

# NEW AIRPORT PLAN FAVORED

## Gets O.K. Of Citizen Committee

### Proposal Now Goes To Council For Action

The Grand Forks City Council will be presented with a proposal to proceed immediately on the construction of a new airport southwest of the city when it meets next Monday.

The unanimous recommendation comes from the Grand Forks Citizen's Committee on Airport, Bridges and Highway, which met Monday in the City Hall. The committee also asked to meet with the Council Oct. 26.

The proposal is the result of an investigation by Assistant City Engineer Thoburn Peterson which found that a new airport "will mean less new money" invested than under any other plan being studied.

#### City Cost \$195,500

With matching federal funds, Peterson said, the cost of a new installation west of U.S. Highway 81 and south of Grand Forks will be \$195,500. This includes land purchase, basic construction, water mains, lighting and an administration building.

The other plans all involve improving the present site and range in local cost from \$275,000 to \$562,500.

Total cost of moving the airport, including federal and city funds, is \$1,666,500. Deadline for application for federal funds for airport construction for 1961 is Nov. 30 this year.

The City Council will be asked to act on the matter with this date in mind, officials said.

#### State Offer Noted

One of the reasons for the comparatively low cost for the new airport is the profit that can be made on the sale of the present site. Peterson's report states:

"The State Highway Dept. has offered \$576,700 for a portion of the present airport to be used for right-of-way for the interstate highway. In addition, the remainder of the airport could be sold and the land acquired by purchase for (present) clear zones could be sold."

The highway department wants the right-of-way for the new north-south superhighway proposed in this area. The new site would border on the proposed highway if moved.

#### Others Interested

Peterson said Tuesday that "there have been indications from a number of sources" of a desire to buy the land for industrial use. Other local officials have said the Great Northern Railway is interested in the site.

His report states that "190 acres (left after state purchase of the right-of-way) at \$700 per acre would yield \$133,000 and the remaining clear zone properties would probably yield approximately \$15,000."

The other plans investigated with the city's share of cost are:

To pave the long runway of the present airport without any relocation or extension of runways; new money needed \$275,000.

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## GETS O. K.

(Continued from Page 1)

To extend the long runway to the north, shorten on the south and pave; new money needed \$317,500.

To construct new optimum direction runway with required clearances on present airport site; new money needed \$317,500.

Peterson pointed out that the major problems of the present site can be resolved into three basic points:

Inadequacies of the runway surfacing and base and inadequacy of the space available for extension of the runways.

"The first of these points is evidenced by the annual closing of the airport airline traffic during the period of the spring thaw and frost break-up. The base provided for the present runways has proven to be inadequate with poor drainage for the asphaltic surfacing used. When the spring thaw occurs, the frost cannot be drained away. This provides a spongy cushion which causes the surface to break under the heavy loads of commercial aircraft," he said.

He also noted that the present site prevents expansion of the city to the west.

The Grand Forks City Council Monday night will receive a report of the Citizens' Committee on Airport, Roads and Bridges backing immediate re-location of the Municipal Airport.

The committee asks that the City Council move the site to a location southwest of Grand Forks bordering on the proposed route of U.S. Interstate Route 29. The move is recommended as the best method of solving present airport problems with the least cost to city residents.

According to a report accompanying the recommendation the major problems at the present site are: Inadequacies of runway surfacing; inadequacies of base and inadequacy of space available for extension of the runways.

One problem, not mentioned, is a state request for a right-of-way through the present airport site for proposed U.S. Interstate Route 29.

To move the airport would cost taxpayers \$195,000; to repave the present runway would cost \$275,000; to extend the runway and

pave would cost \$317,500; to construct a new runway with required clearances would cost \$562,000.

The need for action at this time is three-pronged. If the airport is moved to a new site federal matching funds will be available—but, Nov. 30 is the deadline for application for the 1960 building season; the state has offered to buy half the present site for \$575,700 for highway right-of-way, and present facilities are inadequate.

The cost to local taxpayers for purchasing the new site is figured on the City's ability to sell the 190 acres left after the state purchase for \$133,000, as well as on the federal grants.

Local officials state that this figure is based on independent estimates of \$100 to \$1,000 per acre "depending on accessibility." The sale of the land at these prices is justified by tentative offers of the Great Northern Railway and "others" to buy the land for industrial development, they said.

Total cost of the move would be one million six hundred and sixty-six thousand five hundred dollars. "It is believed that all of this cost is eligible for matching funds, so the total cost to the city would be \$833,250," the report said.

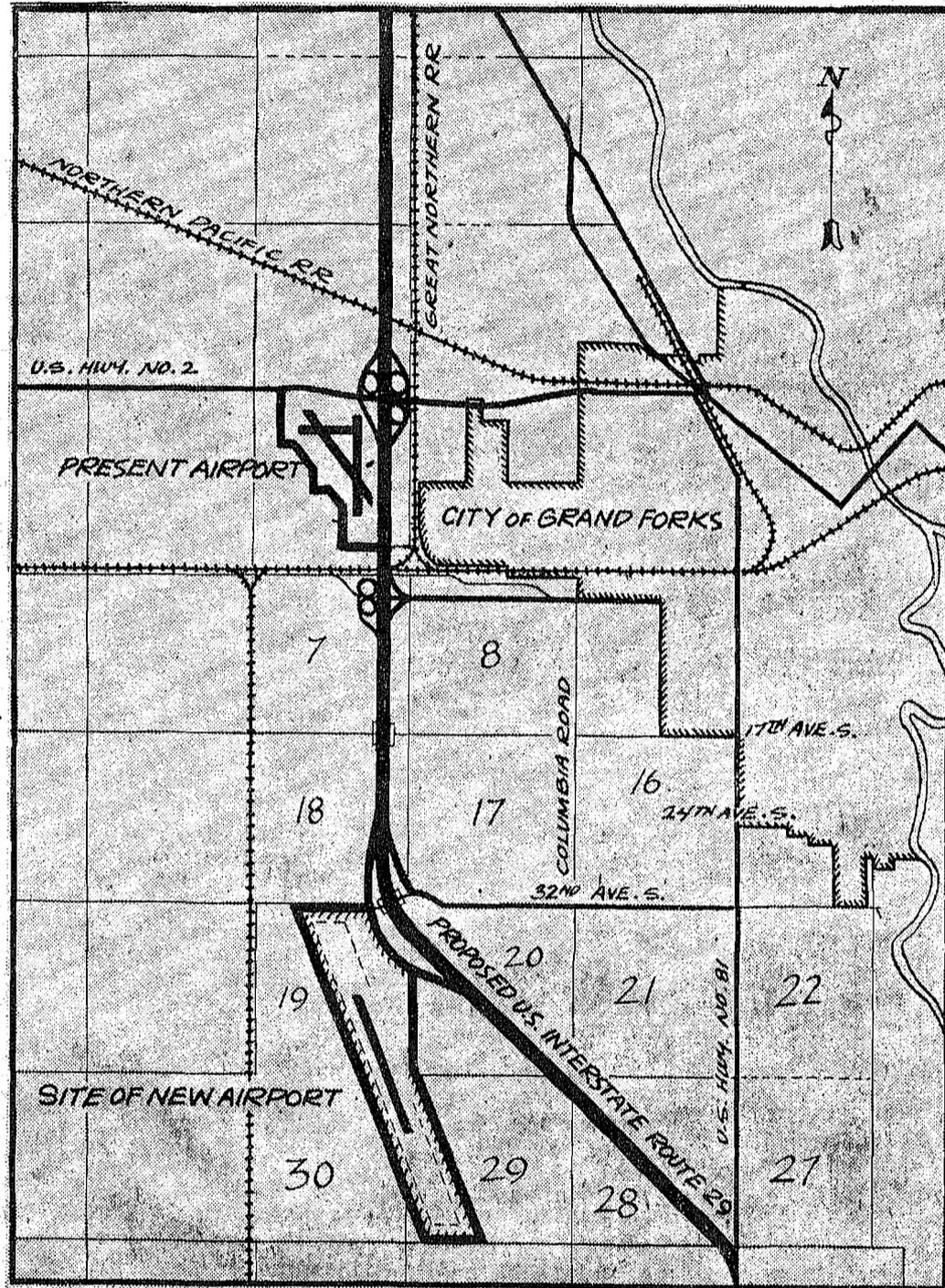
Improvement and expansion of present facilities would require the full city share to be paid from the present airport fund and-or a bond issue, it stated.

Re-location would have several sources available. "The primary source of such funds would be the disposal of the present airport and related lands . . . the net available to the city then would be \$61,000 . . . with this money . . . the net cost to the city would become \$195,000," it said.

One point on which there is not complete agreement among city officials, the Citizens' Committee and interested parties is whether or not federal funds are available for the construction of a new administration building. Other airports in the state have in the past received such approval, but the understanding among some officials is that this is no longer "easy to come by."

## Council To Receive Report On Airport

### Proposed Site Of New Airport



THIS MAP SHOWS THE PROPOSED site for the new Grand Forks airport backed by the Citizens' Committee on Airport, Roads and Bridges. The proposal will be brought before the Council Monday and the committee has asked to meet with the Council Oct. 26. In order to qualify for federal matching funds action must be taken before the Nov. 30 application deadline.

# Editorials

## Objections Seen to Bypass Plan

A NUMBER OF OBJECTIONS HAVE been raised to the North Dakota highway department's proposal to route the new Interstate Route 2 through Grand Forks just east of the municipal airport.

These objections include a strong protest from officials of the University of North Dakota, who see in the proposed route a sharp curtailment of the University's plan for future campus expansion.

While the inside route has many advantages for the city over the proposal of some that it go two miles west of the airport, it is important that the routing of the highway through the city cause a minimum interference with the University and existing businesses.

\* \* \*

THERE IS OBJECTION, TOO, TO THE intersection of Interstate Route 2 with present U. S. highway 2, for there is involved a cloverleaf connection that would cover quite an area almost within the city.

One suggestion has been made in the Chamber of Commerce highway committee that the present U.S. 2 be swerved northward a quarter of a mile at a point about two miles west of the city limits and intersect Interstate Route 2 approximately a quarter mile north of its present entry point.

Another suggestion that would overcome all routing objections and provide adequate substitute routes would be the moving of the municipal airport to a point possibly north and west of its present site.

This would provide space for a city route for Interstate Route 2 through the present airport and remove all objections by the University as well as the intersection with U.S. 2, for the route and the intersection with U.S. 2 would be west of the Great Northern tracks bordering the present airport site on the east.

\* \* \*

THERE IS A GREAT DEAL TO COM- mend the suggestion for moving the airport, and the only objection, perhaps, is the expense involved. While the Civil Aeronautics Administration would participate in one-half the expense of the land and certain construction, it is likely the city's share would be about \$1,250,000.

This is a large sum of money but there are considerations in the moving of the airport that call for careful study, includ-

ing the inadequacy of the present airport and highway and other restrictions that make it almost impossible to expand it adequately for future demands.

Quite likely the present airport will become inadequate and restricted in service within four or five years. Certainly we cannot expect to land DC6's or DC7's at the present site, regardless of anything we might do to improve the runways without materially extending them, which cannot be done at the present site.

\* \* \*

IF WE ARE TO KEEP PACE WITH progress in air travel — and with the Air Force jet base just west of the city the demand for commercial air service will increase — we must be prepared to spend the money that such progress naturally demands.

Moving the airport would not mean a loss of everything we now have at the present site, for the land would have value for resale, much of it for industrial purposes and the routing of Interstate Route 2, and the large hangar and some other buildings could be moved to a new site.

There is need now to spend about \$200,000 in improving the runways at the airport, but before this is done there should be a thorough study of the suggestion for a new site so there will be no unnecessary expenditures until a decision can be reached.

With the development of commercial jet planes, it would be just as well, too, to have the airport located two or three miles beyond our residential and business districts, for it must be admitted there is avoidable danger in that respect.

\* \* \*

NO ONE WANTS TO SPEND A LARGE sum of money if it can be avoided without impairing the future development and wellbeing of the city. The Herald only suggests that competent engineers and economists make a study of the airport situation, so that we can know now what we may need to face in the future.

If anything we do to our present airport still cannot prevent it from becoming grossly inadequate within a few years — even five or six — we should avoid any wasteful expenditure and examine closely all phases of the proposal to move the airport.

# DELAY ACTION

# ON AIRPORT

GRAND FORKS, NORTH DAKOTA, TUESDAY, OCTOBER 27, 1959

## Plans To Seek U.S. Aid Started

### Order Request For Federal Funds Drawn

The Grand Forks City Council Monday delayed action on moving the Municipal Airport southwest of the city but initiated proceedings for application for federal funds in case such a shift is found desirable.

After two hours of debate, Councilman Homer Sondreal moved to direct the City Engineer's office to draw up the requests. A substitute motion made by Councilman Anthony Feist to make the airport problem the first order of business at the next Council meeting and to refrain from drawing the request was defeated.

#### Nov. 30 Deadline

The decision was made in order to allow application to be completed by Nov. 30. That date is the cut-off for federal funds for the 1961 construction season.

The Mayor's Citizens Committee on Airport, Bridge and Highway problems recently requested the Council to proceed immediately on moving the airport. Committee Chairman Harold Shaft told the Council Monday that clearances at the present site are inadequate; double laning of U. S. Highway 2 is prevented by the present site; and the state wants a portion of the airport for the planned north-south interstate highway.

He pointed out that the inter-city bridge also is involved in the problem of widening and improving U. S. Highway 2.

#### 'In One Package'

"It is all tied in one package," he said. Until something is done about the airport the state has said it will not help with improving the highway; the new north-south interstate highway cannot be completed, and the bridge to East Grand Forks is being held up, he said.

Opposing the move were several local pilots and plane operators. Lester Jolly, pilot for George Cox, said he thought "the present facilities are very adequate."

The main reason for moving the present site is to give commercial planes more opportunity to use the facilities, he said. He claimed the airlines will pattern their equipment to the facilities. "There are more than 100 empty seats a day on planes" leaving Grand Forks City, he said.

"What we need are smaller planes and more trips a day," he said.

#### Clear Zones 'Inadequate'

At one point in the discussion it was pointed out that present clear zones are inadequate and U. S. Highway 2 will have to be moved to permit space for FAA required safety zones.

"We're not interested in highways," Jolly said. He also said that he as a taxpayer was worried about the money needed for the new airport.

James Montgomery, of Montgomery Airspray, also opposed the move, saying the present airport is one "of the finest there is." Louis Gershman, Grand Forks, businessman, also opposed the move.

Montgomery also complained the proposed new site calls for only one runway and wanted to know where the small plane operator would operate. Assistant City Engineer Thoburn Peterson stated that it would be an optimum north-northwest runway, usable 92 per cent of the time. He also pointed out that the proposed airport would only be a beginning. Just enough to make the new site a "going concern," he said.

Total cost of the new site is estimated at one and a half million dollars with Grand Forks City taxpayers paying \$195,500 and federal grants and sale of the present site taking care of the rest. The state has offered the City \$576,700 for a portion of the present airport for right-of-way for the interstate highway. In addition, the remainder of the land could be sold at \$700 an acre, Peterson said. He said that he felt this estimate was low.

He told Councilmen that since estimating the land for the new site at \$400 an acre he had had a higher estimate.

Councilman Anthony Feist said he had been told that the Bismarck Airport had only received 15 per cent federal aid for their administration building construction rather than the 50 per cent Peterson estimated.

## AIRPORT

(Continued from Page 1)

Peterson, who drew the report at the request of the Citizen's Committee, said his estimate was based on previous grants. Three alternatives were presented in the report involving improvement of present facilities.

The cost estimates ranged from \$275,000 to \$562,500 to the city. None of them were eligible for federal grants, the Citizens' Committee told the Council.

