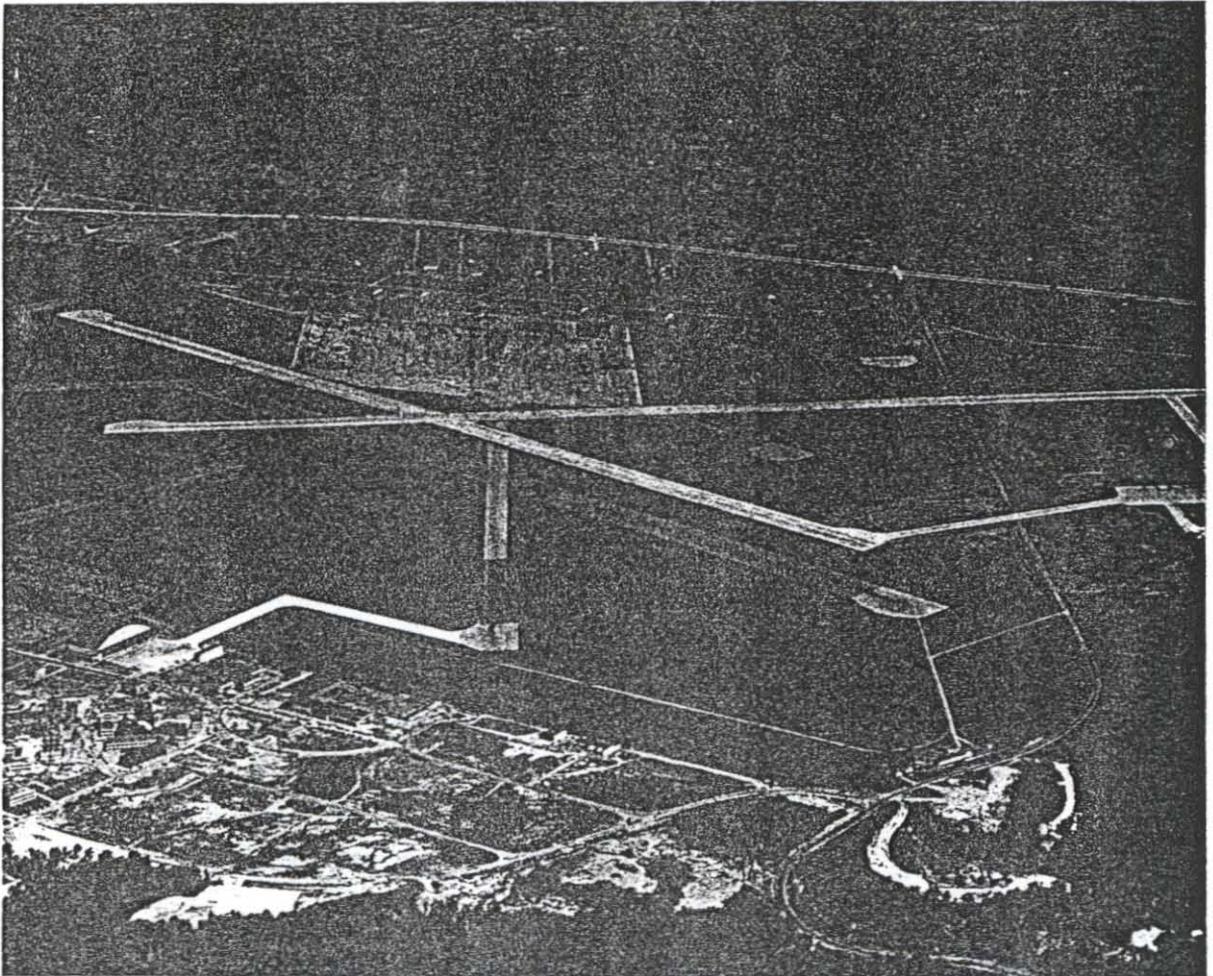




Cleveland Airport Advances

John R. Bloss



CLEVELAND AIRPORT - 1944

Twenty-five years seem like a short time when you have lived through them and many things happen during that time.

