

# An Airport for Every Town Will Be Possible if Plan Before Congress, Granting Federal Aid, Is Passed

## U. S. Funds Would Match Community's, Dollar for Dollar, in Building

By Walter A. Shead  
WNU Staff Correspondent.

Taking a page from the book of the public roads administration, the civil aeronautics administration is asking congress for an appropriation to provide for a billion-dollar postwar airport construction program to be allocated the states as federal grants on a fifty-fifty cost basis.

In asking for this federal aid or subsidy for the development of air transportation the CAA is not without precedent. Declaring that we are entering "an air age of transportation vital to the unified growth of the nation's commerce," it points out that the government has always aided all forms of transportation in their early stages.

CAA estimated that it will cost approximately \$1,250,000,000, spread over 5 to 10 years to carry through a national airport program adequate to the nation's aviation needs, including purchase of land and construction of terminal buildings.

A detailed survey of the nation's airport facilities by CAA indicates that for this billion and a quarter dollar cost, 1,625 of the country's existing 3,255 airfields can be improved, and 3,050 new airports can be constructed for a total of 6,305 airports.

**Five Classes of Fields.**  
For the basis of allocating funds to the several states, the CAA has made a study of community needs and set up five classifications for airports necessary for communities on the basis of population and need.

These five classifications are: Class 1—suitable for private owner small type aircraft with two L-shaped airstrips 1,800 to 2,700 feet long, 300 feet wide. Class 2—for larger type private owner aircraft and smaller transport planes for local and feeder service, with A-shaped airstrips 2,700 to 3,700 feet long and 500 feet wide. Class 3—to accommodate present day twin-engine transport aircraft with several landing strips 3,700 to 4,700 feet long, and 500 feet wide. Classes 4 and 5—to serve the largest aircraft now in use and those planned for the immediate future, with multiple landing strips 4,700 to 5,700 feet long and 500 feet wide.

The proposed national plan of the CAA would provide for improvement of existing airports as follows: 303 class 1; 699 class 2; 349 class 3; 213 class 4, and 61 class 5. In addition, construction of new airports is provided as follows: 2,597 of class 1; 1,101 of class 2; 101 class 3; 520 class 4, and 836 class 5.

According to this CAA survey of the 15,000 towns of under 5,000 population, only 1,546 now have airports, of which 313 are not now usable. The proposed program would improve existing ports and build 3,744 new airports in these towns for a total of 4,008.

In setting up the total cost of these proposed airports, CAA did not include cost of land or buildings. It does include, however, preparation of the land such as clearing, grubbing, excavation and grading, drainage, surface conditioning and fencing, paving of runways, taxiways and aprons, installation of all lighting including beacons, obstruction, runway and taxiway flood or contact lights; radio facilities and miscellaneous, such as approach clearing, access roads, marking and landscaping.