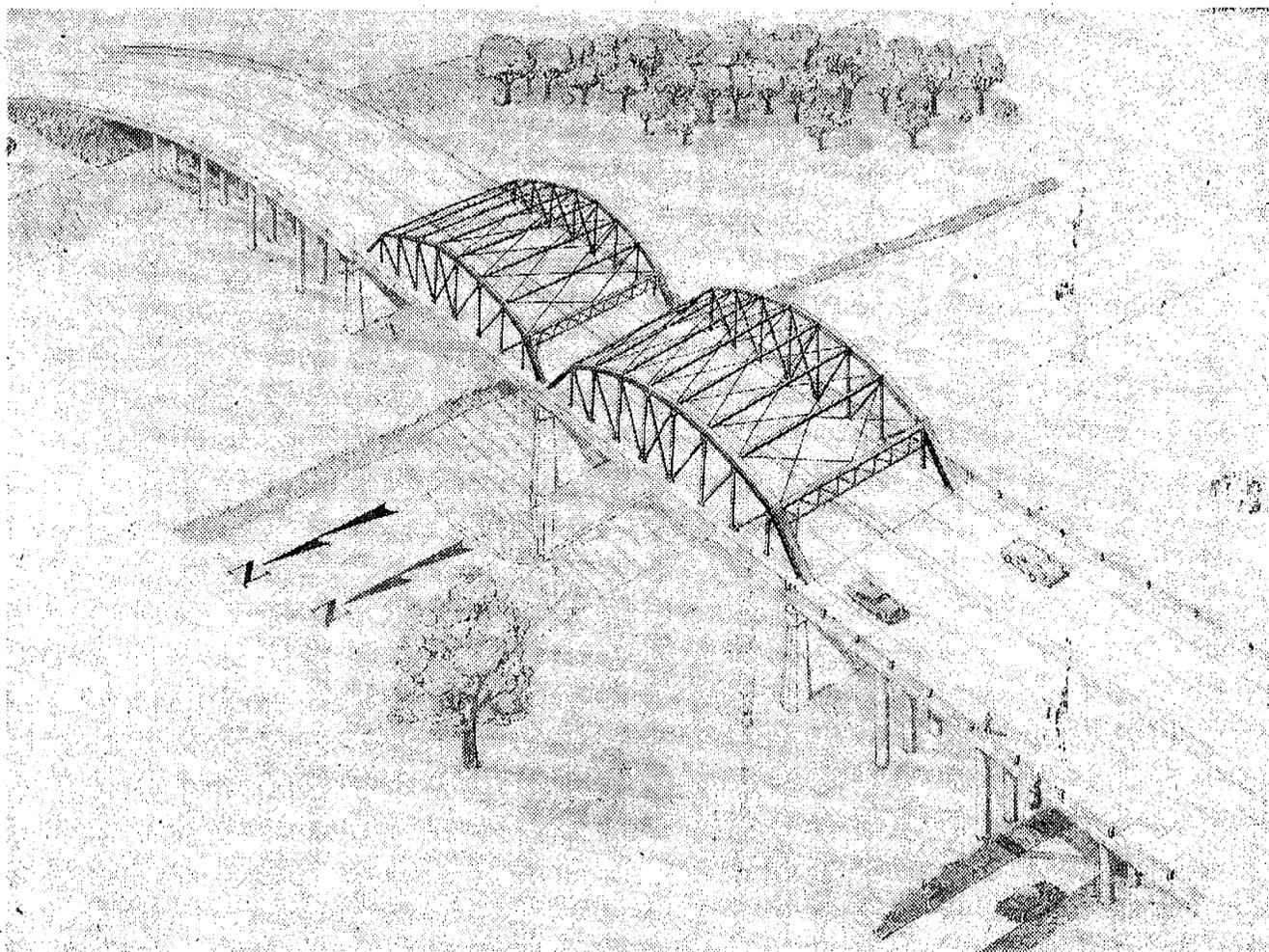
The Committee recommended acceptance of its report on the basis that the move would mean less new money to the taxpayers.

The Council adjourned without final decision but instructed the City Engineer's office to draw the application for federal grants in order to keep the matter open.

# N.D. SET FOR BRIDGE ACTION

GRAND FORKS, NORTH DAKOTA, THURSDAY, SEPT. 29, 1960 ★ ★ ★

*Skidmore Avenue Bridge May Look Like This*



THIS IS A STATE Highway Department sketch of how the proposed Skidmore Avenue Bridge across the Red River may look after it is completed. The sketch shows the bridge approach crossing 12 feet above Lewis Boulevard and on over the river.

In East Grand Forks the bridge approach would curve to connect with 10th Avenue N. This sketch was unveiled at a meeting of city officials with Highway Department spokesmen Wednesday night. Additional pictures on page 22.

# City Told Of Road Proposals

## Hope For Final Decision On Span Before Year End

City officials here were brought up to date Wednesday night on plans for highway development and construction of the proposed Skidmore Avenue Bridge across the Red River.

R. E. Bradley, chief engineer for the State Highway Department, said the state will be ready to move ahead rapidly as soon as a final decision is made on relocation of the present municipal airport.

Until then, he said, "We can't get too excited."

### No Deadline Asked

Bradley emphasized that he was not trying to impose any deadline upon the city nor to be dictatorial in any way. He said, however, that he and others in the department have been discussing a second inter-city bridge with Grand Forks officials for so long that it is difficult to be convinced that one is nearing the final design stages.

Alderman W. H. Mahler, chairman of a City Council committee on the airport relocation proposal, said his group has been in contact with a number of airport engineers and will meet with some within the next week or so to get further recommendations. He expressed hope that a final decision can be made before the end of this year.

### Shaft Cites Law

Harold Shaft, chairman of a citizens committee on highway, bridge and airport problems, said that if the city is to get federal aid funds for a new airport it must make application before Jan. 1. He pointed out that the present law for such federal aid expires next June.

Bradley said the state department is far enough along on preliminary plans for the bridge, for improvement of U.S. Highway 2 leading to the bridge and for Interstate Highway 29 that it will be ready to hold a public hearing on all three projects here in mid-October. He said the hearing may be scheduled Oct. 19.

### Questions Answered

The meeting Wednesday night was to acquaint city officials and the citizens committee with developments in advance of the public hearing.

Bradley's review and subsequent answers to questions brought out:

Total city cost for the bridge and Highway 2 improvement through the city would amount to \$440,750. The total overall cost of those two projects, would be \$3,087,000.

The cost for Interstate 29 from a point where it would leave the present route of U.S. 81 about three miles south of the city to a juncture with 81 four miles north would be \$8,050,000. The city would not contribute to that cost.

## BRIDGE

(Continued From Page 1)

The present routes of U.S. 81 and U.S. 2 through the city would remain on the state's primary highway system after construction of the new Skidmore routing for 2 and of the Interstate Highway.

Minnesota highway officials and the Bureau of Public Roads have approved the Skidmore Avenue bridge location and re-routing of U.S. 2 on a general basis. Bradley said he would anticipate no difficulty reaching the final agreements necessary with Minnesota and federal officials.

The proposed Interstate Route would include interchanges at U.S. 2 and Sixth Avenue S. in Grand Forks and a grade separation with possible future interchange ramps at 32nd Avenue S.

The earliest possible date on which contracts for U.S. 2 and bridge construction could be let would be sometime in the fiscal year starting next July 1. Construction of the interstate route here is probably three or four years away, at least.

### Traffic Still Problem

Bradley said he regards the bridge and Highway 2 improvement project as a worthwhile one, but said it will not relieve the downtown traffic problem as well as the Bruce Avenue bridge location proposed earlier. East Grand Forks and Minnesota officials turned down the Bruce location.

The four-lane bridge approach would pass over Lewis Boulevard in the Riverside Park area and one or two homes might be affected, Bradley said. A number of problems remain to be worked out in final design, including congestion at the intersections with U.S. 81 and the Mill Road and pedestrian crossings at Wilder School.

# Important Projects Started By Busy City Council During Year

By LLOYD C. TINNES

Projects of outstanding importance to the community were launched by a busy Grand Forks City Council in 1960.

The pace was swift and obstacles were many. There was much discussion and the usual measure of argument among the aldermen, plus a bit of heckling from the sidelines which had dwindled by the end of the year.

Growth of the city's area and mounted two of the top decisions increasing traffic congestion of the year.

## System Outmoded

One launched large-scale improvement of an outmoded sewerage system, the other brought nearer the "go ahead" stage of the long-sought second Red River bridge. There were many others.

The city's sprawling new business and suburban districts had outgrown an antiquated and undersized sewer system before the year began. Sewage was being pumped to a northside treatment plant incapable of processing it. The big load was going "raw" into the Red River.

## Sewer Project Started

To correct the sewage problem, the Council set in motion a modern, \$3,315,000 sewerage improvement project, including sewage lift stations, force mains and a lagoon. It was nearly half constructed as the year drew to a close. To finance the job, the council floated a \$2,815,000 bond issue, largest in the city's history. Federal aid will provide the balance.

And approaching the final design stage were plans for a long-awaited second bridge to reduce the DeMers Avenue truck-car parade that was increasingly strangling the business district.

## Meet With Difficulties

The new bridge, to be built at the end of Skidmore Avenue, was one segment of a massive, four-pronged venture, involving the bridge, a new four-lane stretch of U.S. Highway 2 from the river to a point west of the airport, construction of a new airport at another location, and of new Interstate Highway 29, slicing through the present runway area,

Cost of Interstate Highway 29 in the Grand Forks area, including five interchanges, would be about \$8,050,000, engineers have calculated. Ninety per cent of the cost would be borne by the federal government and 10 per cent by the state. The city would pay nothing. For improvement of No. 2 within the city and for the new bridge, the city's share would total \$440,750.

Engineering estimates place the cost to the city of moving the airport and constructing needed buildings and equipment would be about \$700,000 after deducting receipts from the sale of present airport property, plus federal and state aid. They estimated this would be \$100,000 less than the city's share of reconstructing the present airport and moving Highway 2 to the north.

Sewerage and airport - bridge plans alike encountered frequent stumbling blocks as they moved ahead.

Some councilmen hesitated to proceed with the lagoon phase of the sewerage program, believing an interceptor and plant treatment system to be preferable. The lagoon plan was approved by early fall, however, and work began Oct. 15.

## Airport Plan Approved

As to the airport's relocation, even stiffer opposition came from several aldermen. This group wished to postpone action pending receipt of further evidence that the plan was "economically feasible."

A resolution of approval finally came through Feb. 15, but it contained the hedging clause, "if economically feasible." Even then, the vote was only 7 to 5 for the action. Council sentiment for approval seems to have increased, however, since the April city election which brought in several new aldermen favoring the project while losing two others who had opposed approval and who left the council by resignation or by failure to gain re-election.

## Group Organized

Meanwhile, from the sidelines had come spasmodic but caustic fire from persons interested in the so-called Association of Grand Forks City and County Taxpayers.

Organization of the taxpayer group was started in April for the purpose of "tax reduction through greater planning and less haphazard spending." C. B. Folsom, state petroleum engineer here, was named temporary chairman.

From that point on, however, Keith V. Bacon, manager of the Dacotah Hotel, "carried the ball" for the taxpayer group, first against the lagoon project, and later against the airport relocation.

## Ads Enlivened

His heated charges of "extravagant city spending, reckless wasting of taxpayers' money" and a variety of other censure enlivened numerous large ads he placed in the Herald in the past few months. The "guerrilla" attacks were aimed at what Bacon termed "Webster & Co., the City Council," and sometimes both.

He referred to City Manager Alan Webster.

The taxpayer group's warfare on the lagoon plan died down when work began on the project and opposition to the airport relocation also appeared to have lessened considerably.

And so as 1960 faded, the airport project appeared to have gained momentum, with prospects good that final design work on a new bridge and Highway 2 will be started early in '61.

## 'Yes' Answer Needed

City officials have been told by R. E. Bradley, chief engineer for the North Dakota State Highway Department, that a definite "yes" on the airport move, without a hedging clause, is needed to start his engineers on the job of drafting final plans for the bridge and its Skidmore Avenue approaches.

They believe this assurance will be forthcoming at the meeting Jan. 16 at which the council is scheduled to receive a final engineering report including findings regarding the "feasibility" of the airport relocation plan.

## Several Retire /-/-61

Retirements of department heads during the year included those of veteran Carl Amundson, manager of the airport, who quit in October and was succeeded by Norman Midboe, acting manager; Thomas Fahey, foreman in the sanitation bureau; R. M. Jensen, water and sewage superintendent, succeeded by Col. A. E. Forsman, and A. J. Bentley, superintendent of inspection whose place was filled by A. B. Dickie.

In July, the council approved a 1960-61 budget of \$2,441,947 based on a city tax levy of 43.05 mills. It marked the second successive year the levy had been decreased. The 1959 levy was 43.06 mills, with a budget of \$2,049,780.

## Highway-Bridge Plan Up Tonight

An adjourned meeting of the Grand Forks City Council tonight is scheduled to act on a proposal to agree without qualification to relocation of the municipal airport to permit planning to proceed on the community's combined airport - highway - bridge project.

Passage of the proposal would pave the way for immediate start of design work on a new Red River bridge at Skidmore Avenue and on four-laning of Highway 2 past the north side of the airport.

State Highway Department officials have pointed out previously that removal of the airport would eliminate the problem of gaining required airport runway clearance as related to Highway 2 and thus allow plans for the road-bridge work to proceed.

The meeting is set for 7:30 p. m. in the council chambers of the City Hall.

# VOTE AIRPORT RELOCATION

## Council's Decision Unanimous

### Move Involves New Bridge, 4-Laning No. 2

By LLOYD C. TINNES

The City Council took a united stand Monday for relocation of the Grand Forks International Airport to clear the way for a massive airport-highway-bridge project.

Directly involved in the move is progress toward construction of the long-awaited bridge across the Red River and four-laning of U.S. Highway 2 across the north edge of the present airport. Plans have located the bridge at the end of Skidmore Avenue.

Also involved in the improvement project is new Interstate Highway 29, which would cut through the east side of the airport.

#### Vote Unanimous

All 14 members of the council voted for the airport move which involves the construction of a new airport four miles west of the city. Alderman W. H. Mahler moved the adoption of the airport-move resolution. It was seconded by Clarence Sage.

It was a milestone in recent council history, marking the first time it had unanimously gone on record in favor of the airport proposal. When the matter was voted on last Feb. 15, the council had split, 7 to 5, in approving the relocation, but with a reservation "if economically feasible." The airport problem had been discussed since 1958.

#### Approved By Committee

The resolution adopted Monday eliminated the "hedging clause," which was required before federal aid would be made available for the new Highway 2 construction, a sweeping arc to the south past the present airport and for a distance of one mile west of the airport where it would join the present highway.

The foundation for Monday's action was laid at a "committee-of-the-whole" session of the council Friday at which the aldermen heard and approved a presentation of the "Survey and Master Plan for Grand Forks International Airport" by J. L. Donoghue, president of the Chicago engineering firm of Ralph H. Burke, Inc.

#### Follow Own Advice

Then, at the Council's adjourned meeting Monday, it "followed its own advice" in giving a sweeping endorsement of the airport project.

The Burke report found the "construction of a new airport at a new site is economically feasible and recommended that it be carried out. It held that the "present airport is obsolete and unsafe for modern airline operations" and that "reconstruction and expansion of the present airport, due to site limitations, cannot furnish a safe or adequate facility under cross-wind conditions." It added that "reconstruction at the present site will cost the city nearly \$500,000 more than the cost for a new airport." The net cost to the city was estimated at \$664,000.

#### Plan Explained

The airport relocation problem was interpreted for the council by City Manager Alan Webster, who used the Burke report as the basis for his statement.

Webster explained three suggested plans for solving the airport matter. One would be to place the airport in usable condition, but not up to federal requirements. The city "could spend up to \$1,600,000 in this project," footing the bill itself, with no federal aid.

Highway 2 could be bent to the north to provide minimum airport-highway clearance. The government then would share the expense and the city would pay about \$1,150,000. Also involved would be an additional mile of travel due to curving the highway.

#### City's Share Cut

The third plan, which was approved by the council, involves a total cost of \$2,400,000 for a new airport, but with federal aid and proceeds from airport land sale, cutting the city's share to about \$664,000. Of this sum, \$240,000 already is available in the city's airport fund.

The Burke report stated that "the FAA (Federal Aviation Agency) office at St. Paul has more than \$1,000,000 which could be allocated to this Grand Forks  
(Turn to Page 4, Col. 3)

# Procedure Starts To Get Airport U.S. Aid

7-19-61

## AIRPORT

(Continued from Page 1)

Airport and there is no doubt that all of this money or a large portion of it can be granted to the City of Grand Forks on a matching basis.

"These FAA funds must be earmarked (for Grand Forks Airport) before June 30, 1961, or they will be diverted to other projects and any new North Dakota funds after that date may be very small or non-existent as the current Federal Aid to Airports Program expires on June 30.

"Therefore it is the recommendation of this report that after its acceptance by the City Council that a request for aid be submitted to the FAA and that engineering drawings of this Master Plan be started immediately."

### Alderman Comments

It was this "urgency" that promoted Alderman F. C. Bundlie to comment before voting for the airport move that "although I have opposed the Skidmore Avenue bridge location," (which is involved in the airport relocation plan) "I will vote for the new airport because it appears to be the best thing for the city." He said the Burke report was a "fine report."

The feeling that an "important matter was on the line" was evident as Mayor Nelson A. Youngs rapped down the gavel at 7:30.

### Engineer Discussed

Councilmen waited for "opposition" that might come from some of the persons in the crowded council chambers. Only a few remarks against adoption of the plan were heard, however, although the matter of hiring a "local engineer" instead of the Chicago specialists was suggested by a few aldermen and several persons in the audience.

Discussion in the council, however, converged again on the need for "urgency" in the matter and it was explained that any delay might cost the city "huge sums" in federal aid. The engineer matter then was dropped.

### Fine Airport Seen

Alderman Mahler said the "new airport will give us one of the finest small airports in the United States." He added that "we have a good chance of losing about \$8 million in bridge and highway money at a cost to the city of only about \$400,000 if we don't act tonight."

Mahler said the airport relocation will not raise anyone's taxes "one dime," since the city's share will be repaid in revenue from the new airport in future years.

Also speaking in behalf of the airport plan was former State Sen. J. B. Bridston, veteran chairman of the Chamber of Commerce bridge committee.

### Lunsefth Talks

A familiar voice was heard again in the council chambers when Former Mayor Oscar Lunsefth, a veteran of a score of years of council deliberation as councilman and mayor, also spoke in support of the airport move. He also praised the council for its unanimity in back the "important project."

