
<th>Total Passengers</th>
<th>Express Incoming (lbs.)</th>
<th>Express Outgoing (lbs.)</th>
<th>Total Express (lbs.)</th>
<th>Freight Incoming (lbs.)</th>
<th>Freight Outgoing (lbs.)</th>
<th>Total Freight (lbs.)</th>
<th>Air-carryer Flights</th>
<th>Military Flights</th>
<th>Civil Flights</th>
<th>Total Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>1956</td>
<td>166,841</td>
<td>177,014</td>
<td>343,855</td>
<td>1,785,692</td>
<td>1,792,045</td>
<td>3,577,737</td>
<td>5,190,257</td>
<td>2,775,506</td>
<td>8,572,443</td>
<td>39,945</td>
<td>79,235</td>
<td>44,985</td>
<td>164,165</td>
</tr>
<tr>
<td>1955</td>
<td>157,954</td>
<td>169,647</td>
<td>327,601</td>
<td>1,729,045</td>
<td>1,792,045</td>
<td>3,521,087</td>
<td>4,388,773</td>
<td>2,343,675</td>
<td>6,635,448</td>
<td>37,281</td>
<td>72,427</td>
<td>22,572</td>
<td>132,280</td>
</tr>
<tr>
<td>1951</td>
<td>98,593</td>
<td>99,635</td>
<td>198,228</td>
<td>1,423,047</td>
<td>1,423,047</td>
<td>2,846,094</td>
<td>2,031,633</td>
<td>1,537,103</td>
<td>3,578,136</td>
<td>39,783</td>
<td>14,910</td>
<td>14,963</td>
<td>69,654</td>
</tr>
</tbody>
</table>

The above figures were compiled by the Department of Aviation, which operates the airport.

Monthly Report

The following is a summary of air-traffic activity at Friendship International Airport for December, 1956, in comparison with December, 1955.

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers Incoming</th>
<th>Passengers Outgoing</th>
<th>Total Passengers</th>
<th>Express Incoming (lbs.)</th>
<th>Express Outgoing (lbs.)</th>
<th>Total Express (lbs.)</th>
<th>Freight Incoming (lbs.)</th>
<th>Freight Outgoing (lbs.)</th>
<th>Total Freight (lbs.)</th>
<th>Air-carryer Flights</th>
<th>Military Flights</th>
<th>Civil Flights</th>
<th>Total Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec. 1956</td>
<td>12,561</td>
<td>13,531</td>
<td>26,092</td>
<td>20,692</td>
<td>21,378</td>
<td>42,070</td>
<td>541,994</td>
<td>500,584</td>
<td>1,042,578</td>
<td>3,246</td>
<td>3,273</td>
<td>3,535</td>
<td>12,567</td>
</tr>
<tr>
<td>Dec. 1955</td>
<td>12,297</td>
<td>14,218</td>
<td>26,515</td>
<td>20,515</td>
<td>21,758</td>
<td>42,273</td>
<td>540,384</td>
<td>500,584</td>
<td>1,041,968</td>
<td>3,246</td>
<td>3,273</td>
<td>3,535</td>
<td>11,539</td>
</tr>
</tbody>
</table>

Both Friendship and the airlines were prepared for a substantial increase in business. About the only increase worth noting, however, was the onslaught of fog which severely restricted operations for nine days. Four of those days were right before Christmas.

Other Fields Hampered

Furthermore, operations at other East Coast fields were limited for the same reason which meant that some planes which could have landed in Baltimore during a break in the weather here could not get off the field at New York or Philadelphia.

The airport statistics, prepared by Sylvin M. Potemken, of the Department of Aviation, show another increase worth noting.

In 1956, landings and takeoffs of commercial airliners edged above the total for 1951, first full calendar year of operation at Friendship.
...And For Last Month

Planes Carry Less

Passenger and airline traffic dropped slightly last month at Friendship International Airport in comparison with operations at the field during December, 1955.

The decrease was attributed to particularly poor weather which affected air transportation along much of the East Coast during a season of the year which normally produces a great deal of traffic.

The Weather Bureau said there were nine days last month at Friendship when visibility was a quarter of a mile or less. Four of these days were December 21, 22, 23 and 24.

The basic minimums for most airline operations are 1/4-mile visibility and a 200-foot ceiling. Passengers using the Baltimore terminal in December numbered 25,092, which is about 1.6 per cent below the figure for December, 1955.

Takeoffs and landings of commercial planes totaled 3,249, which is less than a one-per-cent drop below the 1955 December total of 3,273.

Despite the poor weather, enough freight arrived and departed during December to boost the total sixteen per cent above the 1955 mark. Last month's total was 985,150 pounds.

Express shipments, however, were down 21 per cent.

Total air operations at the field increased by more than seven per cent last month. However, the biggest increase, from the percentage standpoint, was recorded by local civil flights, a classification which includes a large number of airline familiarization operations.

These operations are irrelevant as far as significant activity at Friendship is concerned. An airline training plane will simply touch down on the runway and take off again. However, Civil Aeronautics Administration regulations require that each touch-down and take-off be recorded.

Now Shoot Sideways

Since World War II gunners stopped shooting out of the sides of B-17's most people have associated aircraft firepower with nose cannon and tail stingers.

The Air Research and Development Command has reported now that its experts are working on something called "crosswind barbells" which consists in shooting sideways from tall turrets.

The ARDC headquarters here said yesterday that the degree of flexibility of tall turrets on new bombers has been greatly increased to extend the zone of protection against attacks from the side.

Hustler May Be Meant

The ARDC does not mention any particular new bomber, but it presumably has in mind the new B-58 Hustler.

Shooting accurately from an aircraft moving at supersonic speeds requires study, as did firing a 16-inch gun from a battleship moving at 25 knots—a problem which took navy mechanics little time to unravel.

The Air Force is solving its problem at the ARDC Armament Center, Elgin Air Force Base, Florida. The plane being used in the test is an F-86C Scorpion firing a 20mm. cannon.

For Aerial Tankers

Flight Refueling, Inc., at Friendship, announced yesterday it has been awarded a contract for about $2,000,000 by the Douglas Aircraft Corporation for the design and production of equipment to modify A-1D airplanes for aerial tanker use.

Charles W. Newhall, Jr., president of Flight Refueling, said the new tankers will provide the Navy with high-performance carrier-based refuelers which will greatly extend the range of fighters and fighter-bombers—operation with sea forces.

Refueling Hose Reels

Mr. Newhall said the equipment will consist of hose reels specifically made for installation in A-1D's to complete the Probe and Drogue Refueling System, designed and built by Flight Refueling. The system has been performing successfully for the Navy for some time.

This contract is in addition to the $2,000,000 order recently announced by Flight Refueling for North American Aviation's FJ4 Refueling System components.

Albuquerque Division

Another Baltimore firm closely associated with aviation, the Hoover Electronics Company, last week that it has established an instrumentation division at Albuquerque, N.M.

John M. Pearce, vice president and general manager, said the new division will be responsible for the development of the company's concentrating, guided missile and instrumentation efforts in the West Coast region.

Hoover produces a wide variety of computing and navigational equipment.

Air Resupply Training

The newly formed 135th Air Resupply Group of the Maryland Air National Guard has announced it is interested in obtaining pilots and navigators to fly its C-46 and SA-16 aircraft.

Major Victor Klikowski, group commander, said rated service flyers "can receive the best in training with pay right here in Baltimore."

The unit flies each Saturday from Harbor Field, Dundalk, and meets on an average of two Wednesdays each month. A fifteen-day summer encampment is usually spent at an active Air Force base where members of the unit engage in all phases of training, Major Klikowski said.

Anyone interested in joining the group may call the 135th's headquarters. The number is Atwater 4-6000.
FRIENDSHIP HAS ITS BEST YEAR IN 1957

400,000 Passengers Are 16-Per-Cent Increase Over 1956

By ALBERT SELBSTEDT, JR.

Friendship International Airport had its best year in 1957. Statistics released yesterday by the city’s Department of Aviation show substantial increases in almost every phase of commercial activity at the municipal airport.

More than 400,000 travelers used Friendship in 1957. That is a 16-per cent increase over the 1956 total. And the rate of increase is more than double the normal year-to-year percentage rise—which is usually around 6 or 7 per cent, a department spokesman said.

More Commercial Flights

Flights in and out of the airport by commercial transports also rose substantially. There were 44,402 such flights last year. The 1956 figure was 39,945. The percentage increase is 11.1 per cent.

Total air-freight shipments handled at the field reached 12,180,212 pounds, which is a 37-per cent increase over the 8,873,644 pounds which came through the airport in 1956.

Air express shipments fell off, however. Total poundage in 1957 was 2,393,347, compared with 2,775,563 in 1956. The percentage drop is 13.7.

Freight Oustweighs Express

Adding the total air freight shipments and air express shipments together in each of two years, department statisticians found that the combined freight-express poundage in 1957 exceeded by 25 per cent the combined total in the previous year.

Although commercial flights increased in the field there was a slight decrease in itinerant military flights. The word itinerant in this context refers to flights that go beyond the jurisdiction of the airport’s control-tower operators.

Itinerant military flights decreased from 29,184 in 1956 to 27,223 last year. The reduction presumably was the result of the Maryland

The Airport Of Baltimore

The following is a summary of air-traffic activity at Friendship International Airport in 1957, in comparison with 1956.

<table>
<thead>
<tr>
<th>Year</th>
<th>1957</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers incoming</td>
<td>133,739</td>
<td>101,941</td>
</tr>
<tr>
<td>Passengers outgoing</td>
<td>206,317</td>
<td>177,014</td>
</tr>
<tr>
<td>Total passengers</td>
<td>440,056</td>
<td>379,955</td>
</tr>
<tr>
<td>Express incoming (lbs)</td>
<td>1,472,244</td>
<td>1,283,877</td>
</tr>
<tr>
<td>Express outgoing (lbs)</td>
<td>920,303</td>
<td>800,415</td>
</tr>
<tr>
<td>Total express (lbs)</td>
<td>2,392,547</td>
<td>2,084,292</td>
</tr>
<tr>
<td>Freight incoming (lbs)</td>
<td>7,405,793</td>
<td>5,193,276</td>
</tr>
<tr>
<td>Freight outgoing (lbs)</td>
<td>5,135,419</td>
<td>3,660,678</td>
</tr>
<tr>
<td>Total freight (lbs)</td>
<td>12,180,212</td>
<td>8,836,944</td>
</tr>
<tr>
<td>Air carrier flights</td>
<td>40,895</td>
<td>40,895</td>
</tr>
<tr>
<td>Civil flights</td>
<td>38,696</td>
<td>40,895</td>
</tr>
<tr>
<td>Military flights</td>
<td>187,924</td>
<td>263,057</td>
</tr>
<tr>
<td>Total flights</td>
<td>44,002</td>
<td>40,895</td>
</tr>
</tbody>
</table>

Almost Double Year

The 400,097 persons who landed and took off at Friendship in 1957 is almost double the 211,236 who flew in and out of Friendship in 1951.

The more than 12,000,000 pounds of freight handled at the terminal last year is more than three times the amount of 1951.

Commercial airliners using Friendship in 1951 totaled 39,723, which isn’t much less than this year’s total of 44,402, but the planes themselves are larger.

In 1951, Friendship was a landing field for DC-3’s, with an occasional DC-4 coming in. Today, there is a good number of four-engine aircraft, including Viscounts, Constellations, and DC-8’s—and even one DC-7 with another expected next month for scheduled service.

Of course, what is happening at Friendship is also happening in scores of other American cities—and in many cases on a much larger scale than in Baltimore.

National Figures Compared

Here are some comparisons between Friendship and the national aviation picture, based on a report from the Civil Aeronautics Administration:

Air carrier movements in Baltimore by eleven per cent last year; nationally, air carrier operations went up fourteen per cent.