We have seen aviation develop from a

small industry until today it is one of the largest.

Cleveland has developed along with aviation and, as you know, become one of the



greatest aviation parts producing centers in the country. The members of the Cleveland Aviation Club feel that they too had a substantial part in developing Cleveland as an aviation center.

Early in 1920 the Club published a magazine called "Wings" and in it was an article titled "Cleveland—A Future Airport." This article was written by one of our own members, Major Clyde Butler, now serving with the Army Air Force in France. To us this article was important and is now worth repeating because it was prophetic of the future of aviation in Cleveland. The article follows:

"In the new era which is now dawning—that of Aerial Transportation—there will be great centers of aerial activity. Even as the era of steamship and railroad transportation has created great seaports and railroad centers, even so will this new era create centers from which will radiate airlines to all parts of the world. A very fitting term for such an aerial center is AIR PORT.

As it enters an entirely new realm of nature, aerial transportation is peculiar unto itself, and there are certain factors which will influence the establishment of great Air Ports. It is my purpose in this brief article to point out what seems to me the most important factors, and then to show why the CITY OF CLEVELAND, possessing these advantageous factors is destined to become a great Air Port of the Future.

There are, it seems to me, THREE prime factors which will influence the establishment of the Future Air Port. They are (1) The Geographical Factor, (2) The Meteorological Factor, (3) The Industrial Factor.

By the Geographical factor I mean the location of a city with reference to other cities, and the distribution of pop-

ulation within the sphere of aerial activity of that city, its location with reference to the topography of the surrounding country, and to natural transportation lanes such as lakes or river valleys which will also prove natural air lanes because they will afford ready facilities for landing both land and water craft.

By the Meteorological factor I mean the condition of the atmosphere above the possible airport, whether there are hurricanes and cyclones and other great air disturbances which affect the flying possibilities, and fogs which hamper the visibility, and increases the risk in landings.

By the Industrial factor I mean the city's industrial location, the extent of its industries, and the possibilities of the acquisition of new industries, all of which determine the need of that city for aerial transportation and also the attitude of the inhabitants of the city toward new industries and innovations.

In the light of these three prime factors let us examine the possibilities of the City of Cleveland as an Air Port.

CLEVELAND'S GEOGRAPHICAL ADVANTAGES

If you will take a map with Cleveland as a center, draw a circle with a radius of 500 miles you will see that Cleveland has an almost ideal location for an airport.

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It is practically the center of population of North America, and a radius of 500 miles aerial activity will reach at least two-thirds of the population of North America, and that two-thirds is by far the busiest part of our population. This circle includes practically all the important industrial centers. Cleveland's industrial activity could not endure in isolation, it is inseparably linked with other cities and any shortening of



the lines of communication with those other cities will result in great efficiency and a marked increase in production which will in turn increase the wealth of Cleveland. Aerial transportation will shorten those lines of communication to a marked degree.

Cleveland is not surrounded by any natural barrier which would prove an obstacle to aerial navigation. On the other hand it is situated upon Lake Erie. Its business district is but a few minutes from the Lake Front. With a station at the foot of East 9th Street, full advantage could be taken of this fact. Flying boats operating from there would have the entire Great Lakes Basin, as well as numerous rivers for airways, while a transfer to land planes could be erected at an aerodrome out along the lake shore, and then the St. Lawrence, the Mohawk, the Hudson, the Ohio and the Mississippi valleys afford ready air lanes for the huge aerial liners.

CLEVELAND'S METEOROLOGICAL ADVANTAGES

While the climate of Cleveland is by no means ideal, it is not inimical to aerial navigation. It is out of the zone of hurricanes and cyclones. Due to its proximity to the Great Lakes and freedom from natural obstructions such as mountains which cause crosswise air currents, the air around Cleveland is fairly even and favorable for flying. The Weather Bureau reports an average of but six foggy days during the past ten years, and a remarkable freedom from violent storms.

