

Airport Growing Too Small

Plans for Future Being Developed By City Officials

By GREG NOKES
Mail Tribune Staff Writer
Medford's municipal airport is starting to suffer from an ailment common to most large airports in the United States today—it is growing too small.

The airport has long been an object of local pride. It is the largest airport between San Francisco and Portland and boasts the finest terminal in the state, next to Portland's.

Its future seems secure. It serves the entire southern Oregon - northern California area and as long as it can meet the needs of this area, there is little danger that it will lose its status as an important link on West Coast air routes.

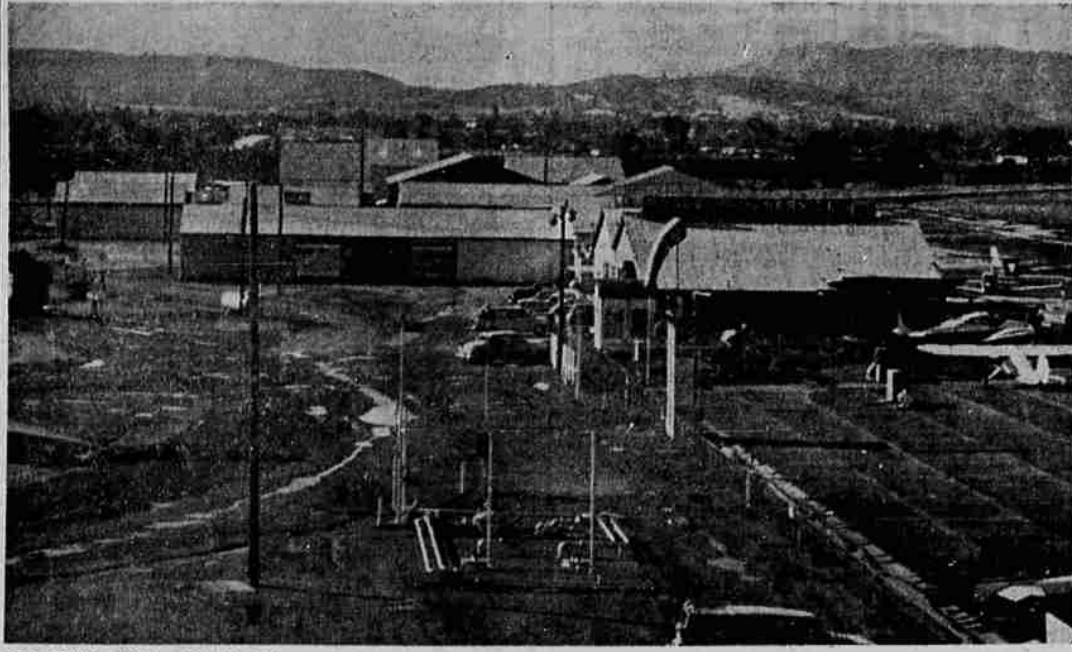
One year ago the airport was large enough to meet these needs. During the past year, however, traffic has increased at the airport to the extent that airplanes are having difficulty finding adequate places to park.

Runway Extension

There is also a threat that unless the main runway is extended, the airport will not be able to accommodate the medium-range jet aircraft that the commercial airlines will eventually want to use here.

Airport Manager Gil Gutjahr and the city administration are taking steps that they hope will alleviate the crowded conditions, and will prepare the airport to meet the expanded needs of the future.

An automobile parking area has just been completed and will be open soon; plans for an additional tie-down (air-



CRAMPED FOR SPACE—Private hangars at Medford's municipal airport are crowded together north of the main terminal. Several new hangars were erected this year bringing to 17 the total number of hangars now in this area. Airport Manager Gil Gutjahr said plans are being made to provide for additional hangar space in an area south of the main terminal.

plane parking) area are being drawn up; and the city is considering expanding the space that will be available for hangar construction.

An application was submitted to the Federal Aviation Agency a year ago seeking aid in extending the main runway. However, no word has been received on the application's progress and Gutjahr says the hopes of getting this aid in the near future appear dim.