Air carriers moving in and out of Friendship last year increased sixteen per cent; nationally, passengers carried on commercial airliners rose eight per cent.

Air cargo at Friendship rose 25 per cent in 1957; nationally, air cargo rose 18 per cent.
SPOTLIGHT

Let's Not Repeat The Center Mess

BY LOUIS AZRAEL

IN A QUIET way some negotiations which may be of vast importance to Baltimore's future are taking place.

In brief, they may bring:
A new Marine Terminal, capable of berthing 14 big ships, to the site which is now Harbor Field.
A new air field, to serve private planes and other commercial traffic, somewhere in the northern suburbs of Baltimore.

Both of these achievements, and particularly the first, would be extremely beneficial. But they face many obstacles.
The city's Airport Board has long wanted to replace Harbor Field, which was the city's first municipal airport.

AND BALTIMORE has long been in dire need of more space for the shipping on which this port lives.
Harbor Field is one of the few waterside areas which still remain available. The Maryland Port Authority is anxious to get it.

Therefore, city real estate appraisers are now working to set a fair price for the field. That price depends, in part, on whether the existing buildings on Harbor Field will be useful to the Port Authority.

However that may turn out, there is little doubt the city and the Port Authority can agree on a figure. The next question is whether the Port Authority will have available money, and that depends largely on the success of some legislation which will be proposed at Annapolis within a few weeks.

If this legislation is adopted, the credit of the State of Maryland will be placed behind bonds that the Port Authority plans to sell. That would help facilitate raising money at a reasonably low rate of interest. Without it, the money will be hard to raise and the Port Authority would have to pay an interest rate which might be prohibitive.

Present Users

THE NEXT problem will be to provide facilities for many, though perhaps not all, of the interests which now use Harbor Field. They are probably more substantial than most Baltimoreans realize.

Several National Guard units use the field for training and other purposes. Many private fliers and commercial fliers of small planes use it in transit. Seventy-one civil aircraft use it as a base. Two plane rental and servicing firms operate there.

Baltimore city has no legal obligation to provide these facilities, of course. And it should not provide them—except to the National Guard—unless the users pay enough to meet the city's expenses and capital costs.

These activities, however, are an integral, useful factor in Baltimore's life and economy and the city should make every effort to assure their continuance.

Where To Do It?

AND THAT raises another obstacle. Where should this be done?
The need for airport service north of Baltimore has often been stressed. But an airport, even of modest size, requires a large tract. Already there is unrest in some sections of Baltimore county. Residents have heard rumors the proposed port may be in their vicinity—and they're against it.

And Baltimore has had long, painful experience in what happens when a site for a public improvement is to be selected and when vocal groups of people oppose it.

If all these obstacles can be overcome, one of the great problems of the Port of Baltimore will be solved.
Harbor Field, now served by the new Harbor Tunnel, is an ideal site for a Marine Terminal. It would be easily accessible to the trucks which bring freight for waterborne shipping and which haul shipments to their markets.
It would provide berthing space for at least 14 ships. It could be made into a modern, efficient terminal which would be a shot-in-the-arm to port business and hence to the city's economy.

The Big IF

THE OBSTACLES can be overcome . . . IF, The big IF is Baltimore's habit of dealing with big projects; the wrangling, the acrimony, the delays, the politics, etc.
It would be a refreshing change if Baltimore, for once, would act forthrightly, intelligently, quickly.
Seven County Airport Sites Suggested For Consideration

The Department of Aviation of Baltimore City this week submitted to the Airport Board, at its regular monthly meeting, a report covering seven possible airport sites north of Baltimore.

The board will consider this report with a view toward recommending to the City Council and Board of Estimates a site to replace Harbor Field, in the event that the Port Commission acquires Harbor Field for a marine terminal.

The board stated that any such airport development would need the wholehearted support of Baltimore County, which would have to stand ready to use its power of condemnation to acquire the site, and use its legal power to protect the runway approaches from interference by buildings.

The board stated that whatever site is finally selected by the City and the County, the airport will consist of one runway pointed into the prevailing high winds. About 1,000 acres, in total is required to provide room for industries allied with aviation as well as the landing area. It is planned that the airport will serve business and industry, but no scheduled airlines. It will not be large enough to handle turbojet airplanes.

While no other airport sites have been pinpointed for public consideration, rumors of an airport in the county invariably cause resident protests. A number of protest meetings have already been held in various places.
Airport Hotel Considered By Firm

By Lawrence C. McDaniel

A hotel may be constructed at Friendship Airport. Col. John O. Colonna, airport director, said today.

Emphasizing that the proposal is "merely in the talking stages," Colonel Colonna said he expected to discuss the matter next week with an Arizona corporation.

It is understood that preliminary plans call for the erection of a two or three-story structure on a portion of the airport parking lot in front of the terminal building.

Connected To Terminal

The hotel would be connected to the terminal by means of covered ramps and escalators. This would permit the covering of all ramps leading to the main building.

If this is done, persons driving to the airport would no longer be exposed to the weather, since they could be driven under cover to the terminal entrance before sighting.
NEGOTIATIONS FOR COUNTY AIRPORT SET

Officials Get Go-Ahead; Federal Funds To Finance Project

By EDGAR L. FEINGOLD

Baltimore county officials yesterday were authorized to begin negotiations to locate a $4,000,000 airport in the county wholly financed by Federal funds.

The County Council sanctioned, by resolution, cooperative efforts between the Administration and the city Airport Board for Baltimore county to take over the functions of the soon-to-be-defunct Harbor Field.

In order for the Maryland Port Authority to purchase the Harbor Field site for a marine terminal, the Council was told an alternate airport location must be selected.

Another $1,250,000

The $2,000,000 expected from the property sale is Federal money under city control, it was explained, and unless used to build a new field it will revert to the use of Friendship International Airport.

William W. Price, chairman of a Towson Town Association aviation committee, said the Department of Commerce has earmarked $1,250,000 in additional matching funds for use once a new site is chosen.

He said the county was in danger of losing the airport opportunity to Harford or Howard county unless a positive interest was displayed by authorities.

The Council action, he added, virtually guaranteed location of the facility in Baltimore county. He said he came to the Council after the Administration failed to commit the county to the project.

Gordon G. Power (R., Third), Council chairman, said further activity must await the completion next month of an airport site study by the county planning department.

Mr. Price, a Bendix Aviation Corporation public relations man, said the site choice has been narrowed to three locations. When completed, he said, the airport will be used for private and corporate aircraft and charter flights.

Although he declined to name the sites, it has been circulated widely that a 1,000-acre tract in the Worthington Valley near the Baltimore Country Club Five Farms golf course is the location under most active consideration.

Questioned by J. Cavendish Darrell (D., Fourth) about a $750,000 disparity in funds to meet the $4,000,000 estimate, Mr. Price said this amount should be allocated when the airport transfer is accomplished.

Factors Listed

If not, he added, certain refinements and additions in the present designs will be eliminated to meet the lesser appropriations.

The factors being studied in connection with an airport site selection, he said, are:

1. Accessibility to corporate and private owners of aircraft
2. Availability of water and sewer utilities
3. Effect on facility on residential values

Mr. Price said the Council action was imperative because the past Legislature approved issuance of $15,000,000 in port authority bonds to begin work on the marine terminal at the Harbor Field installation.
Airport Expansion Plans Due

Friendship International Airport, with jet airliner flights on its horizon, expects to receive plans for two new additions to its terminal within the next few weeks.

John O. Colonna, director of the city Department of Aviation, said plans for the freight addition to the terminal should be in hand by April 1 and plans for the extension of ticket counters by April 15.

Construction of the two projects, which will cost more than $500,000, will begin about July 1 and be completed around the first of next year, he said.

60-Foot Extension

The addition to the freight terminal has been planned regardless of the advent of the jet age. Mr. Colonna said, but the 60-foot extension, a direct reflection of the promise of jet flights the first part of next year.

Friendship will be the jet terminal for the Baltimore-Washington area until the new Washington airport at Chantilly, Va., is completed in the early 1960's.

The runways at Washington National Airport are too short for the huge, fast flying jets.

A technical advisory committee to assist Friendship prepare for the jet age is now formulating suggestions and plans. A report is expected April 3 at a meeting at Friendship.
County Airport Project Approved; Site Near Towson Is Suggested

The Baltimore County Office of Planning has approved a public airport for the County but recommended no specific place for its location. It is understood that the favored location is a site north of Towson.

Action by the planners was in substance the approval of a report prepared and submitted by Malcolm H. Dill, County planning director.

The City Department of Aviation has been making studies to find an airport site in Baltimore County to replace Harbor Field. Baltimore County has an opportunity to receive grants of between $3,000,000 and $4,000,000 for construction of an airport for general aviation purposes.

Funds from the city and the Federal Government would be outright grants for a Baltimore County airport and would not have to be repaid.

The proposed County airport would not be used for military jet aircraft operations and the operations would not include the schedule service that is provided by the commercial air carrier fleets. These would continue to operate from Friendship.

The field would be used for nonscheduled flying of many types. It would be a base for private flying, as well as for charter service for various types of flying.

There would be a flying school to instruct persons to become pilots and would be used as a base for aerial photography, said to be an operation which is coming increasingly into use as a means of providing accurate topographic maps for development purposes of all kinds.

Mr. Dill's report had this to say also: "Any factor which promises to play as important a role in industrial and business operations as does general aviation, certainly merits the active encouragement of all enlightened citizens."

"The Baltimore County Airport must not be so close to other permanent fields as to affect or be affected by the operations thereof. The two airports to be considered are Friendship and the Martin Company Airport."

"The site must be situated with respect to existing airports that satisfactory air traffic patterns and controls can be developed. It is evident that the main runway of the County airport should be directed generally in a northwest-southeast direction, parallel to the existing instrument runway at Friendship."

"It should be laterally separated from Friendship by a minimum distance of 16 miles, and the distance lengthwise should be 40 miles—center to center. It should be not less than eight miles from the Martin field."

"It would seem obviously better to have the airport in an area characterized by agriculture or sparse residential use rather than its being surrounded by high-density residential development."

"Yet actually, in a prospective era of greatly increased flying, probably accompanied by success in minimizing aircraft noise, the occasional hum of an airplane overhead will be of no more concern to the average resident than is the normal occurrence of motor traffic in a typical residential street."

"For general aviation purposes the airport should have a 5,000-foot runway. An additional strip at each end—preferably as much as 1,000 feet long—would be needed to provide a cleared and graded over-run area for emergency use. Another half-mile of ownership by the airport beyond each end of this 7,000-foot hard is recommended for safety purposes and to provide a buffer strip."

"In order to provide adequate additional space for service and industrial buildings and for a buffer strip around the airport, requisition of 1,000 to 1,200 acres would appear wise."
Airport Plan Outlined

By Walter Ward

City aviation officials have outlined an expansion program for Friendship International Airport that would call for the spending of approximately $5,000,000 in the next three years.

John O. Colonna, head of the Department of Aviation, said the expanded facilities will be necessary to keep Friendship abreast of the jet age and the increasing trend toward air travel.

The program for Friendship was explained by Mr. Colonna and Walter Perkins, chairman of the Airport Board, at an orientation luncheon held yesterday for members of the City Council.

Leon A. Rubenstein (D., Fifth), chairman of the city Council's aviation committee, said after the meeting that the aviation department's desires would be well received at City Hall.

Proposed Projects

Construction of a third parallel runway 5,000-feet long for private and business flying to replace Harbor Field. This requires Civil Aeronautics Administration approval. The project would cost, including buildings, about $2,000,000.

2. Construction of another Jet runway at a cost of about $500,000.

3. A $750,000 project to extend two taxiways and to widen them to accommodate jetliners. The taxiways are now 75-feet wide while jet engine pods on the Boeing 707 are 95-feet apart. These engines might suck up debris from the ground if the taxiways are not built.

