

Dedication

**KANAWHA
AIRPORT**

November 3, 1947







THE STORY OF KANAWHA AIRPORT

“Charleston must create an airport where none was ever intended to be — it must go to the hilltops.”

That was the astonishing and awesome conclusion of a group of men who for a year had sought a location for a new airport for West Virginia’s Capital City.

And amazingly enough, that was also their unanimous recommendation.

The year was 1939.

“Impossible,” said the scoffers.

But undaunted and unafraid, and confident that their proposed “solution” to the problem was wise and proper and that the people of the community and county would support the proposition, this group of far-sighted business leaders, who had “fathered” the development of private and commercial aviation in this area, dreamed on, and pushed ahead.

Their job, they knew, was to sell an idea—an idea that some thought of then as only a fanciful dream.

But these men of vision and imagination knew what they were doing. They enlisted the aid of city and county officers, of Chamber of Commerce leaders, of financial experts, and of the press and radio. They went ahead with the

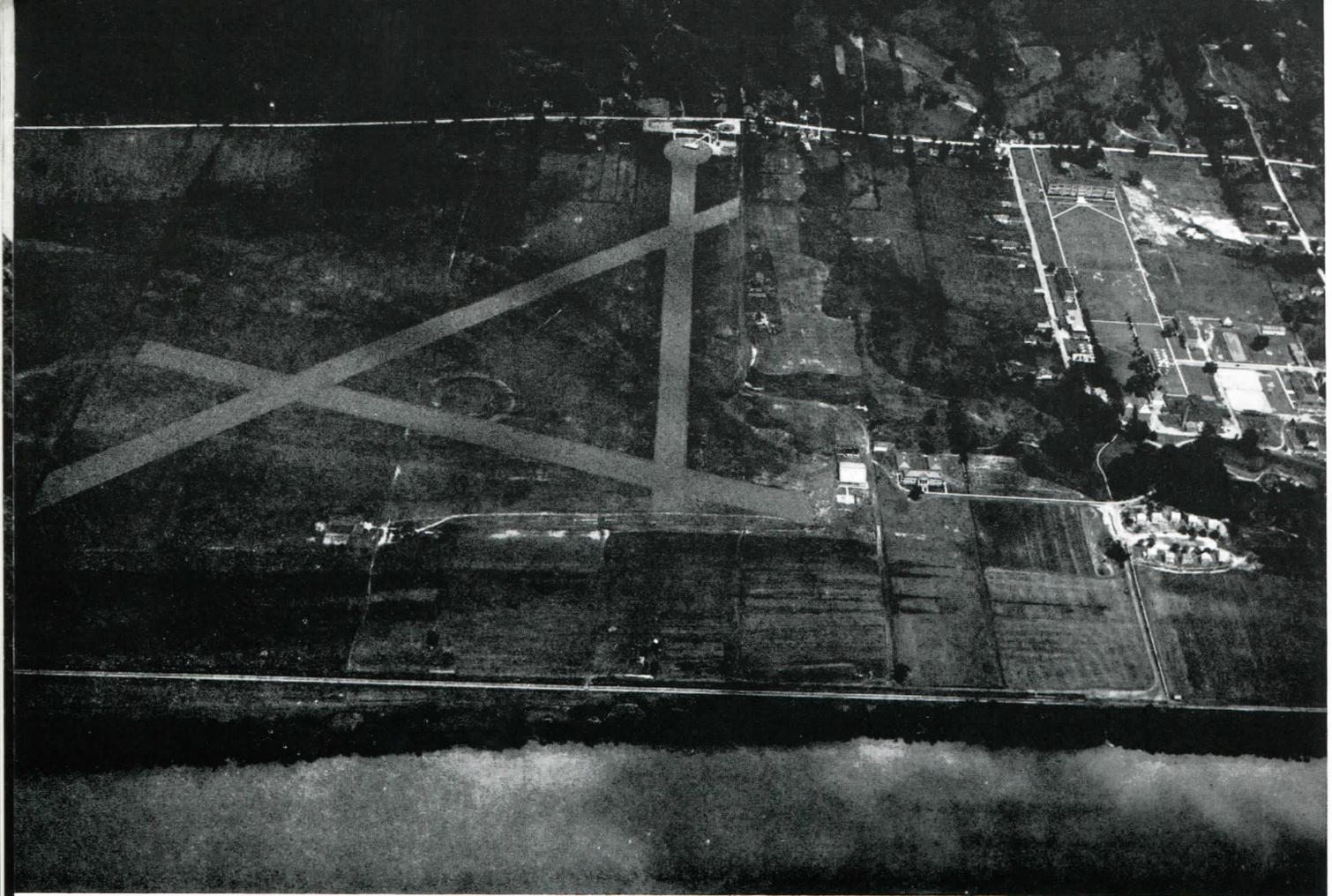
necessary planning. And as the project took shape and gradually developed until it was finally realized, they overcame obstacles that at times must have seemed insurmountable. As the months and years went by, there were the problems of bond issues and elections, of the sponsorship of projects, of federal aid, of contracts to let, of construction difficulties, of countless delays, and war-time shortages.

But today, this “fanciful dream,” representing to date an expenditure of six million dollars, becomes reality.

With the formal dedication of Kanawha Airport—“on the top of the hills where none was ever intended to be” — Charleston once again assumes its rightful place in the nation’s field of commercial aviation. To citizens of Kanawha County, and much of southern West Virginia, the opening of this airport means that air transportation facilities equal to those offered by any city in the country regardless of size will now be available here.

Almost 20 years have gone by since Charleston first became “commercial-aviation conscious.”

In 1929 the City Council of Charleston, under the leadership of the then Mayor, W. W. Wertz, purchased a site at Institute, six miles west of the city, naming it Wertz Field.



The first airport, Wertz Field, at Institute

After purchasing the site, however, the city administration found that it lacked sufficient funds to develop and operate an airport, and in 1930 leased the land to a group of local business men. This group, composed of Harold B. Shadle, David M. Giltinan, C. H. Hetzel, Harold Moore, Howard Mays, and the late P. D. Koontz, formed a corporation known as West Virginia Airways, Inc., which raised \$50,000 by stock subscription, and thus was able to provide commercial aviation facilities for the ensuing twelve years. On July 4, 1930, Wertz Field was dedicated. Later, with the help of federal funds, a large administration building was completed and dedicated.

By 1933, West Virginia was one of but two states in the Union which did not have airmail service. In October of that year, another milestone in Charleston's aviation history was reached when American Airlines was awarded an airmail

route, and opened passenger service between Washington and Chicago, via Charleston, serving the intermediate cities of Elkins to the East, and Huntington, Cincinnati, and Indianapolis to the West.

Two years later, Pennsylvania Central Airlines (now Capital Airlines) established a branch route passenger service between Charleston and Pittsburgh.

But the struggle to stay on the "air map" was not yet ended.

The established air carriers all over the nation were adopting larger and larger passenger ships, and in 1937, when the 21-passenger DC-3's were placed in operation, American Airlines served notice on Charleston that it would be forced to discontinue service at Wertz Field because it was considered inadequate for the safe operation and landing of the larger planes.

