

By ROBERT J. SERLING
UPI Aviation Editor

WASHINGTON (UPI) — Colossal and controversial Dulles International Airport is winding up its first year a long way from success. It is, however, a lot further away from being the flop its critics predicted.

That sums up the first anniversary of the federal government's \$110 million monument

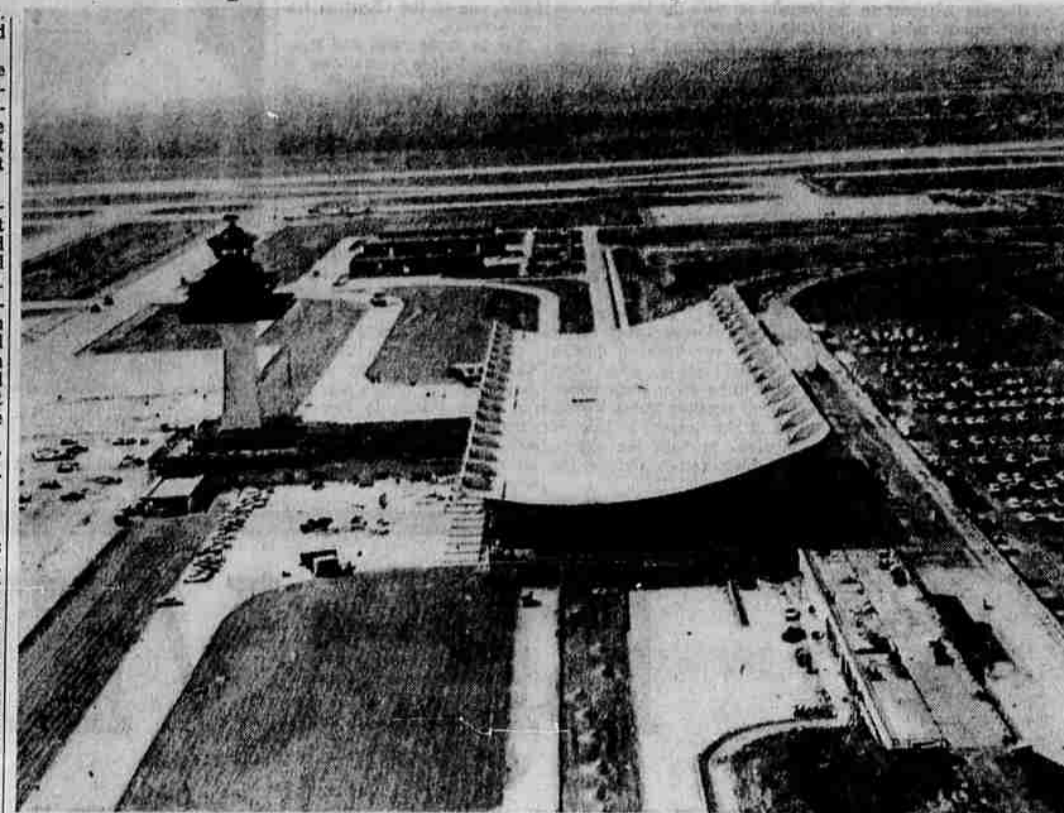
to the jet age, dedicated Nov. 17, 1962, and loudly castigated both before and since.

Dulles was built to provide the nation's capital with a jet-age airport, despite the protests of neighboring Baltimore that its own Friendship Airport was adequate for the area's jet needs.

The federal government's reason for building Dulles was not because of an immediate need for a new airport in the capital area, but to meet future needs.

In its first 12 months, 650,000 passengers have flown in and out of Dulles. The Federal Aviation Agency (FAA), which administers the airport, had hoped for about 800,000. In that sense, Dulles has failed to live up to expectations.

But new airports traditionally have been slow to attract traffic.



DULLES INTERNATIONAL AIRPORT—This aerial picture (left) and nearly-finished main terminal of John Foster Dulles International Airport at Chantilly, Va. (UPI)

to park up to a mile away from the terminal building, the airlines have saved thousands of dollars in fuel costs. Exactly how much is unknown, but it costs \$100 a minute to taxi a jet. This undoubtedly has offset the \$8.35 the airlines are charged for every lounge trip.

Attractions Visitors

Dulles also has become, to a lot of people's surprise, one of the capital area's biggest tourist attractions. More than one million persons have visited Dulles since it opened, purely in a sightseeing capacity.

