

ROCHESTER ★ MONROE COUNTY
AIRPORT

*Formal Opening
and Re-dedication*

JUNE 21, 1953



Foreword . . .

The strength of these United States lies not only in her soil, her resources, and her people, but in the air above her. There the thunder of her great armada roars a warning—and a welcome. A warning that her freedom will not be endangered and a welcome to free people all over the world to use our air lanes for trade and world peace.

The Wright Brothers' first flight in a powered aircraft at Kitty Hawk, N. C., was the beginning of a series of exploits by individuals and groups in stirring public appreciation of aviation's contribution to America during the past half century.

Monroe County's contribution has been the design and development of the New Rochester-Monroe County Airport.

The Monroe County Board of Supervisors headed by Gordon A. Howe, Chairman, County Manager Clarence A. Smith and Francis H. Carroll, Director of County Public Works, joined hands in a driving force which resulted in the construction of the new airport. Others who contributed to the teamwork of the County Administration were the officials of the Civil Aeronautics Administration of the Federal Government, the Aviation Bureau of the State Department of Commerce, and the operating airlines including American, Capital, Mohawk and the freight lines.

The new terminal building will be fully equipped to house the offices of the operating air lines, customs, exhibition and County Personnel. It will also provide the finest dining facilities. Ample paved parking areas are provided and the grounds and entrance areas are seeded and shrubbed to make this Airport a thing of beauty and utility for many years to come.

Program . . .

10:00 A.M. The Air Field and Administration Building are open to the public.

The United States Air Force and the United States Naval Air Reserves have arranged various airplane and military exhibits for your personal inspection and welcome your visit and your questions.

11:00 A.M. Band Concert — The Veterans Park Band.

Directed by Francis Pethick

1:00 P.M. Concert by the First United States Air Force Drum and Bugle Corps.

Directed by Captain Herbert J. Gall, on flagstone terrace facing the airfield.

1:50 P.M. Demonstration by the First United States Air Force Drum and Bugle Corps.

On the loading apron on the field side of Administration Building

Prayer — By Rabbi Philip S. Bernstein, Temple B'rith Kodesh

2:25 P.M. Presentation of Colors by County Commanders of Veterans' Organizations —

DR. MICHAEL CRINO American Legion	CHARLES McCOY Military Order Purple Heart	MEYER DAVIDSON Jewish War Veterans
RUSSELL SCHUBERT Disabled American Veterans	J. MALLORY LOOS Veterans of Foreign Wars	JACOB GUBLER Army and Navy Union
GERARD BEAUCHAMP Catholic War Veterans	GEORGE STOUT United Spanish War Veterans	ROY KELLY Marine Corps League

National Anthem

2:35 P.M. Re-Dedication Ceremonies —

Presiding — Gordon A. Howe, Chairman of the Monroe County Board of Supervisors.

Invocation — by The Most Reverend Lawrence B. Casey, D.D., Auxiliary Bishop of the Catholic Diocese of Rochester.

Address — Honorable Kenneth B. Keating, Member of the United States House of Representatives from the Thirty-Eighth District.

Presentation of Plaques —

(The Board of Supervisors has approved a plan whereby friends may honor those who have made an outstanding contribution to aviation by the erection of a plaque in their honor on the Administration Building.)

In Honor of The People of the County of Monroe — By Jennings Randolph, Assistant to the President, Capital Airlines

In Honor of the people of the County of Monroe — By Curtis Potter, Sales Manager, American Air Lines

In Honor of General Edward Peck Curtis — By Brigadier-General Alfred H. Doud

In Honor of Russell F. Holderman — By Harry B. Crowley

Acceptance of Plaques — Carl S. Hallauer

Introduction of Honored Guests —

BENEDICT ADE
Architect

FRANCIS A. BOLTON
Pres. Am. Assoc. Airport Executives

J. H. CARMICHAEL
President American Airlines

BRIG. GEN. DANIEL DOUBLEDAY
Comm. Gen., Rome Air Force Base

CLAUDE B. FRIDAY
Dir. Bu. of Av., N.Y.S. Dept. Commerce

T. P. GOULD
Regional Vice-Pres. American Airlines

RUSSELL F. HOLDERMAN
Chief Pilot Gannett Newspapers

CARL W. LUTHER, SR.
Contractor

W. H. MILLER
Regional Dir. Operations, American Airlines

HON. HAROLD C. OSTERTAG
Mem. U. S. House of Rep. from 39th Dist.