Again, the city's aviation leaders faced the emergency. Their concerted efforts and vehement protestations won an agreement from American that it would continue service along the route, using the smaller DC-2 planes.

As a result, service was continued at Wertz Field by both American and PCA until May 12, 1942, when the field was closed after the federal government had blocked the approaches by the first plants of the great synthetic rubber industry, one of the war necessities.

Even before the war emergency brought final discontinuance of the first airport, the city's aviation leaders had been shocked into the realization that their once-proud airfield, which at the time of its dedication was considered among the best in the East, had already become obsolete as a landing place for the big, modern aircraft. It was apparent that as the aircraft industry brought out larger and more modern ships, the airfield would ultimately become useless for commercial purposes.

Leaders in the Charleston Chamber of Commerce were quick to recognize that new airport activity was immediately necessary.

A committee from the Chamber, comprised of David M. Giltinan, D. N. Mohler, the late D. C. Kennedy, Charles E. Hodges, Fred Alley, and the late J. B. Pierce, was appointed to conduct a sur-

vey of airport needs and to make a thorough study of possible airport sites within a 50-mile radius of the city.

This committee spent a year during which members actually examined, on foot, by car, and from topographical maps, dozens of possible sites in Kanawha and adjacent counties.

Their conclusion, at the end of the year's work, was that the valley floor offered no suitable site that would provide for Charleston a modern airport with runways and overall dimensions of sufficient size to meet the valley's increasing needs and keep step with the aviation industry as it grew.

Thus was born the recommendation that "Charleston must create an airport where none was ever intended to be—that is, on the hill-tops."

The committee realized that if Charleston was to have a modern airport, it would have to be built the hard way, both physically and financially.

Committee members, who had consulted with numerous aviation experts, unanimously agreed that even with the expenditure of a large sum of money, Wertz Field (which at that time had not yet been selected as the site for the synthetic rubber development) still would be able to provide only limited service.

The first earth is moved October 18, 1944, as officials stand by. Left to right: W. F. Ficklen, Robert G. Kelly, Mont L. Cavender, county commissioner; Fred C. Alley, director of the airport section; Lt. Col. Harry Pockras, U. S. consulting engineer; James G. Carper, county commissioner; Jack Hilton, West Virginia traffic manager of the Pennsylvania-Central airlines; Dean P. Reed, Stanley C. Morris; Carl Calvert, county court president; Charles E. Hodges, of the Charleston Chamber of Commerce.



The committee also was unable to find any site on the valley floor within 25 miles of the city which could be developed into an airport of unlimited operations.

Financial support for an airport outside of Kanawha County would likely be frowned upon by local citizens, they reasoned.

Then came the amazing decision: "Let's build it on the hilltops."

It would be expensive, they knew, but a hilltop location near the city would offer the type of service desired and necessary, and, they felt sure, would receive the financial backing of all Kanawha County citizens.

That year — 1939 — the present site, then known as Coonskin Ridge, was suggested to the committee by Harry Campbell, city engineer, and Fred Alley, a committee member who also was airport manager for West Virginia Airways, Inc. The committee examined the location, approved it, and requested the city engineer to make a preliminary survey and create sketches therefrom to show the possibilities of development. This work was carried out under the direction of Louis Hark, assistant city engineer, who made a complete topographical survey of the area and laid out plans for runway development. Aviation con-

sultants were then called in to examine the map and a number of them were taken to the site to study it. By all, it was considered an ideal spot for an "upstairs" airport, although all agreed that the huge undertaking would be an expensive one.

City engineers next prepared a suggested project calling for the construction of three 4,000-foot runways and a fourth runway of 3,400 feet. Specifications and drawings were prepared and the proposal was submitted to the Works Projects Administration of the federal government, with the offer of the city to provide the site if the WPA would construct the airport, the estimated overall cost at that time being \$2,750,000. This plan was rejected by WPA on the ground that the contribution of the sponsor was disproportionate to the total estimated cost of the project.

The city had no levies available to support a bond issue by which a more substantial contribution might be made. It thus became apparent that the undertaking was too big to be financed through the municipal government and that it should be transferred to the County Court to be made a county project with the full financial resources of the county back of it.

This proposal was made to the County Court and to the city administration of Charleston by the Charleston Chamber of Commerce, and, at a

More than 160,000 cubic yards of stone and earth stood where the administration building is now located.



luncheon meeting in 1940, at which officials of the city administration, members of the County Court, and members of the Board of Directors of the Charleston Chamber of Commerce were present, such a plan was agreed to.

Shortly thereafter, the Charleston City Council, under the administration of Mayor D. Boone Dawson, by formal resolution, agreed to relinquish the airport development program to the county and pledged the full assistance of the city government to the County Court in accomplishing the huge undertaking. The plan was accepted by the county with this understanding.

In 1941, the County Court submitted to the voters of the county a bond issue in the sum of \$1 million, which was ratified by an overwhelming majority. An active program to enlist federal aid was then begun.

By this time, however, the federal government had become engaged in a huge national defense program with corresponding restriction of federal aid except to those projects certified as essential to national defense. The Pearl Harbor attack and the subsequent involvement of the United States in World War II intensified this situation.

For Charleston, the fateful climax came when Wertz Field was closed on May 12, 1942, at which time the approaches to the municipal airport at Institute were completely blocked by the federal government's synthetic rubber installations.

Charleston was thus shut off entirely from all commercial aviation service after 12 years of uninterrupted operation.

When efforts to obtain federal aid throughout the remainder of 1942 and the Spring of 1943 proved unsuccessful, the then president of the County Court, W. T. Brotherton, proposed that a new bond issue of \$3 million be submitted to the people, superseding the first \$1 million bond issue which had not been used, in order that the county might proceed with the development of an airport without waiting for federal assistance.

At an election held in November, 1943, the new and larger bond issue was approved by an overwhelming ratio of 22 to 1.

The firm of Whitman, Reardon & Associates, of Baltimore, Md., was retained to prepare a master plan, and the County Court proceeded by condemnation and negotiation to acquire title to the Coonskin site.

In June, 1944, the bonds were sold, and immediately following, bids were advertised for such portion of the work as could be included within the then available funds. Bids were opened in September, 1944, and a contract calling for the "first stage" of the airport was awarded to the Harrison Construction Company of Pittsburgh. This "first stage" included approximately five-eighths of the total grading, sufficient to permit the construction of two runways and their completion to a point where at least some degree of commercial air service could be resumed.

On October 18, 1944, ground for the construction of Kanawha Airport was first broken by the Harrison Company, and work proceeded continuously thereafter until the grading was completed in May, 1947.

In the meantime, however, Chamber of Commerce representatives who had so determinedly promoted the project, appeared in May, 1945, before a sub-committee of the United States Senate's Appropriations Committee and following the aggressive leadership of West Virginia's two U. S. Senators, obtained from it a recommendation for a direct federal appropriation of \$2,750,000 with which to supplement the local effort toward the completion of the airport. This appropriation was subsequently approved by the Congress, and by negotiation, the remainder of the grading was merged into the original contract of the Harrison Construction Company, thus enabling the work to continue without interruption.