And, for those who can't remember the names of all the councilmen at one time, here is the roster of those who finally were gotten together by the "importance of the airport project to the community:

F. C. Bundlie, Jerome H. Endres, Lloyd V. Hillier, Dr. M. A. Hoghaug, W. H. Mahler, Hugo R. Magnuson, Myron Molstad, Oscar Norby, Gordon Obie, Mrs. Don Rose, Clarence T. Sage, R. R. Smith, Dr. Homer Sondreal and Albert Strand. And, of course, their presiding officer, Mayor Youngs.

The city of Grand Forks has begun procedures expected to actually "put in the bank" the million plus dollars of federal aid to help build the new airport it agreed to "relocate" at Monday's council meeting.

The "federal aviation routine" consumes time, however, and the "count-down" ends June 30, 1961, at which time the Federal Aid to Airports program will expire.

Ahead for the various requests, plans and estimates connected with the project lies a long trail around several "curves" and through three separate levels of inspection by the Federal Aviation Agency.

### Urgency Still Present

So "urgency" still is the key to achieving the airport goal just as it was before the council took the required step of approving the airport move.

The difference is that the first "consent" now has been gained—a unanimous agreement of the City Council—and only the final approval of the FAA stands between the city and the federal aid money with which to finish the big job.

### Have Airport Fund

The federal grant is expected to provide somewhat more than a million dollars of the total estimated cost of \$2,300,000 plus for the new airport. Proceeds from sale of the present airport site are estimated at upwards of \$640,000 with the city finally coming up with about \$660,000 of which more than \$200,000 already is in its airport fund.

J. L. Donoghue, president of Ralph H. Burke, Inc., Chicago consulting engineers, who drew the master plan for the new airfield, said the FAA district office at St. Paul has more than \$1 million dollars which could be allocated to the local airport. These funds must be "earmarked" (for Grand Forks Airport) before the June 30 deadline.

### Procedure Explained

The money-getting procedure now under way is this:

First comes the "request for aid," with a preliminary sketch of the airport plan. Burke is preparing the request and sketch, the city will sign the request and speed it along to the FAA district office in St. Paul. When approved there, it goes to the Kansas City regional office and then on to the FAA in Washington, D. C.

Assuming approval in Washing-

ton, a tentative allocation of the money will be made.

The process then starts all over again, with a "project application" and final construction drawings traveling the same road as the request for aid.

Finally, with FAA approval gained, a grant offer will be made by the Washington office and when this has been accepted by the city, the grant agreement will be finalized, with the money to be made available thereafter as needed.

The airport relocation is a prerequisite to completion of the city's airport-highway-bridge improvement project, involving four-laning of Highway 2 past the present airport, construction of a new Red River bridge at Skidmore Avenue, relocation of the airport, and later, the bisecting of the present airport site by Interstate Highway 29, which is scheduled to pass through the airport in a north-south direction.

As of Thursday, city officials have their eyes on June 30 but expect to wind up the airport aid negotiations before that time, "with good luck."

## Airport Revenue Bond Bill Asked

BISMARCK (AP)—A new bill in the Senate would add airports to projects for which a city could issue revenue bonds.

Sen. George Longmire of Grand Forks, one of the sponsors, said the bill is sought because Grand Forks proposes to build a new airport and wants to issue self-liquidating bonds.

The measure carries an emergency clause, under which it would become effective immediately upon passage and signing by the governor.

# AIRPORT FACI PROBLEM

## Proposed Routing Uncertain

### Error Found In Engineers Cost Estimate

Grand Forks' airport relocation project faced two new problems Thursday in proceeding with final planning on the council-approved program to build a new airport four miles west of the city.

From Bismarck came word that new State Highway Commissioner Walter Hjelle said the proposed routing of Interstate Highway 29 through the present airport is not yet certain, while the airport engineers announced "an error" by them would increase the estimated cost of the city's share of the new airport by \$90,000.

#### Figures Changed

A letter from Ed Purcell, of Ralph H. Burke, Inc. Park Ridge, Ill., engineering firm which designed the new airport, explained that his computations had failed to include the price of runway cement in square-yard average prices.

He informed City Manager Alan Webster in the letter received Thursday that by making changes in runway width, the project could be completed for approximately \$180,000, or an increase of \$90,000 in the city's share.

Webster said the proposed arrangement would make no difference in the city's plans to proceed on the basis of the new figures.

Hjelle said, after meeting with a group of Falconer Township residents and their attorney, Robert Vaaler of Grand Forks, that he believes "we should look into the possibilities of going further west."

#### Backed Removal

Hjelle said he has not yet had time to analyze the transcript of a recent hearing at Grand Forks on proposed highway routings in the area, but "frankly I believe we should explore alternative routes because of the amount of criticism we have encountered."

Since the hearing, the Grand Forks City Council has committed itself to move its airport on the basis of offers for part of the present land which the Highway Department had indicated was needed for the Interstate 29 route and for widening of U.S. Highway 2.

#### Would Go West

The new highway commissioner, who took office Jan. 3 under appointment of Gov. William Guy, and R. A. Bradley, chief highway engineer, met with Vaaler and the Falconer Township group. Vaaler said the group is concerned because present Interstate 29 plans would isolate portions of property near Highway 81 and the Great Northern Railway tracks.

Vaaler said his clients feel the new highway should go down the section line west of the present proposed route.

#### Push Bridge Plans

"Keeping in mind the problems Grand Forks may have in relocating the airport," Hjelle said he believes that possibility and other alternatives should be explored before a final decision is made.

Meanwhile, Bradley reported that plans are progressing rapidly on design of a new inter-city bridge across the Red River at Skidmore Avenue and a new U.S. Highway 2 approach to that bridge.

The statement by Engineer Purcell follows:

"This is in reply to your memo on the letter from Mr. Peterson, (Thoburn Peterson, city engineer) in regard to the estimate in our report. First, an error was made in computing the price of the concrete pavement.

"Our take-offs from the State Highway Department failed to include the price of cement in the square yard average prices. This resulted in an average difference of about \$1.65 per square yard for the concrete paving which would make a total of about \$350,000 in cost, or about \$175,000 additional to the city if the same design and program were kept.

#### 100-Foot Width Seen

"It is our feeling that the crosswind runway could be built initially with a width of 100 feet, the heavy aprons reduced by about 2,600 square yards, 15 per cent in area, and the light apron reduced by 33 1-3 per cent in area, without materially affecting the usefulness of the airport.

"The airlines, naturally, would like 150 foot width for all runways, but in our correspondence with them, they stated that they would prefer a 100-foot wide paved runway to the alternate of not having a paved crosswind runway and having a single 150-foot wide main runway.

#### Could Remain Same

"Naturally, a reduced width on the main runway would not be too desirable. Using the increased unit prices for the paving and reducing the main runway to 100-foot width, reducing the crosswind runway to 100-foot width, reducing the heavy apron by six per cent and the light apron by 33 1-3 per cent would allow the financial picture to remain the same as shown in our report.

"The best practice would call for a runway to be built with a 150-foot width, reducing the crosswind runway to 100-foot width, and reducing the heavy apron by six per cent, and by the total project increased by about \$175,000, which includes 15 per cent contingencies.

#### Would Need

"In turn, this \$175,000 would result in \$90,000 additional needed by the city, which would be funded from bonds.

"This \$550,000 would be covered by a bond issue of about \$580,000, plus interest and expenses reduced to about 1.5 per cent, as shown in the report. The city would still be quite satisfied with the bond houses. The city would not be affected, and there would still be a surplus of 15 per cent revenues and

#### Prices Said

"It is our feeling that paving prices are reasonable limits and contingencies of about 2 per cent will be available. The crosswind runway, as shown on the drawings, would provide the addition of 15 per cent contingencies, the increase in revenue from the land costs and the excess land may be used in accomplishing the project.

"The other items mentioned by Mr. Peterson have been checked and feel as he does that they are reasonable. The prices are based on the current market, length of history of operation on the project. Study of the project aggregate and cost to believe that the project might be achieved with a pit run gravel aggregate for the

### Must Meet Requirements

The final determination of this, of course, will depend upon the material meeting FAA requirements. We have used pit run gravel in other installations with FAA approval. If the pit run gravel meets the FAA requirements, there is an additional saving of some \$35,000 to \$40,000 available from this item.

"We have checked the figures on lights and wiring and feel that they are reasonable, and as Mr. Peterson noted, a further saving could be effected by salvaging the contactor and transformers from the present airport.

"Criticism in regard to the drainage has been well answered by Mr. Peterson as the elevation of the runways will allow for the use of French drains which should serve adequately.

### Revenues Cited

"Naturally any statements in regard to drainage must be tentative as the actual soil conditions and drainage at the site will be determining factors. But it is our opinion that these drains and if necessary some ponding should provide adequate drainage, at minimum cost. After the airport is in operation, the increased operating revenues will provide funds to complete items of the plan which initial capital problems may cause to be deleted.

"We cannot alibi on the mistake in the cement. It was an oversight which should have been apparent. We are presently re-checking the future incomes and past incomes and so far have uncovered nothing that would lead us to believe that there could be any decline in the present revenues or any material increase in future expenses. Copies of financial tables are being prepared and will be sent to you as soon as possible."

## Airport Planning Continues

Procedures toward financing the relocation of Grand Forks International Airport continued Friday in the wake of reports of "uncertainty" regarding proposed highway routing through the airport and of "an error" by engineers that upped the airport cost estimate by \$90,000.

## Information Sought On Plans For Airport

Mayor Nelson A. Youngs has requested prompt information from North Dakota Highway Commissioner Walter Hjelle regarding the status of the plan to relocate the Grand Forks International Airport.

In a letter forwarded to Hjelle, with a copy to Gov. William Guy, Youngs asserted "the matter is extremely urgent. If we are to move our airport, we must know immediately."

"Recent press reports," said Youngs, "concerning your (Hjelle's) conference last week with Robert Vaaler (Grand Forks attorney) and a group from Falconer Township, together with an advertisement in Sunday's Grand Forks Herald by Keith Bacon, have been very disturbing." (The Falconer farmers' lands would be bisected by the proposed highway route north of Grand Forks).

Youngs also referred to testimony of Chief Engineer R. E. Bradley of the highway department at a public hearing here in December. There Bradley was quoted as saying, "We couldn't do any improvement with a new bridge across the river, or any improvement in the vicinity of the airport unless those airport clearances are resolved in some manner."

Bradley has previously stated

J. L. Donoghue, president of the engineering firm of Ralph H. Burke, Inc., which designed the proposed new airport, told City Manager Alan Webster that he conferred in St. Paul Thursday with Edgar P. Vie, a district official of the Federal Aviation Agency. They discussed the form and other details of the application to be submitted by the city of Grand Forks for approximately \$1,100,000 in federal aid for airport construction.

Meanwhile, in Bismarck, negotiations were reported with a view to solving the problem posed by Highway Commissioner Walter Hjelle's announcement Thursday that the routing of Interstate Highway 29 through the airport is "not yet certain."

Relocation of the airport was voted unanimously by the City Council earlier this month and Webster said the city is continuing its efforts to reach the final planning stage for work on the new airport, new Highway 2 and the Skidmore Avenue bridge.

that there can be no work on the proposed new Highway 2 unless clearance is provided at the north edge of the airport. Also that if No. 2 is not improved there can be no new Skidmore Avenue bridge.

Preliminary plans currently are being completed for the new bridge and its approaches along Skidmore Avenue (Highway 2) and the plan for relocation of the airport to a point four miles west of the city has been approved by the City Council.

### Conforms To Law

Youngs noted that Bradley's statement regarding highway clearance at the airport conforms to "our understanding" of federal law and regulations of the Bureau of Public Roads and State Highway Department.

The mayor included with his letter a copy of Bacon's advertisement, which stated that the Grand Forks Airport has "absolutely no bearing" on the construction of a new bridge and that the proposal to locate Interstate Highway 29 through the airport is "a deal instigated by Mr. Bradley." Youngs added that the advertisement hints that "Mr. Bradley may be replaced as chief engineer by your department."

### Says Matter 'Urgent'

"It is most urgent," said the mayor's letter, "from the city's standpoint that we know whether it is Mr. Bacon or Chief Engineer Bradley who correctly interprets the laws and regulations governing these matters."

"If it is going to be possible for us to have a new inter-city bridge and to have Highway 2 made a four-lane highway from the city to Grand Forks Air Force Base, without interfering with the operation of our airport at its present location, all of our thinking and planning of the last three years must be completely revised."

### History Traced

Reviewing the history of the airport matter, the mayor's letter related that three years ago, Mayor Oscar Lunseth appointed a committee of 12 outstanding citizens to assist the Council in connection with the airport-highway-bridge problems.

A plan to route the highway east of the airport and another to run it west of the airport both were discarded because of opposition.

Then the highway department made a new suggestion, to run the Interstate down through the airport and this was approved after considerable study.

### Not Cooked Up

"I cannot," said Mayor Youngs "make it too clear that this is not some scheme cooked up by us at Grand Forks to get the Highway department to buy our airport. It was not. It is true, however, that it was a fortuitous development so far as we are concerned.

Youngs said "since this program has been developed by the Highway Departments of Minnesota and North Dakota, it has met with rather general approval in the city of Grand Forks, the Citizens Advisory Committee unanimously recommended it, a thirty-member committee of the Chamber of Commerce studied it and unanimously recommended it; the Board of Directors of the Chamber of Commerce unanimously recommended it, and the City Council of Grand Forks officially and unanimously approved and adopted it.

### Bacon Opposition Noted

"Of course there are those who disapprove. I would not try to make you think everyone was for it, for that is not so. Mr. Bacon is the most vocal opponent, he having published critical advertisements nearly every week for a number of months. I shall not attempt to speak for him, but as we understand his position, he thinks (1) that Interstate Highway No. 29 should not be built at all, and (2) that if it is built it should follow the present route of Highway 81 through the city. He appears to favor the building of a Skidmore Avenue inter-city bridge and believes that can be done without reference to any improvement of Highway No. 2 along Skidmore Avenue and past the airport.

### Alternates Cited

"As alternate contentions he also appears to believe that Highway No. 2 could be improved as it passes the airport, without the necessity of shortening our runways, or that the Highway could be bent north a half mile as it passes the airport, thus permitting us to lengthen our runways and still give adequate clearance over the highway. He also thinks we have a fine airport as it is, and that nothing more than we now have is necessary. We understand that he feels that an airport should be maintained only for local aircraft and that the loss of our airlines service and international port of entry would be of little consequence. We must concede that he has some following, but we believe it is fair to state that all representative groups who studied the problem and have taken action thereon disagree with him and agree with the Council action."

Youngs added that "we would be willing to appear before you and the governor at any time if you feel that we all could benefit by meeting with you."

# Bacon Asserts Mayor Misinterpreted Ideas

2-6-61

Keith V. Bacon has taken exception to certain statements by Mayor Nelson A. Youngs regarding Bacon's views on the Grand Forks airport-highway-bridge improvement project.

The Dacotah Hotel manager, who has vigorously opposed the proposed relocation of the Municipal Airport, referred to statements made by Mayor Youngs in a letter last week to Walter Hjelle, state highway commissioner.

He said the mayor has "misinterpreted my ideas with regard to commercial aviation and the airport of entry" and predicted that "the airport will remain where it now is."

Bacon said the Mayor stated that "I (Bacon) think that Highway 29 should not be built at all. This was never my idea and is not a true statement. I have always favored the passing through and not by-passing Grand Forks. Such a move could bankrupt many Washington Street business ventures completed only in recent years.

"This, however is part of the Federal Highway program that will go where and when they choose and whether or not we in Grand Forks like it.

"I know that it is very dangerous to route potential business on a by-pass around any small city like Grand Forks especially via the most important arterial in the area. When the construction of No. 29 is continued to extend through the Grand Forks area, 5 or 6 possibly 10 years hence, then there is a chance the new planners will think that our city should not be by-passed.

"The Mayor states that I favor a Skidmore Ave. Bridge. This is correct to the extent that I favor a bridge anywhere that will take

the heavy truck and semi-hauling out of the downtown area. I would never favor a bridge at the Skidmore Ave. location . . . such as is being planned, necessitating overpassing of streets and ruining Sherlock Park in East Grand Forks in addition to the necessity of purchasing property that people are reluctant to sell.

"There must be such a thing as a practical bridge for this location, similar to the DeMers Ave. bridge, which would not require 4-lane approaches. Such a bridge would eliminate all of the above requirements.

## Perplexed Over Stand

Bacon said: "I am perplexed at the continual insistence that there will be no bridge unless No. 2 highway is reconstructed. The committee chairmen of the many committees, along with the Chief Engineer of the State Highway Department, have apparently lost sight of the fact that since the construction of the Air Force Base the Highway 2 traffic problem has ended. It seems normal to most people who are driving this road every day. For this reason, it is my contention that Highway 2 should remain, that four lanes are positively unnecessary, at least from the west side of the airport to the bridge approach at the end of Skidmore. This distance can be widened a considerable amount without touching the airport.

"FAA as well as state aviation officials, I am told, will okay this simple change with the installation of tower controlled blinker lights at either side of the airport on Highway 2.

