

# MEDFORD'S AIRPORT IS COMPLETED

### Cost of Project to Date Is \$114,000—Local Airport One of Finest on Coast—Aviation School to Open During January.

With the first mail flight taking place October 2, 1929 witnessed the completion of Medford's new municipal airport, a \$120,000 bond issue for which was voted April 2 by a majority of nearly 13 to one. The completion of the field is the realization of one of Medford's fondest ambitions and insures the position of the city as the leader of aviation in the state.

The Medford chamber of commerce, acting with the city council in the early part of 1928, appointed a committee for the location of an adequate airport for Medford. The committee worked with the United States Department of Commerce, the aviation department, the United States army and the air transport lines operating through the valley, and finally unanimously decided on a site three miles from the center of Medford north on the Middle road. It has in the neighborhood of 280 acres and is not surrounded by obstructions.

A mile of the Owen-Oregon Lumber company railroad tracks are on one side of the site, easily accessible to Medford.

**Radio Station Established**  
In the latter part of 1928 the government also announced that Medford had been selected as a site for a high powered radio station, which was completed in 1929 along the Crater Lake highway not far from the air field. The station is under the direction of R. A. Martin and has constant 24-hour service. It was constructed at an approximate cost of \$75,000.

**Hangar Is Described**  
The hangar is located on the roof of the administration and hangar building, housing administration offices, the United States weather and local headquarters of the Pacific Air Transport company.

The building is 119 feet wide and 150 feet long, has a cement floor and is sufficiently large to house 16 small ships and four large cabin planes. It includes repair shops, waiting rooms, a room destined to be a restaurant. A building for the pilot's quarters is the last to have been completed and provides quarters for air mail pilots who fly north and south out of Medford. Several oil companies have also completed the construction of service station facilities at the port and have the stations so arranged to serve airplanes with but little trouble.

**Water Piped to Field**  
Water from Medford's new million dollar system has also been piped to the airport and has been in use for several months. Fire hydrants have also been placed conveniently about the hangar building.

The airport runway has been completely graded and a drainage system, engineered by City Engineer Fred Scheffel, eliminates the question of surplus water on the field, making landing an easy matter at any time of the year.

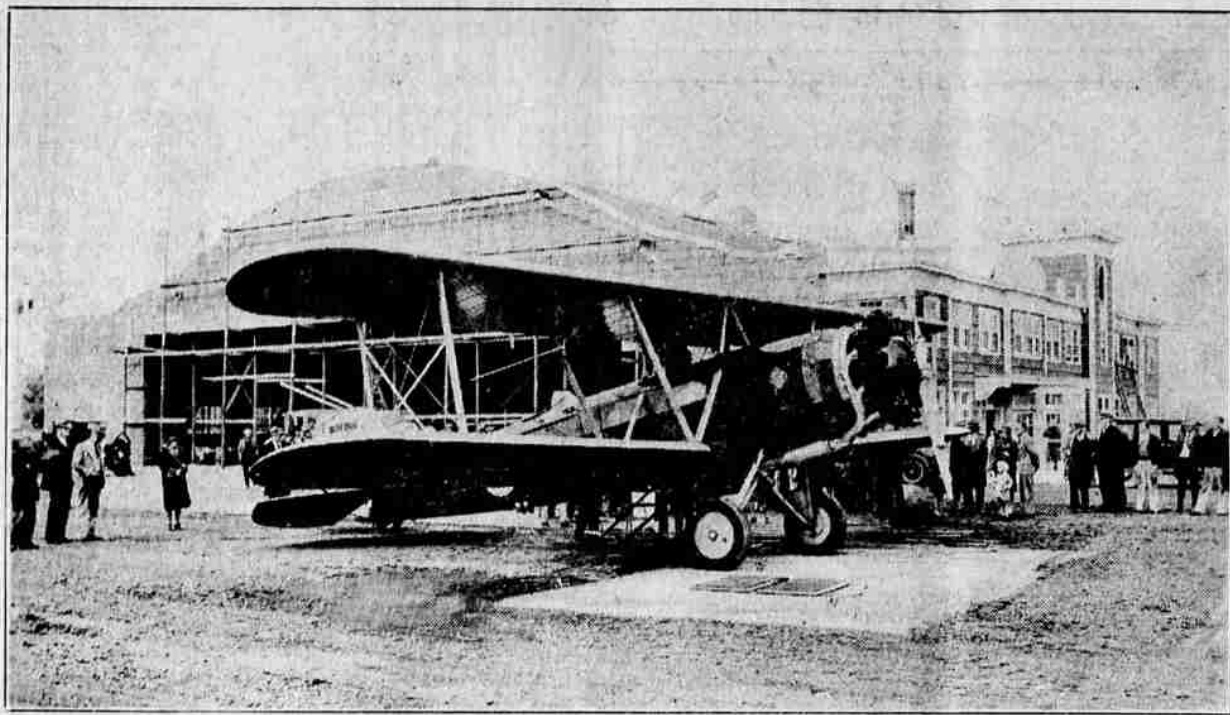
At the old Harbor Field, at the fairgrounds, it had been a common occurrence for ships to become mired in the mud and because of that, one passenger line began to make its landings in northern California, but it expected to resume its schedule here in a short time.