BLANCHE STUART SCOTT
Noted Aviatrix

REGINALD J. SUTHERLAND
Dist. Airport Eng. C.A.A.

BURNSIDE R. VALUE
Construction Engineer

CAPTAIN THURSTON H. JAMES
Com. Off. U.S. Naval Air Sta. Niagara Falls

Remarks

Clarence A. Smith, County Manager
Francis H. Carroll, Director of Public Works
Louis B. Cartwright, City Manager, City of Rochester
Norman A. Kreckman, Vice-Mayor, City of Rochester
Major General Richard C. Lindsay, Commanding Officer Sampson Air Force Base.

Benediction — by Hugh Chamberlain Burr, D.D.

Executive Secretary of the Federation of Churches for Rochester and Vicinity.

Marching Demonstration by the Grey Knights Drum Corps of the American Legion —

Drum Major Al Tevels directing.

A Brief History

OF THE ROCHESTER-MONROE COUNTY AIRPORT

This summer Rochester will see a demonstration of the fact that, like acorns and oaks, great airports do from little airports grow.

Forty or fifty years seems a long time to very young people but as we grow older it seems much shorter. It startles us a bit to consider that only 42 years ago no airplane had ever flown over Rochester. John Frisbie made the FIRST successful flight over our city in 1911. But then it is a trifle less than 50 years ago that those two young fellows with impractical ideas, the Wright brothers, made the first airplane flight of all at Kittyhawk in December 1903.

Not many people gave serious attention to their flight of course because all sensible people knew that it was just an expensive toy, this air ship of theirs, and had no practical use. Besides everybody was much more excited about these shiny new horseless carriages that were becoming so numerous and were tearing along our roads at speeds sometimes as high as 30 miles an hour.

But the great war in 1914 discovered that airplanes could do great things and developments boomed after that. After the war planes began to be used for transporting freight and mail — and sometimes even people—who had the courage. It was on May 15th, 1918 (only 35 years ago) that the first air mail in the U.S.A. travelled from Washington to New York over a route of 218 miles long.

And in 1918 in Rochester, the Aviation Committee of our Chamber of Commerce was formed. A Flying Circus came to the city too, to boost sales in the Victory Loan.

Uncle Sam at this time announced his intention of establishing air mail service throughout the United States and wanted suitable fields for landing the planes. The Rochester Common Council on December 9, 1919 (33½ years ago) adopted an ordinance

providing for the acquisition of land for a flying base and aviation field. A level plot of ground south of Rochester on Scottsville Road was acquired. It was only 110 acres with a 66 foot roadway to Scottsville Road. The deed for the property was taken in 1921 (33 years ago) for \$71,127.61 from W. N. Britton. The City comptroller was authorized to sell bonds to pay for the land and it was named Britton Field.

Air transportation made little progress in the next few years. A few amateurs operated small planes and gave lessons in flying. In 1924 the first air mail collection was made from 2 special boxes in downtown Rochester and in 1926 (27 years ago) came the first experimental mail flight from Rochester to Cleveland.

In 1927 came real activity. In May the Lone Eagle (Col. Lindbergh) made the first non-stop flight across the Atlantic. Later he visited Rochester with the Spirit of St. Louis, the plane that had carried him on the historic flight across the ocean.

Then came the first development of Rochester's airport with the construction of Hangar No. 1, a building 80 feet by 100 feet with a lean-to for office, repair shop, storage, etc. It cost \$20,548. The construction of runways, taxi-ways and drainage was postponed for a year.

In 1927 came the first Rochester to New York passenger flight; also the first Air Week at Britton Field. At this time rules and regulations for use of the airport were set up. They provided that any airplane, airship or balloon should not be operated without a permit from the City Department of Public Works. Planes must be numbered and must have a license from the U.S. Department of Commerce. They must file a policy of insurance for at least \$2000 property damage and \$25,000 public liability for each plane. All pilots were required to have at least 50 hours of solo flying.



In 1928 the name Britton Field was changed to ROCHESTER MUNICIPAL AIRPORT and the first regular air mail flight was made with 100 pounds of mail.