## Tells Airport Views

"The Mayor has also misinterpreted my ideas with regard to commercial aviation and the Airport of Entry situation. When the Airport of Entry was moved to Pembina before we had runways, several of us worked diligently in getting it transferred back to Grand Forks and it has remained here since. The Airport of Entry is important to us, the location is important to the government. I predict that it will remain where it now is.

"The commercial airlines are important to us but no single flight of any airline is so important that we must spend millions because they cannot land for three or four weeks in the spring. When jet service is inaugurated on the Winnipeg flight, in all probability we will lose Northwest but gain a North Central flight to Winnipeg.

"New airports will never stop jets in cities as small as Grand Forks anywhere in the nation. Passengers must plan to make such connections at jet terminals

# Sees City Stuck With 'Grand Central Station'

2-7-61

Keith V. Bacon, manager of the Dacotah Hotel, predicted in a talk Monday that Grand Forks will be stuck with what he termed an obsolete and unuseable "Grand Central Station" in but a few years, if city planners go through with construction of a new airport.

He told members of the Greater Grand Forks Exchange Club that cities the size of Minot, Fargo and Grand Forks don't stand a chance of becoming jet terminals because high-speed airliners of the future could not afford to abandon jet streams high in the stratosphere every few hundred miles for touchdowns at minor cities.

## Officials Quoted

Airline officials with whom he has talked, Bacon said, think it more probable that airline passengers will be ferried by helicopter from the center of these smaller cities to jet terminals in high population areas. Helicopters which will have a speed capability of about 200 miles per hour should make such a system feasible, he added.

He reinforced earlier statements that the present airport is adequate for present needs by pointing out that since 1926 there had been only one accident involving vehicles and aircraft on Highway No. 2 and that that mishap was not the fault of the location of the highway. An investigation following the mishap between a plane and an automobile-carrying transport resulted in a charge of negligence and the subsequent dismissal of the pilot, Bacon asserted.

## Leasing Discussed

It is not improbable, he said, that when military aircraft are retired in favor of guided missiles in a few years, that the city could lease runways at Grand

Forks Air Force Base for any runways needed, should the present airport runways not be long enough for jets desiring to stop here.

Bacon asserted that the present airport need not be moved to make room for the new highway and that there is adequate room between the highway and the airport to widen Highway 2.

The extension of the highway toward the airport need create no hazards to aircraft, he explained, because the highway could be lowered about six feet for the 150 to 200 yards the highway runs in line with the runway. This procedure should prove cheaper than moving the airport, he said.

As for arguments that a bottleneck would be created if the four-lane highway were reduced to a modified but widened two-lane in line with the airport, Bacon asserted that he understood there would be a bottleneck further east along Columbia Road anyway.

2-17-61

## Airport Aid Bid Received

An application for more than \$1 million federal aid to help finance construction of a new Grand Forks International Airport has been received by City Manager Alan Webster and will be forwarded immediately to officials of the Federal Aviation Agency.

Mailing of the application for \$1,185,700 aid will mark the first of the final steps required to secure the aid money. This would be added to monies from existing city funds, land sales, tax revenue and a bond issue to pay for the new airstrip and its buildings. The proposed site is four miles west of Grand Forks.

### Steps Explained

If the application is approved, the FAA at Washington will make a tentative allocation of the money. Then the city must file a project application, complete with construction drawings, and if this is approved, the FAA will offer a grant. Acceptance of this offer by the city would complete the agreement and "nail down" the airport aid money.

The application, prepared by Ralph H. Burke, Inc., Chicago consulting engineers, indicates no change in the last estimated total cost of the project — \$2,500,000. This includes the previously stated addition of \$150,000 for cement costs which had been omitted from an original estimate.

### Funds Itemized

Items which would be added to the aid money to comprise the \$2,500,000 total cost include \$576,000 offered by the state for the proposed strip through the existing airport for Interstate Highway 29, a matter of 70 acres of land; \$175,000 in existing city funds; \$63,000 from sale of clear zone land near the present airport; anticipated tax revenue of \$30,000; and a propose city revenue bond issue of \$580,000.

The new airport site four miles west of the city, just north of Highway 29, was selected as the most suitable of 12 possible sites located within a 10-mile radius of Grand Forks, according to the engineers.

### 2-17-61 Reasons Given

Comparatively consistent soils, safety, efficiency and convenience were listed among the reasons for selection of the site. A site south of the city previously had been prominently mentioned as a prospective location but the engineers decided the west location was more feasible.

The City Council late in January committed itself to relocation of the airport.

3-2-61

## Proposed Airport Site Inspected

Edgar Vie, district engineer in charge of the St. Paul office of the Federal Aviation Agency, made an inspection Thursday of the proposed site of the new Grand Forks International Airport, four miles west of the city. He arrived Wednesday and left Thursday to visit the Grafton area before returning to St. Paul.

City Manager Alan Webster said Vie inspected the site in connection with Grand Forks city's application for \$1,185,700 in federal aid to help finance construction of the new airport.

The St. Paul FAA office has the aid application under consideration and will check various angles of the proposed site before forwarding it to the Kansas City regional FAA office for scrutiny. If approved there, the application must go to Washington for final approval before a tentative allocation of the aid money can be made.

The new airport would be paid with the aid money, plus land sale, funds on hand and a \$580,000 revenue bond issue. Relocation of the present airport was approved by the City Council in December.

3-5-61

## Airport Revenue Bond Bill Revived, Passed

By HERALD STAFF WRITER

BISMARCK — A bill that gives Grand Forks, and other cities, the right to issue revenue bonds to finance construction of an airport was revived and passed during the wind-up stages of the legislative session here.

Rep. Kenneth Lowe managed to get the bill revived through persuasive talk at a Republican caucus Friday, after it had been killed Thursday in the House.

### Importance Stressed

Lowe and other Grand Forks legislators persuaded the Republicans that the bill is of extreme importance to their city and finally Rep. Clifford Lindberg of Jamestown agreed to move for reconsideration. Such motions must be made by someone who voted on the prevailing side in the original vote.

Trouble on the bill apparently stemmed from an amendment under which cities also were given the right to issue revenue bonds for financing swimming pools.

### Pool Provision Disliked

"We almost lost the bill because of the swimming pool amendment," Lowe said. "Some of the legislators weren't in favor of giving this right to the cities and our particular problem in Grand Forks got lost in the shuffle."

Sen. George Longmire agreed with Lowe on the importance of the airport bond bill, saying it was one of the most important measures of the session affecting Grand Forks. He noted that as

far as the city is concerned, all that is necessary for approval of the airport project is approval of federal aid and the go-ahead from the State Highway Department.

"My Senate colleagues and I talked with the highway commissioner some time ago and I believe everything is in order for the acceptance of the plans proposed by R. E. Bradley, the chief engineer," Longmire said.

The legislators said final plans for highway and bridge development in the Grand Forks area, which call for use of part of the city's present Municipal Airport, are expected to be worked on during the coming week when state highway officials will meet with city and county officials at Grand Forks.

(In Grand Forks City Manager Alan Webster said no meeting has been arranged by Highway Department officials, but that it might be arranged at any time. A meeting scheduled earlier was canceled because of illness of Highway Commissioner Walter Hjelle.)

# CONFIDENT ON 3 CITY JOBS

## Questions Answered, Guy Says

### Meets Council On Road, Bridge, Airport Plans

Gov. William Guy told the City Council Thursday afternoon that all of his administration's questions about the proposed bridge-highway-airport projects here have been answered satisfactorily.

"I am confident that we will be able to move out on the projects right away," he said.

Guy, State Highway Commissioner Walter Hjelle and Highway Department Chief Engineer R. E. Bradley "went over the terrain" before attending a luncheon with the council. Guy said they now are able to understand the reasons for the proposals that have been made regarding the three inter-related projects.

#### Mayor Thanked

The governor thanked Mayor Nelson Youngs for arranging the meeting and a presentation on the problem by former City Attorney Harold D. Shaft.

"If those who complain would take as much time as those who want to get things done," the governor said, "things would be better off."

Shaft described the second Red River bridge as a "desperate need for our community."

He said despite the protests Guy may have heard, almost all residents of Greater Grand Forks are in agreement on four things:

The need for a second inter-city bridge.

#### Highway Needed

The need for a four-lane, divided highway to Grand Forks Air Force Base.

That Interstate Highway 29 should be routed close enough to the city to be a real access service to the city without preventing westward growth of the city and the University of North Dakota.

And, of the need for a good airport which will serve local flyers and allow continued service to the city by commercial airlines.

#### Members Encouraged

Several members of the council told Guy as the meeting broke up that his remarks were the "most encouraging news" the city has had in a long time.

Guy had apologized for requesting the meeting, saying that it must be frustrating to those who have worked so long on plans to have a new state administration suddenly ask them to justify the plans.

#### Questions Answered

He said that he had "a number of questions" several weeks ago, but that all have been answered by studies of the problem in Bismarck and his visit to Grand Forks.

Later Thursday afternoon Guy was to meet on the highway plans with the Grand Forks County Commission. He also expected to call on Dr. George W. Starcher, president of the University of North Dakota, briefly before flying back to Bismarck.

# BRIDGE PACKAGE APPROVED

## Highway Proposals Given OK

### Interstate 29 Route Through Airport Backed

Grand Forks' bridge-highway-airport package has been approved by the State Highway Department and U.S. Bureau of Public Roads, Mayor Nelson T. Youngs has been informed.

As a result, R. E. Bradley, chief engineer for the State Highway Department, says it is hoped that a December, 1961, contract letting will be possible for a new inter-city bridge at a Skidmore Avenue site.

#### Approved By Both

Bradley told the mayor that both the state and U.S. Bureau of Public Roads had "concluded that the overall public interest will be best served by a final decision to route Interstate Highway 29 through the Grand Forks Municipal Airport as presently planned, and to improve U.S. Highway 2 approximately on its present location from a point west of Grand Forks, eastward on Skidmore Avenue, to make a connection with the proposed new bridge at the Skidmore Avenue site."

The Bureau of Public Roads, through its Bismarck Division office has approved the Interstate Highway 29 location after thorough study, he added.

#### Right-Of-Way Required

One of the first steps necessary, Bradley said in a letter to the mayor, will be acquisition of right-of-way through the present airport. Plans and appraisal work are under way, he said, and "it is hoped that it can be completed at an early date."

Funds for acquisition of the right-of-way may not become available until July 1 this year, he said.

"With the condition that the required airport right-of-way will be available on a normal basis, we are in a position to go ahead with the proposed improvements on Skidmore Avenue from Columbia Road eastward, including the bridge," Bradley said. "It is our hope that all necessary plans and procedures, including the necessary agreements and coordination with Minnesota, will be accomplished so that a December, 1961, contract letting will be possible."

(Turn to Page 2, Col. 4)

## 496 HIGHWAYS

(Continued From Page 1)

Both the State Highway Department and the Bureau of Public Roads studied the results of a public hearing held here Dec. 13 before approving the proposed route of the interstate highway, Bradley said. They also gave "a thorough review of all other pertinent facts and information available," he added.

"You are aware of the many studies, investigations, meetings, etc., that have led to the present plan for highway development," Bradley wrote. "These have involved cooperative planning and agreement among two cities, two counties and two states and have been accomplished over a long period of time."

"It is our hope that all groups will now give their full support, so that we can proceed with the matter of providing badly needed highway improvements in this area in as rapid a manner as possible."

16.

4-15-61

## City Setup Subject Of New Attack

Hotelman Keith Bacon tossed "bombs" at the Grand Forks airport plan, the city manager and council, and the size of the budget in a talk before the city Board of Realtors here.

He spoke Thursday in behalf of the Association of Grand Forks Taxpayers which is sponsoring the May 15 special election on a proposed change from council to commission form of city government.

Bacon related that approval still has not been received from the federal or state aviation authority to abandon the present airport in favor of a new location and expressed belief that "the traffic problem to Grand Forks Air Force Base has vanished, making the double-laning of Highway 2 entirely unnecessary".

### Could Be Discharged

The coming election, Bacon stated, "would only change the form of government to a five-man commission" and "the city manager would not be affected until commissioners discharged the manager for cause."

The commission could, he said, "call for a vote to eliminate the office of city manager at the first regular election or they can vote to call an election."

If a change should be approved, Bacon said, a committee from the Association of Grand Forks Taxpayers would select five men who will run on a "pay-as-you-go" platform, including "no city manager, elimination of departments by turning much of city work over to private operation and stop the heavy payroll at City Hall."

### Support Urged

He said it is "now or never" at the coming election as new legislation "will make it next to impossible to make a change as it has been with the city manager situation for many years."

He urged support of the taxpayers' plan "if for no other reason than the danger of tax increases with the 'project minded manager and rubber stamp council' that we now have."

### Replies To Webster

Bacon spoke in reply to a talk by City Manager Alan Webster before the realtors last month in which Webster described the progress of the airport relocation plan and design work on the proposed Skidmore Ave. bridge and its approach from Columbia Rd. to the Red River.

4-18-61

## Request For Airport Soil Boring Approved

The City Council Monday approved a request by Ralph H. Burke Associates, Chicago consulting engineers, that soil test borings be taken immediately to confirm its previous findings regarding the suitability of soil on the proposed new airport site four miles west of Grand Forks.

The Burke firm submitted the report on the airport removal project in January this year. It states now that the test borings are required to complete detailed findings regarding the proposed site in order to prevent delay in approval of the project by the Federal Aviation Agency.

### Reading Postponed

Second reading of the amended civil service ordinance was postponed until May 15 to permit further steps toward adjustment of the wording so that it will be satisfactory to both the city and its employees.

For this purpose, a meeting was scheduled at the City Hall for Tuesday night to permit representatives of the city, its union representative, department heads and members of the civil service commission to "iron out wrinkles" in the ordinance. The council also recommended that the city manager contact other larger state cities in the meantime regarding their civil service practices. Previous differences here had arisen regarding a so-called "open register" for civil service job applicants. This had been opposed by union representatives and some others.

### Attendance Ordered

The council also: Ordered that certain city representatives attend the public service commission hearing in the City Hall here at 10 a.m. April 27 on the request of the Great Northern Railway Co. to discontinue passenger trains 9 and 10 through Grand Forks. The trains now operate daily except Sunday between St. Paul and Minot by way of Fargo, C and Forks and Devils Lake. Asked to attend the hearing were the city attorney, the city manager and engineer.

City officials Friday were awaiting word from the Federal Aviation Agency regarding its study of the proposed airport site four miles west of the city. The Bureau of Public Roads and the State Highway Department recently announced their approval of the bridge-airport-highway package.

Referred to the Finance Committee and the City Board of Health a request by Bridgeman Creameries for a review of the licensing provision of the city ordinance relating to milk licenses in order to secure "more equitable licensing."

### Requests Referred

Referred to the Public Service Committee a request by Art Hagness to remove the curb and pave the berm adjacent to a location for a proposed miniature golf course. The location is on the south side of Ninth Avenue at Washington Street and for a distance of 100 feet to the east.

Also referred to the Public Service Committee a request by Clifton Jacoby for permission to erect a small temporary office building at 1630 Mill Rd.

Referred to the Public Safety Committee a proposal to install "yield right of way" signs on Cottonwood Street at the intersection with 15th Avenue S.

Ordered plans and specifications drawn for paving of N. 19th St. between Fifth and Sixth Avenues S.

### Paving Plans Ordered

Ordered plans and specifications drawn from 11th Avenue S. from S. Washington to S. 20th Street, and 12th, 13th and

14th Avenues S. from S. Washington to S. 17th Street, and S. 14th Street from 11th Avenue S. to the alley south of 14th Avenue S., and 15th, 16th and 17th Streets from 11th Avenue S. to 17th Avenue S. and S. 18th and 19th Streets from 11th Avenue S. to Ninth Avenue S.

Delayed action on petitions for paving Polk Street between Lincoln Drive and Euclid Avenue, and on Euclid Avenue from the alley between Plum and Maple to Lincoln Drive. Also delayed action on petitions for paving Lanark Avenue from Euclid to Lincoln Drive. The council indicated more petition names should be secured on both proposals.

### Study Lighting Plan

The possibility of widening the Washington Street underpass as a traffic safety measure had been studied by the Public Safety Committee and at the meeting, it was recommended that the city engineer confer with State Highway Department officials to determine the possibility of such a step and to study possible means of financing it.

The council also:

Studied the plan of local business men to secure new lighting in certain business areas, with the business people to finance the installation. The area affected is that from the Sorlie Bridge to Fifth Street on DeMers Avenue and on Third Street from DeMers to Kittson Avenue. The council decided to obtain bids on the installation to secure a price on which basis the business men could arrange a "cash deal" to pay for the lights.

### Study Parade Routes

In other action, the council received an ordinance on first reading which would tighten alley parking enforcement. And partly because of this fact, it denied a request of McDonald Clothing Co. to construct a guard rail in its alley.

Ordered the chief of police to prepare a list of recommended routes for parades.

Awarded to Midwestern Electric Co. of Grand Forks the contract for installation of new and converted traffic signals in the city on its low bid of \$20,740. One of the locations for a signal was at Fourth Street and University Avenue but a temporary stop sign has been placed there instead and signal apparatus for that corner now will be installed at Skidmore Avenue and N. 20th Street, the council decided.

