

The Greater Cincinnati Airport

Submitted By
Durrell Ferguson
January, 1954.

Contents

Section	Pages
I Construction	1
II Commerical	5
III Control tower	7
IV Bibliographies	9

This paper consists of three parts, Construction, Commercial Use and the Control Tower. It is designed to show a little of the background behind the development and a few statistics referring to the Commercial use.

Darrell Ferguson

Construction

In the winter of 1941 the United States, now engaged in a global war, began a program of expansion throughout the United States from California to New York, Air Force training bases began to spring up from nothing. In the immediate surrounding area the Air Force was looking for a spot to build a base, to be used as a practice field for its new bombers. At the time the only air base close was Wright - Patterson, located at Dayton, Ohio.

Later that same spring the Air Force and members of the Cincinnati Planning Commission held their first conference in order to try to determine a location for the new base. The present site of the Lunken Airport was left out because of its small size and bad location. One of the first sites to be considered was located twelve air miles from the Fountain Square to the north-west.

It was made up of a possible two thousand acres

There were three other sites situated through Kenton and Campbell Counties all of which were too small for the purposes of the Air Force. Finally after much discussion and many letters, the present site three miles from Erlanger, Kentucky was agreed upon

From that time of late spring of 1941 until early December of the same year, things almost went into a deadlock. Since the Air Force needed the field as quickly as it could possibly get it, they contacted Congressman Baert Spence and Senator Alben Barkley for their assistance. With the help from both men and the need of it by the Air Force the C.A.A. approved the present site consisting of nine hundred twenty eight acres on December twenty sixth, 1941

The C.A.A. agreed to give any possible assistance it could but stated that at the time had no funds available,

Between December of 1941 and September of 1942 there was a routine procedure for trying to raise the necessary funds through the W.P.A. and various other organizations, but the Army stepped in and put a stop to this. The process then went back and forth again until in September of 1942 Colonel Johnson, Chief of Staff of the Air Force Ferry Command with the help of a Presidential Letter succeeded in getting the first allocations for the field.

On October, 1. the C.A.A. agreed to a first price considerations of two million dollars for four runways four thousand six hundred seventy feet plus the necessary light and direction signals¹.

Interview²

¹ Bryan Dicky - Manager of Greater Cincinnati Airport

Oct. 26, 1953.

Dec. 28, 1953.

Between October of 1942 and April of 1943 the Air Force succeeded in extending the length of the runways to five thousand feet and secured a contracts which enabled them to begin construction.

In 1945 the runways were completed and the lease was turned over to Kenton County. At this time the field consisted of the four runways, lighting and necessary wind directionals. There were no buildings, ramps or other facilities of any kind. As soon as the runways were completed the Air Force began to bring its heavy bombers in throughout the night, having them use the field for touch and go purposes. This practice was continued until after the completion of the was in the same year. The Air Force then pulled out leaving the field in complete ownership of Kenton County².

² The preceding four pages were taken from interviews with the manager of The Greater Cincinnati Airport

Bryan Dickey Oct 26, 1953.

Dec 28, 1953.

Commerical

Commericaly the airport got its start in the same year 1945, in which the Air Force left. The C.A.A. agreed to its being used as a commerical airport if the necessary facilities were made available. When the need for money was brought up, Kenton County had no money for an investment in buildings and extras.

In order to get a start the different Air-lines agreed to put up three hundred thousand dollars which they would get back in space to be used for thier planes and in rentals. The C.A.A. then agreed to put up an extra six hundred thousand dollars. Between what the Air-lines; The C.A.A. and the little Kenton County could give the necessary buildings and facilities were built. Upon Completion the field and buildings ^{were} set at a value of seven million dollars.

Soon after the completion all air-lines which had been using the Luken Airport before were now scheduling thier flights to the new field.

Now that the airport has been in commercial use for six years it now ranks, as does Cincinnati, seventeenth through out the nation.