4. A $500,000 extension of Pier A in the terminal building.

5. A $500,000 extension to the terminal for freight, baggage and passenger facilities.

Need For Land

Mr. Colonna also said the department would have to get permission to acquire additional land on the Linthicum side of the airport for its projected new runway. This might cost about $500,000 over the next three years.

Mr. Perkins said the sale of Harbor Field, plus Federal funds, could possibly pay for the improvements at Friendship. CAA approval must be gotten before Harbor Field can be sold. Efforts to build a new business and private airfield in Baltimore county have failed.

The additional taxiways are needed to move planes, particularly jets, which burn 60 gallons of gas a minute while on the taxiway, off the runway onto the parking apron.

Mr. Perkins said he could not guess the total eventual cost of expanding Friendship through the years because of the developing nature of the air industry.

Current Improvement

One improvement is being put into effect now at the field. The center lines down all the runways are being repainted with reflectorized paint.

Also, the main instrument runway, which is 9,450-feet long, is being re-marked according to the latest CAA specifications. The markings now will cover 2,000-feet at each end of the runway in a telescope pattern.

This will give pilots a better idea of how much runway they are using than the present markings now at the extreme ends of the runways.
County Airport Idea Dropped By Board

The chairman of the city Airport Board said today that it has abandoned any idea of locating a new general aviation airport in Baltimore county.

Walter F. Perkins, board chairman, said the idea was dropped because "so much opposition" developed against it.

Mr. Perkins said the city Department of Aviation has withdrawn its application for matching funds from the Federal Government for a county airfield.

Any money realized from the proposed sale of Harbor Field, he said, will now be dedicated to improvement of Friendship International Airport to provide facilities for jet transportation as well as an additional short runway to accommodate corporate and private airplanes.

Marine Activities

The Maryland Port Authority wants to purchase Harbor Field for marine activities.

The money realized from such a sale would first be used to pay off outstanding bonds and interest, amounting to about $1,300,000, Mr. Perkins said.

The rest of the money would have been used for construction of a new airport in Baltimore county, north of the city, it was reported earlier.

The proposed field would have been used for general aviation, such as the basing of private and light industrial aircraft, aircraft sales, repairs, flight instruction, aerial photography, hanger rental and charter service.

Board Backed Idea

The Baltimore County Planning Board approved the idea. A site north of the city was considered best from an accessibility standpoint.

A 1,060-acre site in the Worthington Valley reportedly was thought to be the most desirable tract but heavy opposition developed.

Malcolm H. Dill, county director of planning, in a reply to Mr. Perkins, today said the county will continue its activity toward "securing a suitable airport . . . regardless of the presence or lack of currently available funds from any source."

Absorb Capacity

Mr. Dill told Mr. Perkins: "Although the additional runway at Friendship that you mention might serve for a while as a substitute for Harbor Field, the county airport could anticipate the time when commercial airline activity may well absorb most of the capacity of Friendship, and seriously jeopardize the important potentialities of general aviation in metropolitan Baltimore."

Mr. Dill said the county is now looking for the best site for an airport.
State Aviation
Chief Backs
Proposal

By Lawrence W. Efford
Charles B. Allen, chairman of
the State Aviation Commis-
sion, today urged Walter F.
Perkins, chairman of the city
Airport Board, to reconsider
the board’s announced aban-
donment of plans to locate a new
general aviation airport in Bal-
timore county.

In a letter to Mr. Perkins, the
head of the State aviation group
noted that the abandonment of
any such idea stemmed from
opposition to the project, ac-
cording to Mr. Perkins’s state-
ment to Malcolm H. Dill, Balti-
more county planning director.

Mr. Allen explained that his
commission has been working
with Baltimore county officials
and others in an attempt to es-
establish a publicly owned airport
facility capable of fulfilling the
needs of general aviation in
metropolitan Baltimore.

“The lack of adequate gen-
eral aviation airports has,” Mr.
Allen told Mr. Perkins, “in the
opinion of many in aviation cir-
cles, deterred the proper de-
velopment of aviation not only
in metropolitan Baltimore, but
also in other areas throughout
the State.”

Harbor Field Used

Since the opening of Friendship
International Airport to
traffic, Mr. Allen added, Harbor
Field has become the center of
general aviation in the State
of Maryland.

The sale of this important
aviation facility for other pur-
poses without a replacement for
its activity will create a serious
condition for aviation interests
in the Baltimore metropolitan
area, Mr. Allen declared.

The Baltimore County Plan-
ning Board has approved the
proposal for an airport in Bal-
timore county, but has selected
no particular site.

The Baltimore County Coun-
cill authorized county officials to
begin negotiations to locate a
$4,000,000 airport in the county,
wholly financed by Federal
funds.
PLENTY OF EQUIPMENT AND MEN

Friendship Well-Equipped To Stop Fires

by ROY GREGORY

Although most of America's commercial airports have been proclaimed "inadequately equipped" with rescue and fire fighting gear, Baltimore's Friendship International Airport must be placed on the roll of honor in the safety category.

In fact, the pride of Baltimore's airways, although short on commercial traffic, is long on its preparation for emergencies.

The National Fire Protection Assn. has set minimum standards for airports and, using these same standards as a measuring stick, Friendship emerges with nozzles held high.

The NFPA, which represents fire department officials, insurance companies, fire equipment companies and fire prevention experts, have suggested 1,750 gallons of water be available for rescue and fire fighting at an airport the size of Friendship.

The Baltimore field actually has 4,650 gallons ready and waiting for any and all emergencies, according to the chief of the Friendship Fire Dept., Bernard Golas.

The local airport got off to a flying start on its efficient fire fighting equipment and men when the Air Research and Development Command used the airport extensively and armed it with the latest and the best.

When the ARDC moved last February, the equipment and men stayed on under the wing of the airport management.

THE AIRPORT director, Col. John O. Colonna, explained that the equipment is "on loan" to Friendship with rental being free landings for ARDC planes using the field.

"We are gradually getting our own equipment to replace the ARDC trucks and hope to soon be 100 per cent manned by airport-owned facilities," Col. Colonna explained.

Meantime, nestled in comfortable quarters at the end of Friendship's center Piers B. and C are four enklines and rescue trucks ready to wage war with any sort of an aircraft emergency.

The fire trucks, two of them, are efficient looking monsters, are manned by a crew of 17 highly trained firemen whose sole responsibility is standing by for emergencies.

"In addition," Col Colonna pointed out, "there are scores of volunteer fire companies feigning the airport, all equipped to fight aircraft fires."

The regular firemen at the airport are backed up by 35 members of the Airport police and maintenance departments, who took the special aircraft rescue and fire fighting course and are qualified to join the regular department in an emergency.

Col. Colonna pointed out that "without a question we are much better off than most major airports in this category."

THE AIRPORT director defended the cost of maintaining and operating such a force declaring that in April, 1957, a DC-7C crashed and burned along one of our runways.

"Prompt and efficient fire fighting resulted in the savings of a million dollars which amounted to 33 per cent of the total cost of the plane. This alone substantiates the value of such a department."

The same NFPA which proclaims the vast majority of the nation's airports unsafe, loaded heaps of praise on Friendship's fire fighting crew in this instance.

In a report following the April crash, the NFPA said that "the availability on the airport of the equipment, its instant response, plus the planned attack procedures all reflect credit on the operating units."
Runway, Taxi Area Jobs Put Off

The city Department of Aviation will have to defer important runway and taxiway construction work at Friendship International Airport since President Eisenhower vetoed the Federal-aid-to-airports bill.

John O. Colonna, department director, said: "We will have to take another look" at the projects which had been scheduled over a five to ten year period, including some designed for the fast-approaching commercial jet age.

Among the projects was the building of 25-foot shoulder on taxiways from the instrument runway. Without these the big jets' engines will stick out over the grass, running the risk of sucking in dirt and other debris.

Bypass Planned
The department also had planned to extend a main taxiway another 2,000 feet and to put in a bypass area which would hold three airplanes while another took off or landed.

The department had asked that $16,000,000 be allotted it in 1959. It was contemplated about half of this would come from the Federal Government but this hope was dashed for the year anyway by President Eisenhower's veto.

Mr. Colonna said he would meet with the airlines technical committee, which advises the department on construction matters at Friendship, in an effort to determine what best to do.

Other Work Set
Work will proceed on the terminal building additions, which include more freight space and more ticket counter space. All the ticket counter space has been rented already.

Mr. Colonna said the veto was especially bad in Friendship's case because the Government has about a $3,000,000 investment there but is receiving, in return, the right to take off and land free.
Local Responsibility

In vetoing the Federal aid-to-airports bill, President Eisenhower pushed along a path too rarely taken—the withdrawal of Federal participation in local projects. The usual course is exactly the opposite, Federal entry into matters previously considered the prerogative and responsibility of local governments. A reversal is refreshing.

The President is perfectly clear in his reasoning on this veto. Federal aid to airport construction was originally conceived as necessary during the early, uncertain days of commercial aviation. Once aviation got off the ground, so to speak, a gradual withdrawal of Federal assistance was contemplated. The airlines and private planes have been off the ground a long time, of course, and the time for a cutting down on the Federal program is at hand. Yet the bill Congress sent the President would have done just the opposite. It would have increased the flow of Washington money into local airports. Moreover, it would have done so by an old allocation formula.

The veto will cause the friends of Baltimore's Friendship Airport to wince. The $10,000,000 expansion program, to provide another jet runway, to widen and extend taxiways and to expand other facilities, had been based on the assumption that the Federal Government would provide roughly half the money. Now that prospect is in doubt, to say the least.

So we have yet another reminder that Friendship is going to be very much on its own in the future and its success is going to depend primarily on local effort. The old notion that Washington would be the key to Friendship's future if Friendship were designated as the second Washington airport was laid aside when Chantilly got the nod. Now the assumption that expansion would be half-financed with Federal money receives a blow. Both hurt. But both could be salutary when it is recognized in principle that Federal participation in local projects is not an automatic, long-term solution to local problems.
TABLES LIST ALL FLIGHTS

Full Schedules Prepared By Greater Baltimore Unit

The Greater Baltimore Committee said yesterday it has prepared 12,000 copies of complete airline schedules at Friendship International Airport.

Printing of the schedules, which will be distributed to travel agencies, hotels and other interested businesses, fulfills a long-time need of the public for more itemized information about airline service at Friendship, according to William Boucher 3d, executive director of the Greater Baltimore Committee.

Mr. Boucher said the schedules will be revised every two months to keep them up to date.

Three Separate Folders

"A lot of our members have talked about the necessity for these schedules," Mr. Boucher said. "One business man pointed out that other cities have them and so should we."

The schedules are printed on three separate folders. One folder lists flights from Balti-
Agency Notified City Wants To Purchase Barrett School

By HENRY L. TREWITT

The State Department of Public Welfare has been notified officially that the city would like to buy Barrett School for Girls—at the city's own price and when the money is available.

Although any firm agreement is yet to come, a resolution by the city Airport Board has helped to make more positive the likelihood that the school for delinquent Negro girls will be abandoned by the State.

Appraisal Asked

John O. Colonna, director of the city Department of Aviation, said he has asked the real estate department to make an appraisal of the Barrett property. The school is located on Dorsey road adjacent to Friendship International Airport.

The sale would clear the way for landing and take-off clearance necessary in view of city plans to extend the northwest-southeast runway at the airport.

Mr. Colonna said yesterday it 'certainly appears that sooner or later we'll have to get the school population out of that area.'

The Airport Board is looking to proceed from the possible sale of Harbor Field as one likely source of funds for the Barrett purchase.

Integration Issue

The Board of Public Welfare, which operates the training schools for delinquents, meanwhile is looking to the prospective sale as a means of bringing to a head an issue that has been debated for years—integration of the races in the training schools.

Thomas J. S. Waxter, director of the Welfare Department, has said legislation will be introduced before the 1959 General Assembly to permit the transfer of Negro girls from Barrett to the Montrose School for white girls at Reisterstown.