## East Grand Forks

Long Debate: 4-21-61

# EGF Council Ignores Bridge Site Protest

A controversy over the proposed Highway 2 route and intercity bridge plans erupted in full force again at Thursday night's meeting of the East Grand Forks City Council.

The brunt of the attack on the bridge and highway location was carried by J. James Powers, who presented the Council with a petition bearing 1,300 signatures.

Powers' appearance before the Council precipitated a debate which lasted for more than an hour. The Council refused to reconsider its action in approving the plans last January. Essentially the Council took a legal stand enunciated by City Attorney Edgar Masee.

### Says Action Completed

Masee said Minnesota statutes are specific in this instance. He noted that while the official governing body of the city must approve the plans for any highway project in the city, this action was completed at the January meeting of the City Council.

In essence both the council and Masee agreed that Powers' request to reconsider was too late.

"The law states such an action must have council approval, but I believe there is sufficient case law to give the Highway Department the right to go through a city after a year's waiting period even if the governing body doesn't approve of the plan," Masee said.

Powers gave a lengthy statement to the Council. He said the present plan was a poor one and constitutes a far greater sacrifice to the city than the benefits it would bring.

### Cites Problems

"What will the present plan do?" he asked. "Will it alleviate to be the best one available," he the two cities? Will we gain more park land and swimming pools? Do you want the city to be split with the tremendous residential development in the north end?"

"This plan is a horrible mistake," he added. "We will have to live with this mistake for the rest of our lives. If you turn your backs on 1,300 people who think the decision is wrong, then it's you gentlemen, who have to live with this decision."

Following Powers' statement, several councilmen questioned the information given.

### Fassett Favors Bridge

"The petition doesn't say that the people signing aren't in favor of a bridge," Mayor Vern Fassett said. "If we were to go along with your plan, Jim, they should also know that East Grand Forks won't receive funds for any bridge and we will be at the same place we've been for 20 years."

Alderman Al Stauss agreed with Fassett.

"We have been told in so many words that the Minnesota Highway Department believes this site to be the best one available," he said. "If this project is overturned the money will go to communities which are eager for the funds and haven't the problems we have."

"This project which started out to be an intercity bridge has turned into a huge federal - state affair," Powers said. "With the cost to both cities in disruption of homes and businesses, we can actually save money by toning down this expensive proposal and build the bridge with out own money. Clay County in Minnesota and Cass County in North Dakota are building a bridge in the Fargo-Moorhead area for a fraction of the cost this one is."

"I don't want to give you people the impression this is a one-man fight," Powers added. "Actually I'm only doing what I think is right and I think the people involved ought to have a voice in this plan."

He said that he has petitions signed by 450 residents in the Angus, Tabor, Bygland, Euclid and Oslo areas in Minnesota. Powers said that 1,100 Grand Forks County residents have also signed along with 400 residents in the Park Avenue area of Grand Forks, and a number from Park River and Gilby, N. D.

The Council then moved on to other business without taking action on Powers plan for reconsideration.

## Airport Meeting Set For Monday

Keith V. Bacon announced Saturday that an open meeting will be held at the City Armory-Auditorium at 8 p.m. Monday to discuss the proposed new Grand Forks airport.

# 'Politics' Charged At City Airport Meeting

5-10-62

Sponsors of a Monday night meeting to discuss removal of the present municipal airport leveled charges that "political pressure" kept state and federal aviation officials from attending.

Keith Bacon, who presided at the meeting, said both Edgar Vie of St. Paul, Minn., and Harold Vavra of Bismarck had accepted and later declined invitations to attend Monday's meeting. Bacon, manager of the Dacotah Hotel, indicated that a local committee, whose members he did not identify, had contacted the two men, influencing them not to attend.

Vie is engineering superintendent for the Federal Aviation Agency for this district and Vavra is director of the North Dakota Aeronautics Commission.

### To Send Correspondence

Bacon told the nearly 100 persons at the meeting that correspondence would be sent to the offices of both agencies indicating that "no federal or state aviation officials" had been present for any meeting called by the Association of Grand Forks Taxpayers, sponsor of Monday night's meeting.

The meeting was called, Bacon said, to permit a number of pilots and engineers to express their views favoring retention of the present airport facilities and location.

Speaking briefly was James T. Montgomery, manager of the Montgomery Air Spray Co. at Municipal Airport.

Montgomery said Vavra had told him that he was advised by a representative of a Grand Forks committee not to attend Monday's meeting. Vavra did not identify the man or the committee he represented, Montgomery said.

He said the meeting was arranged by the local pilots' association and the Association of Grand Forks Taxpayers in view of the plan to abandon the present airport and construct a new airport four miles west of the city.

Bacon said that Edgar Vee, St. Paul, district official of the Federal Aviation Agency, and Harold Vavra, state aeronautics director, Bismarck, had informed him they will attend the meeting. He said the public is invited to attend.

The air spraying business manager said he himself had been contacted by a committee representative and asked "whether I thought I knew more about the airport than a committee which has spent many years studying the problem." Montgomery said he "replied in the affirmative."

### Says Admittance Refused

Montgomery also complained that about a month ago he had tried unsuccessfully to get into a meeting for discussion of the airport question attended by Gov. William Guy, City Council members and the state highway commissioner. He said he was turned away because he did not "show a red card."

Both Montgomery and Les Jolly, 2206 University Ave., whom Bacon introduced as a longtime pilot and former state aeronautics commissioner, defended the present airport as adequate to meet present and likely future needs.

Both agreed that it was highly unlikely that "pure jets" would ever land at the Grand Forks airport, which they described as only a "feeder line."

### Other Questions Raised

They said in the future only helicopter-like craft would serve feeder lines conveying passengers to air terminals in large cities. If this comes to pass, city parks and large parking lots would be the only airport the city would need, they agreed.

Other questions raised at the meeting were:

1. Can the city find buyers for its revenue bonds when repayment is based solely on expected income from the new airport. Montgomery said he didn't think the income would be sufficient.

2. Why was the east-west (crosswind) runway at the proposed new airport reduced in width from 150 to 100 feet?

### 'Reason' Given

Grand Forks Attorney Frank Kosanda asserted that the reason behind the reduction in size, "was an attempt by city engineers to bring the total cost of the airport into line with original estimates."

3. Why is the drainage facility at the present airport estimated to be worth \$300,000 and estimates for the new airport drainage cost have been set at only \$15,500?

4. Jolly told the audience that he doesn't believe any action has been taken on the new airport by the central office of the Federal Aviation Agency at Kansas City. "To my knowledge they haven't even taken soil borings on the new site," Jolly said.

# Grand Forks Herald

SECOND SECTION

SUNDAY, MAY 14, 1961

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## Council Will Deliberate, Listen

It'll be a "sink or swim" session Monday night for the Grand Forks City Council, scheduled to meet at 7:30.

For while the aldermen deliberate, they'll also have an ear tuned for returns from Monday's special election proposal to turn city government over to a city commission.

So, if some of those around the council horseshoe have transistors in their pockets, they could be excused on the theory that when one is pondering the chance of having his throat cut, he likes to know how the plan is proceeding.

But sometime after the polls close at 7 o'clock, possibly before the council session is over, the members will hear the results of the balloting and sometime thereafter, it could possibly be Monday night, they must count the votes again — official canvass. If they don't count the votes Monday, they'll set a later date for the job.

But meanwhile, they'll likely know their fate anyhow.

Election or not, the council has an agenda of business to handle.

Items include a communication relative to the bridge-highway-airport relocation project; a proposed ordinance for mandatory retirement of city employes at age 65; a proposal for routing parades; a proposed mutual aid fire

agreement with East Grand Forks and consideration on second reading and final passage of an ordinance to amend the Civil Service system.

The aldermen also will receive a communication from the city engineer regarding the new airport survey and soil test borings, and

receive the engineer's plans and specifications for paving projects in both the north and south sides of the city.

After adjournment, the aldermen may go downstairs, where a city official will be tabulating vote totals phoned in by inspectors at the polling places.

MAY 14, 1961

## HERALD MAIL BAG

The Mail Bag welcomes letters on timely subjects. Preference given letters of 300 words or less. Herald reserves right to condense. Double-space typewritten letters. Give full name, which normally will be omitted on request in publication. Do not submit essays and unsolicited poetry.

### A BIASED OPINION

GRAND FORKS — What's all this talk about jet aircraft which will not be flying in and out of Grand Forks? They must refer to the present B707, DC8 or similar intercontinental transports. These will carry up to 150 passengers at about 600 MPH.

All of us will agree that we do not need this type of service in Grand Forks, nor would we expect it. But we do need good, fast comfortable air service in Grand Forks. People do not want to fly in smaller airplanes. Given a choice they will always use the larger equipment offered. We cannot accommodate the type of aircraft the travelling public wants at our inadequate, antiquated present airport in Grand Forks.

At present we can only allow DC3 (26 year old) airplanes, or smaller, to use our runway. Many people drive to Fargo to board larger aircraft. Our airport was built to accommodate the travel needs of the DC3 era.

Last year 23,000 plus persons used commercial air transportation in and out of Grand Forks. This is equal to about two-thirds of our population. I wonder what other public facility in Grand Forks was equally utilized?

We believe inadequate transportation, rather than "High Taxes" will prevent new industry from locating in Grand Forks. Just take a look at our present transportation in and out of Grand Forks. It's sad.

We may not be "aviation authorities," but we do know what the travelling public wants in air travel. A new airport, with adequate facilities, will provide year-around air transportation to serve these needs. Yes, even jets, if you please. Not the jets referred to in the airport arguments, but smaller jets like the French Caravelle which will be serving U.S. cities the size of Grand Forks in the very near future. It is my personal opinion we would see jet-prop aircraft in Grand Forks next year if we could accommodate them. This is the predecessor to the pure jets.

Our federal government will not pour any more money into our present facilities for improving our air service. We have already spent far too much in a losing battle to save runways, so I suggest we pick up whatever funds we can get, move the airport, and take a step forward in providing for air transportation we in Grand Forks can be proud of.

This may be a biased opinion, but then we are a lot closer to the problem than most of the others who have proclaimed their views.

VAUGHN H. CHAMPEAU.

## Airspace Use At New Site Studied

The Federal Aviation Agency has informed City Manager Alan Webster that it is evaluating the airspace use acceptability of the proposed new Grand Forks Airport site four miles west of the city, pending final approval of this phase of the airport relocation project.

Meanwhile, detailed plans and specifications are being completed for submission to the FAA headquarters in Washington, D. C., which must give its final O.K. before an allocation of funds can be made.

A letter to Webster Monday from E. G. Basel, airspace utilization branch, air traffic management field, Region 3, Kansas City, Mo., stated that office is considering various factors involved in the adequacy of air space at the new site and that it will give its decision after June 1. (5-15-61)

## Air Space Clearance Approved

Air space clearance for the proposed new Grand Forks municipal airport site has been approved, City Manager Alan Webster was informed Friday.

Webster said, however, that the project still must win tentative and final approval for funds under the federal aid to airports act, which is scheduled to expire June 30. A total of \$1,185,000 in federal funds is being sought under the act.

The final allocation and payment depends upon approval of detailed plans and specifications of the project, as submitted by the city.

The air space clearance, based upon a survey of the area for obstacles which might interfere with air travel, followed a hearing for objections in Washington Thursday. The deadline for objections originally had been set for June 1, but was delayed a week at the request of the Air Force.

Webster was informed of the approval of air space clearance by Sen. Quentin Burdick's office. The city manager said both Burdick and Sen. Milton R. Young had been working actively to get approval for the site.

The proposed site is north of U.S. Highway 2 four miles west of the city.

# AIRPORT FUND ALLOCATED

## City Gets \$823,817 In U.S. Aid

### Amount Short Of Sum Asked By Officials

Authority has been granted to include Grand Forks International Airport in the 1961 federal aid to airports program and \$823,817 has been allocated for the airport project, the Herald was notified Saturday by U. S. Sen. Milton R. Young.

Young said the Washington FAA headquarters has authorized the Kansas City regional office of the FAA to place Grand Forks Airport in the current program.

City Manager Alan Webster said he had not yet received the official notice of the action and would need further information to determine what effect it will have on the city's airport plans, since the \$823,817 is more than \$350,000 short of the amount sought by the city. The city asked \$1,185,700 in a request sent to the FAA February 20, 1961.

#### Airport Items Listed

Webster said a check must be made now to determine whether a further allotment is forthcoming on the project or whether the \$823,817 is the entire amount the city is to receive. If no further funds are to be had, he said, further study would be needed to determine what future action is to be taken by the city.

Young said the money was allocated to:

Acquire land for the airport development and clear zone; construct and light north-south runway, 5,300 by 150 feet, including beacon and lighted wind indicator; relocate power line; acquire navigation easement for the clear zone; construct and light an east-west runway 4,200 feet long and 100 feet wide; construct and light connecting taxiways each 750 by 75 feet between the terminal apron and runways.

#### Approach Road Needed

Construct an apron of approximately 30,555 square yards with flood lights, build terminal area safety fencing and perimeter fencing, construct taxiway to and into the T-hangar area and light; a duty apron 300 by 100 feet for a public service hangar, and an entrance road approach of approximately 2,100 linear feet.

Young said the Kansas City FAA office will notify the sponsor of the requirements to be met in carrying out the project.

#### Cost Set at \$2.5 Million

Total estimated cost of the new airport was set at \$2,500,000, with the balance above the requested \$1,185,700 federal aid to be provided by the sale of present airport land and a bond issue of about \$580,000.

The new airport location is four miles west of the city just north of Highway 2.

Active work toward securing a new airport has been proceeding for more than four years. Officials held the move was necessary because the present airport area fails to provide sufficient clear zone for planes.

7-2-61

## Airport Allocation Studied

City officials were in a quandry Saturday after receiving word that the Federal Aviation Agency (FAA) has allocated \$823,817 in federal aid for a new Grand Forks International Airport.

The big question facing these men now is whether the fund is the extent of federal aid approved or will an additional \$350,000 be added to the grant at a later date.

### Would Halt Project

The city asked for \$1,185,700 in a letter sent to the FAA regional headquarters in Kansas City, Mo., on February 20. Without the additional \$350,000 the city's plans for a new airport will be stymied.

City Manager Alan Webster said Saturday that it would take probably a week before clarification of the grant could be made by the FAA.

"It is entirely possible that \$350,000 may be allocated on the 1962 federal aid to airports program," Webster said. "The telegram I received from Washington, D. C. wasn't clear on this point and we will have to consult with FAA officials on this point."

Webster noted that if the \$823,817 grant was the only aid available to the city it could cause a serious chain reaction that could endanger plans for the inter-city bridge, and new routes for Highway 2 and Interstate 29.

Total estimated cost of the new airport was set at \$2,500,000 with the balance above the requested federal aid to be financed through the sale of land at the present airport site and by a revenue bond issue for \$580,000.

### Four Years Of Work

"As one can see," Webster said, "without the additional federal aid the intricate financing involved could stop the whole project."

Webster said the money would be used for construction, easements, terminal building and site acquisition.

Active work toward securing a new airport has been proceeding for more than four years. Officials said the move was necessary because the present airport fails to provide sufficient clear zone for planes.

7-11-61

## 1958 Funds Deducted From Airport Grant

Funds used to acquire a "clear zone" in 1958 apparently were deducted from a federal grant recently allocated to Grand Forks for its new airport project.

This was disclosed in a letter which Mayor Nelson A. Youngs received from the Federal Aviation Agency at Kansas City, Mo., confirming an earlier announcement by North Dakota congress-

men that \$823,817 had been granted for the proposed airport.

The city asked \$1,185,700 in its request sent to the FAA Feb. 20, 1961. The FAA, in its notice to Mayor Youngs, pointed out that the city utilized \$79,768.46 of a \$100,000 appropriation for a "clear zone." This expenditure, when added to the current appropriation would increase the overall grant to \$903,585, still \$281,115 short of the city's original request.

### Deduction Not Mentioned

City Manager Alan Webster said Monday that other correspondence with the FAA showed the \$78,768 to be used for the purchase of land. No mention was made if the price of the buildings on the "clear zone" property could be deducted.

This would reduce the figure considerably, said Webster, who added that the council, negotiating with the FAA in 1958 when Youngs was an alderman from the first ward, was under the impression the "clear zone" grant need not be repaid.

Previous airport grants totaled \$821,889, according to the FAA, or slightly less than its most recent allocation.

### Hangar Built In 1941

The airport administration building and big hangar was built in the fall of 1941 and completed in early 1942. In February, 1943, recently retired airport Manager Carl Amundson took over his duties there for the city.

With the exception of an addition to the administration building for enlargement of customs, equipment building and additional hangar space, little has been done to the airport in the past decade, according to Amundson.

Total cost of the new airport was set at \$2½ million, with the balance over the \$1,185,700 federal aid to be acquired through the sale of present airport land and a bond issue.

# Grand Forks Herald

SECOND SECTION

JULY 16, 1961

PAGE 13

## Mayor Asks FAA To Reconsider Allocation Of Funds For Airport

A request to reconsider allocating \$1,185,700 instead of \$823,817 toward a new Grand Forks airport has been filed by Mayor Nelson A. Youngs with the Federal Aviation Agency in Washington, D. C.