The construction project itself was considered by engineers to be one of the most stupendous undertakings of its kind ever attempted in the world.

(Continued on Page 11)



Proposed Administration building.

PROGRAM

Kanawha Airport Dedication Ceremonies

NOVEMBER 3, 1947

CHARLES E. HODGES, *Presiding*

NATIONAL ANTHEM

Bands of Charleston and Stonewall Jackson High Schools

INVOCATION

Dr. Leonard Riggleman, President, Morris Harvey College

PRESENTATION OF HIS EXCELLENCY

Clarence W. Meadows, Governor of West Virginia

BAND MUSIC

PRESENTATION OF THE PORT

Theodore P. Wright, *Chairman*, Civil Aeronautics Administration

ACCEPTANCE

County Court of Kanawha County

Carl C. Calvert, *President*

James G. Carper, *Commissioner*

Mont L. Cavender, *Commissioner*

Response by Mr. Calvert

BAND MUSIC

RESPONSE FOR AIRLINES

Robert Love, *President*, All-American Aviation, Inc.

Ralph Damon, *President*, American Airlines, Inc.

J. H. Carmichael, *President*, Capital Airlines (P-CA)

Capt. E. V. Rickenbacker, *President*, Eastern Air Lines, Inc.

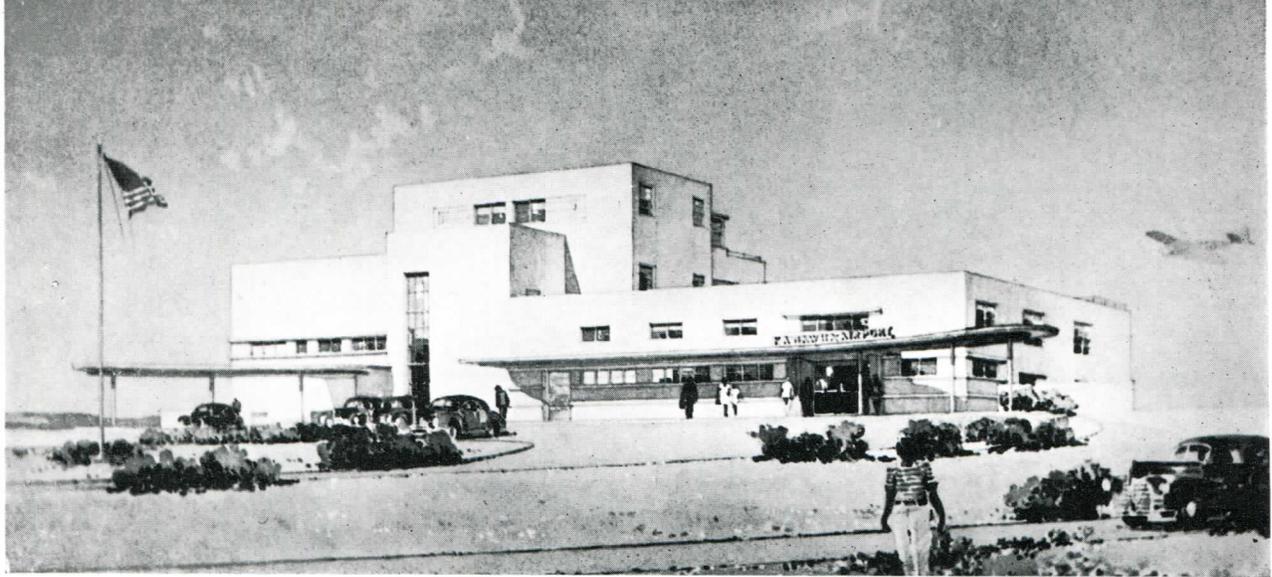
T. H. Davis, *President*, Piedmont Aviation, Inc.

BAND MUSIC

INTRODUCTION OF DISTINGUISHED GUESTS

BAND MUSIC

AIR SHOW



Car approach to proposed Administration building.

THOSE WHO BUILT KANAWHA AIRPORT

MEMBERS OF THE COUNTY COURT OF KANAWHA COUNTY

CARL C. CALVERT, *President*

MONT L. CAVENDER

J. G. CARPER

DALE G. CASTO, *Attorney for the Court*

FRED C. ALLEY, *Construction Representative of the County Court*

W. T. BROTHERTON, *Former President of the County Court*

CITIZENS ADVISORY COMMITTEE NAMED BY COUNTY COURT

R. C. ANDREWS

D. BOONE DAWSON

P. D. KOONTZ*

J. V. SULLIVAN

E. L. BAILEY

G. H. ELLIS

C. M. LEWIS

L. W. SYDNOR

ALBERT BONHAM*

W. F. FICKLEN

D. N. MOHLER

F. A. THOMAS

W. T. BROTHERTON

MARLIN GEIGER

HENRY OAKES

T. C. TOWNSEND

A. W. COX

D. M. GILTINAN

FRED OSBORNE

G. W. VAN HORN

GEORGE COYLE

C. E. HODGES

DEAN P. REED

IRVIN WILDMAN

ROGER CREEL

F. F. HYRE

L. D. REYNOLDS*

JOHN WOODRUM

R. G. KELLY

LESTER RIDENAUR

EXECUTIVE SUB-COMMITTEE OF THE ADVISORY GROUP

W. F. FICKLEN

D. M. GILTINAN

R. G. KELLY

DEAN P. REED

JESSE V. SULLIVAN

CHAS. E. HODGES

D. N. MOHLER

Engineers: WHITMAN, REQUARDT AND ASSOCIATES, Baltimore, Maryland.

Supervision of Construction: AIRWAYS ENGINEERING DIVISION OF C.A.A., New York

Grading and Drainage: HARRISON CONSTRUCTION COMPANY, Pittsburgh, Pa.

Paving Contractor: ALLEGHENY ASPHALT COMPANY, Pittsburgh, Pa.

Lighting Contractor: MARIGOLD ELECTRIC COMPANY, Philadelphia, Pa.

Clearing Off Land: F. C. HORN, Charleston, West Virginia

Hangar Contractor: IRWIN NEWMAN COMPANY, Houston, Texas

Architects for Proposed Administration Building: TUCKER & SILLING, Charleston

Temporary Administration Building: KUHN CONSTRUCTION CO., Charleston

*Deceased.

KANAWHA VALLEY AIR SERVICE

Passenger, mail, and express service are certificated for the new Kanawha Airport over the routes listed below. Regular air freight service is also a strong probability soon after the commencement of other services scheduled December 1, 1947.

AMERICAN AIRLINES—Between New York and Chicago, serving the intermediate cities of Philadelphia, Baltimore, Washington, Charleston, Cincinnati, and Indianapolis.

CAPITAL AIRLINES—Between New York and Birmingham-Memphis, serving the intermediate cities of Pittsburgh, Wheeling, Charleston, Bristol, Knoxville, and Chattanooga. Extension of this route to New Orleans, via Mobile, has been recommended by CAB examiners and is now pending.

EASTERN AIRLINES—Between New York and St. Louis, serving the intermediate cities of Washington, Charleston, Frankfort-Lexington, Louisville, and Evansville.