On June 1, 1928, the Commissioner of Public Works reported that to date \$119,000 had been spent on construction of an entrance road to the Airport, one runway 1000 feet long, one 1500 feet long, both with 6 inches of stone base; also, lighting of hangar building, and flood lighting with a revolving beacon.

After 1928 additional work was done on runways and drainage; also Hangar No. 2 was erected.

Various contracts were let from 1927 to 1933 to improve the Field. From 1933 to 1940 Work Relief forces did a major job on the Port, such as building new, and lengthening old runways, taxiways, large hangar No. 3, water lines, sewers, etc.

From 1940 through the War years the Airport was the scene of great activity. Scheduled flights increased, and Civilian Pilot training expanded. There was also a Cadet Flight School which at one time had 1,000 students.

* * * * *

The Rochester Airport was taken over by the County of Monroe on the 1st of January 1948. A contract was entered into with SEELYE, STEVE-SON AND VALUE, Consulting engineers of New York City for the design and supervision of proposed improvements to bring the Field up to requirements of a Class 4, Express Airport. A master plan was first drawn up and received the approval of the Civil Aeronautics Administration.

The Field, at the time of County acquisition, consisted of 762 acres. Additional land to the amount of 65 acres has been acquired, bringing the total up to

827 acres, which is approximately the same size as the National Airport at Washington, D.C.

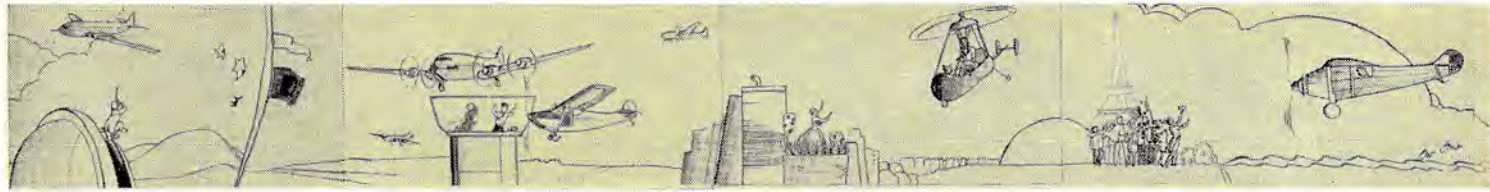
Since the County of Monroe acquired the Airport, major repairs have been made to existing roadways, parking areas, and all buildings have been re-painted. Contracts were let to the amount of \$4,649,450 the United States Government contributing 50% of this, which involved moving 1,250,000 cubic yards of earth, installing 50,000 lineal feet of pipe, the construction of a new INSTRUMENT LANDING runway 5,000 feet long and 150 feet wide; the lengthening of the north-south runway from 2,670 feet to 5,000 feet and 159 feet wide, connecting taxiways, a new field lighting system, and the construction of the new ADMINISTRATION BUILDING.

The contractors were D. W. Winkelman Co. Inc.; Bero Engineering and Construction Corporation; Fantaci Electric, Inc.; Marigold Electric Co. Inc.; John Luther and Sons Co.; William C. Barber Co.; Martin W. Utz; Betlem Air Conditioning Co.

The total cost to the County was \$3,583,531 which includes payment to the City and for additional land.

During the past 5 years, there has been a steady increase in the number of scheduled flights of commercial planes which now number 49. This total is made up of American Airlines 26, Capital Airlines 13 and Mohawk Airlines 10. The number of passengers during the month of April 1953, cleared through the Port, was approximately 20,000. With the completion of the field and the new ADMINISTRATION BUILDING, the County of Monroe now has an airport of which to be proud, one comparable to the best in this Country.

And an outstanding feature of this new, bigger and modern airport is that it is situated only 12 minutes drive from the center of the city of Rochester.



The Murals

AT THE ROCHESTER-MONROE COUNTY AIRPORT

These murals trace the history of transportation on this continent. They are conceived and executed in a spirit of good humor but nevertheless are accurate historically, and are the result of extensive research.

The technic used is designed to harmonize with and complement the beautiful furnishings and color scheme in the Administrative Building. This technic is an adaption of calligraphic line combined with careful and restrained use of solids, all in five colors which repeat the colors used in the furnishings and other elements of decor.