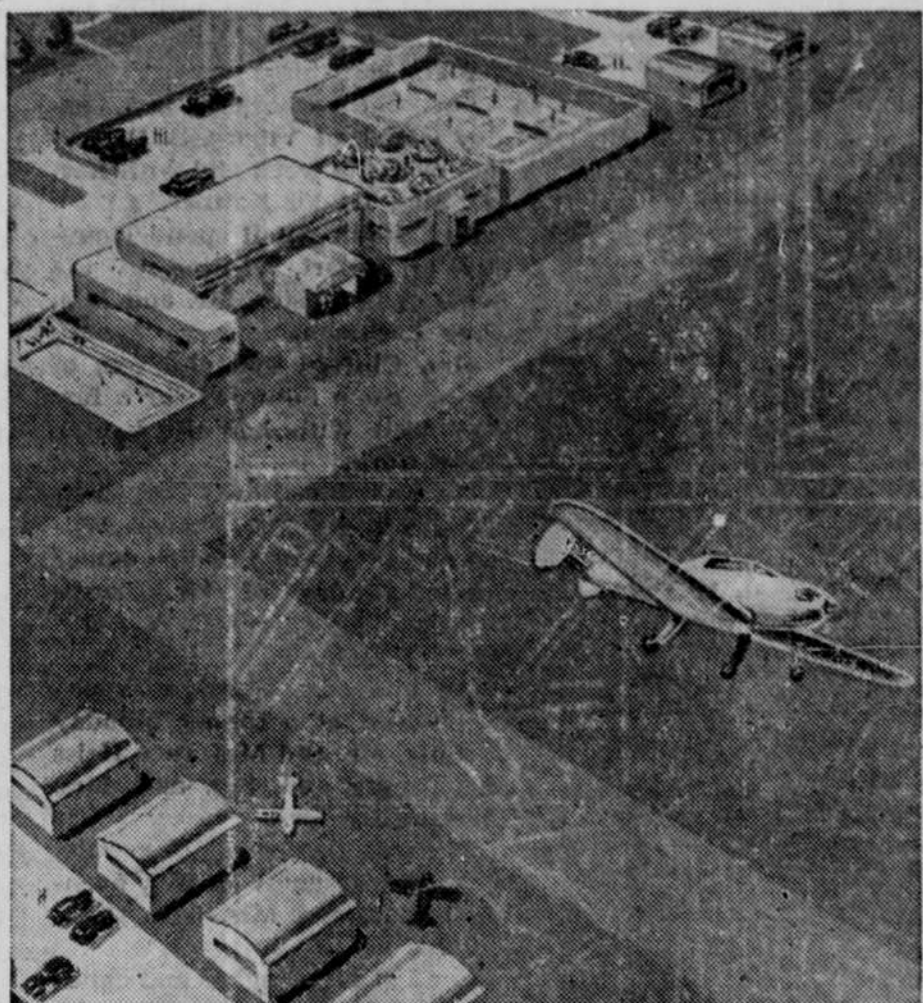
**Small Ports Get 60 Per Cent.**  
Approximately 58 per cent of the total appropriation would be spent for new airport facilities, with 42 per cent for improvement of existing airports. Funds for class 1 and 2 airports comprise 60.6 per cent of the total proposed appropriation, or approximately \$155,650,623 for class 1 airports and \$463,443,567 for the class 2 ports.



The "A" shaped runway is designed for Class 2 airports, serving communities of 5,000 to 25,000 population. It will accommodate planes weighing between 4,000 and 15,000 pounds.

## Motor Bus Lines Plan 'Air Bus' Service to Reach Small Communities

It is estimated that, even with many small airports throughout the country, some 50,000,000 people will not have direct air transportation. To take care of these folks, several motor bus companies hope to operate large helicopters, which can take off and land in small areas. These helicopters, or "air busses" would be used for journeys up to 250 miles. For greater distances, connections with air lines would be made.



The Class 1 airport, known popularly as an "airpark," is designed for small private owner type planes up to 4,000 pounds gross weight. Fields of this class are designed to serve small communities, and as auxiliary airports in larger metropolitan areas. There are no paved runways, but landing strips with clear approaches must measure 1,800 to 2,700 feet long and 300 feet wide. Recreational facilities, such as parks, tennis courts and golf courses will surround the airpark in many cases.

The legislation now before congress for approval would provide that the state designate a single agency through which the CAA could negotiate, contract for construction, etc., and all construction would be in charge of local sponsors on plans and specifications reviewed and approved by CAA.

The plan would work in much the same manner as highway construction for secondary and feeder roads. Local communities would make arrangements with the designated state agency to take advantage of the federal grant and with the CAA dealing with the state agency.

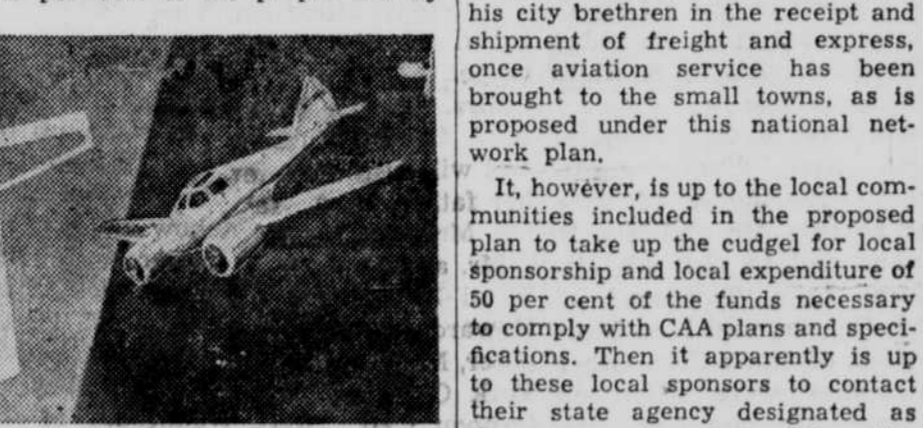
Subject to revision the proposed plans call for the following total construction costs for new and improved airports: Alabama, \$12,185,000; Arizona, \$10,935,140; Arkansas, \$35,109,634; California, \$56,912,500; Colorado, \$12,178,000; Connecticut, \$16,350,000; Delaware, \$2,684,000; Florida, \$23,734,630; Georgia, \$9,310,000; Idaho, \$9,085,300; Illinois, \$40,076,000; Indiana, \$16,032,000; Iowa, \$9,951,500; Kansas, \$7,732,000; Kentucky, \$7,865,000; Louisiana, \$40,617,890; Maine, \$19,565,000; Maryland, \$14,065,000; Massachusetts, \$29,931,000; Michigan, \$22,813,000; Minnesota, \$11,736,000; Mississippi, \$10,740,000; Missouri, \$18,923,000; Montana, \$10,473,100.