**Hall Is Superintendent**  
Seely Hall, local representative of the Pacific Air Transport company, is field superintendent and is on constant duty at the airport. Mr. Hall is southern Oregon's aviation pioneer, and with Floyd Hart, over ten years ago brought the first home-owned airplane to Medford.

During the past year, the government has completed the installation of airplane beacons through southern Oregon and northern California and has several located in Jackson county to aid pilots engaged in night flying, which so far has not been done often. Regular night flying with mail is expected to begin next spring or summer. The beacons can be seen for 15, or 20 miles and together with radio range beacons, one of which is to be installed here this year, are expected to make night flying comparatively safe in southern Oregon.

**Aviation School to Open**  
A new aviation school, under the direction of Major Gilbert Eckerson, well known army flier who has spent 25,000 hours in the air, is to be opened this month at the airport. The school will accept students desiring to learn flying or the mechanical end of aviation. Major Eckerson has two planes for student fliers and for the past year had been located at Springfield, near Eugene. He will replace the Copper King Flying service, which had been located here since last summer under the direction of W. J. Brown of Oakland, Calif.

## First Air Mail Leaving Medford's \$120,000 Airport Just Completed



Boeing Hornet 40-B-4 plane, in foreground taking on heavy consignment of air mail, October 2, for initial take-off from new airport. Hangar and administration buildings, nearing completion, are seen in background. Fifteen thousand pieces of mail were dispatched, bearing special cancellation stamps and publicity on the modern aviation facilities of Medford.

## KCX Airways Radio Station Now Broadcasting Data to Planes



In interior of KCX; in front of Mr. Martin is the receiving sets and microphone. In the foreground is the short wave transmitter used for code communication between airway stations. Large panels back of Mr. Martin are those of voice transmitter.

At right, one of the two high towers which support the transmitting antenna for sending voice messages. Wire at left is lead-in to station from tower. Wire on right is antenna between towers. Station building. At left of building are short wave antenna poles.

Aviation has a big following in southern Oregon and the next year is expected to witness several enthusiasts purchase their own planes, keeping them at the airport for use when desired. W. H. Multhead and Henry Fluhrer already have their ship and during favorable weather make many long trips. Visiting aviators are numerous at the airport and it was only last month that so many ships arrived that the large hangar was unable to provide ample space. Three ships were forced to be set outside. Several of the planes were owned privately while the remainder were the property of flying companies, operating up and down the Pacific coast.

**Grey Heads Committee**  
The fact that the construction of the airport will be kept within the \$120,000 bond issue is gratifying to the people of Medford who voted the bond issue by such large majority. The accomplishment of keeping the construction to such figure reflects credit on the airport committee, headed by Mr. Grey, who has practically lived with the project, at times even forgetting his own business affairs in paying attention to the construction of the port. City Engineer Fred Scheffel, in charge of the actual construction, was in constant co-operation with Mr. Grey.

Shortly after the bond issue was voted, developments came indicating the airport could not be constructed within the bond issue, but city officials held numerous conferences, cutting down on expenses here and there, saving considerable money and easily coming within the limits of the issue. Medford now has a Class A airport and is one of very few cities on the Pacific coast that is so recognized. Its ports is considered by several larger coast cities and place Medford on the aviation map.