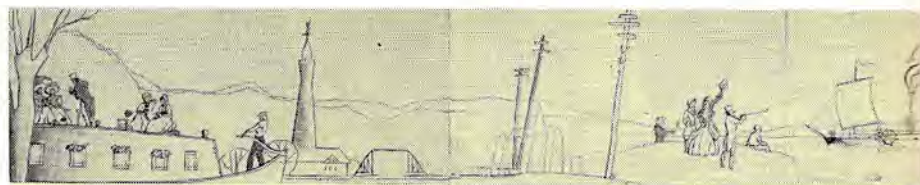
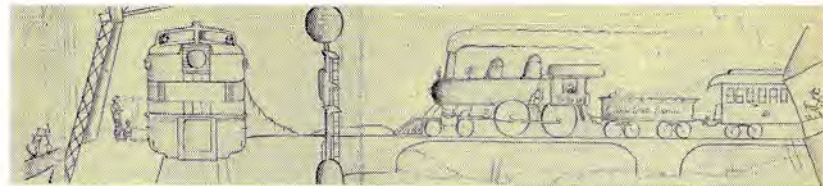
The chosen subject — History of Transportation, begins on the east wall with early transportation by horse and horse-drawn vehicles.

The north wall at its eastern end depicts some of the characters developed during the great westward migration—the frontiersman, Indian, cowboy, scout and other types of the early days of the great West. Also present is that ancestor of today's auto trailer—the prairie schooner—the Conestoga wagon.

Then is shown developments on our waterways—the steamboat of Robert Fulton whose noisy first trip up the Hudson, against wind and current, stirred enthusiasm in the educated citizens but frightened the more simple natives so badly that some of them jumped from their small craft and swam away from what they thought the work of the devil.

This section is completed with a picture of an early packet boat filled with vacationists quietly gliding through a bit of Rochester on the old Erie Canal. The chimney with Mercury atop looks down on the scene.

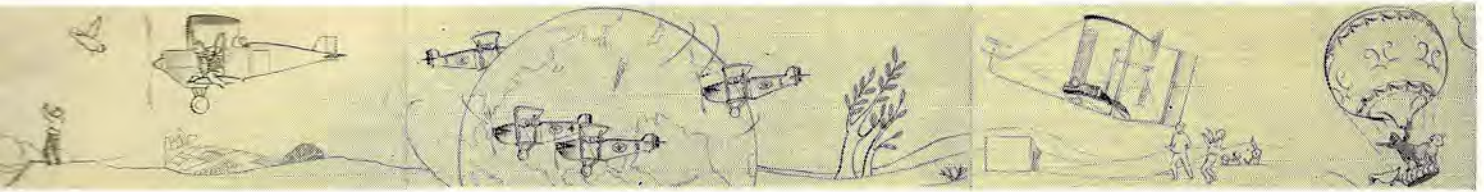
Past the huge picture windows, in the Northwest end of the North wall is a section devoted to the old trolley line to Sea Breeze; also bicycles and one



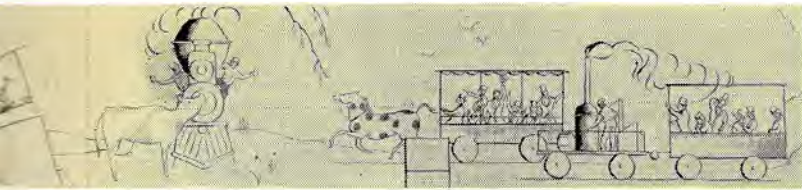
daredevil on a high wheeler takes a header over the exit sign. At the end of this section is shown one of the earlier 5th Avenue busses, familiar memory to thousands though not a part of the Rochester scene.

The West wall is given to the early days of the automobile era. The first Selden car clatters along scaring the life out of chickens and with an excited following of eager citizens. (Here also are shown some of the characters of that time all dolled up for an auto ride.)

Then is seen a grand American pastime of 40 years ago—"Cranking 'er up" at great risk to arms and accompanied by much fluorescent language. Eventually she started.



Next is a touch of comedy—the incredible ride stolen by a tramp, up the Pacific coast. He actually managed to steal the ride and was in the air before being discovered.



The next great event is the flight of the "Lone Eagle" in the Spirit of St. Louis from America to Paris—a non-stop flight in a small plane—alone. Cheering Frenchmen frantically welcome him to the city of the Eiffel Tower.



The next episode is fanciful but will probably come true—a beau calls for his lady in his new personal 'copter. She waves him welcome.