Dulles has been praised by virtually every pilot who has used it. The enormous runways and modern navigation aids and runway lighting make it a dream airport for the flier.

Criticism of Dulles centers largely on ground transportation, and Dulles officials freely admit there has been some justification. The gripes are:

— Too long a ride between the center of Washington and the airport. It is quite a ride—an average of 43 minutes. But the official running time between downtown Washington and Friendship is 50 minutes. Dulles may seem longer because the route is almost completely through wide-open country with little to see. And there is little doubt that many air travelers have been spied by the proximity of National Airport to the city — about 15 minutes at the most.

Inadequate Service

— Inadequate limousine service. Limousines meet every incoming flight, but one difficulty is that many passengers have a habit of sightseeing when they arrive and often miss the bus. They must either wait for a special one to be sent out for the stragglers or take a taxi — at \$11. But FAA officials think as traffic increases at Dulles, ground transportation will improve accordingly.

Concessionaires at Dulles complain that business is too slow. For some, it probably is. Only a few are making money. But G. Ward Hobbs, FAA's top airport official, says only one has asked for a rent adjustment. He also points out that bidders for space at the airport were warned business volume would be slow until Dulles grew.

Financially speaking, Dulles' own income from all sources has just about matched preliminary forecasts for the first year. For fiscal 1963, the airport's budget estimated income at \$1.1 million. The total was only \$10,000 under that.



SALES ENGINEER — A. C. Kobold, above, is industrial sales engineer for the California-Pacific Utilities Company, a position he has held since he joined the firm in March, 1962. Prior to that, he held a similar position with the Gas Service Company in Kansas City, Mo. He also was employed by a gas utility in Omaha, Neb. His 12 years of experience has given him an opportunity of working with almost every type of application of this fuel to industrial and commercial uses. He attended Texas A and M University and Creighton University.

Fights For Business

The truth is that Friendship's aggressive fight to keep its business has played a major role in keeping Dulles traffic down. The City of Baltimore spent \$50,000 on a "Use Friendship" campaign — ranging from radio and television commercials to bumper stickers. Some Baltimore firms have even told employees their travel expenses will not be paid if flights are boarded at Dulles.

"Frankly," said one top airline executive, "we'd get better passenger loads out of Dulles than Friendship because it's more convenient for the majority of our Washington passengers. But we can't afford to alienate Baltimore and we try to walk a tightrope between the two airports."

There is another reason why there has not been a mass exodus of jet service from Friendship to Dulles. The Maryland airport charges aircraft 14 cents per thousand pounds as a landing fee. The government's airport, located near Chantilly, Va.

charges 30 cents per 1,000 pounds.

Considering the several factors in Friendship's favor, Dulles' traffic growth could be considered remarkable. It has captured approximately 25 per cent of Friendship's business, largely because, Dulles proved to be an efficient, well-run operation.

Dulles' mobile lounge concept, for example, was supposed to be its biggest drawback. These giant, \$250,000 90-passenger monsters were one of the new airport's most widely criticized features. Scoffers said they would be unreliable and passengers wouldn't like them.

The mobile lounges, which take passengers directly to their plane, actually have turned out to be one of Dulles' most popular features — praised by the airlines (which opposed them in the beginning) and public alike.

They also have contributed to better baggage handling. Survey after survey has shown that the majority of arriving flights at Dulles have baggage waiting for passengers when they leave the lounges — and without the necessity of lengthy hikes to baggage delivery areas. And because they enable jets

29 Per Cent of Energy Requirements Provided By Gas, Booklet Notes

Gas—one of the oldest energy sources—has undergone such growth in recent years that it now provides 29 per cent of the nation's energy requirements.

This is pointed out in a new publication, "Natural Gas, a Study in Industry Pioneering," which noted that only three decades ago the fuel was supplying but a small fraction of the nation's energy requirements.

The gas industry is a \$28 billion business which has 35 million customers using this "new" fuel for everything from air conditioning to incinerators, according to the booklet.

"But, in addition, more than 180 million people of the United States are directly or indirectly served by gas," it points out.

"The reason for this is that everyone uses every day many products manufactured or processed in some way through the thousands of applications of this versatile fuel and its by-products."