CLEVELAND'S INDUSTRIAL ADVANTAGES

Cleveland is rapidly taking its place among the great cities of this continent. The present census will probably establish it as the fifth in size and power.

This growth is partially caused by its advantageous industrial location near the coal and iron fields. For this reason it is a great manufacturing center. But there is another cause—the progressive spirit among Cleveland Business men. One who is prominent in the promotion of new enterprises tells me that Cleveland Business Men are known the world over for their willingness to assist new and worthy corporations. This is one of the reasons new enterprises will continue to select Cleveland as the center of their activities. However, this very growth has produced a condition of congestion which will hamper further growth.

Transportation and communication have failed to keep pace with the industrial development. Aerial transportation is the logical solution.

Thus because of its geographical, meteorological and industrial advantages, Cleveland possesses great possibilities as a center of commercial activity. Will the progressive spirit of Cleveland Business men come to the fore and enable this city to take its place among the great air ports.”

The progressive spirit of the Business Men of Cleveland did come to the fore with the result that Cleveland today has the largest municipal airport in the world.

Let us go back some years and see what happened. This Club from its inception wanted to get a flying field so that those of its members who wanted to fly could land somewhere and where planes flying into Cleveland could land.

We helped get and inaugurate the field at Woodland Hills Park which was used by the air mail. Members who had formed small companies to fly passengers had small fields of their own. The Glen L. Martin Company, located here in the early twenties, had a field of their own for testing their ships out on St. Clair Avenue



where the Cleveland Graphite Bronze Plant now stands.

It was tough going to get the City Fathers (our council) to see the wisdom of a large flying field big enough for expansion in the future. However, in 1924 we had a man with vision, our good friend and then City Manager, William R. Hopkins, who saw what a large airport would mean for Cleveland. During the latter part of that year and early 1925 parts of the present airport were optioned and purchased. The City put out a bond issue of \$1,250,000 to pay for the land and build the first hangars and leased them.

On July 1, 1925 the Cleveland Airport was opened with an area of 1500 feet East and 400 feet North and South and we boasted that it was the largest municipal airport in the world. This was true, because it was the only municipal airport in the world. In that year and for two years following we had the unparalleled traffic of eight planes every twenty four hours and again we boasted of the busiest airport in the world.

In 1927 when the Stout Air Lines commenced operations, and the Post Office department turned over the carrying of mails to private contractors, the Cleveland Airport began to show a very healthy increase in plane movements, and sometimes attained as many as fifty pasengers a day.

The acquisition of more land became the major task. More than 1,800,000 cubic yards of dirt were moved, ditches and gullies were filled in and levelled off, 2,000,000 feet of tile drains and sixty miles of sewers were installed to make for an "all way" landing area of well over a thousand acres.

In 1933 it became evident that the sod field, due to Spring thaws and frequent rains, was unsuitable for the regularity of ship movements and then began the building of a hard surfaced landing area, runways and taxi strips with a result that today our

airport has more paved area than any port in the United States.

To give you an idea of the size of the Cleveland Airport we are showing below, for comparison, the size of the eight largest fields in the United States in acreage and paved runways and taxi strips:

Cleveland Airport	1200 acres	15,899,400 feet
National Airport—Washington D. C.	650 acres	5,096,520 feet
Chicago Municipal Airport	630 acres	8,624,888 feet
LaGuardia Field—New York	584 acres	4,791,600 feet
Lambert Field—St. Louis	521 acres	2,831,400 feet
Lockheed Terminal—Los Angeles	418 acres	4,268,880 feet
Municipal Airport—Kansas City	446 acres	3,659,040 feet
Municipal Airport—Philadelphia	348 acres	3,397,680 feet