EASTERN AIRLINES—Between Detroit and Miami, serving the intermediate cities of Cleveland, Akron, Charleston, Roanoke, Winston-Salem, Charlotte, Columbia, Jacksonville, and West Palm Beach.

PIEDMONT AVIATION*—Between Norfolk and Cincinnati, serving the intermediate cities of Richmond, Lynchburg, Roanoke, and Charleston. Service is also authorized into Charlottesville, Va., Bluefield, Beckley, and Huntington, W. Va., and into Portsmouth, Ohio, when these latter cities can provide adequate airport facilities. Piedmont was awarded this route in April, 1947, but issuance of the certificate has been withheld pending the outcome of rehearing on successful petition therefor by another applicant.

ALL-AMERICAN AVIATION—Between Pittsburgh and Huntington, carrying only mail and express, and serving more than a score of Western Pennsylvania and West Virginia towns and cities, at most of which, mail and express are picked up and dropped on the fly. The company operates four flights daily, two northbound, and two southbound. Since October 1, 1947, it has been using the new Kanawha Airport. All flights now land at the new airport.

In addition to the above service, Capital Airlines has pending an application to amend its present route certificate so as to permit service from Bristol, Tenn., through Asheville, N. C., to Atlanta, Georgia. Similarly, Eastern Airlines has announced it will shortly seek to amend its Miami-Detroit route certificates so as to permit direct flights between Charleston, W. Va., and Atlanta, instead of via Greensboro, N. C., or Columbia, S. C. (intersections on its New York-Atlanta route) as CAB regulations now require. Either, or both of these additions, if approved, will provide direct and improved service between Charleston and Atlanta.

*Approved but not yet certificated.



AIRPORT DEDICATION COMMITTEES

Honorary: CLARENCE W. MEADOWS, Governor of West Virginia
 ROBERT G. KELLY, Chairman, West Virginia Aeronautics Commission
 W. W. WERTZ, Former Mayor, City of Charleston
 D. BOONE DAWSON, Former Mayor, City of Charleston
 W. T. BROTHERTON, Former President, Kanawha County Court
 MATTHEW KINSOLVING, Mayor of Cedar Grove
 R. C. ANDREWS, Mayor of Charleston
 J. D. KENNEDY, Mayor of Clendenin
 D. L. SALISBURY, Mayor of Dunbar
 C. H. MATICS, Mayor of East Bank
 C. O. MARTIN, Mayor of Glasgow
 CLYDE BUCKLAND, Mayor of Marmet
 R. M. HOLSTINE, Mayor of Montgomery
 W. W. ALEXANDER, Mayor of Nitro
 E. H. KELLY, Mayor of Pratt
 G. W. PRIDE, Mayor of St. Albans
 A. V. FITZWATER, Mayor of South Charleston

Arrangements: CARL C. CALVERT, *President*, County Court of Kanawha County
 MONT L. CAVENDER, *Member*, County Court of Kanawha County
 J. G. CARPER, *Member*, County Court of Kanawha County

Executive Vice-Chairman: CHAS. E. HODGES, *Managing Director*, Charleston Chamber of Commerce

SUB-COMMITTEES

Program:

D. N. MOHLER, *Chairman*
 DALE G. CASTO
 J. T. MORGAN
 A. S. THOMAS, JR.
 C. K. PAYNE

Traffic and Traffic Safety:

COL. W. E. BURCHETT, *Chairman*
 CAPTAIN H. N. REXROAD
 SHERIFF D. E. BRAWLEY
 CAPTAIN C. P. TAYLOR
 SERGEANT W. B. TYREE

Air Show:

D. M. GILTINAN, *Chairman*
 COMMANDER T. S. MCCRORY
 BRIG. GEN. C. R. FOX
 LESLIE HAWKINS
 BERT WOLFE

Distinguished Guests:

A. B. KOONTZ, *Chairman*
 WALTER HALLANAN
 A. A. LILLY
 R. L. SMITH
 FRED STAUNTON

Airport Dispositions:

FRED ALLEY, *Chairman*
 COL. BEN VENABLE
 HARRY DAVIS
 D. E. S. KUHN
 V. F. FRIZZELL

Air Traffic Control:

COL. KEMP McLAUGHLIN, *Chairman*
 FRED ALLEY, *ex Officio*
 COL. HUBERT STARK
 JOHN AIKEN
 HENRY PAYNE
 GLEN CLARK

Emergency First Aid:

DR. A. A. WILSON, *Chairman*
 DR. RUSSELL KESSEL
 DR. SPENCER BIVENS
 DR. HENRY GLASS
 DR. FRANK WORK

Transportation:

G. S. ENGLE, *Chairman*
 D. HOLMES MORTON
 R. F. RANDOLPH
 WILLIAM MANDT
 W. F. GEOGHAN

Hotel Reservations:

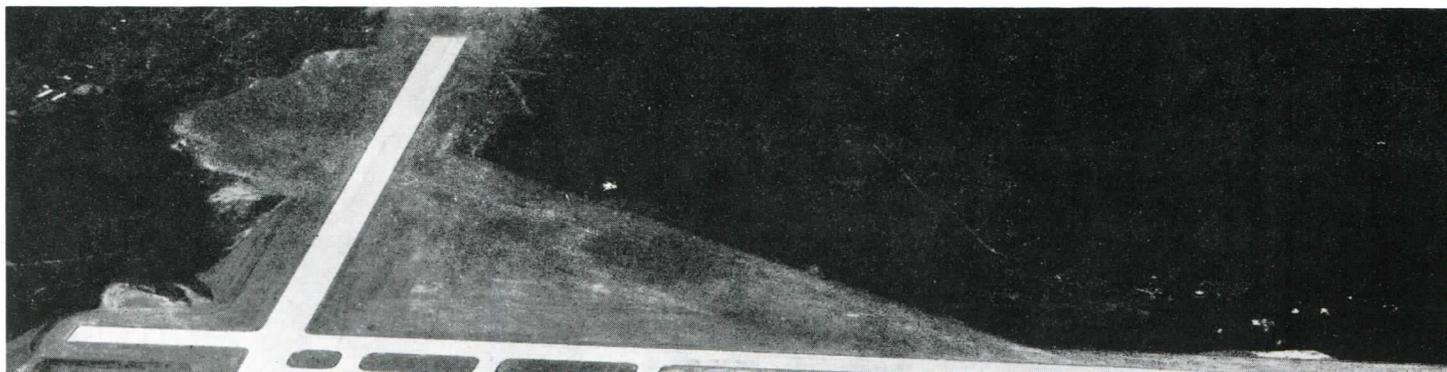
M. R. MATHEWS, *Chairman*
 J. T. CRANE, SR.
 DARYL JONES

Publicity:

CHARLES A. WILLIAMSON, *Chairman*
 VINT JENNINGS (Daily Mail)
 HARRY HOFFMANN (Gazette)
 HARRY BALL (Associated Press)
 RAY WILSON (United Press)
 HOWARD CHERNOFF (WCHS)
 GUS ZAHARIS (WTIP)

JOHN PHILLIPS (WGKV)
 JOHN GELDER (WKNA)
 JOE HERGIT (WCAW)

Aerial close-up of runways.