Nebraska, \$7,824,000; Nevada, \$4,752,100; New Hampshire, \$14,934,000; New Jersey, \$31,968,780; New Mexico \$33,016,594; New York, \$58,590,895; North Carolina, \$19,776,000; North Dakota, \$3,842,000; Ohio, \$31,161,000; Oklahoma, \$37,300,440; Oregon, \$6,579,000; Pennsylvania, \$46,667,000; Rhode Island, \$6,069,000; South Carolina, \$12,837,000; South Dakota, \$4,730,500; Tennessee, \$13,142,000; Texas, \$120,923,152; Utah, \$12,120,790; Vermont, \$12,867,000; Virginia, \$23,239,000; Washington, \$20,158,000; West Virginia, \$28,649,000; Wisconsin, \$17,944,000; Wyoming, \$3,472,000; total \$1,021,567,945.

**Would Provide Employment.**  
"I believe," Mr. Wallace said, "that civil aviation will be a most important factor in the post-war drive for economic expansion and full employment. Our \$19,000,000 aircraft manufacturing industry employing 1,700,000 workers must, like all munitions industries, undergo very drastic deflation."

While in the past a considerable portion of aviation activity has been confined to the larger cities and towns, the proposals of the CAA are designed to take aviation to the country and the small rural communities throughout the nation. If these communities take advantage of the federal grants in aid, once they are authorized, it will bring aviation direct to the farmer at least insofar as he wishes to use air transport in the shipment of farm commodities and the use of air transport and travel in his business of operating a farm. Merchants in the small communities, too, will be placed on a par with his city brethren in the receipt and shipment of freight and express, once aviation service has been brought to the small towns, as is proposed under this national network.

**Surveys May Start Soon.**  
Of the total appropriation, the CAA is asking congress for a \$3,000,000 appropriation to be immediately available for detailed plans and surveys. According to estimates of the CAA and private aeronautic agencies, such as the aeronautical chamber of commerce, 65 per cent of the people will fly



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From a commercial standpoint, it would be possible to give service to many small communities that cannot afford to maintain airports. The helicopters would make stops every 25 to 90 miles, depending on the distribution of population. Since trips between 50 and 250 miles account for 25 per cent of all travel, the helicopter service would be a popular form of transportation, it is thought.

The air busses would travel about 90 miles per hour, in contrast to the 250 or more miles per hour of commercial air liners, but, since time lost going to and from distant airports would be eliminated, total travel time would not be much greater in the helicopters, at least for short trips. Most of the shorter journeys were made by private passenger autos before the war, at average speeds of 50 miles per hour. The air busses can obviously cut this time almost in half.

# White Background Lends Class To Modish Prints for Summer

By CHERIE NICHOLAS



Among the most attractive prints shown in the summer displays are those that feature white backgrounds. These very new and voguish white background prints are indeed something worth talking about in that they are so refreshingly dainty and summery and away from the ordinary looking.

You can get them as modest and unostentatious as you want, such as small polka dots, and other conservative motifs. If your fancy turns to the dramatic in prints, you will delight in the wide-spaced, huge floral done in flamboyant color on white.

Outstanding in the new blouse collections and a "best seller" is a model fashioned of an almost all-white sheer, were it not for the tiny polka dots that star the snowy background. This print comes in black, navy, brown, red or yellow dots on white. The blouse is styled with the new full length sleeves with fullness gathered into the wristband and it has the fashionable large soft bowtie at the throat.