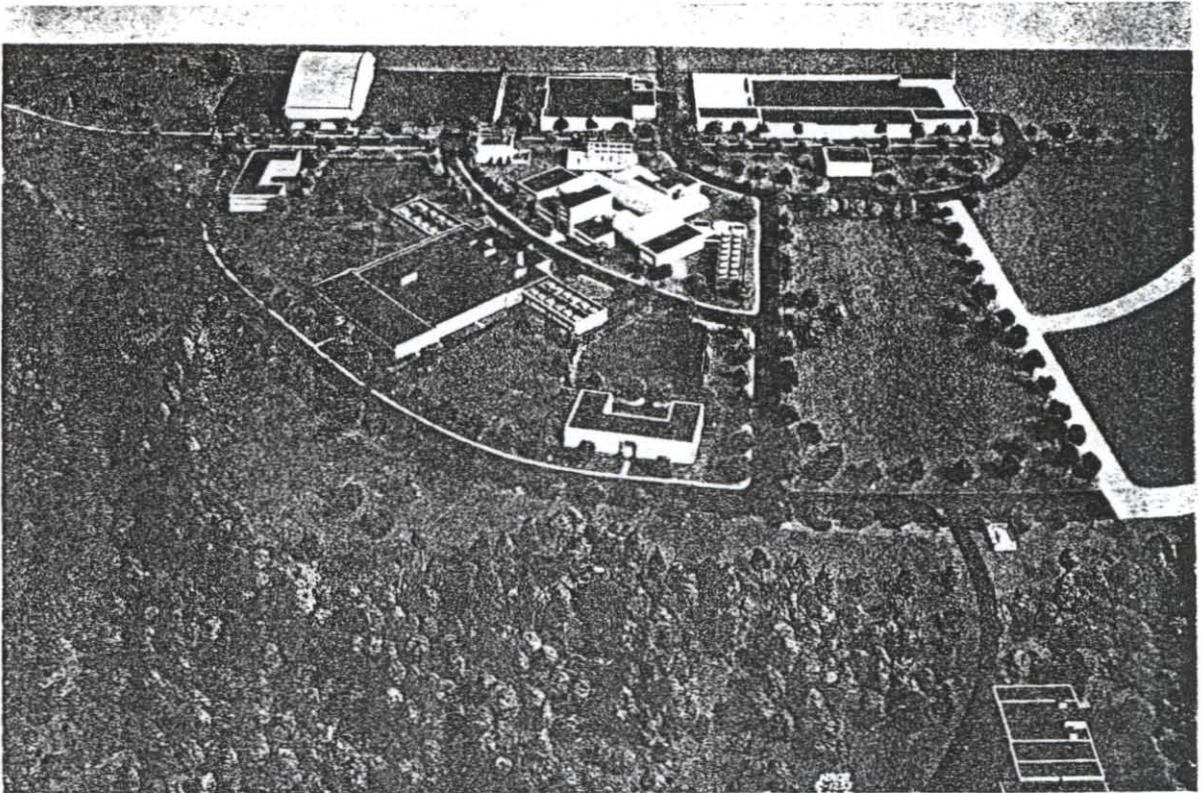
Since 1928, the transport movements and passengers carried are as follows:

Year	Ships	Passengers
1928	6,978	10,418
1929	14,455	15,825
1930	21,211	36,461
1931	27,068	63,317
1932	26,522	80,992
1933	26,789	105,335
1934	27,418	108,159
1935	31,348	151,862
1936	33,140	184,017
1937	28,121	152,165
1938	28,676	178,330
1939	33,918	214,181
1940	34,890	312,700
1941	40,544	396,409
1942	35,782	346,656
1943	35,368	369,002



In 1943 there were more than 380,000 landings, 1500 students were trained each month, several thousand military ships were cleared, the staff handled both Army and Navy cargo as well as the regular transport movements. This traffic, which you will have to admit was enormous, was handled without any congestion and with absolutely no damage to aircraft or pilot, quite an enviable record.

opment and it is managed by Edward R. Sharp, who came to Cleveland from Langley Field, Virginia. The Government also has spent \$57,000,000 for the construction of the Fisher Bomber Plant at the south end of the airport. All of this construction work going on since 1940 has been done without interfering with any approaches to the air port.