To show a bit of the rapid growth of the traffic there from January, 1947 to December of 1952 the number of air carriers landings increase from thirty nine thousand to fifty four thousand an increase of fifteen thousand over the six year span.

The number of passengers greatly increase also. From January of 1947 the number of off and on passengers rose from a little over three hundred thousand to seven hundred thousand in December of 1952.

The future for the commercial outlook for the airport looks very good, with the ever increasing numbers turning to air travel³.

³. Condensed reports on Air Carrier
landings and Monthly on and off Passengers.
1947 - 1952 Submitted by

Bryan Dickey Oct. 26, 1953.

Dec. 28, 1953.

CONDENSED AIR CARRIER LANDINGS

1947 - 1948 - 1949 - 1950 - 1951 - 1952

	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>
January	1,728	3,365	3,000	2,904	4,251	4,398
February	2,778	3,030	3,133	2,942	3,512	4,297
March	2,810	3,749	3,788	3,177	4,383	4,661
April	3,085	3,849	3,632	3,565	4,324	4,650
May	3,280	3,947	3,891	4,077	4,869	4,487
June	3,441	4,055	3,840	3,882	4,783	4,622
July	3,765	4,175	3,903	3,901	4,930	4,704
August	3,787	4,257	3,868	4,042	5,038	4,931
September	3,758	4,090	3,718	3,831	4,805	4,705
October	3,888	3,887	3,738	4,198	4,913	4,758
November	3,397	3,742	3,324	3,796	4,260	4,333
December	<u>3,394</u>	<u>3,547</u>	<u>3,183</u>	<u>4,300</u>	<u>3,894</u>	<u>4,378</u>
TOTALS	39,111	45,693	43,018	44,615	53,962	54,924

CONDENSED MONTHLY ON AND OFF PASSENGERS

1947 - 1948 - 1949 - 1950 - 1951 - 1952

	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>
ary	14,236	18,080	20,464	24,111	42,627	49,474
uary	17,152	16,097	22,817	26,130	38,160	48,224
h	21,636	21,906	30,439	30,465	53,032	57,727
1	25,311	26,558	33,858	36,715	55,180	62,279
	29,136	28,089	36,994	44,813	59,763	60,271
	25,174	31,371	36,071	45,378	61,454	63,365
	28,052	30,665	33,173	38,786	55,723	59,810
st	32,324	31,794	36,682	40,457	61,584	63,984
ember	32,361	31,725	35,018	41,204	59,566	63,567
ber	33,535	31,416	38,125	45,829	62,127	67,364
mber	23,143	27,226	30,248	38,325	53,311	58,869
mber	<u>20,647</u>	<u>26,460</u>	<u>25,973</u>	<u>42,713</u>	<u>45,174</u>	<u>59,470</u>
LS	302,707	321,387	375,862	454,926	647,701	713,404

Control Tower

The control tower at the airport is known by in coming and out going pilots as Kenton Tower. It is run on two sets of rules known as Instrument Flight Rules and Visual Flight Rules, depending upon the weather conditions.

The working force of the tower consists of three people usually, two men and a woman. One man is the tower ^P pilot operator while the ship is in the air. The other, the tower ^P to pilot operator while the ship is on the ground. The woman records landings, take offs and gathers and calls in weather information.

The radio in the tower transmits and receives on seven different frequencies without always being on the same wave length. There is a direct radio phone connection to all weather bureaus throughout the country.

The plans for the future, for new equipment for the tower, includes all the latest radar equipment of which part has been put in.⁴

4. The preceding two pages were taken from an interview with Mr. C. McKay manager of the Kenton tower Dec. 29, 1953.

Bibliographies

Interviews

Bryan Dickey Octo 26, 1953.

Bryan Dickey Deco 28, 1953.

C. McKay Deco 29, 1953.

Reports on Air Carrier Landings.

Conclusion?

Your interviews and pictures were good. Were you unable to find any printed material as reference?