

Medford MUST Retain Her Place on the Air Map of the Pacific Coast

(From October 14 Mail Tribune)

CITY COUNCIL GIVEN REPORT AIRPORT SITE

Biddle Road Property Is Favored — \$120,000 Is Needed — May Await Court Decision Before Bond Election.

That the site for the proposed new airport for Medford, chosen as the best available in every way from the standpoint of location, economy and practicability, from among the only four available sites, and for the purchase and equipment of which a bond election will be held for \$120,000 in the latter part of November or early December, comprising 247.6 acres on Biddle lane, was made known in reports to the city council last evening.

The Biddle lane site chosen for the new airport is regarded as ideal, is only three and one-half miles northeast of the Chamber of Commerce building and seven minutes' ride from that location. The cost of the land would be \$20,000, about \$50 an acre. The airport commission has an option on this site. This airport must be adequate for many years to come.

In stressing the point that some action must be taken soon because night flying by air mail planes would begin June 1, Chairman Hall and Mr. Dillard thought that the new airport should be completed and lighted by that time, therefore an adequate lighting system must be installed on the present air field for use for a month or more until the new one was ready.

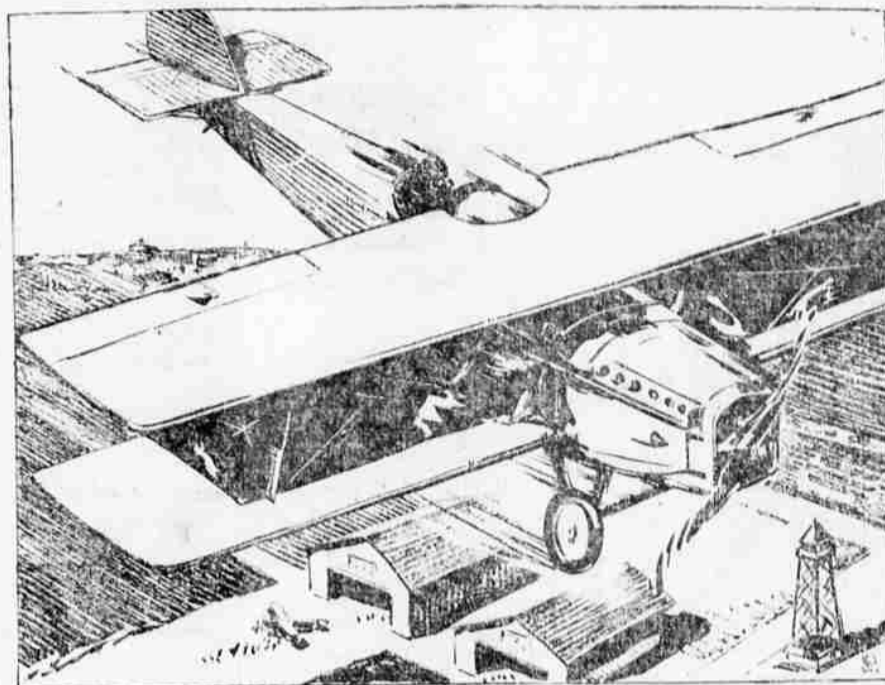
The cost of installing this lighting system demanded by the government will be about \$7,000. Each city must do the lighting of its own airport.

Also in submitting figures of cost of establishing the new airport, Mr. Dillard made it plain that the airport commission's figures were not final—were only tentative, but were approximately correct.

The total estimated cost of the land and equipment for the new airport would be \$109,000, to which would be added two years' interest on the bonds at 11,000, this making the total bond issue \$120,000.

To detail the estimated cost of the new airport is as follows:

Land purchase	\$ 25,000.00
Land	7,000.00
Hangars	14,000.00
Rest room	1,500.00
Administrators' building	9,000.00
Outside storage	3,000.00
Furniture	1,000.00
Gravel, 7500 cubic yards at \$1.50	11,700.00
Water, well and pressure system	5,000.00
Grading, 188 acres at \$1.25	23,500.00
Tile	3,000.00
Ditch	1,000.00
Filling ditches	1,000.00
Contingencies and administration	6,300.00
	\$109,000.00
2 year interest at 5%	11,000.00
Total	\$120,000.00
The tentative operating income will be \$11,000.	



Airport Development Essential to Future of Medford

TO maintain her position as an important Pacific coast air center, Medford must develop her port facilities to adequately accommodate the constantly increasing coast-wise air traffic. This city is geographically situated as the logical mid-point between Oakland and San Francisco and Portland airport and enjoys the distinction of being Oregon's first air mail landing field.

"Air-minded" Medford people were farsighted enough a few years ago to establish Barber field which was responsible for this city becoming an important link in the Pacific coast system of landing fields. Now that Barber field has become inadequate to meet the requirements of growing air activities, the same "Air-minded" people of this city must answer the call of progress with a new, materially larger and better airport, suitable to accommodate the giant air-liners of today—and of days to come.

It is estimated that this airport development will necessitate an expenditure of approximately \$109,000, with \$11,000 interest for two years, which will meet the cost of a new landing field of 247.6 acres, a mile long and half a mile wide. The importance of the immediate establishment of this airport is paramount; its value to the future growth and prosperity of this city is indispensable. Farsighted Medford voters must not fail when they are called upon to vote for the airport bond issue!

THIS PAGE---ONE OF A SERIES OF FOUR DEVOTED TO AIR DEVELOPMENT IN MEDFORD---IS MADE POSSIBLE BY THESE AIR MINDED MEDFORD FIRMS

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