A model of the Aircraft Engine Research Laboratory gives an over-all prospectus of the facilities the National Advisory Committee for Aeronautics has created at Cleveland, Ohio, for its vital program of aeronautical research.

In addition to our airport's great activity in flying, Cleveland was fortunate in securing the Aircraft Engine Research Laboratory of the National Advisory Committee for Aeronautics. The buildings used cover the Northwest portion of the airport which was used for the grandstands and parking area of the National Air Races. The United States Government has spent over \$25,000,000 for this wonderful devel-

The post-war picture of the airport is already on paper with detailed plans being completed and it is hoped to have three parallel runways in the direction of the two prevailing winds and parallel runways in the other two directions.

Cleveland has been most fortunate in having one of the Nation's outstanding airport managers. No one has been better fitted to



carry out this city's aviation program than our good and amiable friend, Jack Berry.

Jack Berry was with the engineers in the last war and when he came out of service he went into the engineering department of the U. S. Post Office. In that capacity he came to Cleveland to look over the possibilities of the Cleveland Airport for the air mail and here he stayed. City Manager Hopkins saw Jack Berry's possibilities and offered him the position of Airport Manager. Many of the ideas he has worked out in Cleveland have been copied by airports all over the world. He is the man who conceived the need of control of planes approaching a landing field and established the first radio control tower in the world, which was later adopted nationally.

Safety has always been Jack Berry's primary consideration. He takes great pride in the Cleveland Airport's safety record. Only one fatality has occurred on the flying area of the field since it opened.

Jack Berry can be tough when its necessary but it's always because he is thinking of the safety of others. We of the Cleveland Aviation Club say you have done a grand job, Jack Berry.

The Cleveland Aviation Club now believes that it is high time for Cleveland to get busy and make some plans for a downtown lakefront airport. The need for a lakefront port is primarily to speed passenger transport. It is one thing to fly from Detroit in 39 minutes to save time and another thing to end up forty to fifty minutes from the heart of the city.

Cleveland has the right spot for just such an airport on our lakefront. Let's develop it. It can be, as was demonstrated by the City of Chicago, which developed their lakefront instead of using it as a dump and eyesore.

The downtown site on the lakefront, used primarily for privately owned aircraft and as a transport landing field, and directed by

Jack Berry, would relieve our present airport so that it could be used for heavy transport service, flight instruction and for future air races.

We think that the City Planning Commission should get ready and prepare plans for the lakefront airport to run from East 9th Street to East 40th Street and extend the fill to get the necessary North and South land. We see no reason why such an airport would not be practical. With one entire side the length of the field there would be no obstructions to either landing or take-off and the area is fortunately located in such a way that the greatest length—1½ miles, lies in a direction to utilize prevailing winds so that the whole length of the field would be available for take-off and landings.

There could scarcely be found a single spot anywhere at which all forms of commercial transportation could converge so favorably. Railroad, lake boats, busses, all are immediately accessible. Passengers could walk or taxi to the Public Square within five minutes.

Business men, using planes for speed, would not sacrifice the time gained enroute between cities, by a long automobile haul from the airport to the business section.

With a lakefront airport and our present one there is reason to suggest that Cleveland, Ohio could become the United States' greatest international airport of entry and surpass any of the coastal cities because we have the best geographical location being in the center of the industrial area that will produce many of the essentials necessary abroad when this war is over.

The Global air routes of tomorrow will lead us to strange and new territory as well as the old trade routes. International air routes are expected to touch the borders of the U. S. A. from any points of the compass and we should prepare Cleveland to receive our share and become the leader in having two great airports.