

December 18, 1953.

TO: ALL THE MEMBERS

FROM: THE PRESIDENT

By virtue of the fact that one-half of my term in office as your President has just been completed, I thought it proper to advise the membership of your President's activities.

Immediately following the Kansas City meeting, a meeting was held by your officers and directors and, at that time, several items were brought up which have been handled, or are in the process of being handled.

The first was that of a convention site for 1955. R. W. F. "Bob" Schmidt presented an invitation for the AAAE to meet in Tucson in 1955 and it was agreed at that time that Secretary Betsworth would issue a bulletin advising that an evaluation of the 1955 convention site would be made by the Board of Directors at their semi-annual meeting in Norman, Oklahoma, in October of 1953. As you know, the Norman, Oklahoma, meeting was not held and, since that time, it was agreed by the Executive Committee that Secretary Betsworth would circularize the entire membership, setting forth the convention criteria and, after a list had been compiled, the officers and directors would vote on this matter. This tabulation should be compiled by January 1, 1954.

The next item of business confronting your President was the final wind-up of the financial aspects of the Kansas City convention. I would like to say at this time that, due to the fine efforts put forth by Emory Cox, this item has been concluded and a check was deposited with your treasurer in the amount of \$3,484.41. We also owe a vote of thanks to Louis Inwood, our 1953 Convention Chairman, for enhancing our treasury in the above named amount. As you will remember, both G. Richard Challinor, Aviation Commissioner of the Kansas City Chamber of Commerce, and Woodrow Thomas of Trans World Airlines gave considerable time in our behalf which was recognized by the Association at the Kansas City meeting.

My next official act was that of appointing the committees for the 1953-1954 period, and I would like to go on record at this time thanking not only the Chairman, but also the committee members for their attention to our problems. Thanks to William Fuller, Chairman of the General Convention Executive Committee, for taking the time to go to Louisville, Kentucky, and meet with Foster Jones and give him the benefit of Bill's experience in handling a convention.

Wiley Post, Chairman of the Aviation and Airport Fire Protection, NFPA, has, at my direction, attended NFPA meetings and reports of those meetings have been delivered to the membership.

Frank Pittenger, Chairman of the Membership Committee, has done an outstanding job and, due to the efforts of not only himself but his fine committee, our membership now stands at an all time high. Congratulations, Frank!

As mentioned before, Foster Jones is the Chairman of the 1954 Convention to be held in Louisville, Kentucky, and, from the presentations made by Foster to date, I would say that the 1954 Convention will be truly outstanding.

Paul Koonce, as Chairman of the Legal Committee, has been called upon for legal assistance and is always "Johnny-on-the-Spot" with the right answers.

Bob Aldrich's committee on engineering and architecture has been studying the subject of runway marking systems and those developments should be in your hands in the near future.

The Airport Executives Standards Committee, under Chairman Dr. Leslie A. Bryan, has compiled their study and their recommendations are now in the hands of your officers. These recommended standards will be in your hands in the near future and it is proposed that final action will be taken on this problem at our forthcoming Louisville meeting.

On April 20, 1953, your president received a telephone call from Mr. Robert B. Murray, Under-Secretary of Commerce for Transportation, requesting that AAAE be represented on a panel to study "the role of Federal Government in the development of Civil Airports." Your President and Melvin Nuss, your Treasurer, have represented our organization on this committee and a final report from the committee as a whole should be made public prior to the end of this year. Due to the fact that the Under-Secretary requested that no publicity be given this matter prior to its issuance by the Department of Commerce, we have been in a poor position to advise you as to the final outcome. I would like to take this opportunity to thank Mel Nuss for the many hours he has put in on this project in the interest of airport management. I believe the final outcome will meet with the approval of the entire organization.

On April 25, 1953, I received a request from Fred B. Lee, Acting Administrator of Civil Aeronautics, requesting our Association's viewpoint on the snow-removal problem at airports. Following receipt of this letter, I designated G. Edwin Pietro, Manager of the Newcastle County Airport, Wilmington, Delaware, to represent the Association in this regard. Following his attendance, a copy of the report was sent you. Thank you, Ed, for a job well done.

On April 28, 1953, our Association was requested to be represented at the dedication ceremonies of Amon-Carter Field in Fort Worth, Texas. I asked Walter Betsworth to represent our Association in these dedication ceremonies.

On April 30, 1953, I received a report from Clyde Pace, setting down in writing the entire operation of our 1953 convention with news clippings which have been made a permanent part of our Executive Secretary's files. We certainly owe Clyde a vote of thanks for a job well done.

On May 17, 1953, your President journeyed to California and had the pleasure of speaking before the AAAE in Berkeley, California. I was also requested by Woody DeSilva to lend a hand on the Los Angeles Bond Issue. Apparently, my efforts were none too valuable since Woody's bond issue lost. We all hope that it will be successful the next time up. Our eastern friend, Don Martin, seems to have fallen right in with the California gang, and as always, proved to be a great host. As you no doubt know, California has the largest membership in AAAE of any of the forty-eight states. I got quite a kick out of looking over the Fresno Air Terminal in Wilmer Garret's absence and was pleased with the neat condition of the terminal building. Fresno certainly has gone all out in producing revenue from farming and the whole project looked neat as a pin.