Then is shown an airport control tower with all the planes coming in on the right traffic pattern except one "Wrong-way Corrigan" who causes consternation to the men in the tower.



Next comes some of the huge passenger air liners of today, only 50 years after that first flight of 120 feet. The panel concludes with an observer atop an astronomical observatory peering in excitement at one of the great airliners already in use and wondering what comes next.



Around the corner on the West wall of the East corridor is a panel more than 50 feet long devoted to railroads. Episode No. 1 shows the race that took place between the Tom Thumb and a horse-drawn train. The horse won.

The finale to this episode is the old Stutz Bear-cat filled with the young generation in their raccoon coats bearing down on a galloping squirrel desperately trying to get away.

The long South wall—over 100 feet long—is devoted to aviation as might be expected. First is the Canson-Montgolfier balloon which made its first ascent with a rooster, a lamb and a duck for passengers. The only casualty was the duck.

Then comes the tremendous event at Kittyhawk when the Wright Brothers' heavier than air flying machine actually FLEW 120 feet, carrying a Wright brother. That was just 50 years ago.

Development came faster after that. Twenty-one years later came the first "Round the World" flight.

In the early days of railroading a big problem was the cows that refused to get off the track to let the train go by. Right near Rochester came an event that is still impressive—on a stretch of track between Rochester and Batavia, old 999, the Empire State Express made a record speed of 112 miles per hour. This record still stands for a steam locomotive and train.

As a finale we have a head-on view of one of today's speedy diesel locomotives drawing a train of the Zephyr type. Around the corner, Oscar the friendly rat thumbs his nose playfully at anyone who bothers to look for him.

The murals were executed by Marjorie Lapp, Elmer Lapp and Walter O'Brien for Clifford P. Hayes of the Hayden Company.

A Tour

THROUGH THE AIRPORT ADMINISTRATION BUILDING

The visitor or passenger arriving at the new ROCHESTER-MONROE COUNTY AIRPORT gets an immediate and definite impression that here is something really unique in airport design.

Driving up the long straight road leading in from Brooks Avenue he sees ahead of him the graceful, one story, brick Administration Building. Modern in design and apparently rather small it sits in its beautiful park-like surroundings. Nearly every visitor is amazed at the great size and spaciousness of the building when he finally enters it.

The long straight, black top road, marked by granite curbs on the sides, branches out as it reaches the building into many carefully planned roads leading to huge parking areas, baggage and freight sections of the main building.

A gracefully curved portion of the road brings the visitor or passenger quickly to a covered platform, paved with flagstones. This weather protected platform leads to the inviting glass entrance of the main area of the interior.

Here, directly in front of him are the smartly designed ticket counters of the airlines whose planes arrive and depart from this Port.

Looking around from here the visitor is impressed by the complete efficiency of the functional design of the new building; then by the way this efficiency has been clothed in gracious beauty and attractiveness.

Here is an L shaped room more than 100 feet long in its main section with the shorter part of the L another 85 feet long.

Turning from the ticket counters and looking back towards Brooks Avenue we find ourselves gazing through a huge picture window. It measures 65 feet from side to side and 16 feet from top to bottom. It frames a truly beautiful picture of the splendid park surrounding the new Administration Building.

The entire area devoted to use by the public has been furnished in Salterini wrought iron furniture chosen for its informal beauty and comfort. It makes

full use of the building so comfortable and pleasant that the visitor or passenger is sorry to leave.

The floors are of softly colored terrazo. The walls for 9 feet from the floor are of marble chosen for its soft coloring and lovely pattern. Above the marble are murals described elsewhere in this program.

Here and there about the main areas are gift shops, concessions and manufacturers' displays that are interesting and pleasing.

There is a beautiful dining room, a coffee shop and lounge where one may enjoy a delicious meal or a quick lunch equally good. One whole side of this dining area and lounge is a great glass window through which is seen all the fascinating activities attending the arrival and departure of planes. It is a place where you can spend many an interesting hour.

There is a spacious open terrace too where you may enjoy watching the activities of the air field.

The amazingly complete dining facilities, smart in design and efficient in service have been installed and are operated by the famous Sky Chef organization. It's as fine a restaurant as can be found. Many will come here just for the pleasure of dining and watching the activities of the Port.