**Jumps the Gun.**  
MEMPHIS, Tenn.—(U.P.)—Will Moore, arrested for vagrancy, passed Capt. Joe Cole in the hall. "Getting out, Will?" asked Cole. "Yes, I'm getting out," replied Will. A few minutes later Cole was ordered to arrest Will who had escaped from the court room.

**GERHART**—The chamber of commerce adopted a resolution asking a survey be made to establish a direct route to Clatsop beaches.

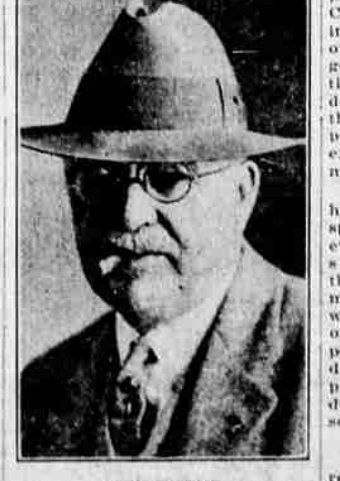
## PREDICT BIG 1930 SEASON NEAR MEDFORD

**C. E. Gates, President North California-Southern Oregon Development Association Optimistic Over Future—Co-operative Spirit Is Big Factor.**

By C. E. Gates  
(President Northern California-Southern Oregon Development Association.)  
At this time of the year when most business houses are taking inventory, I think it is a good idea that we who are engaged in commercial organization and development work should also take time to review what has been done in the past and determine whether the policy adopted is such as will produce dividends for the future.

In reviewing the activities of the Northern California-Southern Oregon Development Association during the past year, I cannot help but feel that the work that has been so far covered has given us a solid foundation upon which our contemplated program will eventually be built.

We have made our organization an effective instrument and it is now looked upon as being the mouthpiece of the whole territory we represent by virtue of the fact that we have been able to bring about a coalescence of the communities of the Mid-Pacific empire to better promote those things which are so necessary to guarantee a continuance of development and progress in northern California and southern Oregon.



There is one thing certain, and that is, that our activities can continue to fulfill their useful purposes and maintain their effectiveness if we receive the same measure of cooperation in 1930 as has been accorded us in the year just past.

I look forward to 1930 with confidence and optimism and believe that we are about to pass a milestone which will, in the years to come, be recorded as one of the most important in the history of our much favored section—the Mid-Pacific Empire.

## Seely V. Hall In Charge of New Airport



SEELY V. HALL, Superintendent of Medford's new Airport

## Men Active In Building New Airport



JOSEPH O. GREY, Chairman of the Medford Airport Committee which handled the finances and supervised the construction of the airport.



FRED SCHEFFEL, City Superintendent whose staff did much of the Medford airport construction work.

## 1929 Revenue County Clerks Office Higher

Another indication that Jackson county is prosperous is the increase shown in the revenue of the county clerk's office for 1929, being \$29,402.19 as compared to \$15,710.40 for the previous year. This year's total was only up to December 1. There have been several heavy months, which eclipsed all previous records. This increase is also due in a small way to higher filing fees, as authorized by the last state legislature.

For 1929 there were 650 marriage licenses issued, a big increase over 1928 which had 609. A large percentage of the applicants came from California, where a law makes it necessary for persons contemplating matrimony to publish their intentions for three days in a newspaper. The number of divorces filed during 1929 also revealed an increase over 1928, which had 87. The year just completed had 116, not including part of December.

**Catches White Sparrow.**  
CROWN POINT, Ind., Dec. 28. (U.P.)—A white sparrow captured by Henry W. Homeler, Ross township farmer, is being exhibited here. He caught the bird after two years effort. Homeler says it has mingled with other sparrows at the farm and except for its color was the same as the others of its kind.

**Round-the-World Cruise**  
Arriving at Lakehurst, N. J., on August 4, the big ship remained here four days. On August 8 her commander, Dr. Hugo Eckener, lifted her nose in the air and pointed it eastward for a globe-encompassing tour. With a crew of 41 and 20 passengers aboard, she

## Many Aviation Records Were Broken in 1929; Blind Flying First Demonstrated

By Joseph H. Baird  
WASHINGTON, Dec. 29. (U.P.)—Although extremely busy exchanging its spangled circus wardrobe for the frock-coat of big business, aviation found time during 1929 for a few hair-raising stunts.