I almost had the opportunity of looking over the Lockheed Air Terminal but lost out in the shuffle due to the fact that Gordon Stanton was busy showing the terminal to a group of college co-eds. The AAAE can well be proud of its California chapter and its progress made under Glen Arbogast, its past president. Let's hope 1954 will build a better California chapter.

On May 26, 1953, I received information on the termination of some sixteen control towers. By virtue of the fact that I was to be in Washington, D. C. on other business, I contacted Fred B. Lee, and he advised the method to be pursued by those affected. Accordingly, a letter went forward to each of the affected members setting forth the manner in which they must pursue their problem in order to have the possibility of retaining a control tower.

On June 21, 1953, your president attended the dedication of the Rochester-Monroe County Airport in Rochester, New York. As you know, Eddie Houters is the Manager of this fine field and the terminal building completed by that community is certainly an outstanding challenge to all of us. I had the opportunity of meeting with their Board on this occasion and it was certainly a pleasure to meet with such an air-minded group. Congratulations, Eddie, on a job well done.

On June 29, 1953, I attended the dedication of the Newark Air Terminal and was quite impressed with their approach to their terminal problem. As you no doubt know, Archie Armstrong's terminal was actually designed as a hangar to handle today's terminal requirements, and, in the future, the building can be easily converted into usable hangar space. The New York Port Authority is certainly making great strides to meet the aviation airport requirements of that area.

Your President attempted to call a meeting of the officers and directors at the National Aircraft Show on September 5-7, 1953, in Dayton, Ohio. Due to the fact that we were unable to get a quorum, the meeting was not held.

On September 28, 1953, the Association received notice that Frontier Airlines, Inc., sought to suspend service at Winslow, Arizona, by virtue of the fact that they felt the fees charged by the City were excessive. After discussing this matter with other officers of our Organization, we felt it wise to intervene

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as an Association before the Civil Aeronautics Board in this particular case. A petition to intervene was introduced and I am pleased to advise that the intervention was not necessary in the end since the City and the Airline were able to work out their problem. We received a fine letter of appreciation from the Mayor of that community.

On October 14 and 15, I attended the New York State Airport Development and Operation Conference in Syracuse, New York, and presented a talk, a copy of which has been furnished you. I am quite happy to say that the boys in the New York area are taking steps to increase our membership which has been one of our weak spots for sometime. We had a AAAE meeting and I am happy to say we had some ten members of our Association in attendance. On the way to Syracuse, I had the privilege of meeting with the Airport Board in Binghamton, New York, and discussed with them and their fine manager, Doug Wolfe, some of their problems. I hope that I was able to be of some assistance to them.

On October 29-30, 1953, I attended the meeting of the National Business Aircraft Association, Inc., (formerly CAO), which was held in St. Louis, Missouri. That organization was very grateful for the fact that AAAE had considered their meeting of enough importance to have your President in attendance. There were some 400 people in attendance at this meeting and I am happy to say that, as an overall picture, they felt that the airport managers of the country were doing as much as possible to handle their needs. This was certainly quite a change from the previous meetings when they were not too complimentary about the manner in which we were handling them. Herbert O. Fisher, Chief of the Aviation Developments Division of the New York Port Authority, gave a fine speech in regard to the noise problem at airports which made a definite impression on the corporation fliers in attendance. Herb is to be congratulated on a job well done.

On Monday, October 26, 1953, four members of your Executive Committee; namely, Mel Nuss, Walter Betsworth, John Casey, and myself met with Mr. Robert Murray to discuss problems affecting airport operation. Dr. Leslie Bryan, the other member, was unable to attend this meeting due to other commitments. As you will remember, you received a memorandum from Walter Betsworth covering this meeting.

On November 3-6, 1953, the National Association of State Aviation Officials held its 1953 annual meeting at the Edgewater Gulf Hotel, Edgewater Park, Mississippi. Mr. Robert Neblett, a director of our Association in Jackson, Mississippi, attended the meeting representing our Association. Bob is to furnish Walter Betsworth with a copy of the pertinent information affecting us.

Mr. W. W. Overton, Jr., of Dallas, Texas, requested our Association to have representation at the "Symposium On Air Power" in Dallas on November 19 and 20, 1953. Accordingly, I requested Bill Fuller, our First Vice President, and George Coker to attend and advise the Association of any developments which should be of interest to our organization.

Looking forward to the future, I would like to point out that Dr. Leslie Bryan has done an outstanding job for the Association as far as the Standards Committee is concerned and this will be a major item of discussion at our forthcoming Louisville meeting. Incidentally, Dr. Bryan is to be congratulated for receiving the Aviation Education Award on the 50th Anniversary of Powered Flight on December 17, 1953, in Washington, D. C.

I would like to once again thank all the officers and directors, as well as the members, of our Association for the assistance given me during the first half of my Presidency. May I further take this opportunity to wish all of you a Merry Christmas and a most Prosperous New Year.



FRANCIS A. BOLTON
President, AAAE