Further, his department has announced that it plans to operate other institutions now under construction and in the planning stage without segregation.

There appears to be general agreement that Barrett will become unlivable with the inauguration of jet traffic at the airport. The Welfare Department already has served notice, however, that it will have to have money for improvements at the school immediately if the Legislature rejects the transfer plan.

Boards in Agreement

Boards of managers at both Barrett and Montrose have placed themselves in basic agreement with the move.

Extension of the Northwest-Southeast runway at Friendship apparently is several years away. Jet traffic on another longer runway is expected to begin next summer, however.

"There's no immediate rush from our standpoint," said Mr. Colonna, "but sooner or later we've got to get them out of the school."
AIRLINES HIT PLAN TO AID FRIENDSHIP

Baltimore In Favor Of Switch Of 10% Of Schedules

BY ALBERT SELBSTEDT, JR.
[Sun Staff Correspondent]

Washington Nov. 6—The airlines severely criticized Baltimore as a source of passengers as they pleaded before the Civil Aeronautics Board today to block a recommendation that 10 per cent of Washington's airlines be switched to Friendship International Airport.

The airline charges followed arguments by Baltimore interests that the city suffers from a "shocking lack of service" for a community of its size and importance.

Opposing views were heard by CAB at the opening day of a hearing on the adequacy of airline service in both Washington and Baltimore.

Staff officials of the CAB, distinct from the board, have claimed that Washington service is inadequate because the capital generates more passengers than can be accommodated at National Airport.

Baltimore Backs CAB Report

Representatives of Baltimore, including the Greater Baltimore Committee and the Association of Commerce, are supporting a CAB examiner's recommendation that 10 per cent of the Washington peak-hour traffic be transferred to Friendship. This move, they contend, will have the double effect of alleviating congestion at National and stimulating more business at Friendship.

The airlines charged that many potential passengers would not make the 32-mile trip from Washington to Friendship to board an airplane. The carriers also contended that Baltimoreans have responded poorly to some excellent flights which are now operating at Friendship or have operated there in the past.

An early witness before the board today was Clarence W. Miles, counsel for the Greater Baltimore Committee, who said Baltimore had a "deplorable" lack of through-plane service to other cities, only token coach service and weak all-cargo schedules.

"We don't believe the airlines are providing us with the service that gives us or us a fair break," Mr. Miles asserted. "Baltimore service doesn't make sense unless you gentlemen consider Baltimore a suburb of Washington."

Mr. Miles said he knew of one Baltimore company which spent over a million dollars a year on air transportation, yet 87 per cent of its employees had to come to Washington to board desirable flights. These people also were forced to fly back into Washington on return flights, he added.

"These carriers would have you believe there is something peculiar about the people of Baltimore," Mr. Miles told the board members. An overall pattern of improved schedules would show otherwise, he indicated.

Capital Takes Issue

A representative of Capital Airlines was one of many airline people to take issue with Baltimore's claim that it could support more service.

He told the board that Baltimore's request for better schedules includes a recommendation that seven flights operate daily between the Maryland city and Philadelphia. This recommendation ignores the fact of a survey which disclosed that only one passenger a day would use such service.

"None of the parties to this case who want new Baltimore service has given any real consideration of whether such service can be operated on an economic basis," he asserted.

Earlier in the hearing, counsel for Eastern Air Lines charged that it would cost the air transport industry more than $100,000,000 a year to provide Baltimore with the quantity and quality of service it desires.

Airlines Want Business

If there is more business to be had in Baltimore, contended the Eastern attorney, Harold L. Russell, there are airlines serving the city that are "hungry enough to find it."

"We want to operate planes anywhere we can make money," Mr. Russell said.

The same tack was taken by Richard A. Fitzgerald, counsel for National Airlines.

"We welcome any new revenue we can get these days," said Mr. Russell, "and if there was any way we could get it in Baltimore we would go over and try it."

Oppose 45-Minute Trip

Mr. Fitzgerald also took a firm stand against switching flights to Friendship. He thought Washington people would not tolerate such a move because of the 45-minute trip to the Baltimore field.
Politicians And Pressuring Held Problems Of Airports

BY ALBERT SEHLSFEDT, JR.

Politicians and pressure groups constitute one of the major stumbling blocks in the efficient operation of an airport, the annual Maryland Aviation Conference was told yesterday.

"It is absolutely impossible for a manager to run an efficient, business-like operation if he is continually forced to grant political favors or to fight unqualified pressure-group interference," said George J. Bean, executive director of the New Castle (Del.) Airport.

"City Hall Interference"

Mr. Bean was one of seven speakers who addressed the yearly meeting at Friendship International Airport, sponsored by the State Aviation Commission of Maryland.

The New Castle manager said a recent survey of more than 100 airport executives disclosed that their most difficult problem in the day-to-day operation of a municipal field was "City Hall interference."

"Several airports," he continued, "are on the brink of ruination because of this problem."

He said that no one wanted to be associated with airports before they became big business. Many people considered an airport manager a "nutty sort without good sense—or he wouldn't be in it."

"How Times Have Changed"

"How times have changed," he went on. "Now everybody and his kinfolk want a hand in the game, if they can hold all the aces."

Mr. Bean said one of the most effective methods of countering interference from politicians and pressure groups is an airport commission or board composed of qualified citizens who are willing to devote the necessary time and energy to the operation of the facility.

He thought one of the most important functions of such a board or commission was to act as a "buffer" between the airport management and the community government or special interest organizations.

On the positive side, Mr. Bean said he thought that good community relations played a very important role in the management and development of any civil airport.

"The secret of good community relations is community participation."

He said he formerly headed the Worcester (Mass.) Airport where many segments of the community, from school children to business men, took an active part in building and promoting the municipal field.

The Worcester airport was described by another speaker as one of the most beautiful in the country.

Drennan is Chairman

Rudolph A. Drennan, director of the State Aviation Commission, was chairman of the annual conference.

Other speakers included William K. Lawton, executive director of the National Business Aircraft Association, who discussed the growth of private and corporate flying in the years since World War II.

Planning and engineering necessary for the construction of a good airport were described by James A. Nardino, of the J. E. Gainer Company, Baltimore engineering firm.

Frank Kane, head of the Civil Aeronautics Administration's facilities at Friendship, told the group, which included many active pilots, about safety and navigational aids now in use and contemplated by the Federal Aviation facilities.
HARBOR FIELD TALKS GO ON
Board To Negotiate Further With Port Group On Sale

BY ALBERT SEHLSTEDT, JR.

The Airport Board said yesterday it will negotiate further with the Maryland Port Authority before approving the sale of Harbor Field to the maritime agency.

The board's announcement was made after an executive session at which the members considered a proposal by the Port Authority to buy Harbor Field for $3,000,000 and pay off the $1,000,000 in outstanding bonds.

Although the city board did not disclose the subject of yesterday's discussion, it is known that the Port Authority's offer is about $1,300,000 below the appraised value of the property.

The appraisal of the 353-acre tract at the extreme southeastern tip of Baltimore was made in a compromise session between city and Port Authority representatives.

Statement Issued

After yesterday's meeting the board issued a statement, saying: "The Airport Board considered very carefully the offer of the Maryland Port Authority to buy Harbor Field, but certain questions were raised which required clarification and the board chairman, Walter F. Perkins, was requested to meet with the Port Authority and obtain additional information."

The board has been negotiating with the Port Authority for about a year in an effort to reach an agreement on the sale of the airport. The State agency wants the field for development as a marine terminal. The board has said the field is no longer useful as an airport.

Price has been the stumbling block.

Last July, the authority offered to buy a part of the field (103 acres along Colgate Creek) for $1,000,000. But the appraisers had agreed that the tract was worth $2,307,000. The board would not sell at that price.

New Offer Made

Last week the Port Authority announced a new offer, agreeing to pay the city $1,000,000 when the contract of sale was signed, another $1,000,000 on the first anniversary of that signing, and a final $1,000,000 on December 31, 1960.

The city would continue to pay the interest and principal on the outstanding bonds, but as these obligations became due, the authority would pay the city an equal amount. So, for all practical purposes, the authority would be retiring the city's bonds.

Money acquired from the sale of Harbor Field would be placed in the construction fund of Friendship International Airport for expansion under the new terminal's master plan.

It is hoped that most of the city money spent at Friendship will be matched by equal sums from the Federal Government as part of a nation-wide program to improve civil airports for jet operations.
Airport Bill OK Would Give Md. $2,781,684

[Special to The Evening Sun]
Washington, Jan. 14 — Maryland would be eligible for $2,781,684 in Federal airport funds from fiscal 1959 through 1962 if an airport bill now in Congress can be written into law, it was reported today.

The airport aid bill is sponsored by Senator Monroney (D., Okla.) in the Senate. He predicts passage by March 1. Representative Harris (D., Ark.) is sponsoring the bill in the House.

President Eisenhower vetoed a similar bill last year, saying that "the time has come for the Federal Government to begin an orderly withdrawal from the airport program."

Senator Monroney says flatly there are enough Senate votes to override a Presidential veto, and Harris says "We'll cross that bridge when we come to it," the report said.

Survey Of Needs

The Airport Operators Council, the American Association of Airport Executives and the National Association of State Aviation Officials have made a survey to determine how much money communities need in the next four years for airport construction and improvement.

The survey also asked how much money the communities thought they could get on their own. The survey reported that Maryland plans five airport projects from fiscal 1959 to 1962 costing $15,538,350.

Nearly $12 Million Gap

Of this amount, the survey says, Maryland expects to be able to raise $1,674,250 on its own. This leaves a gap of $11,924,250.

If Maryland were given its full share of the $100,000,000 to be authorized in the pending legislation, it would receive $2,781,684 for the four-year period, the report said, leaving a gap of $89,145,566.
HARBOR FIELD SALE NEARS

Council Unit Approves Deal With Port Authority

BY ALBERT SEHLSTEDT, JR.

The City Council's Aviation Committee yesterday approved the sale of Harbor Field to the Maryland Port Authority for $4,147,310.

The committee's approval was one of the last major hurdles in the lengthy negotiations between the city and State for the sale of the old municipal airport to the Port Authority for a marine terminal.

Final passage of the ordinance authorizing the sale is expected from the City Council next week.

No Direct Opposition

No direct opposition to the ordinance was expressed at an Aviation Committee hearing yesterday, although a representative of the Maryland National Guard said the sale of the field would leave two of its aviation facilities without a home.

Committee members noted that the Guard would have at least two years to look for a new home because the Port Authority will not take over Harbor Field completely until January 1, 1961.

No other aviation tenants at Harbor Field appeared to speak for or against the sale.

Perkins, Kronau For It

Principal proponents of the sale were Walter F. Perkins, chairman of the city's Airport Board, and John L. Kronau, chairman of the Port Authority. Mr. Perkins said the city's Department of Aviation plans to spend about $10,500,000 in the next decade to expand Friendship International Airport's runway system and other facilities to accommodate jet traffic.

It is hoped that every dollar the city can raise for these improvements will be matched by money from the Federal Government. Mr. Perkins told the committee.

“Land To Attract Cargoes”

Mr. Kronau said the Port Authority’s need for Harbor Field is just as great as the need for improvements at Friendship Airport.

Joseph L. Stanton, executive director of the Port Authority, said, "Our primary purpose is to develop land to attract cargoes we are not now getting."

Mr. Stanton said acquisition of Harbor Field would be "the first major development in years" for the port.

Commerce Group's View

Frank McHugh, director of the aviation bureau of the Association of Commerce, told the committee that the business organization's committee on aviation was "not against the sale" but had proposed that part of the field be kept for aviation purposes.

He said sale of the field would leave the city without an auxiliary field for private aircraft.

Mr. Perkins rose to say he was aware of this fact.