The city's action followed a previous announcement that the FAA had allocated \$823,817, or \$361,883 less than Grand Forks had requested for a new airport.

The FAA also informed city officials that an earlier \$79,768.46, which the city used for the acquisition of a "clear zone" in 1958 for the existing airport, was a deduction from the original request by local authorities.

In his summation to the FAA, copies of which were also forwarded to congressmen, state and local officials, Mayor Youngs pointed out that the "clear zone" deduction was "unjust." He stated that FAA rules and procedures had changed until the "clear zone" now fails to meet federal safety requirements.

"We feel that the FAA is largely

responsible for the predicament the city is in with its present airport and that the FAA is evading its responsibility in this matter by assessing to the city at this time the amount which the FAA contributed toward placing the City in this situation," Mayor Youngs added.

Youngs was an alderman from the first ward when the "clear zone" was acquired with federal assistance.

Like other City Council members at that time, Youngs was under the impression that a portion of the \$100,000, used for the "clear zone" need not be repaid.

To back the city's assertion that the existing airport is inadequate Mayor Youngs cited the proximity of runways to highway and railroad. The runways also are inadequate for present traffic, he continued. Traffic covers 3,500 scheduled passenger plane departures, 13,000 passenger boardings annually and another 7,000 movements of business and private planes.

Its tie-in with Grand Forks Air Force Base was also mentioned by Mayor Youngs, who said the deletion of matching federal funds for terminal and other buildings utilized for U. S. Customs and other governmental agencies also to be unjustified.

The FAA's charge of "over-design" brought an invitation from Mayor Youngs to consider "if there are unneeded items" and "to delete these items in order to save both federal and city funds."

Engineering studies show improvements to the existing airport would exceed construction costs of a new facility at another site, the mayor explained.

Copies of the summation were sent to Frederick G. Dutton, special assistant to the President; U. S. Senators Quentin Burdick and Milton Young; Reps. Hjalmar Nygaard and Don Short; Gov. William Guy; J. B. Bridston, Grand Forks Chamber of Commerce; Oscar Lunseth, former mayor; and Alan Webster, city manager.

7-18-61  
**FAA To  
Restudy  
Deletions**

Mayor Nelson A. Youngs has been informed that the Federal Aviation Agency in Washington, D. C., will reconsider its action deleting more than \$360,000 from funds requested toward financing a new Grand Forks airport.

The City requested \$1,185,700 but only \$823,817 was allocated by the FAA, which announced last week it had deleted nine items totaling \$361,883 from the amount sought by the City.

**To Restudy Requests**

Mayor Youngs was informed Monday by Fred Dutton, special assistant to President Kennedy, that in response to the mayor's request, he had talked to Najeeb E. Halaby, FAA administrator, and that Halaby said he will reconsider the deleted items "on the basis of merit and without prejudice to the city because of previous action" deleting the items.

The mayor filed a request last week asking that the FAA reconsider allocating \$1,185,700 instead of \$823,817 which it announced had been allocated.

**Deleted Items Listed**

The items deleted and which the Mayor now is informed will be reconsidered include:

\$168,238, eliminated as federal aid toward a new terminal building; \$79,768, which was the sum in which the FAA participated when the "clear zone" for the present airport was acquired in 1956-57; \$275 from the land request; \$13,025 from the request for aviation easements; \$42,945 for a terminal apron; \$12,050, taxiway to the T hangar; \$19,675 from the entrance road request; \$9,782, parking lot; \$18,125, fire equipment and miscellaneous equipment.

Previously, the FAA had informed city officials that the \$79,768 which the city used to acquire a clear zone for the existing airport was a deduction from the original request by the city.

**Deduction Termed Unjust**

7-18-61  
Mayor Youngs, however, contended that the clear zone deduction was "unjust," stating that FAA rules and procedures had changed until the clear zone now fails to meet federal safety requirements.

He pointed out that the existing airport is inadequate and cited the proximity of runways to highway and railroad.

Mayor Youngs also termed "unjustified" the deletion of matching federal funds for terminal and other buildings used by U.S. Customs and other government agencies. To the FAA's charge of "over-design," the Mayor invited consideration if there are unneeded items and to delete such items to save both federal and city funds.

He explained that engineering studies have shown that improvements to the existing airport would exceed construction costs of a new facility at another site.

The proposed new site is four miles west of Grand Forks at the north edge of U.S. Highway 2.

7-24-61  
**Soil At Airport  
Site Approved**

The proposed site for the new Grand Forks airport four miles west of the city at the north edge of Highway 2 has been approved by federal soil analysts, according to word received by City Manager Alan Webster.

Utilization of the area narrows the "loose ends" for the new airport to the exact amount which the North Dakota Highway Department will pay for right-of-way added Webster.

The amount offered by the state in April, 1959, was \$576,700 but a resurvey has been taken since, Webster explained.

If the amount offered by the state doesn't materially change, the project can be undertaken, Webster believed.

Still pending with the federal aviation agency (FAA) is the city's request for \$1,185,700 in airport aid. The FAA agreed to reconsider a request from the city for the full amount in place of an allocation of \$823,817 announced by the aviation agency.

9-26-61  
**Airport's  
Allocation  
Increased**

**\$79,768 More  
Granted By FAA  
For New Job**

The Federal Aviation Agency has increased by \$79,768 the allocation for the new \$2½ million Grand Forks Airport, bringing the amount from \$823,817 up to \$903,585, Senators Quentin N. Burdick and Milton R. Young advised the Herald Tuesday. Similar information was received from the two senators by City Manager Alan Webster.

The increased amount was made contingent on the city's agreeing to spend \$79,768 for development on the new airport within five years.

The additional allocation constitutes the amount of the FAA's share in the acquisition of clear zone for the present airport several years ago.

The total allocation still is more than \$250,000 short of the city's request of \$1,185,700 for the airport project, but steps toward construction of the new airport are continuing.

**Had Been Deleted**

The \$79,768 is one of several items deleted by the FAA previously from the city's million dollar-plus airport aid request. One of these involves the expense of construction of FAA quarters in the city's new administration building at the new airport. It is believed that the FAA now will stand the expense of building its own quarters in the administration structure, thus reducing the city's expense by an undetermined amount.

Still undetermined, also, is a factor deemed very important by city officials. This is the amount which the North Dakota State Highway Department will allow for the portion of the present airport which would be used for the new interstate highway through the airport.

21,  
**Revision Possible**

8-26-61  
Originally, the department offered \$576,000 for the land but this may be subject to revision due to possible changes in new highway plans and the lapse of time since the offer was made, Webster has pointed out.

The new airport is to be located on a site four miles west of the city at the north edge of U.S. Highway 2.

The survey and master plan for the new field were prepared by Ralph H. Burke Associates, Chicago engineers-architects.

**City Manager Alan Webster** was informed Monday by Ralph H. Burke and Associates, Park Ridge, Ill., design engineer for the new Grand Forks airport, that the final design for the airport pavement had been forwarded to the St. Paul district office of the Federal Aviation Agency for its approval. 10-9-61

# City Projects Hit Snag

The Grand Forks highway-bridge-airport project has been temporarily stalled by a reduction in the amount government agencies are willing to pay for right-of-way through the present Municipal Airport.

The State Highway Department has offered the city \$390,000 for the right-of-way needed for north-south Interstate 29 and for east-west improvement of U.S. Highway 2. This compares with an estimate of \$576,000 the state department had given the city on the basis of 1958 appraisals.

"We don't feel we can accept the cut," Dr. Nelson Youngs, Grand Forks mayor, said Saturday, "and we're going to try to press for more money."

The problem will be explored with Sen. Milton R. Young Monday at a luncheon to be attended here by a group of community leaders and officials.

One method under consideration would be to get the government to go through condemnation procedures to get a fair price for the land taken from the present airport, the mayor said. So far the state has shown no liking for this idea, he said.

The Grand Forks Herald learned that the State Highway Department notified Youngs by let-

ter about two weeks ago that the \$390,000 figures is all that the Federal Bureau of Public Roads will approve.

At Bismarck, a spokesman for the Highway Department told the Herald Saturday that the state believes the offer should be about \$490,000, but that the Bureau of Public Roads "holds the purse strings and there's nothing we can do about it." The spokesman said as far as the state is concerned, no further efforts are being made to get the Federal agency to approve a higher figure.

The mayor made it clear that while the city feels it has been offered too little for the land, some solution must be found which will permit the state to go ahead with the first phases of the package project involving the highways and a new bridge over the Red River here.

R. E. Bradley, chief engineer for the Highway Department, told the Herald that the stalemate over acquisition of the airport right-of-way has forced the state to delay a bid letting on the new bridge. Originally the letting was scheduled for Feb. 2, 1962. Bradley said the state hopes things now will be cleared up in time so that bids can be included in a May letting.

Even had it not been for the

financial squabble, Bradley said, it might have been necessary to delay the bridge letting. He said that Minnesota will not complete acquisition of land for its bridge approach and new routing of U.S. 2 until July 1.

## Figure Explained

Ordinarily, the state highway engineer said, the federal government will not permit a contract to be awarded until all of the right-of-way is acquired.

Bradley said the \$576,000 figure on which the city had based its plans was an estimate made on the basis of a 1958 appraisal. Since that time, he said, there have been changes in design requirements, a reduction in the total acreage to be taken from the present airport, depreciation, and a reduction in the government's estimate on the replacement cost of runways at the present airport.

## 'Phase' Construction Seen

Test borings were not made in the runways during the 1958 appraisal, he said, and borings made this year resulted in reduction of the estimated replacement cost.

If no other solution can be found, Mayor Youngs said the city may have to "phase" construction of the new airport four miles west of the city in order to finance its share of the project package.

"Even if we had to go out of the airport business entirely," he said, "the new bridge is an absolute necessity if Grand Forks is to progress."

Originally, the federal-state purchase of airport land involved an estimated \$576,700, as determined by appraisal engineers, but recent reappraisals prompted the U.S. Bureau of Public Roads to cut this figure to \$390,000.

The purchase of the airport land is involved in the so-called airport-bridge-highway "package deal," and all planning by the city's engineers has been based on the originally proposed federal-state participation.

## Plan Stymied

This has stymied the whole plan, including the projected new intercity bridge from Skidmore avenue to East Grand Forks, for the \$200,000 difference in the federal-state participation is needed to enable the city to proceed. The state's participation is based entirely on the extent of federal aid.

Representatives of the city and the city-wide mayor's committee will go to Washington to meet with Sen. Young, probably immediately after the first of the year, to press for reconsideration on the part of the Bureau of Public Roads.

Mayor Nelson Youngs headed the city delegation at Monday's luncheon meeting with Sen. Young, with J. B. Bridston presiding. Bridston is chairman of the Grand Forks Chamber of Commerce committee on the bridge, airport and roads development plan.

Mayor Youngs made the principal presentation of the city's problem, and others who spoke were Bridston, City Manager Alan Webster, former Mayor Oscar Lunseth, Harold Shaft, Richard Blaine and Ray Niles.

Shaft is chairman of the city-wide committee; Blaine is the retiring president of the Grand Forks Chamber of Commerce, and Niles is city finance officer.

Others at the session included City Councilman Albert Strand, former Mayor Harold Boc, M. M. Oppégard, and Thos. P. McElroy Jr., president-elect of the Chamber of Commerce.

## City Asks 12-12-61 Boost In Land Price

U.S. Sen. Milton R. Young, meeting here Monday with a group of Grand Forks city officials and civic committee members, promised his "full cooperation" in seeking an increase in the federal allowance for highway right-of-way through the municipal airport.

## Needed for Road

The proposed land purchase involves Interstate Route 29 as well as acreage needed for improvement of U.S. Highway 2 from the city to the Grand Forks Air Force Base west of this city.

12-19-61

# City Council Briefed On Bridge 'Deal'

In what might be called a "postscript" to the Monday meeting of the City Council, Mayor Nelson A. Youngs briefed the aldermen on the current status of the bridge-highway-airport "package deal" and a proposed trip to Washington to seek additional help from the federal government.

The trip to the capital was proposed at a recent citizens' committee meeting here with Sen. Milton R. Young because the U.S. Bureau of Public Roads has set a limit of \$390,000 on its share of the price to be paid the city for the proposed interstate highway route through the present airport.

### New Development Seen

Mayor Youngs told the aldermen in the "after adjournment" session Monday that a "new development" has given city officials hope that they can get enough more funds from the road bureau to bring the bureau's share up to near the \$576,000 originally offered through the state highway department for the airport strip.

He pointed out that the city's plans are based on the larger offer and that if it only received \$390,000 it would not proceed with the plans.

Senator Young has promised "full cooperation" with the local group to secure more funds from the road bureau but it was also suggested by the citizens' group here that a local group should explain their views to the bureau in Washington.

### Appraisal Increased

It was suggested that Mayor Youngs, City Manager Alan Webster and former Mayor Oscar Lunseth make the trip and the meeting in Washington has been set for January 15.

The \$390,000 offer by the U.S. bureau was based on appraisals made by local engineers who now have raised their figure to near the original \$576,000 mark offered through the Highway Department. In their latest appraisal, the local engineers based the larger amount on the appreciation in the value of surrounding property and certain other items.

Mayor Youngs said he believes that condemnation of the airport strip may be the answer to the problem, and that if the property were condemned, the city might receive approximately the original amount offered for the piece.

1961 In Review:

1-7-62

# Progress In Face Of Difficulties Marks City Council's Activities

By LLOYD C. TINNES

Progress in the face of difficulties might well describe the result of 1961 activities of the Grand Forks City Council.

Setbacks and annoyances challenged the aldermen through what many of them felt was a "long year," but forward steps were taken in important areas and a comprehensive plan was formulated for a city of 50,000 keyed to modern trends, in the upcoming score of years.

Looking backward, the councilmen recalled January, 1961, when they laid plans to speed up the airport - bridge - highway project here and how these plans were temporarily knocked in the head in December by a suddenly-announced lack of funds. And how, as the old year faded, a citizens' group had joined the aldermen in a desperate effort to save the bridge by a "trip to Washington."

It wasn't easy, either, on May 15, when a taxpayers' group challenged the council form of government in a special election which the city managed to win by a fair majority in a campaign that generated much heat on both sides.

Throughout the year, the city pushed construction work on its \$3 million sewerage improvement

project. It reached the final stages in December, with prospects for operation early in the new year.

In July, the council adopted a slightly increased operating budget of \$2,452,345, compared with \$2,441,947 for the previous fiscal year.

Alderman W. H. Mahler resigned in August and moved to Minneapolis and advertising executive Eugene Lavoy was appointed in his place.

Ordinances were adopted which tightened enforcement of overtime parking rules, changed closing hours for taverns and clubs and effected a prohibition on car parking at certain times to facilitate snow removal and street cleaning.

Then early in November came the long-resisted removal of the two Dacotah Hotel trees, an incident from which echoes of complaint still sounded faintly as the old year drew to a close.

Sunday sales of merchandise, banned by state law and city ordinance, except for specified commodities, caused sparks in mid-December when a local businessman filed complaints against three other store managers for Sabbath selling.

The smoke cleared temporarily later when the complaints were

withdrawn and an ordinance introduced to repeal the Sunday sales ban, but the controversy still smoldered at the end of December, with the repeal ordinance scheduled for second and final reading at the first council meeting in January. And there remained ammunition enough on both sides to spark a lively discussion.

### Bid Opening Stymied

Meanwhile, lightning had struck the airport-bridge-highway project and caused a delay in the date for opening bids on the Skidmore Avenue bridge, previously set for Feb. 2 in Bismarck.

The original offer, made through the North Dakota Highway Department, for the Interstate 29 strip through the present airport was \$576,000. It was this figure on which the City of Grand Forks had based its plans for the three-way "package deal."

But now only \$390,000 was offered by the U.S. Bureau of Public Roads, principal contributor of funds for the Interstate route. The city could not proceed unless it received approximately that amount.

### Meet With Senator

Finally, a Grand Forks citizens' committee met here with Senator Milton Young, who promised "full cooperation" to secure the needed money from the road bureau but suggested that local representatives also go to Washington to explain the situation to the bureau officials. Such a meeting now is planned for Jan. 15 in Washington, with top city officials expected to make the trip.

The bureau's offer was based on appraisals by Grand Forks engineers who later announced they had revised their appraisal upward to near the original \$576,000 figure because of "appreciation in the value of surrounding property." This brought hope that the bureau might raise its offer to a point where the city could proceed with its plans. Mayor Nelson A. Youngs told the council that he believed condemnation of the airport strip might provide enough money to fill the gap.

### Up To Bureau

But the matter still hung fire in the last days of December and now is up to the bureau. Engineers have said that the earliest possible date for opening the bridge bids would be at the April contract letting in Bismarck.

# Letting On Bridge Project Faces Possible Delay Until September

By JACK HAGERTY

Unless things click favorably and rapidly after a Grand Forks delegation visits Washington this month, it appears unlikely that bids will be asked on the new inter-city bridge here before September.

This is the conclusion reached after talks to North Dakota Highway Department officials in Bismarck and city officials here last week.

At one time it had been hoped that the bridge contract, for a span at an extension of Skidmore Ave. in Grand Forks, could be included in the State Highway Department's Feb. 2 letting.