AIRPORT BRIEFS

People from all over the United States, from Sweden, England, Cuba, South America and other foreign countries visited Kanawha Airport during its construction. In many instances they were part of commissions sent to make studies of the most modern methods of moving earth.

★ ★ ★

An excellent safety record was made during construction. In moving more than nine million cubic yards of earth there were only three injuries, each caused by falling stones.

★ ★ ★

Detailed stories, excellently illustrated, appeared in many business publications and in national advertisements. *Contractor & Engineer* published two stories on the airport, other stories appeared in *Road & Streets*, *County Officer*, *Engineering News Record*, and *American City*.

★ ★ ★

Forty feet from the top, or at the 1030' elevation, workmen uncovered millions of fossilized fern leaves, which disintegrated shortly after exposure. Just below this was a deposit of large boulders and petrified tree trunks. Under this was a two and a half foot seam of coal, in a bed 100 feet in diameter. All of which, the workmen concluded, indicated that the spot at one time was a pond, and one of the low places of the area.

★ ★ ★

An idea of the magnitude of the Airport project may be gathered from the following facts: 360 acres of mountainous land was cleared and grubbed before the excavation was started. The county purchased over 760 acres in the area, and the airport proper takes up about 365 of this amount. The balance will be developed into parks.

★ ★ ★

The paving on taxi-ways, runways and aprons, if converted into 20-foot roadways eight inches thick, would approximate 30 miles of highway.

★ ★ ★

A special 1½-inch pipe line, extending 4,000 feet from a rail siding up to the hill-top site, was used by the contractor to bring in the 2,500 gallons of diesel fuel needed daily to operate the more than 200 pieces of equipment. As a consequence, one fuel truck was needed only half-time on the project, instead of two large trucks steadily plying up and down the hill.

The airport has approximately 225,000 square yards of paving on runways, taxi-ways and loading ramps; 27,000 linear feet of electric cable for field lighting; 60,000 linear feet of drainage pipe ranging from 6 to 30 inches; 15,000 feet of telephone conduit.

★ ★ ★

The access road to the new airport was constructed as a project of the State Road Commission. The road is 1.061 miles in length from the intersection with the Ruffner Hollow road. The paving is 22 feet wide on a 36-foot graded right-of-way. Grading and draining of the road was itself a major project, requiring removal of 300,000 cubic yards of earth.

★ ★ ★

The grading alone, on the big project, cost approximately \$4½ million, or 34 times the cost of the site.

★ ★ ★

When the bill providing a \$2,750,000 special appropriation directly allocated to the new Kanawha Airport came before Congress in 1945, all of West Virginia's Senators and Representatives "went to bat" to obtain its passage. Those who shared in this outstanding achievement were United States Senators Chapman Revercomb and Harley M. Kilgore, and Representatives Jennings Randolph, M. M. Neely, E. H. Hedrick, Cleveland Bailey, John Kee, and Hubert Ellis.

★ ★ ★

In moving the more than 9,000,000 cubic yards of earth and rock, 2,000,000 pounds of explosives were required.

★ ★ ★

Some idea of the magnitude of the construction job may be obtained from some of the contractor's statistics: Maximum fill height, from toe to top, 209 feet; 2,100,000 cubic yards of earth in largest fill; maximum fill depth, 158 feet; maximum cut depth, 130 feet; 1,500,000 cubic yards of earth in largest cut; total excavation, more than nine million cubic yards of earth, 40 per cent of which was rock. The extreme range in the original ground elevation of the working area was 442 feet.

★ ★ ★

Kanawha Airport is situated east of Charleston, two miles by air, and four miles by highway. Its elevation is 950 feet above sea level, overlooking industrial Kanawha Valley and the City of Charleston. It is 350 feet above the valley floor.

★ ★ ★

To date a total of \$6,000,000 has been spent on Kanawha Airport.

THE STORY OF KANAWHA AIRPORT

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It required the moving of more than 9 million cubic yards of earth. The largest fill, 209 feet high, alone required 2,100,000 cubic yards of rock and dirt. The largest cut was a depth of 130 feet, requiring the moving of 1,500,000 cubic yards.

The Harrison Company used more than 200 pieces of heavy equipment, representing an investment of well over \$1.5 million dollars.

The expanded project provides for three runways, one of 6,000 feet, one of 5,500 feet with a possible extension to 6,600 feet, and a third of 5,000 feet.

Two of these runways have been paved, and lights installed, under contracts handled by the Civil Aeronautics Administration as the spending agency of the federal government.

The airport's developers, in asking for federal assistance toward completion of the 'port, could not foresee the sky-rocketing prices in the construction industry which were to come with the end of the war, and consequently, could not compute this variable factor accurately. It is now estimated that construction costs, since the work began, have risen 30 per cent, and this sharp increase in costs naturally affected work at Kanawha Airport.

As it stands today, a total of \$6 million has been spent, which, had prices not increased, would have been sufficient to complete all of the work.

Rising costs, however, have made it possible to complete but 75 per cent of the master plan.

It is estimated that the work still to be done will cost between \$1,250,000 and \$1,500,000, depending upon conditions in the construction industry when work is resumed.

Among the major phases of the project which are now deferred are paving of the No. 3 runway, and paving of about two-thirds of No. 1 runway's taxi strip, and about one-third of No. 2 runway's taxi strip. Paving must also be done in the areas around the administration buildings. In addition, permanent buildings to replace the temporary ones now in use, are to be erected. Plans for the permanent buildings have been entirely completed, specifications prepared and a contract could be awarded immediately upon the availability of funds.

Of the amount needed to complete the master plan of Kanawha Airport, the federal government stands ready to provide up to 50 per cent, when matched by local contribution. More than \$800,000 of federal appropriations are now credited to the state of West Virginia, awaiting matching projects from the state.

In order to take advantage of this matching provision, the Kanawha County Court is now planning to submit to a vote of the people a one-year excess levy sufficient to match a similar amount of federal funds so that the total sum will be sufficient to complete the airport.

When this is accomplished, work on the master plan can go forward and Charleston and Kanawha County will have achieved, "on the hill-tops," one of the greatest developments of its kind ever conceived by the minds of men.

The 167th Fighter Squadron, West Virginia National Guard, and a reserve unit, U. S. Air Force, is stationed at Kanawha Airport. The squadron, under command of Lt. Col. J. Kemp McLaughlin, now has 27 planes, with 15 more to be received, and a personnel of 353 men.



FACTS ABOUT KANAWHA COUNTY

It is West Virginia's largest unit of population, business and industry; estimated population (1947) 245,000, over one-eighth of the state's entire population.

It is the principal center for the distribution of goods and services for an additional 500,000 persons in a tier of some 20 counties adjoining or geographically located so as to be advantageously served from Kanawha County and Charleston.

Charleston, its county seat, is the state capital, estimated population in 1947 is 75,000.

It provides one-sixth of the state's retail business, one-fourth of its wholesale business, one-fourth of the state's banking resources, one-seventh of its industrial employment and a sixth of the state's payrolls.

It is the center of one of the world's largest basic chemical manufacturing industries.