"I am a director of the Association of Commerce," Mr. Perkins stated, "and I sincerely feel we do need an auxiliary field in metropolitan Baltimore, but not by keeping a worn-out facility."
TRAFFIC IS DOWN,
SAYS FRIENDSHIP

Commercial Flights Off,
Passengers Decline

By ALBERT SEHLSTEDT, JR.

The lingering effects of airline strikes and the business recession seemed apparent in the monthly report of traffic activity at Friendship International Airport, released yesterday by the Department of Aviation.

Passengers using the airport in the first month of this year numbered 29,415, compared to 31,698 in January of 1958.

Flights by commercial airlines fell from 3,625 to 3,545 in a comparison of the two months.

Air Freight Declined

Air freight also declined. Last months' total was 824,911 pounds and in January of 1958 the total was 674,327 pounds. That is a 22 per cent decrease.

Shipments via air express rose, however. Total express for last month amounted to 211,557 pounds, compared to 188,801 pounds in January, 1958.

Although most of the airlines were back in business at the first of the year some difficulty has been reported in attracting the usual number of passengers.

Eastern Air Lines is now in the midst of an organized sales campaign to get new customers for its flights and invite back some of its old ones.

Passenger Total Off

The passenger decline of 8 per cent at Friendship occurred last month despite the fact that several large jet aircraft were diverted to the field because of bad weather at New York.

Total aircraft operations at the Baltimore municipal airport rose slightly last month. There were 13,836 plane movements at the field in January of this year, compared to 13,625 last year.

Flights by civil aircraft (private and business planes) rose 3,645 to 4,219.

Operations at Harbor Field last month were 7,634, compared to 6,391 in January of 1958.
FRIENDSHIP FUND'S O.K.'D

$707,000 Expenditure Set For Improvements

The Airport Board yesterday approved an expenditure of $707,000 for taxiway expansion and other construction that would facilitate operations of jet airliners at Friendship International Airport.

One of the principal improvements planned is the construction of 28-foot-wide shoulders on each side of the taxiways from the main instrument runway to the terminal building.

The airlines have pointed out that the outboard engines of the big jets extend beyond the present taxiways and this contributes to the risk of the turbines sucking in debris from the unpaved ground.

City Would Pay Half

Approval of the $707,000 expenditure is subject to confirmation by the city's Board of Estimates. The construction would actually cost the city about half the amount. The Federal Aviation Agency would pay the other half with matching funds.

The board also heard an explanation of a proposed aircraft ramp for small planes at the field. The ramp, with hangar space for about ten planes, would be constructed on the southern side of the field near the Dorsey road.

Small Plane Hangars Sought

John O. Colonna, director of the city's Department of Aviation, said a group of small-plane owners and operators are interested in putting up the hangars for small craft now standing in the open at Friendship. More than thirty small planes are based at the airport.

The board also approved the agreement of sale of the Harbor Field property to the Maryland Port Authority for use as a marine terminal. The price for the 364 acres has already been set at $4,147,310.

Board Elects New Member

Yesterday's meeting was attended by Walter F. Perkins, board chairman, John E. Semmes and George A. Carter, Mr. Colonna and William Bridges, assistant director of the department.

Prior to the meeting the Baltimore City-Anne Arundel County Airport Zoning Board met at Friendship and elected a new member, John L. Stieff, of Anne Arundel county.
Friendship Won't Be Home For President's Jetliners

Baltimore's Friendship Airport will not become the home field for the new Boeing 707 jet planes, which will be used to transport President Eisenhower and Washington VIP's, an Air Force spokesman said today.

Col. Thomas E. Collins, deputy commander of the 1854th Air Transport Group, Special Missions Division, said the three jets probably will operate out of Andrews Air Force Base.

Friendship is still being considered, however, as the jump-off field for the 707's for non-stop overseas flights to Europe.

Base operators at Friendship, including Pan Maryland Airvaxes and Air Med, a division of Cock Electric Company, had been negotiating to have the VIP jets stationed here.

Col. John O. Colonna, director of the City Department of Aviation, said the Andrews operation seems to him to be more practical because that field is only 12 miles from Washington and it has facilities for maintaining and guarding the jets.

Colonel Colonna said he is convinced that the decision on whether the jets would operate from Friendship would not be based on whether large crowds can be handled here.
New Airport Wing Is Due
Planned For Influx Of
Jet Craft; Work Will
Begin In Fall

By Allen Armstrong

Construction will begin next fall on a new wing at Friendship interna-
tional airport. The $6 million project will extend the runways and
the terminal building, providing a more efficient facility for
passengers and crews of the air carriers.

Mr. Coleman, director of the airport, announced
that the work would be completed during the fiscal
year ending June 30, 1959.

The new wing will consist of a large, modern building
which will be the center of the airport's operations.
It will house the administrative offices, baggage
facilities, and other services needed to handle
passengers and luggage efficiently.

The terminal building will be expanded to
accommodate larger aircraft, thus increasing
passenger capacity. The new facilities will also
provide additional space for airline offices and
storage areas.

The runway will be extended to accommodate
longer planes, allowing for more flights to
intercontinental destinations. This expansion
will enhance the airport's connectivity with major
citiés around the world.

Friendship Airport is a vital link in Maryland's
transportation network, serving both domestic
and international routes. As the demand for
jet travel continues to grow, the new wing will
play a crucial role in ensuring that Friendship
remains a competitive and modern facility.

The project is expected to create hundreds of
employment opportunities, further stimulating
the local economy. With the addition of the new
wing, Friendship Airport will be better poised
to meet the needs of passengers and airlines,
contributing to the state's growth and development.

This investment in the airport is testament to
our commitment to providing quality services and
facilities to support Maryland's transportation
infrastructure.

By Allen Armstrong
Use Found For Airport, Soon To Be Cornfield

By LAWRENCE C. MCDANIEL

Somebody has found a new use for Friendship International Airport, often referred to as "Baltimore's white elephant."

The College of Agriculture at the University of Maryland is going to plant corn there.

Actually, the school's Department of Horticulture has been authorized to plant an experimental crop on one-seventeenth of an acre approximately a half-mile northeast of the airport terminal building.

Effects Of Weather

The purpose, according to Francis C. Stark, professor of vegetable crops at the University, is "to enhance the scientific knowledge relating to effects of weather criteria upon crop germination, growth and reproduction."

The idea, Professor Stark explained, is to bring the crops to the airport's weather instruments instead of taking less accurate instruments to the crops.

Land Improved

"We feel," he said, "we shall leave the land in an improved condition, and since the rental value of land this type for agricultural purposes is about $10 to $20 per acre per year, we would prefer not to get involved in the paperwork that would be required to pay rent on this parcel..."
$245,601 AIRPORT LOSS IN '58 CITED
Deficit Is Largest Since '50 Opening Of Friendship

By ALBERT SEHLSTEDT, JR.

Friendship International Airport last year recorded the largest operating loss since its opening in 1956, the Department of Aviation reported yesterday.

The deficit amounted to $245,601, approximately $123,000 more than the operating loss of the previous year, according to statistics listed in the department's annual report.

John O. Colonna, department director, said the principal reason for the large increase in the deficit could be traced to the fact that 1958 was the first full year Friendship operated its own fire department. In previous years the fire fighting unit was operated by the Air Research and Development Command's flight operations section.

Revenues Fall Slightly

However, the ARDC moved to Andrews Air Force Base in 1958, which left the Department of Aviation with the task of maintaining the fire fighting unit at a cost of about $100,000 annually, Mr. Colonna said.

Total revenues for the airport decreased last year, but very slightly. Revenue, which comes from such sources as airline landing fees, rentals from airline offices and commissions from concessionaires, totaled $396,617 in 1958, compared to $370,253 in 1957.

$482,796 Expenses

Total expenses last year were $612,218. Of this sum, $72,015 was for administrative expenses; $415,285 for operating expenses (including the airport fire department), and $124,918 for maintenance and repairs.

Expenses in 1957 totaled $462,796.

Friendship's total capital investment in 1958 was calculated to be $15,889,302, compared to $14,763,113 in 1957. Bonds outstanding at year's end were valued at $3,800,000, $1,000,000 less than in 1957. Interest paid on bonds decreased from $139,000 to $99,000, the financial statement showed.

The city's second airport, Harbor Field, had a net operating gain of $24,576 in 1958, down from a gain of $42,624 in the previous year. Harbor Field is to be converted to a marine terminal by the Maryland Port Authority.

Letter From Perkins

The annual report is headed by a letter from Walter F. Perkins, chairman of the Airport Board, to Mayor D'Alesandro.

After noting that this is the second year the Department of Aviation has published an annual report, Mr. Perkins wrote:

"The year 1958 was one of continuing preparation for jet operations at Friendship International Airport. It was a year of advancement and expansion, but also a year of operational decline, because Friendship International Airport, like other air terminals throughout the nation, was seriously affected by the general and major airline strikes."

The department reported in January that its passenger total in 1958 declined to 368,262 from 400,097 the previous year.
Private Plane Plan For Friendship Hit

Board's Project Held Potentially 'Dangerous'

The Airport Board revealed plans today to make Friendship Airport the base for private planes in the area and was quickly blasted by the State Aviation Commission for "creating a very dangerous condition."

In its annual report, the Airport Board said it had "suspended efforts" to build a new airport north of the city to handle private planes now at Harbor Field.

With the sale of Harbor Field to the Maryland Port Authority, private planes will have to vacate it in about a year.

The Airport Board said it plans to accommodate them at Friendship, now undergoing extensive construction so it can become a major jet terminal.

CHARLES B. ALLEN, commission chairman, said this is "not consistent with good planning or good policies."

He said it is "absolutely foreign" to safe aviation practice to mix slow-speed private craft with modern jets.

Allen said his commission will not approve any plans to build a private-plane strip at the airport. Without the commission's approval, the strip could not be built.

"We can't stop the airport from using existing facilities for private planes," Allen said. "I wish we could."

"Some months ago I understood the Airport Board was thinking about building the private-plane strip. I wrote to Mr. Perkins (Walter F. Perkins, board chairman) that we would not approve the plan because it is absolutely foreign to safe operation."

"When Mr. Perkins drove the fighter aircraft away from Friendship, he did it on the pretext they could not safely co-mingle with commercial aircraft.

"Now he is saying it is all right to mingle Tri-pacers and 707's."

"He is absolutely wrong. And his saying that other airports are doing it still doesn't make it a safe operation."

ALLEN SAID Friendship should not be built up as the general aviation terminal for this area. A new field should be built to handle private planes, preferably north of the city where most owners of planes live, he said.

"In my opinion," Allen said, "Mr. Perkins never made any effort to locate a field in Baltimore County. He certainly never discussed it with the State Aviation Commission."

"I don't know what he did except make lot of talk about using the money from the sale of Harbor Field to provide a new private field."

"I think that was a lot of hogwash."

Allen added: "I think the public ought to know what is going on, particularly about the unsafe operation being created at Friendship."

THE AIRPORT BOARD said it is using the Harbor Field proceeds on new construction at Friendship and does not have the money for a new light-plane field.

Elsewhere in the annual report, the Airport Board showed Friendship had an operating loss of $245,601 last year—the largest since it opened in 1950.

John O. Colonna, Department of Aviation director, traced the loss to operation of a fire department at the field. In previous years the equipment of the Air Research and Development Command was used.

When the ARDC moved to Andrews Air Force Base, the city had to appropriate about $100,000 for a fire department.

Other inroads both in revenues and passengers were made by prolonged airline strikes near the end of the year.
Investors Seek To Build County Airport Center

Two groups of private investors have expressed interest in building an airport with a surrounding industrial park in Baltimore County.

So revealed County Executive Christian H. Kahl at a hearing late yesterday before the County Council on a bill to give the Metropolitan District county-wide jurisdiction.

Kahl said:

"There has been talk about an airport and industrial park in Baltimore County." In fact, two separate groups had already approached us in the matter.

"They are definitely people with lots of money to invest—millions of dollars in private capital."