## Letting Postponed

A reduction in the amount the federal Bureau of Public Roads would allow for right-of-way through the present Municipal Airport caused a hitch which forced abandonment of the February letting plan.

Now, R. E. Bradley, state highway engineer, says unless the money problem is solved and acquisition of right-of-way within the city is completed this month, it will be impossible to get the bridge project on the following regular letting until some time in September, he said.

## Special Letting Possible

Should things fall in place in February or March, there still might be an outside chance of putting the bridge project on a special letting, if one becomes necessary in June, Bradley said. He added that it is possible that the department will have to order such a special letting for missile base roads or other purposes before the end of the current fiscal year.

A delegation from Grand Forks will visit Washington, tentatively Jan. 15, for conferences with the Bureau of Public Roads and Sens. Milton R. Young and Hubert Humphrey.

They hope to bring about an increase in the allowance for the airport land to be taken for Interstate 29 and U.S. Highway 2 projects, so that the city can tell the State Highway Department it is prepared to meet its commitments in connection with the bridge and highway projects.

## Date Not Firm

City Manager Webster said Saturday the date for the conference in the capital has not yet been firmed up, but that he hopes it will be by Monday.

The city delegation hopes to get the federal bureau to agree to restore most, if not all, of the nearly \$190,000 which it reduced the airport land appraisal.

In addition to the city's final assurance of readiness to meet its financial obligations in the project, Bradley said the city must acquire some right-of-way for the bridge project in the Riverside Park area before the state moves any further on the job. Webster said Saturday that the

city has been delaying appraisal and acquisition on the property needed until it is sure it has the finances to go ahead with the project.

## Highway 2 Job Programmed

He expressed doubt that the appraisal and acquisition could be completed this month, even if the delegation to Washington get an immediate favorable decision on its plea for more money.

Bradley said that the state expects to contract for grading of two new lanes for U.S. Highway 2 between the city and Grand Forks Air Force Base during the fiscal year beginning July 1 and for hard-surfacing of the same segment the following fiscal year.

That would mean, he indicated, that the highway to the air base should be four-laned by some time in 1964.

## Will Seek More Funds For Bridge

Five Grand Forks and East Grand Forks representatives will meet with government officials in Washington, D.C., next Wednesday in an effort to secure additional funds for a new intercity bridge across the Red River here.

Mayor Nelson A. Youngs of Grand Forks was notified late Tuesday that the meeting with Sens. Milton R. Young of North Dakota and Hubert Humphrey of Minnesota and officials of the Bureau of Public Roads had been changed from Monday, the previous tentative date, to Wednesday.

Grand Forks city officials have stated they need an additional \$190,000 to permit the city to proceed with participation in the Skidmore bridge-highway 2-airport project. The city had expected to receive \$576,000 for the interstate highway strip through the present airport, but the road bureau recently indicated it would provide only \$390,000, thus temporarily halting plans for taking bids on the new bridge.

Young has promised to help the local group in its efforts to get additional money and stated he would enlist Humphrey also in the negotiations with the Bureau of Roads for more funds.

Expected to leave here Tuesday morning for the capital are Mayor Youngs, City Manager Alan Webster and former Mayor Lunseth of Grand Forks and Leonard Driscoll, president of the East Grand Forks City Council, and John Bushee, president of the East Side Chamber of Commerce.

## 2 Meetings Set On Bridge Funds

Two meetings have been arranged in Washington, D.C., Wednesday for a Greater Grand Forks delegation seeking additional funds for a new intercity bridge across the Red River at Skidmore Ave.

Three Grand Forks men and two from East Grand Forks are scheduled to meet in the office of Sen. Milton R. Young at 2 p.m. Wednesday, then go to the office of Sen. Hubert Humphrey of Minnesota. In Humphrey's office, the group will confer with officials of the U.S. Bureau of Public Road in quest of an additional \$190,000 needed to assure continuance of plans for construction of the new bridge.

The local group expects to leave here Tuesday for Washington. In the party will be Mayor Nelson A. Youngs, City Manager Alan Webster and former Mayor Oscar Lunseth, all of Grand Forks, and Leonard Driscoll, president of the East Grand Forks City Council, and John Bushee, East Side Chamber of Commerce president.

The additional \$190,000 is required by Grand Forks City, it was stated, because the city made its plans on the basis of a \$576,000 offer through the North Dakota Highway Department for the interstate highway strip, this offer being reduced as a result of later appraisals of the strip.

1-16-62

## Delegation Seeks New Bridge Fund

Five Greater Grand Forks representatives left for Washington, D.C., Tuesday to seek additional funds for a new intercity bridge at Skidmore Avenue.

In the group were Mayor Nelson A. Youngs, City Manager Alan Webster, and former mayor Oscar Lunseth, all of Grand Forks, and John Bushee, president of the East Grand Forks Chamber of Commerce, and East Side Council President Leonard Driscoll.

They are scheduled to meet Wednesday, with Sen. Milton R. Young of North Dakota, Sen. Hubert Humphrey of Minnesota and officials of the U.S. Bureau of Public Roads in an effort to secure an additional 190,000 needed by the city of Grand Forks to assure its continued participation in plans for construction of the new bridge.

1-18-62

## Plan New Study Of Land Cost

By BILL BROOM

Herald Washington Bureau

WASHINGTON — Federal officials agreed Wednesday to reopen negotiations on the price to be paid for Grand Forks Municipal Airport land to be acquired in connection with two highway projects.

Disagreement over the value of the land has been holding up the start of a new inter-city bridge across the Red River at Grand Forks and East Grand Forks.

Neither side changed its position at a meeting of a Greater Grand Forks delegation with Deputy Federal Highway Commissioner Francis C. Turner here Wednesday afternoon. The meeting was held in the office of Sen. Hubert Humphrey of Minnesota, with Sen. Milton R. Young of North Dakota also participating.

Turner insisted that the Bureau of Public Roads appraisal of \$390,000 for the airport land needed was "fair and accurate." The Greater Grand Forks delegation said it would refuse to sell the land unless more money is offered.

The airport land in question is needed for future construction of north-south Interstate Highway 29 along the western edge of the city and for four-landing of east-west U.S. Highway 2 between Grand Forks and Grand Forks Air Force Base. 1-18-62

At the suggestion of Humphrey and Young, however, both sides agreed to try again for an agreement. Grand Forks officials will ask the North Dakota Highway Department to call a meeting early next week in Grand Forks, to be attended by John Kemp of Bismarck, federal division engineer; State Highway Department officials, disinterested land appraisers and city officials.

Turner said he will instruct Kemp to make every effort to arrive at a fair and accurate appraisal.

City Manager Alan Webster said after the conference he was "hopeful the problem can be resolved as a result of this meeting."

"We're more optimistic about the outcome," he added. "All members of the Grand Forks-East Grand Forks delegation are satisfied with what developed today."

Turner said the amount the federal government will allow for the airport land was reduced nearly \$200,000 from the amount first mentioned because a review "indicated errors in the previous figures." He conceded that appraising land of this type is "not an exact science."

The Greater Grand Forks group indicated it would welcome a condemnation suit for the land because it believes the court would rule in the city's favor. Humphrey and Young, however, pointed out that condemnation is cumbersome and time-consuming and they urged a last-ditch effort to iron out differences. Both sides accepted the senators' proposal that the property be reappraised.

Present at the meeting in addition to Turner, the two senators, and Webster were Mayor Nelson Youngs of Grand Forks, former Mayor Oscar Lunseth of Grand Forks, President Leonard Driscoll of the East Grand Forks City Council and John P. Bushee, president of the East Grand Forks Chamber of Commerce. Also attending were staff members of the Bureau of Public Roads.

The Greater Grand Forks delegation was to leave Washington Thursday to return home.

1-19-62

## Help Seen On Bridge Efforts

City Manager Alan Webster said Friday he "feels sure that the interest shown by Senators Milton Young and Hubert Humphrey will benefit Grand Forks in its efforts to secure a new intercity bridge."

Webster returned Thursday night from conferences in Washington, D.C., between five Greater Grand Forks representatives, the two senators and officials of the U.S. Bureau of Public Roads at which the valuation to be placed on a highway strip through the local airport was discussed.

### Plan Explained

Grand Forks officials explained they had based their participation in the bridge-highway-airport program here on a valuation of \$576,000 for the airport strip needed for Interstate Highway 29. The road bureau had set a lesser valuation of \$390,000 for the strip and Grand Forks seeks to secure the approximately \$190,000 difference to permit it to continue to take part in the program.

Mayor Nelson A. Youngs presented the Grand Forks case at the meeting with the senators and road officials, being assisted by Webster and former Mayor Oscar Lunseth. East Grand Forks representatives in the local group were Leonard Driscoll, president of the City Council, and John Bushee, Chamber of Commerce president there. The road bureau was represented by Francis G. Turner, deputy commissioner, and James Shotwell.

### Still 'Open Minded'

Webster said here that he was pleased the bureau still was open minded after the discussions and that a meeting will be arranged here soon on the airport strip matter between representatives of the North Dakota Highway Department, the U.S. Bureau of Roads and the cities of Grand Forks and East Grand Forks.

The airport land in question is needed for future construction of the north-south interstate route through the eastern portion of the airport and four four-laning of U.S. Highway 2 between Grand Forks and Grand Forks Air Force Base.

25.

1-20-62

## Conference Planned On Land Price

Federal, state and city officials will confer here Friday regarding the valuation of the strip through the Grand Forks airport to be used for proposed Interstate Route 29.

City Manager Alan Webster said the luncheon group will include representatives of the U.S. Bureau of Public Roads, the North Dakota Highway Department, the cities of Grand Forks and East Grand Forks and two appraisers who evaluated the airport land for the roads bureau.

### More Funds Sought

The meeting was arranged as a result of efforts by Grand Forks City to secure enough additional funds to enable it to proceed with construction plans for the proposed intercity bridge at Skidmore Avenue.

The roads bureau has indicated it will allow only \$390,000 in payment for the airport strip, whereas the city has based its participation in the bridge plan on a valuation of \$576,000 previously offered through the State Highway Department. The bridge is part of the proposed bridge-highway-airport "package" deal, including four-laning of U.S. Highway 2 between the city and Grand Forks Air Force Base, and construction of a new airport four miles west of the city.

### \$190,000 Required

Webster said approximately \$190,000 more is required to permit the city to go ahead with the bridge plan. The \$390,000 valuation by the roads bureau was based on the appraisers' report.

During a visit to Washington, D. C., last week, Greater Grand Forks representatives were assisted by Senators Milton Young and Hubert Humphrey in negotiations with the roads bureau to secure a higher valuation on the airport land.

The bureau at that time indicated it was "open-minded" in the matter and the Friday meeting here is a follow-up session to determine if something further can be done.

1-26-62

## Bridge Plans At Stake In Conference

Continued participation of Grand Forks City in plans to construct an intercity bridge across the Red River was at stake in a conference here Friday afternoon with federal, state, city and other representatives attending.

The problem posed at the conference was the need of \$190,000 additional funds in payment for Grand Forks Airport land if the city is to continue to take part in the bridge-highway-airport program.

### Fund Reduced

The city had expected to receive \$576,000 for the airport land, to be used for new Interstate Route 29, but later was informed that the U.S. Bureau of Public Roads that it would allow only \$390,000.

Some solution which will provide the additional money was sought at the conference here, which was attended by representatives of the Bureau of Public Roads, the North Dakota Highway Department, the cities of Grand Forks and East Grand Forks, the Citizens' Committee on Bridge, Airport, Highway and Local Problems and representatives of professional appraisal firms from Sioux City, Iowa, and St. Paul, Minn.

### Bureau 'Open-minded'

Gov. William Guy, who had been invited to attend the session, had informed City Manager Alan Webster Thursday that he would be unable to come.

The U.S. Road Bureau recently informed Greater Grand Forks officials at a meeting in Washington that it was "open-minded" on the airport land offer and was willing to negotiate further. The conference here was arranged to seek a solution to the problem.

The general plan calls for construction of a new bridge at Skidmore Avenue and four-laning of U.S. Highway 2 from Grand Forks to the Air Force Base, 14 miles west.

1-27-62

## Offer For Land Strip Increased

### Deal On Airport Hiked \$50,000 Up To \$440,000

The City of Grand Forks has received an offer of \$440,000 for the north-south land strip through the airport which would be used for the proposed new Interstate Route 29.

The offer, up \$50,000 from the previous valuation approved by the U.S. Bureau of Public Roads, was sanctioned by representatives of the Bureau and the North Dakota State Highway Department at a conference of federal, state, city and Citizens' Committee people who met Friday afternoon in the City Armory-Auditorium.

### City Must Decide

City officials now must determine whether to accept or reject the offer or take other steps to secure an additional \$140,000 they have said is needed to permit them to participate further in the plans for constructing a new intercity bridge at Skidmore Avenue.

City Manager Alan Webster said after the meeting that the city still hopes to reinstate more of the \$190,000 which was deleted from an original valuation of \$576,000 approved by federal and state officials.

When the conference was opened, participants had before them an offer to the city of \$390,000 by the U.S. bureau which had been reduced to that point as a result of re-appraisals of the airport strip.

### Offer Compromise

The re-evaluation was made after revised design for the interstate route reduced right-of-way requirements, and as a result of new information obtained through tests of the composition of the airport runways.

A higher offer of \$491,000 had been approved by the North Dakota Highway Department, and the offer of \$440,000 was the result  
(Turn to Page 5, Col. 6)

1-27-62

## LAND STRIP

(Continued From Page 1)

of a compromise reached Friday between U.S. and state highway department officials.

R. E. Bradley, chief engineer for the North Dakota Highway Department, who presided over the meeting, traced the most recent history of the 25-year effort to secure a new bridge. He related that on July 14, 1958, the State Highway Department requested appraisal by out-of-state appraisers of the Interstate highway strip.

### Bureau Concurred

The appraisers set the valuation at \$576,000 and the U.S. Bureau of Public Roads concurred, agreeing that was a "fair market value."

Then came the revised design, which reduced the land requirements for the interstate route and later the corings taken on the airport runways and the department then wound up with a reduced figure of \$491,000. The U.S. bureau, however, approved only \$390,000 for the strip, in November, 1961.

Discussion at the Friday meeting centered on the methods of appraising the land strip, the federal representatives especially favoring a "fair market value" based on cost of replacement. The Highway Department people went along with this plan but the city and Citizens' Committee representatives claimed the appraisers should also consider the fact that the interstate installation would take away "an operating and going concern" by cancelling the airport operation.

Several persons present asserted after the meeting that "the way still is open" for consideration of other values in addition to the "material values" considered by the appraisers and that they believed the \$440,000 offer should be "much higher."

Determination of the value of airport land which would remain outside the interstate strip came in for some discussion. This would include about 97 acres on the west side of the interstate and 87 acres on the east side, adjoining the Great Northern Railway tracks. Also remaining would be 20 acres in the Fairlawn Addition.

City Manager Webster explained that, based on the \$440,000 made, the city would have to recover from \$400,000 to \$450,000 from this land outside the highway route.

1-27-62

### Officials Attend

Representatives of the U.S. Bureau of Roads in attendance included F. W. Wall, chief of the appraisal and acquisition branch, right-of-way division, Washington, D. C.; E. H. Swick, regional engineer, and A. A. Latvala, right-of-way engineer, Kansas City, Mo.; John Kemp, U.S. bureau engineer at Bismarck, and Harold Elder, right of way engineer.

Present for the State Highway Department were W. R. Hjelle, state highway commissioner; Bradley, and R. E. King, right-of-way engineer, all of Bismarck. Other highway officials present included A. N. Ault, district engineer, and Donald Van Hoff, assistant district engineer.

### Appraisers On Hand

Appraisers who evaluated the airport strip were Lawrence Curtis, Sioux City, Iowa, and Chandler Davis, St. Paul, both of whom explained their methods of appraisal to the group.

Harold D. Shaft spoke in his capacity as chairman of the Citizens Committee on Bridge, Highway and Airport Location. Mayor Nelson A. Youngs, with Webster, headed the city delegation.

# Allot Funds For Work At Airport

Grand Forks is receiving \$84,646 from the Federal Aviation Agency for airport improvements, the North Dakota congressional delegation reported.

The sum is part of \$246,316 the FAA is allotting to North Dakota for airports and air navigation systems.

Grand Forks' share will be used to build a fire station and field lighting equipment building, install electrical service and field lighting equipment and build an entrance road.

Other grants:

Bismarck \$108,770—to buy land, clear zones and airport drainage, pave and light a 1,273-foot southeast extension to the northwest-southeast runway, displace the northwest threshold by 700 feet and install new controls.

Fargo \$37,000—to reconstruct a taxiway pavement 850 feet long by 50 feet wide.

Mandan \$15,900—to pave the northwest-southeast runway of 60 feet width and 2,600 feet length and pave the taxi strip to hangars.

# Bridge Project Steps Discussed

Several members of the Mayors Committee on the Bridge-Highway-Airport project met Monday night and discussed steps to be taken by the city to secure a better offer for the proposed interstate route 29 strip through the Grand Forks Airport, but reached no decision except to "keep on trying."

The discussion concerned the \$440,000 valuation on the airport strip set at a meeting here last week by federal and state representatives as their "best offer."