Its chemical plants produce basic intermediates for 80 percent of the world's supply of nylon, 60 percent of the nation's output of rayon staple fiber, all of the world's supply of polyethylene resins, the entire world's output of lucite and "Vinylite" resins, large quantities of anti-freezes, and scores of basic and fine chemicals used in the manufacture of thousands of products.

Kanawha County is the center of production and management of the largest natural gas producing industry east of the Mississippi river.

It is one of the world's largest centers of chlorine production.

It is the center of production and management of one-sixth of the state's bituminous coal output in which West Virginia leads the nation.

It is the center of operations for the production of Pennsylvania crude oil, lumber, limestone and vitreous clays.

It possesses three of the four oil refineries in the state.

Its industries include the largest flat glass plant in the world and the world's largest axe factory.

Charleston's Kanawha Boulevard along 4.7 miles of Kanawha River's north bank, built at a cost of four and a quarter million dollars, is cited as one of the nation's finest examples of municipal highways and of waterfront treatment.

Kanawha County possesses the U. S. Naval Ordnance plant which, during World War II, produced over 131,000 gun barrels from 20mm to 6-inch calibre.

It is the heart of the Great Kanawha Valley, described by the magazine *Fortune* as the "Chemical Ruhr of America," and by *Saturday Evening Post* as "Magic Valley."

The new Kanawha Airport will be the principal contact for interstate air service for approximately one million residents of central and southern West Virginia.

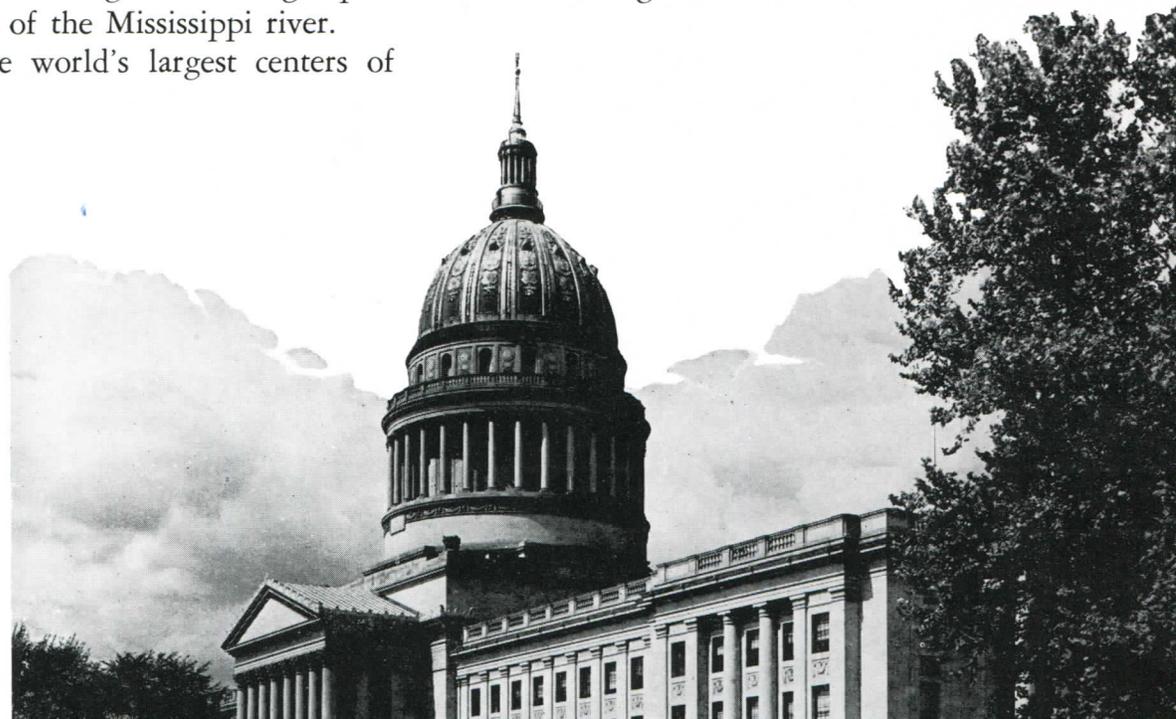
Acknowledgements

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Printing: The cover, Charleston Printing Company; text and insert, Jarrett Printing Company.

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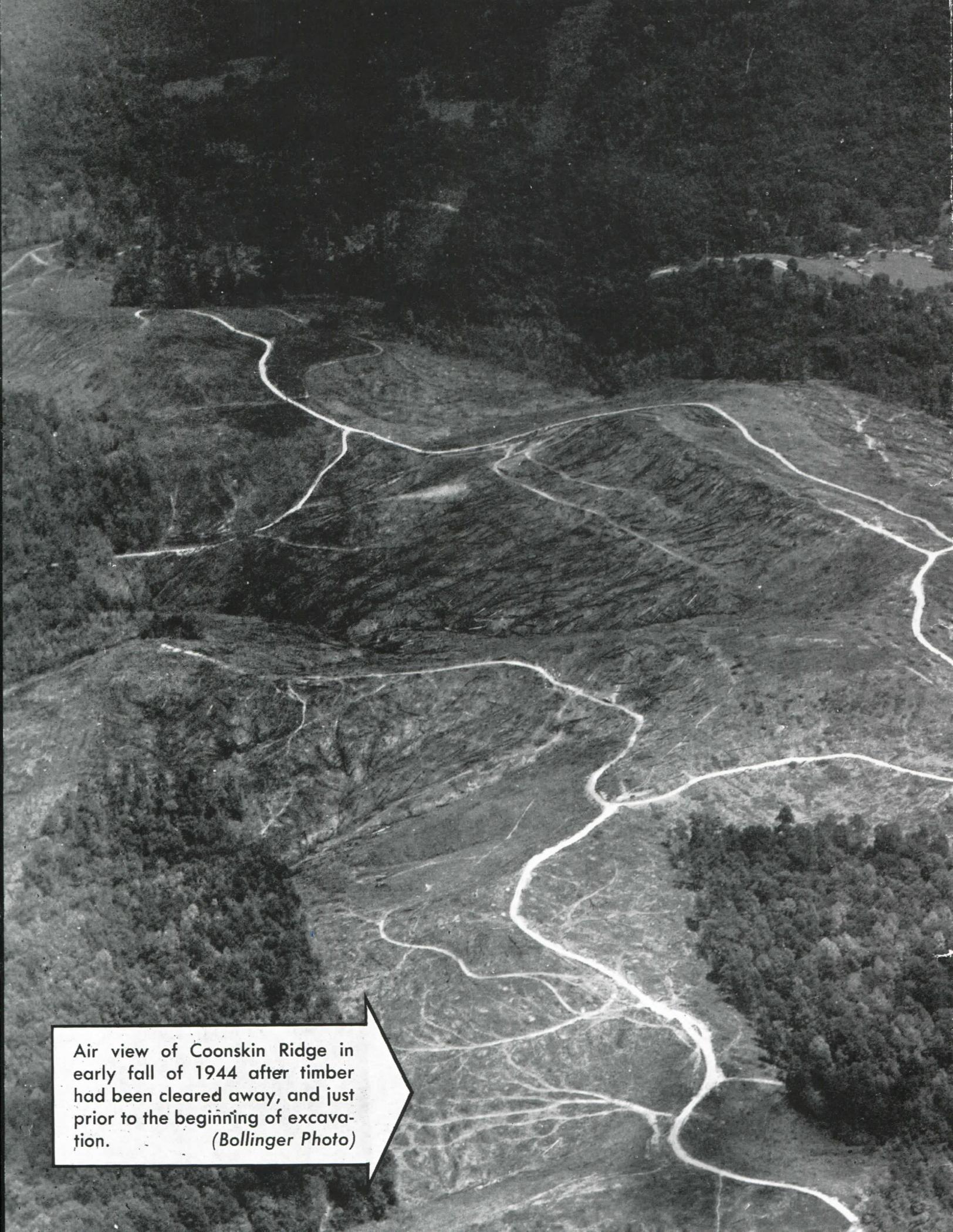
Photographs: Aerial photographs by Bollinger's; construction photos, courtesy West Virginia Tractor and Equipment Company; hangar photo, Joe Hoffmann; Air National Guard photos, Earl Benton. Artwork: Art