In his office after the hearing, Kahl was asked to elaborate.

He said he could not remember off-hand the names of either group with whom he talked.

ONE GROUP, he added, came out with State officials and a short time later another group appeared with a similar proposal.

The matter has been placed in the hands of the county's Office of Planning for a study of possible sites, Kahl added.

The airport proposal was brought up as one of several reasons to justify extending the limits of the metropolitan district throughout the county.

The district is a separate agency which constructs sewer and water facilities through bond issues.

Its present boundaries take in the urban areas closest to the city, which comprise about two-fifths of the county's total land area.

EXTENSION of the district boundaries to permit utility installations can only be done when 60 per cent of the property owners in a particular area submit a petition.

No separate "island" areas can be established. All extensions must be contiguous to the present boundaries.

Kahl noted the county is growing at a "rapid rate" with areas being built up outside the present district boundaries.

"We must establish utilities in outlying areas to take care of expansion programs anywhere in the county," he commented.

The administration leader noted that sewer and water services would definitely be needed for an airport and there is no land within the present district on which the facility could be built.
FRIENDSHIP EXPANSION PROJECT EYED

$2,822,400 Program Is Proposed By Aviation Department

By ALBERT SEHLSTEIT, JR.

The Department of Aviation yesterday proposed a $2,822,400 expansion program at Friendship International Airport in 1960. Principal project for next year would be an extension of the present Pier A of the terminal building to provide ten more gate positions for airplane parking. The extension would cost an estimated $1,975,000.

Paving of ramps and a taxiway in the Pier A area would cost an additional $429,000, according to estimates presented yesterday at a meeting of the Airport Board.

Land To Cost $118,400

Acquisition of land for runway extension would cost $118,400. Land acquisition and paving work are items eligible for Federal aid, John O. Colonna, director of the Department of Aviation, said.

The board, headed by Walter F. Perkins, approved a number of department requests for construction to be done this year. Among these was authority to spend $95,000 to extend the sidewalk in front of the lower level entrance of the terminal building from 125 feet to 300 feet and to cover the total area with a protecting canopy.

The department also reported it was necessary to spend $26,000 to seal coat ramps and parking areas because weather over the last ten years had deteriorated the asphalt.

Board approval was obtained, too, for construction of a new restaurant in the terminal building that would overlook much of the landing field. Construction costs are estimated at $301,800. This money would be put up by the Al Green company which operates eating establishments at the airport. The restaurateur would then be reimbursed over a period of years through free rent of the area.

This project was approved subject to a further check on the engineering fees, reported to be $37,250.

Will Be “Plush”

Mr. Colonna said the cost of the restaurant might seem high, but it will be "plush."

"There is no use in building a restaurant like this unless it becomes a paying proposition and attracts customers," the director told the board.

The board also approved an expenditure of $19,400 for a small tract of land south of Dorsey road that will be reserved for future runway extension.

Runways Require More Land

Although Friendship's property is extensive (more than 3,000 acres) runway requirements called for after the airport's completion have forced the department to look for additional land in certain areas adjacent to the field.

The department presented its proposed budget for 1960 which amounts to $766,649. The current budget is $690,327.

Most of the increase results from a rise in operating expenses and a necessity for an increase in personnel brought about by the rise in business at the airport.
MANAGER FIRED AT FRIENDSHIP

Bridges's Work Is Called Unsatisfactory

William D. Bridges has been discharged as manager and assistant director of Friendship International Airport, John O. Colonna, director of the Department of Aviation, reported yesterday.

Mr. Colonna said that the discharge was effective now and that Mr. Bridges would begin a month's leave of absence today based on his accumulated vacation time.

Can Appeal Discharge

In explaining the action, the airport director said that Mr. Bridges's services "haven't been satisfactory." He declined to elaborate on this statement.

Mr. Bridges would not comment last night. He refused to say whether he would appeal the decision to the City Service Commission, a right belonging to classified city employees.

Retired Colonel, Engineer

Mr. Colonna said that it was his decision to fire Mr. Bridges and that the move did not come through the City Airport Board, since the airport director is given authority to hire and discharge the manager.

Mr. Colonna said he has no one in mind at present to become airport manager.

Mr. Bridges, a retired colonel and engineer, took over the post in February, 1957. He had served for 36 years in the Corps of Engineers and scored the highest mark in a competitive examination for the job conducted by the City Service Commission.

As Army engineer, he was in charge of projects at 30 installations in New England, New York and New Jersey.

Mr. Bridges, who is 55, was graduated from Oregon State College in 1928. He and his wife came to Baltimore from Cos Cob, Conn., where he had been a business consultant.
County Council Gets Airport Proposal

By FREDERICK J. KRELLER

The Baltimore County Council late today was handed an administration-backed plan for constructing an airport in the northern section of the county to serve the entire Baltimore metropolitan area.

To be known as the Baltimore Metropolitan Airport, it would be located on an available tract of land between the Baltimore-Harrisburg Expressway and Padonia Road, west of the Campbell Company's quarry at Texas, the airport survey committee reported.

Because of the large turnout, the special session called by Christian H. Kahl, county executive, was transferred to the larger zoning hearing room on the first floor of the county office building.

The committee, which was unanimous in its choice of a site, consisted of Cooper Walker, developer and pilot, as chairman; J. Cullen Weadock, vice president of Chesapeake and Potomac Airlines; William W. Price, public relations director of the Bendix plant in Towson, and Carville C. Evering, a pilot for a local brewery.

Federal Aviation Authority representatives viewed and approved the site yesterday, and the State Aviation Commission and the County Planning Department have given their okay to the project, Mr. Walker told the Council.

Need Cited

Such a facility, he added, would greatly contribute toward the industrial development of the county.

Mr. Walker said that there will be an "immediate, urgent need for an airport to handle general aviation" in the Baltimore metropolitan area when Harbor Field closes December 31, 1960.

The cost of the proposed facility was estimated at $1,794,000. Half the land acquisition and construction costs would be borne by the Federal Government, with the State and county sharing the rest.

The county's capital improvement fund has $69,000 available for the project, and an emergency amendment to the 1959-61 budget would have to be passed by the Council in order to obtain the extra $140,000 the county would be required to expend on the field.

In anticipation of acceptance of the proposed airport, the county made application before the September 1 deadline for participation in the Federal Government's aviation program next year.

The area of the proposed airport is sparsely populated and consists primarily of woodland, the committee reported. Principal owners of the 935 acres on which the facility would be built were identified as Talbot Speer, Bruce Campbell, Jr., and Roland McKenzie, the committee chairman reported.

All have been interviewed and agreed to sell their acreage for the project, Mr. Walker said.

The committee, in support of its site choice, cited the availability to the transportation along the Expressway and the short travel time required to reach downtown Baltimore. It was estimated that not more than fifteen minutes' travel time would be necessary to reach either the southeastern or southwestern sectors of the county.
SPEER DENIES O.K. ON LAND
Publisher Says He Did Not Agree On Sale For Airport

An owner of property sought for the proposed Baltimore Metropolitan Airport yesterday firmly denied that he agreed to sell his land for this purpose.

Talbot T. Speer, newspaper publisher and business man who owns some 350 acres of the tract near Timonium, protested the "outrageous" report that he, as well as two other property owners, had agreed to sell the land.

He wrote the Baltimore County Council that he "has never talked to any member of any county, state or Federal committee."

Last week the Baltimore County Aviation Committee had urged a special session of the County Council to take steps to acquire a 935-acre site northwest of the intersection of Padonia road and the Baltimore-Harrisburg expressway.

The proposed site is a wooded ridge in what is considered a highly desirable residential area.

A committee spokesman had reported that Mr. Speer, Bruce Campbell, Sr., and Roland MacKenzie, named as principal property owners, already had agreed to sell their land.

Discontent Cited
Mr. Speer's protest seems certain to add fuel to the growing opposition to the proposed airport site. The first signs of discontent include:

1. A protest meeting last night of the steering committee of the North Baltimore County Civic Association. John H. Zink, its vice president-treasurer, said a public mass meeting in protest will be held soon.

2. A fact-finding, rather than
BIG AIRPORT PLANS O.K.'D

Board Votes $20,000,000 Jet Plane Expansion

By ALBERT SEHLSTEDT, JR.

A $20,000,000 expansion program at Friendship International Airport to meet jet-plane requirements in the next ten years was approved yesterday by the Airport Board.

The program, subject to approval by the Board of Estimates, calls for the sale of $11,000,000 in airport serial bonds to finance part of the project.

Walter P. Perkins, board chairman, noted that the bond issue would be subject to further review by various city agencies and would require approval of the Legislature and, ultimately, the approval of the voters in a referendum.

MOST Ambitious So Far

The multi-million dollar program is, by far, the most ambitious ever proposed for commercial aviation in Baltimore. It exceeds by almost $5,000,000 the total cost of Friendship Airport, completed in June of 1956.

Mr. Perkins indicated that the money was needed to pull Friendship through a tight squeeze in the next decade, brought about by a very great increase in commercial airplane flights, plus an unexpected reduction in Federal aid to airports, the result of a presidential veto in the last session of Congress.

Major construction projects in the ten-year plan include the addition of two long piers (for passengers to walk to planes) to the present terminal building, and the laying of an 11,000-foot runway.

The pier work would cost a total of $4,875,000, it is estimated, and the long runway $9,500,000.

IMMEDIATE Problem

In a letter to the Board of Estimates Mr. Perkins said the reduction in Federal appropriations "creates a serious and immediate problem for the City of Baltimore."

"We had every reason to believe," he continued, "that the $3,000,000 being received from the sale of Harbor Field to the Maryland Port Authority would be matched by the Federal Government in 1959 and 1960, thus making promptly available $6,000,000 for the improvements to accommodate the rapidly increasing traffic at Friendship due to its designation as the jet terminal for the Baltimore-Washington area."

Instead, the board chairman wrote, the entire State of Maryland will be getting only $444,000 annually from the Federal Government and some of this money could be appropriated by counties with airport projects in mind.

Careful Restudy Urged

Mr. Perkins said these facts have necessitated "a careful restudy" of the airport development program presented to city officials last year.

He said $9,000,000 of the $11,000,000 required for expansion could be reasonably expected from money owed the city after the sale of Harbor Field, cash on hand and Federal grants over the next twelve years.

This would leave a deficit of $1,000,000 which would be erased through the sale of the bonds.

"It is expected," Mr. Perkins wrote the Board of Estimates, "that the $4,000,000 needed during the remainder of 1959, 1960 and 1961 will be available without recourse to bond financing.

Immediate Action Urged

"However, as additional funds will be needed in 1962, it is recommended that consideration of a $5,000,000 bond issue be immediately referred to the City Planning Commission and the Commissioners of Finance, and if they approve such a loan, the Board of Estimates then direct the City Collector to prepare the necessary enabling act to be introduced in the 1960 General Assembly, and to take such further steps as are required to assure placing the question on the ballot for the ratification by city voters at the election on November 8, 1960."
MARTIN WEIGHS AIRPORT ACTION

Would Consider Permitting County To Use Its Field

By ALBERT SEHLSKEDT, JR.

The Martin Company said yesterday it is willing to "entertain a proposal" to locate the Baltimore county airport at the company's Middle River airfield.

The announcement seemed to offer one possible, though not necessarily acceptable, solution to the current debate in Baltimore county about where to put the much-talked-about airport for general aviation interests.

That debate was intensified last night when more than 500 county residents assembled at the Towson Senior High School to protest the location of the airport at the Harford expressway and Padonia road.

A Martin spokesman said a company official had been approached "by somebody from a county committee" about the possibility of using the corporation's field.

The spokesman did not know if the proposal came from someone officially connected with the county government or from an individual associated with a private group.

Some Control

The spokesman indicated that Martin would want some type of control over airplane operations at the airport.

"We would particularly want to know what would be the number and type of planes which would operate here," he said.