The entire building and grounds were designed by the architectural office of Benedict Ade, Architect.

The furnishings and decorations were selected and co-ordinated by Clifford F. Hayes for the Hayden Company.

The murals were created by Elmer Lapp Associates for the Hayden Company.

The entire beautiful, efficient Air Port is placed at the service of the air-travelling public by the City of Rochester and the County of Monroe and was produced under the continuous supervision and direction of the Board of Supervisors. It was financed from current revenues and surplus funds and is fully paid for.



ROCHESTER-MONROE COUNTY AIRPORT RE-DEDICATION COMMITTEE

CARL S. HALLAUER, *General Chairman* - Executive Vice-President, Bausch & Lomb Optical Co.

GORDON A. HOWE, *Chairman* - Board of Supervisors

SIDNEY K. BACKUS, *Supervisor*
Town of Webster

KENNETH S. BARCLAY, *Supervisor*
Town of Ogden

PETER BARRY, *Councilman*
Commander, U.S.N.R.

FRANCIS H. CARROLL, *Director*
Monroe County Dept. of Public Works

CHARLES W. CARSON, *President*
Rochester Chamber of Commerce

LOUIS B. CARTWRIGHT, *City Manager*
City of Rochester

JOHN H. COOPER, *Business Agent*
Amalgamated Clothing Workers

DR. MICHAEL J. CRINO, *County Commander*
American Legion

HOWARD DALTON, *Business Representative*
International Union of Operating Engrs.

CHARLES DECARLO, *Supervisor*
Seventh Ward

SAMUEL B. DICKER, *Mayor*
City of Rochester

GENERAL ALFRED H. DOUD, *Commander*
105th A.A.A. Brigade, N.Y. Nat'l. Guard

J. ALLAN DOYLE, *Executive Secretary*
Rochester Convention and Publicity Bureau

WILLIAM A. FAY, *Vice-President*
Stromberg Carlson Co.

RAYMOND GOFF, *Supervisor*
Chm. of Public Works and Planning Com.

EDWIN C. HOUTERS, *Manager*
Rochester-Monroe County Airport

RAYMOND J. LEE, *Supervisor*
Town of Perinton

J. MALLORY LOOS
County Commander, V.F.W.

DANIEL E. MACKEN, *Supervisor*
Twelfth Ward

MRS. ARTHUR J. MAY

PAUL MILLER, *Editor and Publisher*
The Gannett Papers

T. CARL NIXON, *Att. and Counsellor at Law*

HUBERT OBERLIES, *Construction Engineer*

BRUCE PERCY, *Commander*
American Legion, Dept. of New York

VAL H. RAUBER, *Supervisor*
Fifth Ward

MRS. GEORGE C. SCHLEGEL

CLARENCE A. SMITH, *County Manager*
County of Monroe

MRS. SAMUEL J. STABINS,

JOSEPH F. TAYLOR, *President*
Bausch & Lomb Optical Co.