Plans for Extension

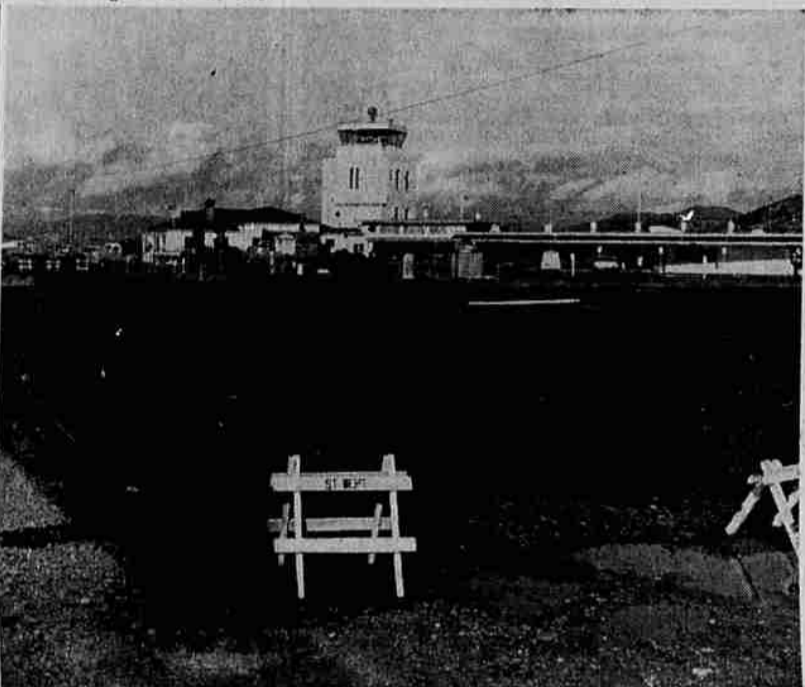
Plans are to extend the main runway 3,750 feet to the north. The existing runway is 5,417 feet long. Cost of this extension and adjustment of related facilities is estimated at \$1,618,000.

Gutjahr points out that the airport is presently large enough to accommodate any plane that it would now be economically feasible for the airlines to want to use here. These include the Convair and the F-27 prop-jet.

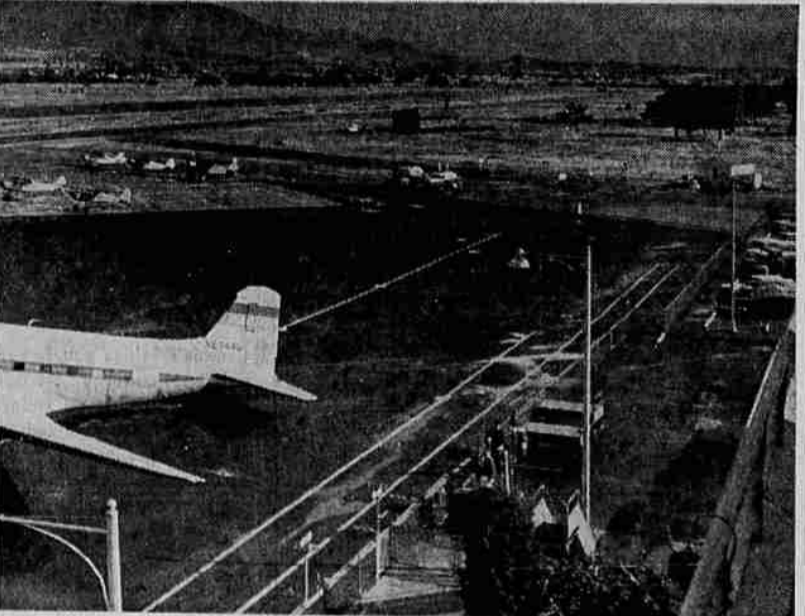
However, as the traffic increases and economic importance of this area grows, the airlines will want to use the medium-range jets here on a regular basis. These would include such planes as the French Caravel.

The proposed extension would make the runway long enough to handle these jets, but it is essential that federal aid be obtained if this extension is to be financed, according to Gutjahr.

The federal government would not pay all of the cost,



NEW PARKING—During the past year the city has constructed an additional parking area in front of the main terminal that will be able to accommodate some 60 vehicles. The addition to the airport of this parking area will alleviate a critical shortage of parking space for cars. All that remains to be done on the above area is striping before it will be opened.



EXPANDS TO SOUTH—Needed facilities at the municipal airport will be erected in the area pictured south of the main terminal. Plans are to provide for a new tie-down area there, additional hangar space and an expanded apron area for commercial planes.

he said, pointing out that assistance granted by the government to airport projects averages about 44 per cent of cost. There is also the possibility of obtaining some state aid, he added.

However, this will leave a sizeable chunk of money to be raised by the city. Airport revenue last year was just over \$50,000—not nearly enough to finance extension of the runway. The city's share will probably have to be raised by bond issue.

Gutjahr holds little hope that the FAA will act on the city's application this year, because it is almost out of funds to allocate cities under the airport assistance program. It will require an act of Congress to provide additional funds, he said.

The problem caused by the crowded conditions at the airport was brought out at Thursday night's council meeting during consideration of applications for two new airport tenants.

Brian Douglass, owner of the Rogue Flying service, said the lack of tie-down facilities at the airport has already reached the "critical" stage.