Much ado is being made over black-on-white prints for smart daytime wear. These are made up in stunning jacket-and-skirt two-piece suits, either cardigan or bolero type. Wear your frilliest white lingerie blouse with this choice suit and you will rate a hundred per cent in swank. White hat, gloves, bag and footwear worn with this costume contribute handsomely to the immaculate appearance of this ensemble. If you feel an urge for color, wear a bright flower hat, the gloves repeating the flower tone.

Simple little frocks made of black-and-white print are top fashion for summer. One of the most striking prints in black and white is the new "Dalmatian print" such as you see worn by the young modern centered in the group who is leading two thoroughbred Dalmatians for proof positive as to the source of inspiration. The dress is styled sans any furbelows whatever, so as to show off the print itself to best advantage. The new long sleeves and the soft bowtie fastening at the neckline are high style details.

The dress to the left is made of a print that stresses color galore silhouetted against a white background. An Indian war-bonnet is the motif for this California print done in brilliant authentic colors. It makes a gorgeous summer gown that registers a sophisticated simplicity such as is characteristic of the better dresses for summer.

The charming print dress shown to the right is a summer girl's dream come true. It is made of a very lovely sheer print that strews flowers spaced in a graceful all-over patterning on a white ground. It has "style" because of a cleverly cut peplum that dips low in the back and at the sides and front in points, the cape-like sleeves repeating the point technique. If you plan to make your own print dress be sure to buy a pattern with a peplum, for the newer styled summer prints take on not only peplums but artfully manipulated side drapes and other intricacies that get away from the usual regulation skirt. Note the huge black hat which this winsome lassie carries in her hand. These enormous black straws are the latest to wear with your gay summer prints.

A story of white background prints would not be complete without mention of the dramatic types that pattern florals in wide-spaced arrangement of voluptuous roses and poppies on a snappy crepe background. You'll be especially intrigued with the stunning pique prints with their spectacular flower motifs done in flamboyant colors.

Released by Western Newspaper Union.

## New Millinery Trend

Most exciting things are happening in the millinery realm nowadays, the latest of which is summer hats created of sheers that are so airy-fairy and frothy they look like delicate mists of loveliness atop milady's prettily coiffed head. For the hat pictured exquisitely sheer white horsehair braid is pleated en masse to achieve a millinery confection of ethereal beauty. A single La France rose in the center adds a master touch of color.

## Evening Fantasies

A Spanish comb brilliantly rhinestoned in your hair, on your feet sandals of black rayon satin with straps crossed high above the ankles, a stole scarf of filmy black starred all over with wee rhinestones, the scarf trailing in grace from one shoulder—for memorable evenings at the dance.

# SEWING CIRCLE NEEDLEWORK Make Dainty Hankies for Gifts



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EVERYONE likes pretty, delicate handkerchiefs — and they're so expensive and hard to find these days! Why not get busy with your crochet hook and some fine thread and turn out these attractive ones. Shown here are four hand-crocheted edgings and designs—the rose design is to be embroidered in color. They make treasured gifts.

To obtain complete crocheting instructions and color chart for five Gift Handkerchiefs (Pattern No. 5870) send 16 cents in coin, your name, address and pattern number.

## Gems of Thought

A MAN without mirth is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs.—Henry Ward Beecher.

You are not likely to do better tomorrow unless you do your best today.

Elocutionists can teach us how to speak, but none of them can teach us when.

Extremes in nature equal good produce, Extremes in man concur to general use.

—POPE.  
Good manners demand three things: self-control, self-denial, and self-respect. — Archbishop Temple.

Due to an unusually large demand and current war conditions, slightly more time is required in filling orders for a few of the most popular pattern numbers.

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## Disraeli Had Preference For the 'Open Arms'

Benjamin Disraeli was introduced one day to a celebrated innkeeper.

"We've met before," announced the owner of the hotel. "You were a guest at my inn several years ago."

"Sorry, I don't seem to recall," said the prime minister.

"How could you forget the 'Royal Arms'?" insisted the man. "Just think back. Remember the attractive barmaid who worked there?"

"I have no recollection of staying there," replied the British statesman. "It's more likely I would have remembered it, if I had been in her arms."

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