Stressed in Booklet

These facts are stressed in the booklet which is the first attempt at bringing together in a brief account all three branches of the gas industry: gas distributors, pipeline companies and producers. The publication is intended to acquaint persons interested in the industry with some of its characteristics and problems.

As recently as 1948, the booklet notes, natural gas was supplying less than one-sixth of the nation's total energy requirements. The booklet indicates this figure has grown to 29 per cent. Other leading suppliers are petroleum, with about 41 per cent, and bituminous coal, with a little over 21 per cent.

"The reason for this swift progress, of course, lies in the widespread introduction of natural gas to all areas of the nation," the booklet notes. "Natural gas has generally replaced a manufactured supply which had served the public well since the earlier years of the nineteenth century."

Emphasis on Problems

The new publication puts considerable emphasis on problems facing the gas industry, but asserts that "the ability of the natural gas industry to surmount such difficulties, as evidenced by its amazing growth since 1936, is still the best assurance that the gas industry can look forward to a bigger and broader role in the America of tomorrow."

It was stressed that what is needed most today is legislation under which a more favorable regulatory climate can be established. This should provide a workable type of producer regulation and adequate incentives to stimulate exploration for the gas reserves necessary to supply the increasing consumer demand.

Sponsors of the 48-page booklet, which is well illustrated with pictures and graphs, are the American Gas Association, the Independent Natural Gas Association of America, the American Petroleum Institute, the Independent Petroleum Association of America and the Mid-Continent Oil & Gas Association.

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Traffic Dangers on Holiday Are Noted

Some of the traffic dangers that will accompany the Thanksgiving holiday were pointed out today by Acting Medford Police Chief Clyde Fichtner as he cautioned residents to include careful planning for travel in this holiday preparations.

There will be many motorists on the highways hurrying some place for Thanksgiving dinner and the driver who starts the holiday "party" season on Thanksgiving is an added danger, Fichtner stated.

He listed several precautions motorists should take: Find out from the local weather bureau or police what the weather is like where you plan to travel; allow plenty of time to reach your destination; have car brakes, lights, tires, steering and windshield wiper equipment checked before starting and allow time for rest stops.

The officer also urged motorists to avoid returning home late at night or right after a heavy meal.

Debate Team from Area Places First

EUGENE — A University of Oregon junior women's debate team placed first in the University of Pacific Tournament last week end at Stockton, Calif.

Judy Eberhart, Ashland, and Jo Ann Johnson, Medford, in capturing the top spot, extended their winning record to 21 out of 23 debates this term.

The team of Marolyn E. Pocatello, Idaho, and Carolyn Riddle, Portland, tied with the University of Southern California for third place in the senior women's division.

The University took second place in the grand sweepstakes, losing only to the University of Southern California.

Southern California. Twenty-four colleges and universities from Oregon, California and Nevada competed in the tournament.

Also participating in the event were Gordon Zimmerman, Ft. Scott, Kan., and Bill Sweetland, Klamath Falls, who were eliminated in the quarter finals, and George Austin, Hillsboro, and Gary Simmons, Medford, who won three out of four debates.

During Thanksgiving vacation, Nov. 28-30, the 10 top UO debaters will compete with others from 13 western states at the Western States Tournament in Arcadia, Calif.

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Campaign Shows 163 Suffer Eye Ailments

HUEHUETENANGO, Guatemala (UPI) — A campaign against blindness in the Maryknoll mission area here has uncovered 163 children suffering from eye ailments.

In cooperation with the National Committee for Sight, Maryknoll priests working in the Prelature of Huehuetenango, under the direction of Bishop Hugo M. Gerbermann, N. M., of Nada, Texas, have arranged to have the operations performed in a hospital in the city of Quezaltenango.

WELCOME... NATURAL GAS

A new way of life has been introduced to the Rogue River Valley with the dedication of natural gas. This new power will mean jobs and comfortable living to many in the Southern Oregon area. Among the natural gas outstanding attributes are speed and economy. We applaud California-Pacific Utilities Company and El Paso Natural Gas Company for their vision and effort in bringing this valuable new resource to our region.

Our congratulations to California Pacific Utilities Company and El Paso Natural Gas Company for bringing natural gas to the Rogue Valley. Lingerer's is proud to have been a part of this great development. We're happy to have had equipment that could be used in laying pipe lines and we'll continue to assist in connecting the new service of natural gas to homes in this area.

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