While bankers hauled out their gold bags to build airplane factories and Uncle Sam spent millions lighting and mapping the nation's sky-roads, aviation's stellar performers were devising new exploits.

Two planes spanned the Atlantic from west to east during the year. The Graf Zeppelin, setting a new mark for lighter-than-air ships, encircled Mother Earth's ample waist. And a young Navy flier went higher in an airplane than anyone ever had.

Early January found two Army pilots, Major Carl Spatz and Captain C. Eaker, in the monoplane "Question Mark" Aloft over Los Angeles, they were trying to remain longer in the air than any man before them. When, on January 7, they alighted at Los Angeles airport they had been up 150 hours, 40 minutes, and 15 seconds. During its sojourn of nearly a week in the air, their plane, powered by three Wright Whirlwinds, was refueled 36 times. The War department hailed their feat as a proof that refueling was feasible.

**Soucek's Record**  
The aviation world, in its more spectacular phases, was fairly quiet until May 8. Then, on a clear spring day, Lieut. Apollo Soucek, USN, hopped in his Wright Apache plane at Anacostia Naval Air station to rise high from the earth.

His little ship, equipped with a super-charger, became a mere speck high above the Potomac. When, one hour and 24 minutes later, Soucek again touched earth, his barograph registered more than 40,000 feet. Bureau of Standards test showed a true reading of 39,140 feet—a world's altitude record.

Later, on May 26, thousands of Washington officials stood along the banks of the Potomac as an even two dozen planes rose to contend for the Curtiss Martin Trophy. Skimming low over the river, Lieut. W. G. Tomlinson, USN, flying a Curtiss Hawk, crossed the line, victorious. His average speed was 162.52 miles per hour.

What record was set by Lt. Apollo Soucek?  
How many planes successfully flew the Atlantic from west to east during the year?  
Who made the first demonstration of "blind flying?"  
These and other questions are answered in this review of trends in developments in aviation during 1929.

Summer came, and on June 13, the Yellow Bird, a Bernard monoplane powered by a 12-cylinder Hispano-Suiza, took off from Old Orchard, Me., for Le Bourget Field, Paris. In her cockpit were three Europeans—Jean Assolant, Rene Lefevre and Armento Lotti, Jr. There was also an American stowaway, young Scherber. After covering 3,128 miles they arrived at Comillas, Spain, their fuel exhausted.

Later June saw the continental United States crossed and recrossed in 44 hours, 3 minutes and 2 seconds. Capt. Frank Hawks, flying a Lockheed Vega, flew from Roosevelt Field, New York, to Los Angeles and returned while only two suns set.

On July 8, Roger Q. Williams and Louis A. Yancey took off from Old Orchard, Me., in their Italian monoplane, "Pathfinder" for the "Eternal City." Taking a straight path across the Atlantic, they landed at Santander, Spain, and, refueling there, proceeded to Rome. Remarkable Yancey on his return: "It was infernally dull."

**Air-Rail Routes**  
Railroads and airplanes combined on July 8 to open a fast, steady travel route across the continent. Charles A. Lindbergh on that date took off from the west coast to open the route established by the Transcontinental Air Transport, Atchison, Topeka, and Santa Fe and the Pennsylvania Railroad. On the other end of the line the Pennsylvania's "Always Limited" started its westward journey from New York City.

Two hard-boiled hoppers, as they described themselves, came to earth at Lambert Field, St. Louis, on July 20 after remaining in the air 420 hours, 21 minutes and 39 seconds, thus breaking the previous endurance record by 172 hours, 37 minutes. Their names were: Dale Jackson and Forrest O'Brien and their ship was a Curtiss-Challenger.

During their flight of 25,000 miles, far enough to encircle the globe at the equator, they completed 48 contacts to obtain gasoline. Between them was divided \$31,225 in prize money. Their record still stands.

The Graf Zeppelin, most famous of dirigibles, took off from her Friedrichshafen hangar July 10 for a second, successful flight to America. In October, 1928, she crossed and recrossed the Atlantic, but had been balked in a second attempt earlier this year.