Air view of Coonskin Ridge, taken from the Elk River approach, as it appeared when the area was first being considered for an airport site. (Bollinger Photo)



Air view of Coonskin Ridge in early fall of 1944 after timber had been cleared away, and just prior to the beginning of excavation. (Bollinger Photo)







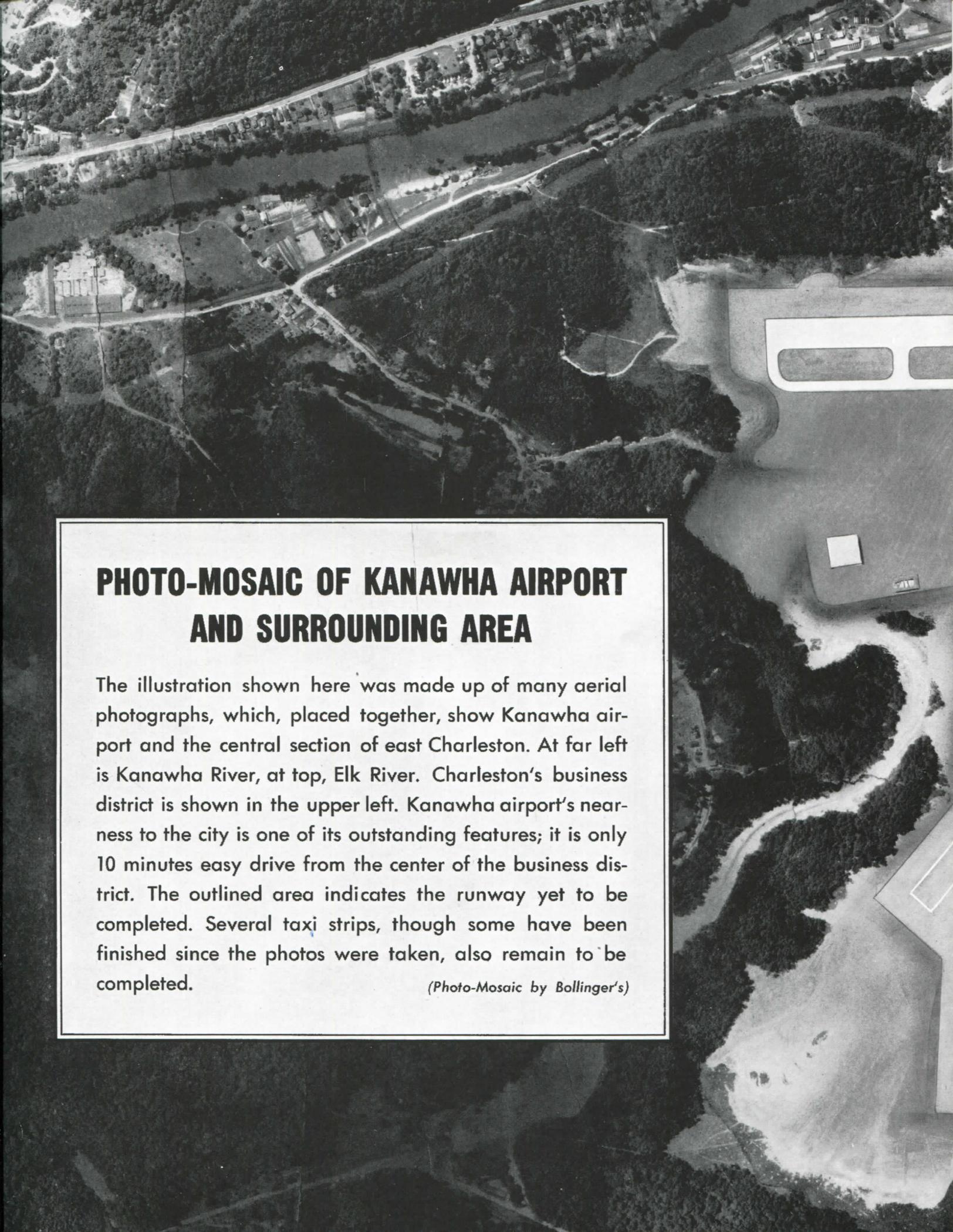
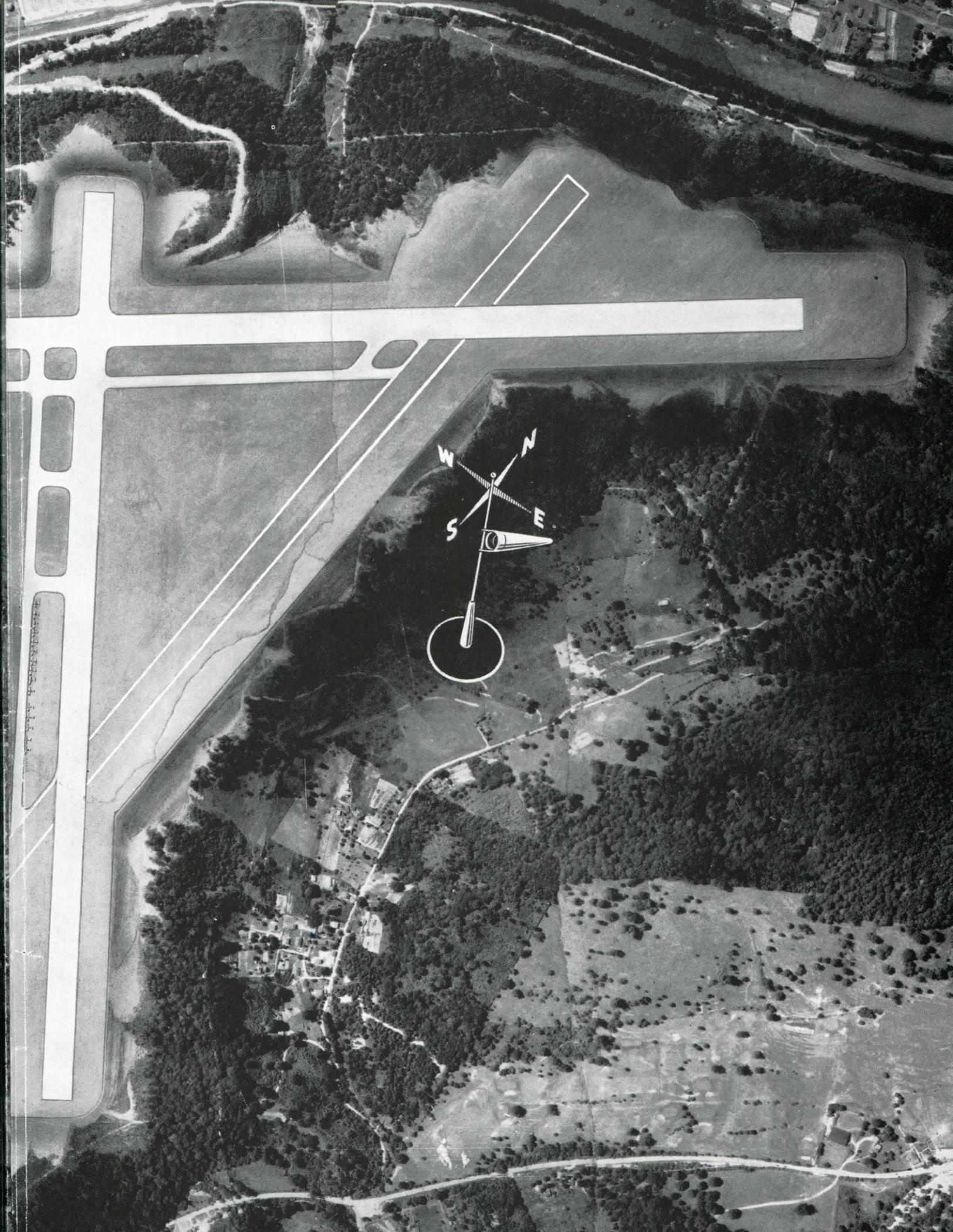
An aerial photo-mosaic of the Kanawha Airport and surrounding area. The image shows a mix of natural and developed land. In the upper left, there's a dense residential or commercial area with many small buildings. To the right, a large, flat, light-colored area represents the airport's runway and taxi strips. A winding road or path cuts through the forested areas. The overall scene is a blend of urban, natural, and aviation infrastructure.