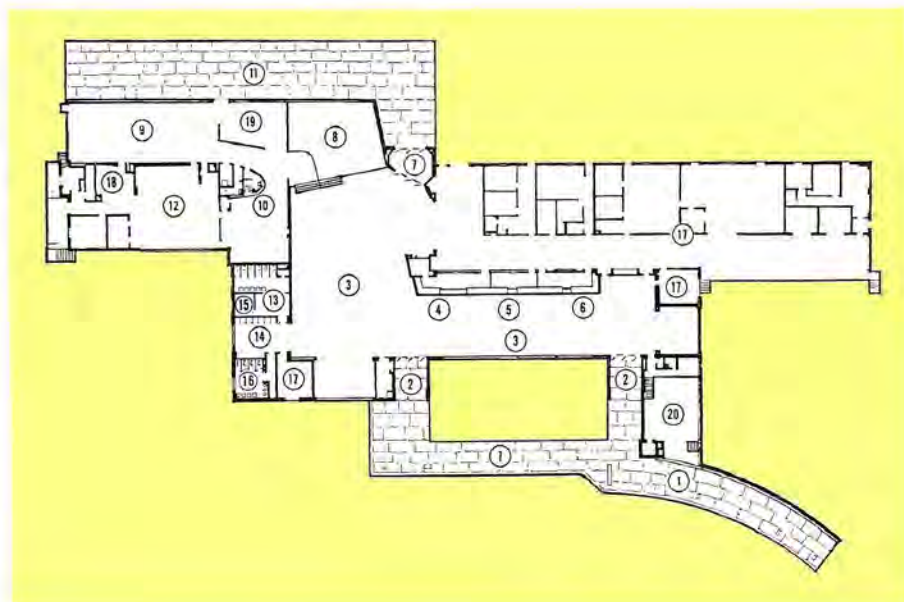
MRS. JOHN L. WEHLE

J. LEE WILES, *Clerk of Board of Supervisors*

PHILLIP C. WOLZ, *Director of Plant Security*
Eastman Kodak Company

HERMAN G. WORDEN, *Supervisor*
Town of Parma

- 1 Taxi and auto, covered terrace
- 2 Entrance
- 3 Main Lobby
- 4 American Air Lines — Tickets
- 5 Mohawk Airlines — Tickets
- 6 Capital Air Lines — Tickets
- 7 To Planes
- 8 Waiting Area
- 9 Sky Chef Restaurant
- 10 Sky Chef Counter Lunch
- 11 Great Covered Porch
- 12 Sky Chef Kitchens
- 13 Women's Powder Room and Toilets
- 14 Public Telephones and Lockers
- 15 Nursery
- 16 Men's Wash Room and Toilets
- 17 Offices and Air Operations
- 18 Plane Food Preparation
- 19 Lounge
- 20 Boiler Room



Thank You...

The Board of Supervisors of the County of Monroe wishes to express its appreciation to the Re-Dedication Committee of the Rochester-Monroe County Airport, for their time and effort so generously given. Acknowledgement is made to the Bausch and Lomb Optical Company for making possible the appearance of the First United States Airforce Drum and Bugle Corps.

GORDON A. HOWE — *Chairman*
Supervisor, Town of Greece

ARTHUR LOCHTE
Supervisor, 1st Ward

RALPH ANNECHINO
Supervisor, 2nd Ward

LEO T. MINTON
Supervisor, 3rd Ward

CLIFTON H. TARRANT
Supervisor, 4th Ward

VAL H. RAUBER
Supervisor, 5th Ward

ROBERT AVERILL
Supervisor, 6th Ward

CHARLES DECARLO
Supervisor, 7th Ward

WILLIAM J. BECKLER
Supervisor, 8th Ward

JOHN P. DECESARE
Supervisor, 9th Ward

JOSEPH KAUFMAN
Supervisor, 10th Ward

FRANK J. LAWRENCE
Supervisor, 11th Ward

DANIEL E. MACKEN
Supervisor, 12th Ward

GEORGE A. JAMIESON
Supervisor, 13th Ward

THEODORE F. METZGER
Supervisor, 14th Ward

SAM PIAZZA
Supervisor, 15th Ward

JAMES G. D'AMICO
Supervisor, 16th Ward

ALVIN GROSSMAN
Supervisor, 17th Ward

WILLIAM E. FRANK
Supervisor, 18th Ward

WILLIAM T. NOLAN
Supervisor, 19th Ward

AL B. FRANK
Supervisor, 20th Ward

NORMAN H. SELKE
Supervisor, 21st Ward

GORDON DUERR
Supervisor, 22nd Ward

SYDNEY F. HAYWOOD
Supervisor, 23rd Ward

FRANK M. HEMMERICH
Supervisor, 24th Ward

LEONARD A. BONIFACE
Supervisor, Town of Brighton

THOMAS B. STECKEL
Supervisor, Town of Chili

CHARLES M. JONES
Supervisor, Town of Clarkson

ELBERT D. FINCH
Supervisor, Town of Gates

BURTON H. COTTER
Supervisor, Town of Hamlin

ALMON C. KRAMER
Supervisor, Town of Henrietta

WALTER G. LAUTERBACH
Supervisor, Town of Irondequoit

HARLAND P. MOFFITT
Supervisor, Town of Mendon

KENNETH S. BARCLAY
Supervisor, Town of Ogden

HERMAN G. WORDEN
Supervisor, Town of Parma

HAMILTON C. KING
Supervisor, Town of Penfield

RAYMOND J. LEE
Supervisor, Town of Perinton

EDWARD D. SEWARD
Supervisor, Town of Pittsford

HAROLD H. EMBLING
Supervisor, Town of Riga

RAYMOND GOFF
Supervisor, Town of Rush

HAROLD W. NELSON
Supervisor, Town of Sweden

SIDNEY K. BACKUS
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ARTHUR M. TORPEY
Supervisor, Town of Wheatland