He also added to the crowded conditions at the airport. The three airlines that serve the local airport—United, Pacific and West Coast—have a cumulative total of 12 flights landing at and 12 flights tak-

ing off from the airport per day. Pacific and West Coast have further compounded the problem by using the airport as a terminus and starting point for one flight each and both of them have a transport plane parked overnight at the airport.

The only available place to park these planes has been just south of the gate entrances to the main terminal. However, four tie-down spaces for small aircraft, located in front of this area, make it difficult for the big planes to maneuver into this improvised parking area and Gutjahr feels it may be necessary to eliminate these tie-downs.

Importance Noted
The importance of the aircraft to commercial airlines is shown by the fact that there can be as many as five airplanes wanting to load and unload passengers at one time.

To meet this increased use, the airport has added an additional gate for loading and unloading passengers, making a total of five gates, but there is need for even a sixth.

A proposed extension of the gate area and apron space to accommodate parking by the larger planes, has been given high priority by the airport management. This extension would occur to the south of the terminal.

The increased use of the airport is evidenced by the fact that 22,526 civil flights were recorded at the airport during the first six months of 1960, compared to 22,470 recorded during the first six months last year.

Greater Increase
Commercial flights have shown an even greater increase with 5,166 flights recorded during the first six months this year, compared to 4,330 flights during the same period in 1959.

Other capital improvements having immediate priority are field fencing (portions of the field are not now fenced in); a helicopter landing pad; purchase of a \$16,500 wind indicator to replace the existing worn-out one; and an emergency power plant.

Another high priority project is enlargement of the space available for hangar construction. There are now 17 hangars, some accommodating more than one plane, grouped together to the north of the main terminal.

Gutjahr said plans are to develop about eight "T" hangars, also south of the terminal. Each of these hangars would be capable of accommodating about 10 planes.

Following extension of the runway, the second "major" capital improvement project

Oregon State Head To Retire in 1961

Corvallis - (UPI) - Dr. A. L. Strand, 66, President of Oregon State college since 1942, announced Friday he will retire effective next Sept. 1 to accept a position with the State Board of Higher Education. Strand's new duties will be announced at the board's next meeting in Monmouth Oct. 25.

Strand, who reached the faculty retirement age last year, has been on a yearly basis as OSC president since that time.

Starts in 1942
The resignation was announced early so that a successor to Strand can be named before the 1961-62 school year. An OSC faculty committee will nominate presidential candidates and submit their names to the State Board of Higher Education through Chancellor John R. Richards, administrative officer to the state board.

Dr. Strand came to OSC in 1942 after serving five years as president of Montana State college. He was the first Montana State alumnus to become president of the school.

Strand, OSC's 10th president, will have served the third longest term of any president at the school, and will be short about a month of completing 19 years at the Corvallis institution.

During Strand's tenure at OSC several additions were made in the school's curricular program. Oregon State has added a degree in business and technology, established Navy, Army and Air Force training programs, added a physical education major in the school of education, established a natural resource, oceanography and statistics departments, and this year for the first time OSC was authorized to grant liberal arts degrees in the schools of humanities and social sciences.

Built in 1954, the terminal is now "just right" according to Gutjahr, but it is anticipated that it will need to be expanded by 1964.

A preliminary plan, Gutjahr said, would be to add two stories south of the existing terminal. This additional space would provide for an expanded lobby, an air freight area and office space for federal use. Public restrooms, a new restaurant and lounge, have also been suggested for inclusion in the terminal expansion.

The addition of the new parking area, able to park approximately 60 cars, is expected to provide adequate auto parking facilities until the year 1964-65.

Gutjahr explained that these improvement projects can be done only as the funds are made available. Some would be financed by the city alone and some would be done with federal and state aid, if possible.

Although all of these projects, and several others, are listed as being needed between now and 1965, there is little possibility that all will be done by then, he said.

Gutjahr is confident that the importance of the airport, both to commercial and private airplanes, will steadily increase and he feels that the proposed improvements would make the airport ready for this increased importance.

Need for Counselors Noted by Official

Portland - (UPI) - Dr. Daniel D. Feder, president of the American Personnel and Guidance association, said here Friday that the shortage of qualified student counselors in the nation's schools is critical.

Dr. Feder, on the faculty at Denver university, spoke to a meeting of counseling representatives from throughout Oregon.

Dr. Feder said that approximately 28,000 counselors were employed in secondary schools at the present time and that about half of this number were certified.

He indicated the present need was about 71,000 counselors.

RAIL SPOKESMEN MEET

Washington - (UPI) - Labor Secretary James P. Mitchell conferred with railroad union and management spokesmen Friday on his proposal for an impartial commission to study alleged union "featherbedding" and work rules changes. Both sides agreed to continue discussions with Mitchell on Oct. 17.

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