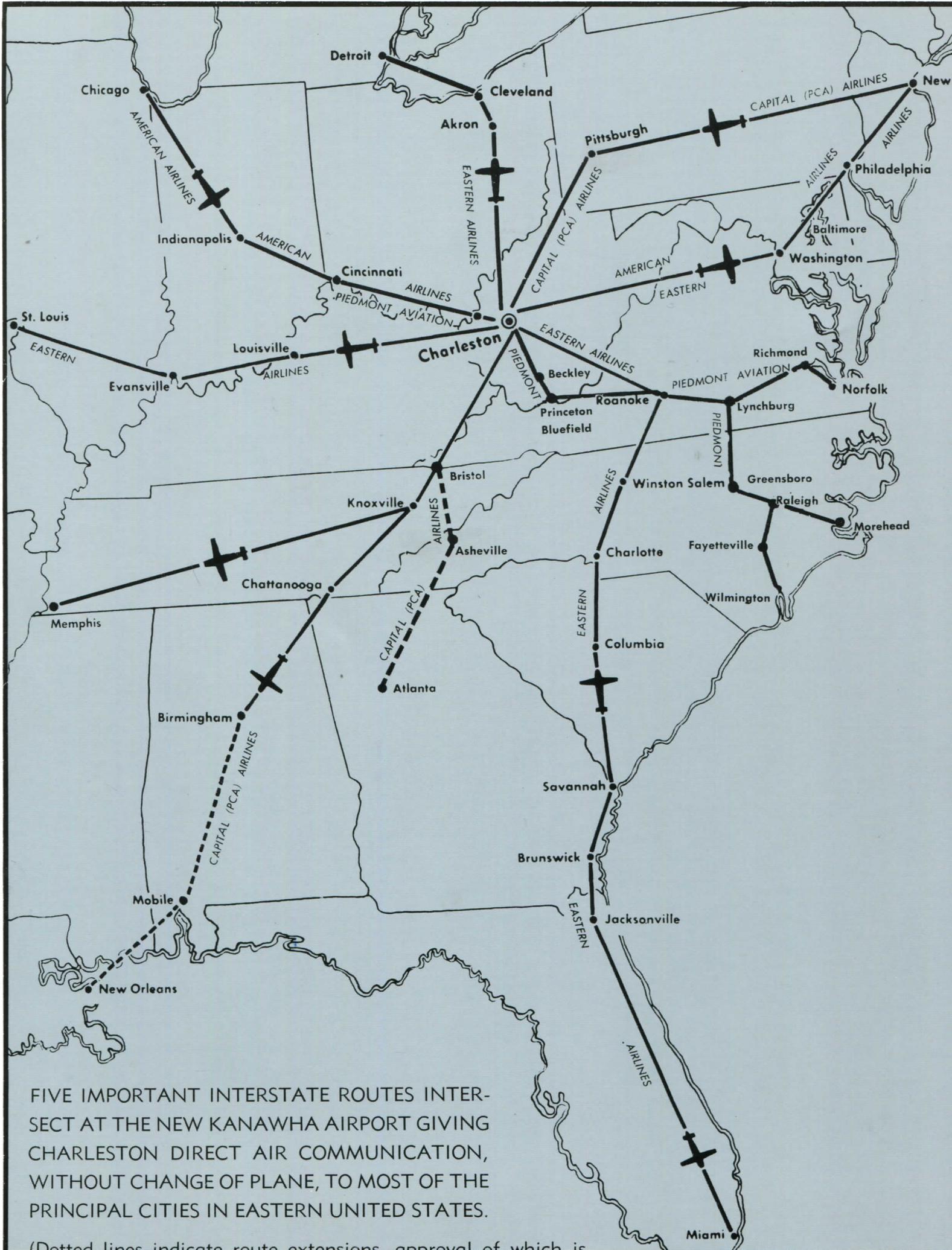
PHOTO-MOSAIC OF KANAWHA AIRPORT AND SURROUNDING AREA

The illustration shown here was made up of many aerial photographs, which, placed together, show Kanawha airport and the central section of east Charleston. At far left is Kanawha River, at top, Elk River. Charleston's business district is shown in the upper left. Kanawha airport's nearness to the city is one of its outstanding features; it is only 10 minutes easy drive from the center of the business district. The outlined area indicates the runway yet to be completed. Several taxi strips, though some have been finished since the photos were taken, also remain to be completed.

(Photo-Mosaic by Bollinger's)







FIVE IMPORTANT INTERSTATE ROUTES INTERSECT AT THE NEW KANAWHA AIRPORT GIVING CHARLESTON DIRECT AIR COMMUNICATION, WITHOUT CHANGE OF PLANE, TO MOST OF THE PRINCIPAL CITIES IN EASTERN UNITED STATES.

(Dotted lines indicate route extensions approval of which is