**Round-the-World Cruise**  
Arriving at Lakehurst, N. J., on August 4, the big ship remained here four days. On August 8 her commander, Dr. Hugo Eckener, lifted her nose in the air and pointed it eastward for a globe-encompassing tour. With a crew of 41 and 20 passengers aboard, she

traveled fleetly across the Atlantic in the record time of 65 hours and 24 minutes.

On August 12 she left Friedrichshafen and, sailing eastward rounded the world, arriving at Lakehurst 21 days, 7 hours and 34 minutes after she left there earlier in the month. During its trip the air giant maintained an average speed of 59 miles per hour.

Scientific research achieved another victory at Mitchell Field, New York, on September 24 when Lieut. James H. Doolittle, USA, sitting in a completely covered cockpit, rose from the field, circled around several times, and landed again guided solely by instruments. It was the first successful demonstration of "blind flying."

Commercial air line operators, jubilant, foresaw the day when fogs would see their terror for pilots operating by instruments. Lieut. Doolittle's feat was accomplished with aid of an artificial horizon, a direction finding radio and an unusually sensitive altimeter. It is predicted these instruments soon will be standard equipment on high-priced commercial planes.

**Largest Dirigible**  
Work on the world's largest dirigible began at Akron, Ohio, November 7 when Rear Admiral William A. Moffett, USN, drove a golden rivet in the master ring of the Navy's ZRS-4. With a gas capacity of 6,500,000 cubic feet and a length of 785 feet, she, and her sister ship, the ZRS-5, will far surpass the Graf Zeppelin, the present queen of the air.

Both Navy ships will carry five fighting planes to protect them from attack. These planes will be stored in marsupial pouches from which they may take off. Later, they may be retrieved by a special hooking apparatus. The Navy has perfected. Each Zeppelin will be further protected by 16 machine guns.

They will have a speed of 72.8 knots and a cruising range 10,580 miles. The ZRS-4 was to be completed within 18 months from November 7 and the ZRS-5 15 months after the first ship.

Conquerer of two poles, Comdr. Richard E. Byrd, on November 29, sailed over the South Pole in his Ford tri-motored plane after taking off from his Little America, Antarctica base. He and his companions spent 18 hours and 29 minutes aloft over the cold barren wastes at the "bottom of the world." He was the first man to reach the South Pole by airplane.

**Year's Statistics**  
Other accomplishments of the year included the completion of the first all metal dirigible, the Navy's ZMC-2 and the successful testing of "Mechaviator," a device for keeping planes on their true course while pilots rest.

While aviation's heroes and heroines were performing their stunts, drills and brass-saws were whirring busily in a hundred airplane factories. Commercial pilots were winding their daily courses across the country, and thousands of young men were learning to be successful pilots.

Commerce Department statistics showed at the end of the last fiscal year, June 30, there were 32 air lines carrying capacity 47 carrying mail, and 61 carrying passengers.

## ANNUAL PARADE ON NEW YEARS IN PHILADELPHIA

By John M. Turtyn  
United Press Staff Correspondent  
PHILADELPHIA—As New Year's day draws near millions of careful stitches, miles and miles of feathers and frills and countless gilded stars are being used in fashioning pageantry's garb for the most colorful spectacle of the year—the mummer's parade.

King Monus will rule supreme, a merry monarch to be feted royally. Little time now remains and nimble fingers all over the city are making the needles fly in order to have the costumes ready in time.

Locked doors, shaded windows, hurrying and scurrying are only portents of the great spirit of secrecy that pervades as rival New Year Clubs proceed with final preparations. In stables and barns, garages and cellars, in small homes and large homes, the shooters and their families are at work.

And on New Year's day there will emerge from these surroundings the great capes and costumes more spectacular and dazzling than ever before.

Under the guiding eye of H. Bart McHugh, director of the festival, who expects the best display ever seen here, the pageant will unwind its brightly painted trail splashed with silver and gold, red and blue, scarlet and green, to turn Broad Street into a kaleidoscope of color.

Fifteen or more clubs will march this year, all eager to win the prizes which total \$25,000. Nearly 15,000 men will fall in line and their costumes must be historically as well as traditionally correct, McHugh announced.

**LOUDON, Tenn.—(U. P.)**—Undeterred by a huge bridge overhead, the Loudon ferry, started in 1794 continues its trips across the Tennessee river here. It's rates are cheaper than the bridge toll.