The fighter unit of the Maryland Air National Guard, flying F-86 jets, is already using the Martin airport.

Indication of Interest

On the other hand, there seemed to be a definite indication from Martin that it would be interested in talking about some arrangement with the county.

It was pointed out that Martin no longer is building a great number of airplanes (most of its contracts are for missiles and related manufacture) and, therefore, the airfield is not needed by the company as much as it once was.

The Towson High School protest meeting was organized by the Towson Civic Association, headed by John H. Zink, a property owner in the area of the proposed airport and president of the Heat and Power Corporation, welding and mechanical engineers.

"Dead As A Dodo"

Mr. Zink, whose civic group opposed a previous plan to put the airport in the same area of northern Baltimore county, said last night his association would "kill it (the airport proposal) this time dead as a dodo."

He was roundly applauded.

Mr. Zink also promised that the association would fight any attempt to float a bond issue for the airport with a door-to-door campaign. Again the audience applauded loudly.

The only discordant note at the meeting occurred when a man in the audience arose to present some arguments in favor of the airport's being built on the proposed site.

Booing And Hissing

After much booing and hissing from the audience, the man went to a microphone on the stage of the school auditorium and introduced himself as Vernon Hauck.

Mr. Hauck said later he was general manager of the Fries Instrument Division of the Bendix Aviation Corporation.

Although heckled from the floor, Mr. Hauck insisted that the proposed airport would benefit the county, particularly by attracting industry which would, thus, share a big part of the tax load.

Mr. Hauck implied that if Baltimore county turned down the airport a similar one might be built in Howard or Cecil county. This thought provoked only cheers from the audience.
County Airport Unit To Seek New Sites

The Baltimore County Airport Committee "will not go out of business" as the result of the County Council’s rejection last night of a plan to build a publicly owned field in the Cockeysville-Timonium area, reports Christian H. Kahl, county executive.

"They have assured me that they will continue their studies of potential sites," Mr. Kahl said.

The committee, headed by Cooper Walker, had recommended as its choice a wooded ridge to the northwest of Patsonia road and the Baltimore-Harrisburg expressway—the same site selected nearly two years ago by a city aviation group to replace Harbor Field.

Site Voted Down

This location, however, was ruled out by the Council’s 7-0 vote at a public hearing in Towson Armory to not only refuse a fund transfer to get the project under way by next year, but to stand "permanently opposed" to it.

Close to 1,000 persons, predominately opponents, crammed into the Armory to attend what was supposed to be a hearing for opponents and proponents. The council vote on the issue turned it into a legislative session.

Loud applause greeted speakers who voiced disapproval of the site selection and almost equally loud heckling was accorded the minority proponents.

Alternation Location

As an alternate location, the North Baltimore county Civic Association recommended that the county use the Martin Company airport in Middle River.

But the danger of having the smaller and slower propeller-driven craft in air space being used by swift National Guard jets, said Charles D. Allen, chairman of the State Aviation Commission, "seems sufficient, in my opinion, to deny this proposal.

The Martin Company is concentrating on its missile and atomic energy fields which has reduced the plane manufacturing business.

The motion which killed the proposal for building the new airport to the north of Towson was made by Councilman Robert R. Gill (D., Third) in whose district it would have been located.

He also introduced the resolution to permanently oppose the site in order to eliminate "further anxiety" in the public mind.
1959 TRAFFIC AT AIRPORT NEARS MARK

Passenger Business Is 16,006 Shy of 1957 Peak Of 400,097

By ALBERT SEHLS TEDT, JR.

Airline operations at Friendship International Airport appear headed for record highs in 1959, according to figures released yesterday by the Department of Aviation.

Movements of commercial carriers in the first nine months of this year total 34,060 for an average of 11,333 a quarter. In 1957, Friendship's best year to date, there were a total of 44,402 movements for the twelve-month period, an average of 11,100 a quarter.

Passenger business at Friendship seems certain to break a record this year.

384,691 Travelers

In the first three quarters of 1959 a total of 384,691 travelers passed through the airport. The total for the entire year of 1957 was 400,097.

Obviously, the jet flights by American Airlines and Trans World Airlines have contributed significantly to these increases, particularly the rise in passenger business.

The Boeing 707 airliners can each carry more than 100 persons. American is now flying two jet flights daily from Friendship and T.W.A. is flying one. United Airlines is scheduled to begin operation of a DC-8 from Baltimore next month.

Air express shipments at Friendship also may reach a new high. In the first nine months of this year air express cargo reached 2,031,497 pounds. The 1957 total was 2,363,547.

Air Freight Lags

Air freight does not seem destined to break any records in 1959. For the first nine months of this year air freight reached 6,941,647 pounds. Freight shipments exceeded 12,000,600 pounds in 1957.

However, all these figures for the first nine months of 1959 constitute big rises over the corresponding period of 1958, a year of airline strikes and business recession.

For example, total operations of all types of aircraft at Friendship up to September 30 of this year are 133,842, compared to 87,693 for the same period last year.
PARKING FEE PLANNED AT FRIENDSHIP

700 Auto Spaces, Now Free, May Bring In $100,000 Yearly.

BY ALBERT SELSTEDT, JR.

The Department of Aviation said yesterday it plans to charge a fee for parking automobiles on the main lot at Friendship International Airport next year.

Parking fees for the approximately 700 spaces may bring in as much as $100,000 annually, it was reported. Exact charges for parking have not yet been worked out. Parking has been free since the airport opened in 1950.

Walter F. Perkins, chairman of the Airport Board, said the department will charge "a reasonable fee."

Mr. Perkins brought up the matter while explaining details of the development program at Friendship to the city's Planning Commission.

Jet Operations

The development program, designed to meet the needs of commercial jet operations during the 1957-1970 period, is expected to cost about $29,000,000.

In advocating the expansion program, Mr. Perkins told the commission that "unless we are able to take advantage of the [commercial aviation] opportunities as they develop, Baltimore is going to be affected seriously."

He indicated that Baltimore now has an opportunity to develop its commercial aviation service while the new Washington International airport is under construction and the long-range jets are required to use Friendship.

"It Bares Me"

"It bores me," the board chairman continued, "when I hear rabblerousers stand up before the Board of Estimates and say we need expansion like a hole in the head."

When the department's plans for airport expansion were presented to the Board of Estimates September 30, Hyman Pressman, attorney and commentator on civic affairs described the program as "utterly ridiculous" when the city is facing budget difficulties.

Mr. Pressman said it was "lunacy" to add to the city's debt "for something we need like a hole in the head."
BOND-ISSUE
PLAN PUT OFF

Airport Unit Defers Its Request For A Year

The Airport Board has deferred for a year its plan to seek approval of a $5,000,000 bond issue to help finance the $30,000,000 expansion of Friendship International Airport.

Philip Darling, planning director, reported that development to the Planning Commission yesterday as it deferred the recommendation on the improvement plan requested by the Board of Estimates.

Rather than seek authorization for a referendum on the bond issue from the General Assembly in February, Mr. Darling said, the request will be deferred until the Legislature's session in 1961.

Would Vote In 1962

Thus the bond issue could not be approved by the voters until the election in November, 1962, two years later than had been planned.

Mr. Colonna explained that he did not know, when the financing plans were prepared, that a bond issue could not be voted on at an odd-year short session of the General Assembly.

It has also developed since then, he added, that the Aviation Department will not need the bond money as quickly as was thought. Almost half of the expansion program at Friendship will be financed by the sale of Harbor Field, Federal grants and cash on hand.

Money To Be Stretched

The aviation director said there would be enough money for work planned through 1961. The rest will be "stretched out" until more money is available, he said.

Mr. Darling told the commission that, since the need for haste had proved unnecessary, consideration of the development plan should be put off until all capital improvements are considered together under the plan of Charles L. Benton, budget director.

The Planning Commission also deferred action on plans for a 131-bed nursing home at the corner of Belvedere and Cordova avenues.

Although all legal requirements had been satisfied, members of the commission expressed concern over the lack of off-street parking facilities for the nursing home.

Delay Suggested

William G. Ewald, chairman of the commission, suggested that approval of the plan be delayed while the department's staff attempted to convince the developers, Belvedere Real Property, Inc., of the need for off-street parking for workers and visitors.

Charles M. Upham, Jr., acting traffic commissioner, said parking restrictions in the area, not far from Pimlico Race Track, are especially strict during the racing season. He said they would not be relaxed for visitors to the nursing home.

Several members of the commission said they feared visitors to the nursing home would encroach on the curbside parking areas of residents of the neighborhood.
AVIATION AIDE IS EXPECTED TO LOSE JOB

City Likely To Resolve Feud By Eliminating Bridges's Post

BY JAMES S. KEAT

The Board of Estimates is likely to resolve the cold war between the director of aviation and his assistant by eliminating one of the two jobs from the 1960 budget.

A source close to the city Administration said yesterday that the most likely candidate for dismissal was William D. Bridges, the assistant director and manager of Friendship International Airport.

Mr. Bridges has been feuding with John O. Colonna, the aviation director, who tried to discharge his assistant in August.

Bridges Upheld

The City Service Commission, charges Mr. Bridges was not suited to his position, ruled that the evidence was not sufficient for dismissal of an employee under the merit system.

Mr. Bridges subsequently filed a $100,000 damage suit against Mr. Colonna in Anne Arundel county, where the Aviation Department's headquarters is situated. Mr. Bridges charged that his superior had acted "maliciously" in trying to fire him.

Administration officials have reportedly decided that the dissen- sion between the two men is interfering with the operations of the department and must be ended.

Members of the Board of Estimates reportedly have decided in principle to solve the problem by removing one of the two officials by cutting out that salary for his job.

Although no final decision has been reached, the source said, it is more likely that Mr. Bridges would be let go. For one thing, it would be difficult to run an agency without a director.

Mr. Bridges is the second city official whose discharge, sought unsuccessfully by a superior, is scheduled for accomplishment through the budget.

The Board of Estimates has already decided tentatively to cut out the position of assistant executive secretary of the Equal Employment Opportunity Commission, occupied by Murray Abramson.

Philip A. Camponeschi, executive secretary, attempted to fire Mr. Abramson last January on the ground that he did no work. The commission, however, overruled him.

Mr. Abramson is a member of the House of Delegates from the Fourth district and a member of the Democratic organization in Northwest Baltimore headed by James H. Pollack, foe of the city Administration.

Mr. Colonna, whose salary is $12,840, has been director for almost two years. Before that, he was assistant director for eighteen months. Mr. Bridges assumed his $10,500-a-year post in February, 1957.

Both men are retired Army colonels and have the protection of the city's merit system.
Airport-Battle End Sought By Board

BY RICHARD FRANK

The Board of Estimates today threatened to call for the resignations of the two top officials at Friendship Airport, as well as members of the Airport Board, unless intradepartmental cooperation is restored immediately.

The board instructed Mayor Grady to call in John O. Colonna, director of the airport, and William D. Bridges, his chief deputy, in an effort to settle the dispute between the two officials.

Bridges Suing Colonna

Mr. Bridges is now suing his superior for $100,000 as the result of charges of incompetency brought against him two months ago by Mr. Colonna.

These charges were aired last month before the City Service Commission and dismissed.

Mr. Bridges then promptly filed suit for defamation of reputation and the suit is pending in the Circuit Court of Anne Arundel county.

Negligence Charged

City Council President Philip H. Goodman charged that the Airport Board "has shown almost gross negligence" in letting the bitter battle develop to its present point.

He and Dr. R. Walter Graham, Jr., City Comptroller, agreed that resignations are in order unless cooperation is forthcoming.

All members of the Board of Estimates agreed with Harrison L. Winter, City Solicitor, that the present situation "is absolutely untenable."

Legal Fee Requested

Today’s discussion was touched off when the board received a request from Mr. Colonna asking the city to pay the fees of an attorney he has hired to defend him in the lawsuit.