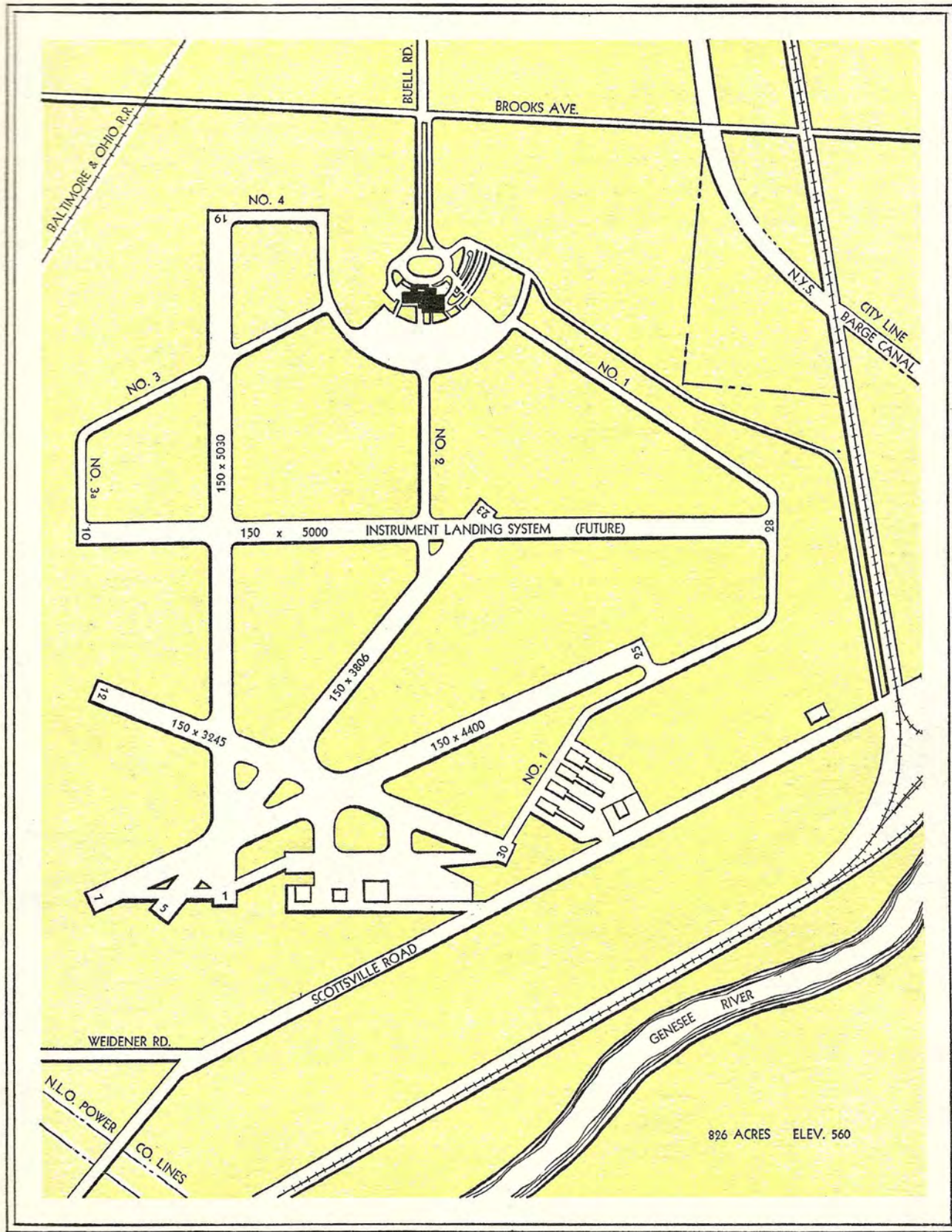
Clarence A. Smith, County Manager

Francis H. Carroll, Director of Public Works

Joseph B. Boyle, Legal Adviser

Edwin C. Houters, Airport Manager

James L. Wiles, Clerk of the Board of Supervisors



Map of the entire field, Rochester-Monroe County Airport