Dr. Graham, in moving to deny the request, observed that the city otherwise might also have to pay for the services of Hyman A. Pressman, representing Mr. Bridges.

"After all, both parties to the suit are city employees," Dr. Graham observed.

The board then unanimously rejected the request, offered the legal services of the city Law Department to Mr. Colonna and instructed the Mayor to seek a solution to the problem.

Water Meter Order

The board today also voted to require the installation of water meters in all one-family dwellings in the city. Such homes are currently permitted to use city water on a flat-rate basis.

There are now about 112,000 consumers of city water on a flat-rate basis, a majority of them owners of one-family residences.

The conversion, which will take a number of years to complete, eventually will mean a sizable increase in revenues to the city. Bernard L. Werner, Public Works director, estimated today.

Eventual Income Estimate

The eventual added income could reach as much as $2,000,000 when all homes are converted to metered accounts.

Miss Esther Lazarus, city director of welfare, came before the board today to ask for $300,000 in emergency funds to cover payments to employable welfare clients during November.

Her department already has received $29,000 for this purpose for the last three months combined, and Miss Lazarus said she would undoubtedly be back for more for December.

State Matches Cost

The State matches these emergency funds on a 4-to-1 basis. The board approved her request.

The board also approved the merger of the disability division of the comptroller’s office into the medical division of the City Service Commission.

The Classified Municipal Employees Association is on record against the merger, protesting that it eliminates the jobs of some city employees.
Airport Rental Unpaid, Lease Is Rejected

The Board of Estimates today angrily rejected the Airport Board's proposal to renew a lease with a Friendship Airport tenant who is already more than $22,000 behind in his rent payments.

According to Harrison L. Winter, city solicitor, the Atlantic Aircraft Distributors, Inc., has not paid a penny of rent since May, 1958. It is "a matter of elementary business sense" to reject the renewal proposal and to take legal steps to collect the back rent and end the lease, Mr. Winter told the board.

At Mr. Winter's recommendation, the board also tossed out three bids submitted for operation of parking facilities at the airport on the ground that the Airport Board failed to provide for "true competitive bidding."

3 Bidders Barred

The solicitor explained that the Airport Board barred three potential bidders from submitting bids because they were allegedly unqualified.

The bids, which came in at noon today, were returned unopened to the Airport Board with instructions to readvertise for true competitive bidding.

The Board of Estimates today approved a Fire Board proposal to build three fireboats as replacements for three obsolete boats, at an estimated total cost of about $1,000,000.

City Council President Philip H. Goodman and Dr. R. Walter Graham, Jr., comptroller, dissented, but the proposal was approved, 3-2.

Earlier Occasions

At each of the last three meetings of the Board of Estimates, the Airport Board has been roundly criticized, with Mr. Goodman each time calling for mass resignations.

The last two occasions involved the running battle between the two ranking officers in the Department of Aviation. Today attention was focused on the two contract proposals.

"It is certainly most unusual," Dr. Graham observed, when the Airport Board's proposal to renew the lease came up for approval today.

He and the other board members agreed that it was poor business practice to renew a lease with a tenant who had failed to meet the terms of the existing lease.

Mr. Winters noted that two subtenants have been meeting their rental payments to the Atlantic Aircraft Distributors, and suggested that one or both of them might make better tenants for the city.
Board Member Suggests
A New Name For Airport

By Albert Sehlstedt, Jr.

A member of the Airport Board suggested yesterday that the name of Friendship International Airport be changed to Baltimore-Washington Airport.

John T. Menzies said if a Baltimorean mentions the name of "Friendship Airport" to a person out of town, the likely reply is "What's that?"

Mr. Menzies made his suggestion to the full Airport Board at its monthly meeting.

Specific Name Urged

He emphasized that he was not wedded to the proposed name of Baltimore-Washington Airport but he did think that the field should have a name that identified it specifically as the municipal airport of Baltimore.

"People out of town are buying a destination," Mr. Menzies added, "Baltimore is a bigger trade-mark than Friendship. You've got to remember we're merchandising something here.

"I think it's worth a lot of thought," he said.

Robert O. Bonnell, another board member, said he thought the board should take the suggestion under consideration.

Walter F. Perkins, board chairman, indicated that the board would take up the matter at a later meeting.

In other business yesterday, the board expressed interest in a proposal from the Potomac Public Service Company, of Arlington, Va., to construct an aviation fuel pipeline from a deep water point in Curtis Bay to Dulles International Airport in Chantilly, Va.

Other Fields Interested

The company thought that Friendship might be interested in joining the project, thus having its fuel piped to the airport instead of brought over the road in trucks.

The Arlington concern indicated that not only Friendship, but also Andrews Air Force Base in Prince Georges county and the Washington National Airport, just across the Potomac River from Wash-

ington, might also be connected to the pipeline.

Chantilly, where the new Dulles Airport is under construction, is about 27 miles west of Washington.

John O. Colonna, director of the Department of Aviation, said the airport expects to realize a net profit of about $100,000 from the main parking lot when it starts charging parking fees next year.

$1-A-Day Charge

It was tentatively agreed that the airport would charge a $1.50 parking fee for the first two hours of parking and 50 cents for each additional hour. A full day's parking (24 hours) would cost $1.00.

Mr. Colonna said a day's parking at Washington National costs $2.50.

Board members discussed at some length the matter of selecting a concessionaire to operate the lot. Mr. Colonna said an invitation to bid for the concession was advertised in the newspapers but the City Solicitor's office thought additional prospects should have an opportunity to bid, too.

It was agreed that Mr. Colonna would prepare a new bid along lines suggested by the solicitor's office.

Mr. Colonna also reported on a new airport rule that will require all airplanes using Friendship to have two radio channels, so the pilot can talk on one frequency to the man in the control tower who controls the traffic in flight over the airport.
BRIDGES WINS FIRST ROUND

Colonna Dismissal Move Denied In $100,000 Suit

[By a Sun Staff Correspondent]

Annapolis, Dec 3—William C. D. Bridges, Baltimore’s assistant director of aviation, won the first round today in his $100,000 libel suit against Col. John O. Colonna, director of aviation.

Judge O. Bowie DUCKETT ruled in Anne Arundel Circuit Court that statements made by Colonel Colonna in dismissing Mr. Bridges from his post were not protected by absolute privilege.

In doing so, he overruled a demurrer filed by William J. McWilliams, attorney for Colonel Colonna, who had sought dismissal of the suit.

Restored To Position

Contesting the demurrer, Hyman A. Pressman, attorney for Mr. Bridges, contended that, Colonel Colonna made “false and malicious” statements in firing his deputy last summer.

Mr. Bridges appealed his dismissal to the City Service Commission which ruled that there was insufficient evidence to support Colonel Colonna’s charges. It recommended restoration of the assistant director to his job.

Mr. McWilliams, in seeking dismissal of the suit, said that Colonel Colonna had been privileged in making the charges because they were mandatory in order to replace Mr. Bridges.

Colonna Must Answer

Mr. Pressman, however, said that Colonel Colonna had exceeded the realm of his duties by firing his client because according to the city charter such action could be taken only by the Airport Board.

City attorneys argued that Colonel Colonna had the right to take such action.

Judge DUCKETT gave attorneys for Colonel Colonna fifteen days in which to file an answer to Mr. Bridges’s charges. No date for trial of the suit has been set.
To Be Used Eventually

Mr. Darling said it is known definitely that all the land in this initial phase will eventually be used either by the University of Maryland in its expansion program or by the city for highway use.

"Roughly a quarter of that land might be used for expressway purposes," Mr. Darling said. "We know pretty well what quarter it is."

The university has not yet made up its mind about the precise use to which this first parcel of land will be put, the planning director said.

Two Alleys To Be Shut

According to the tentative renewal plan given approval by the commission, the closing of no main arteries is envisioned. Two alleys will be closed, however.

The next steps in the renewal program will be approval by the Baltimore Urban Renewal and Housing Agency and the Federal urban renewal agency.

The land will be acquired by the city before it is turned over either in part or completely to the university.

The Planning Commission disapproved an ordinance that would allow Joseph F. Hughes & Co. to build an apartment house containing eight stories or more on an 8-acre site adjacent to the Mount Pleasant Golf Course.

Hearing Set

But the commission suggested it would approve an amended ordinance that would rezone an additional 4 acres so as to insure residential use of a strip of land east of the proposed apartment house location.

The site will face on Northern Parkway when the link west of McLean boulevard now under construction is completed.

The commission set a hearing for 2 P.M., January 12 to consider the controversial proposal to build a large apartment house at Roland Avenue and Cold Spring Lane, the site of St. Mary's Villa.

"Expect Large Attendance"

Mr. Darling told the commissioners: "We expect a large attendance at the hearing."

The long-range airport plan given conditional approval by the commission includes the purchase of additional property, new runways and runway additions, additional service facilities, a restaurant, ramp, terminal entrance and parking lot.

Part of the cost of these projects can be met from anticipated revenue.

$800,000 On Hand

Funds on hand as of August 1 amounted to $800,000. The Airport Board will receive $1,000,000 from the Port Authority for the sale of Harbor Field. Another $1,600,000 payment will be made by the authority in 1961.

In addition, the Airport Board expects to receive $600,000 from the sale of excess airport property, reimbursement from concessionaires and other sources.

Future Federal aid for the 11-year development program will depend on Congressional appropriations, but $875,000 in Federal aid is anticipated in 1960.
Several hundred men fought a fire yesterday that burned nearly 800 acres of the Baltimore Friendship International Airport. The fire was set intentionally, officials believe. Several trucks were damaged by fire, but no firemen were hurt during their four-hour battle.

The blaze surrounded 260 barrels of oil in an open pit and scorched the towers of an instrument landing system extending from the airport's longest runway—Number 10, running east-west for 2 miles.

25 Engines Used

Firemen sprayed a foam blanket over the oil pit, averting an explosion, according to Capt. Carl C. Kumaniec, superintendent of airport police. The signal system was not damaged, he said.

Twenty-six engines were used in the fight. Baltimore city sent two, Howard county two, Anne Arundel county sixteen, Baltimore county one and the airport five.

The burned acreage constitutes about one fourth of the airport property, according to Captain Kumaniec. Seven years ago there was a fire set by an incendiary that burned nearly 800 acres, though not the same land as yesterday's fire, he said.

Smoke from the burning planes and brush was visible for at least 20 miles to Baltimore's northern city limits.

Fire Spread By Wind

H. W. Schlosser, supervisor of the Maryland forest patrol, said high winds spread the fire, which started on Route 176, along the airport's southern border.

Wind out of the southwest shifted to the northwest, complicating and spreading the fire, Mr. Schlosser said.

Burned acreage, which was still smoldering last night, is bounded by Routes 170, 176, Runway 10 and Runway 4. At the closest point, the fire was a half mile from the airport terminal.

Several Ferndale volunteer firemen abandoned their truck when it was surrounded by flames but later boarded the undamaged vehicle. A Ferndale jeep was damaged as was an airport fire truck.

Four Other Fires

Both Captain Kumaniec and Harry W. Klasefen, chief of the Anne Arundel County Fire Bureau, believe the fire was deliberately set.

There have been four other fires in that section of Anne Arundel county during the last two weeks, including several small ones along the Baltimore-Washington expressway near by.

H. C. Buckingham, State forecaster, said last night the Anne Arundel county police saw children playing in the area of the fire, and he believes the children set it.

He also believes that a lack of coordination between the various fire companies allowed the fire to spread.

Three County Fires

There were 40 other woods and brush fires throughout the State yesterday, Mr. Buckingham said. They burned a total of 77 acres.

Three of these were in Baltimore county, burning a total of 31 acres in Carney, Butler and Hereford.

In Baltimore city, there were about 30 grass and woods fires yesterday.

Mr. Buckingham said there have been a "tremendous number of intentionally set fires along roads this spring. "It has become a serious problem."