The city had stated previously it needs a higher offer before it will have sufficient finances available to enable it to continue participation in the project, including the proposed new intercity bridge at Skidmore Ave.

All of the city's planning on the project has been based on an earlier offer of \$576,000 for the land strip which was reduced by re-evaluation to \$390,000 and then hiked to \$440,000 in last week's offer concurred in by the U.S. Bureau of Public Roads and the North Dakota State Highway Department.

The city is seeking a further allowance for the loss which would be caused by "putting a going concern out of business" if the airport strip is taken for the interstate route.

# Council Told Of Trouble In Securing Land Funds

Difficulties encountered by Grand Forks City officials in securing an adequate federal offer for the Interstate route strip through the airport were explained to the City Council by Mayor Nelson A. Youngs at an after-adjournment briefing following the council meeting Monday night.

Youngs referred to the "compromise offer" of \$440,000 made to city officials recently by federal and State Highway Department representatives and noted that the city had depended on a prior offer of \$576,000 for the airport strip to permit it to participate in the bridge-highway-project, including the proposed new Skidmore Avenue bridge.

## Recalled Washington Talks

The mayor recalled that when a local delegation visited Washington, D.C., recently, representatives of the U.S. Bureau of Roads indicated the bureau still was "open-minded" about the valuation to be placed upon the airport strip but that this situation now was changed.

At the recent meeting here with U.S. bureau and North Dakota Highway Department representatives, Youngs said, "We thought the bureau people would be 'open-minded' but instead they met before the meeting with state highway representatives and agreed on what offer would be made at the meeting."

"Our city director of finance now is studying to see if the city still can go ahead with plans to participate in the new bridge but it appears discouraging. We are continuing to press the federal people for a better offer, however, and hope to get additional help from our congressional people in Washington who are continuing their efforts in our behalf."

## Matching Money Needed

Youngs said, "We can't obtain additional federal funds until we show them we can get matching money" for the projects.

The proposed route for Interstate 29 would extend north and south through the east portion of the airport and cross U.S. Highway 2 to the north. The route is part of the nation-wide federal highway plan and would be financed by the federal road bureau. Financing of the proposed Skidmore Avenue bridge and approaches would be 50 per cent by the government, 25 per cent by the State Highway Department and 25 per cent by the city.

# Project Application For New Airport Sent To FFA

The project application and preliminary plans for the new Grand Forks Municipal Airport were forwarded Friday to the Federal Aviation Agency by City Manager Alan Webster.

Webster said this was the required next step in the city's efforts to obtain a federal grant to aid in the cost of constructing the airport, for which an allocation of approximately \$903,000 was obtained last year.

Friday's action, Webster said, is intended to move the project from the allocation stage of the actual "grant" stage. The amount of the grant request is \$987,900, being increased somewhat over the previously allocated amount of \$903,000 due to further refinement of estimated costs and necessary design changes in which the federal government normally shares in the cost.

Webster explained that "in the application, the city's ability to finance its share of the cost is based, in part, upon an anticipated sale of part of its present airport to the North Dakota State Highway Department and the Federal Bureau of Public Roads for \$490,000. The figure offered the city by the state and federal government in January was only \$440,000."

"The \$490,000 figure was used in the application instead of \$440,000 because it is imperative for the project to succeed that the state and federal governments compensate the city at least in the amount of \$490,000 for the property they are taking for right-of-way for U.S. Highway 2 and for the proposed interstate highway."

"We are optimistic in believing that Governor Guy, the State Highway Department and the Federal Bureau of Public Roads will see the fairness, the necessity and the urgency of adequately compensating the people of Grand Forks for this right-of-way and that the entire program for construction of the new bridge at Skidmore, four laning of Highway 2 from Grand Forks Air Force Base to the Red River and the re-location of the airport can then immediately be put back in a position where forward progress can take place. This is in accord with the position the City Council has taken in the matter."

The city manager said that Mayor Nelson Youngs and a com-

mittee of citizens headed by Harold Shaft are still actively working to try to bring this "long needed project" to the construction stage. Also, the manager's office has been informed that at the time the governor was in the city recently, he "expressed considerable interest in seeing that this project, which we have waited for in Grand Forks for so many years, be brought to reality forthwith."

## Airport Fee Ordered Paid

Payment of \$12,652.75 to Ralph H. Burke Associates as part payment for engineering services in connection with the proposed new Municipal Airport was ordered. The Burke firm's total fee would be 4.5 per cent of the estimated \$1,685,000 cost of the new airport project, or about \$75,000. From this amount, the sum of \$10,900, paid for the preliminary survey for the airport, would be deducted in completing the contract payments by the city.

And finally, the council adopted a resolution of appreciation to A. F. Hulteng, who retires in April as director of public services, for his services to the municipality during his 32 years in the city's employ. Mayor Nelson A. Youngs, appointed Aldermen F. C. Bunde, Oscar Norby and Hugo R. Magnuson as members of a committee to arrange for suitable recognition of Hulteng's service. Magnuson was named chairman of the committee.

Next meeting of the council is set for March 19 at 7:30 p.m.

## Mayor Asks President To Review Fund Offer

President Kennedy has been asked by Mayor Nelson A. Youngs of Grand Forks to review the appraisal made by the U.S. Bureau of Public Roads of land to be used for the interstate route through the local airport.

In a letter forwarded to the President, Mayor Youngs said:

"I note in a recent 'U.S. News and World Report', the administration proposed an added 600 million dollars for public works.

"In Grand Forks about a 12 million dollar project is being held up by the Federal Bureau of Public Roads. They radically reduced an original offer of \$576,000 for our municipal airport to \$440,000. (Our airport is needed by them to improve U.S. Highway 2, to construct Interstate 29, a large interchange, and a bridge across the Red River of the North.)

"Although \$491,540 for the facility is much below what two independent state employed appraisers placed on this property, our city finances would allow us to live with this figure and to proceed with these desperately needed improvements.

"We know the Bureau of Public Roads is made up of sincere, dedicated people but we feel in this instance they have made a

mistake. Would it be possible for you to ask them to review this appraisal and if there is still this difference of opinion, to ask them, in all fairness, to agree to condemnation procedures so that an impartial court could determine fair market value."

Copies of the letter were forwarded to U.S. Senators Quentin Burdick and Milton R. Young of North Dakota and Hubert Humphrey of Minnesota.

## New Session Set Tuesday On Projects

The long-stymied bridge-highway-airport negotiations here will be given another airing here next Tuesday, with Gov. William L. Guy and possibly U.S. Sen. Quentin Burdick attending.

City Manager Alan Webster received word Thursday that the meeting has been arranged by R. E. Bradley, chief engineer for the North Dakota Highway Department.

Attending, in addition to the governor and possibly Burdick, will be representatives of the highway department, the U.S. Bureau of Public Roads and the Grand Forks Citizens Committee on Bridge-Airport-Highway planning.

Progress toward construction of the new bridge at Skidmore Avenue, its approaches and the proposed new airport have been held up more than two months by failure of agreement on the valuation of the north-south land strip through the present airport which would be used for the new Interstate Route 29.

At a meeting here in January, 1962, the city received an offer of \$440,000 for the land strip which was sanctioned by the U.S. Bureau and the Highway Department people, but the city had determined it needed at least \$490,000 to enable it to go ahead with its part in the project.

Guy has informed Mayor Nelson A. Youngs that he will attend the Tuesday meeting and Burdick said he will be here if he can rearrange his schedule. The senator was in Fargo Thursday.

## NW Airlines To Suspend Flights

Northwest Airlines will suspend its flight schedules here Saturday morning because of the softened condition of the runways due to the spring thaw, Howard Peterson, manager of Northwest here, announced.

Peterson said flight 420 at 8:30 a.m. Saturday will be the final flight until runway conditions have firmed up sufficiently to permit use by the large Northwest planes.

North Central Airlines, however, which operates lighter DC-3 planes, will continue to operate, James Butala, manager, said.

Peterson noted that the suspension of Northwest Airline service here also will postpone the new Electra prop-jet plane service which had been scheduled to start here April 29.

Suspension of flight service by Northwest Airlines has been an annual occurrence each spring in recent years, the suspension sometimes lasting three weeks or more until the ground hardens and firms up the runways again.

## Northwest Flight Service Stopped

Flight service of the Northwest Airlines was suspended Saturday morning for an indefinite period because of the softened condition of the runways caused by the spring thaw.

The last flight, No. 420, southbound for the Twin Cities, took off at 8:30 a.m. and there will be no further Northwest flights here until runway conditions have hardened enough to permit its heavy-type ships to use the landing strip.

North Central Airlines, which uses lighter planes, is continuing service as usual.

## Meeting Set Tuesday On 3-Way City Project

Grand Forks City officials and members of the Citizens' Committee are prepared to meet again Tuesday with federal and state officials to see what can be done about getting further action on the currently-stymied Grand Forks bridge - highway-airport project.

Local officials have been notified that Gov. William Guy and possibly U.S. Sen. Quentin Burdick will attend the session scheduled here Tuesday, which will be a follow-up of a January meeting here.

Under consideration since January has been a \$440,000 offer sanctioned by the U.S. Bureau of Public Roads and the North Dakota Highway Department for the strip to be used for the new Interstate 29 route through the present Grand Forks Airport. The city officials have felt that at least \$490,000 was required to enable the city to continue to participate in the combined projects.

Arrangements for the Tuesday

meeting were made by R. E. Bradley, chief engineer of the State Highway Department, who notified City Manager Alan Webster he would arrange for the meeting, which would be attended by representatives of the U.S. Road Bureau and the Highway Department.

Guy said he would come here for the meeting and Burdick said he would be here if he can rearrange his schedule. The senator was in Grand Forks a short time last week during a tour of the flood area with the governor.

The Citizens' Committee, headed by Attorney Harold D. Shaft, has served for several years under appointment by the mayor, in negotiations for the new Red River bridge at Skidmore Avenue, improvement of Highway No. 2 and for construction of a new airport four miles west of the city.

The committee met again Friday in advance of the scheduled meeting Tuesday.

## Receive O.K. On Airport Fixtures

Norman Midbo, Grand Forks Airport manager, was notified Friday by the General Services Administration that the GSA has granted a request for 110 units of high intensity light fixtures from federal surplus supplies.

The light fixtures are for installation on the proposed new airport to be constructed four miles west of Grand Forks and will be shipped here from Ogden, Utah, Midbo was informed. There will be no cost to the city except for freight charges.

Previously, the plans called for lights of only medium intensity for the airport but the new arrangement will cost the city less for the higher powered lights than the medium variety, it was stated. The government shares 75 per cent of the cost of the high powered lights, compared with only one-half the cost of medium intensity fixtures.

# CONFERENCE ON AIRPORT OFFER

GRAND FORKS, NORTH DAKOTA, TUESDAY, APRIL 24, 1962

## Propose City O. K. \$440,000

### 3-Way Project Studied Anew At Session Here

A resolution recommending to the Grand Forks City Council that the city accept the offer of \$440,000 for right-of-way through the local airport for Interstate Route 29 was adopted by the Citizens' Bridge - Highway - Airport Committee here Tuesday.

The committee's action followed a general session with federal and state highway officials in the City Armory-Auditorium to consider the offer which was sanctioned by the State Highway Department and the U.S. Bureau of Public Roads at a meeting held here in January.

#### Figures Asked

The committee, headed by Harold D. Shaft, recommended Tuesday that R. S. Niles, city finance director, prepare figures covering the city's share in financing the highway - bridge - airport project for presentation to the council.

R. E. Bradley, chief engineer of the State Highway Department, was introduced by Mayor Nelson A. Youngs as the meeting was opened and he presided over the session. Attending were 25 representatives of the U.S. bureau, the Highway Department, Grand Forks City, Citizens Committee, Chamber of Commerce and others interested.

#### Angles Explored

Walter Hjelle, state highway commissioner, and John Kent of the U.S. Road Bureau, also were present from Bismarck to attend the meeting.

The discussion explored various angles of the \$440,000 offer for the airport strip which the city had contended was insufficient to permit it to continue to participate in the bridge-highway-airport project. City representatives argued at the January meeting that \$490,000 was needed, and now must consider the recommendation of the Citizens' Committee that it go ahead on the basis of the \$440,000 offer.

#### 'Obstacle' City

In opening the meeting, Bradley said "it has been suggested" that because of the "insurmountable obstacle" which has developed over the valuation of the airport strip that it might be proper to "abandon going through the airport and look for something else." He said, this, however, would mean starting over again and cause more serious delay.

Mayor Youngs inquired whether condemnation proceedings should be considered to get a valuation on the property but Bradley and Kent both indicated this would create a situation where one public body would be condemning property of another public body.

#### Position Explained

Shaft inquired if the bridge could not be built first and a decision reached later regarding what to do about the Highway 2 improvement but Bradley answered that the department cannot proceed with the bridge until it knows what is to be done regarding the highway. The proposed Highway 2 improvement would cut through the north edge of the present airport land.

M. M. Oppegard of the Citizens Committee stressed that it was important that this matter be resolved and said the committee would not like to see the plan "dumped" because of a \$50,000 difference on the price of the airport strip. Mayor Youngs suggested "maybe we'll have to pass the hat for the \$50,000."

In response to a question, Bradley said, "If we can go ahead with the bridge plan now, we could let the contract in September and open the bridge within 18 months after the contract is awarded."

# Highway Offer Goes To Council Next Week

4-30-62

An important meeting of the Grand Forks City Council is scheduled for Monday, May 7, at which time the council will receive a recommendation from its committee of the whole that it accept a \$400,000 offer for an interstate highway route through the local airport.

The recommendation, on which several council members abstained from voting, came out of a committee of the whole session Friday night, following the earlier announcement that the Citizens Airport - Bridge - Highway Committee had made such a recommendation on behalf of that group.

## Increase Declined

The citizens committee agreed on its recommendation following a meeting of federal, state and local officials last Tuesday, at which U.S. Bureau of Roads men present declined to increase the interstate strip offer as requested by the city. The city had asked \$490,000.

The Bureau of Roads people previously have pointed out that the combined airport-bridge-highway project will remain stymied until some agreement has been reached between the city and the road bureau regarding the price to be paid for the land, designated as the path of proposed Interstate Route 29.

## Opposition Reported

With the construction of the long-sought Skidmore Avenue bridge hanging in the balance, the committee of the whole recommendation now will go to the council next Monday for a decision on whether it will accept the \$440,000 offer.

And at the meeting, the Herald has learned, opposition to accept-

ing the offer will be voiced by groups which formerly have opposed the plan for a new airport and improvement of Highway 2 which are embodied in the combined project.

Highway Department officials have stated that construction of the Skidmore Avenue bridge will require about 18 months after the contract has been let.

# Ask City Approve 'Package'

5-1-62

Members of the Highway, Bridge and Airport Committee of the Grand Forks Chamber of Commerce late Monday unanimously voted endorsement of the community-wide committee's action in recommending that the City Council approve the bridge-highway-airport "package" project.

The committee's recommendation will be submitted to the chamber's board of directors for formal approval and then will go to the council, which is expected to act finally on the proposal next Monday night.

Meeting in committee of the whole last Friday, the council endorsed the plan with four members abstaining from voting. Most of them said they desired more information on the project before taking a definite stand.

## Financing Worked Out

In January, 1961, the project was approved unanimously by the City Council, subject to the ability of the city to finance the three-way project, and this phase now has been worked out satisfactorily, according to the city finance officer, Ray Niles.

The chamber committee, consisting of 24 members, has worked in close cooperation with the council and the city-wide committee in developing the plan for the project, and this has included constant consultation with the East Grand Forks City Council and the Chamber of Commerce.

This cooperation with East Grand Forks officials has pertained primarily to the proposed intercity bridge and in this the fullest assistance of the Minnesota Highway Department has been given.

## Prompt O.K. Needed

Grand Forks officials and community representatives working on the project for a number of years have declared the present plan would assure completion of the project if prompt approval is given.

# ASK CITY

(Continued from Page 1)

North Dakota highway officials, meeting here last week with representatives of the City Council and the community committee, said prompt approval of the project by the City Council would enable the letting of contracts for the bridge in September, with an estimated 18 months required for the completion of the construction.

## Would Mean New Start

Any real barrier to approval of the plan by the City Council, it was pointed out at Monday's

chamber committee meeting, would mean a new start on the whole project, including the determination of an alternate highway route and determination of the bridge's location.

Joint Chairmen J. B. Bridston and James T. Rice presided at Monday's committee meeting, detailing the projected plan for the three-way "package" deal and stressing the need for approval by the City Council next Monday if the community was to realize completion of the project within a "reasonable" time. Any further hitches now could mean many years of further delay.

# Council Urged To Back Bridge Plan

5-4-62

## AN EDITORIAL.

IT IS OF UTMOST IMPORTANCE TO THE PROGRESSIVE development of this community that members of the Grand Forks City Council approve the broad program covered in the so-called bridge-highway-airport "package" project.

The need for a second intercity bridge has long been apparent; it has been the focus of continuous efforts of community leaders and others for more than 20 years. Now we can have it if we act with decision and foresight.

Because of stipulations made by federal and state highway officials, the bridge project is inexorably tied in with the highway program, which in turn involves abandonment of the present inadequate municipal airport and its replacement with improved facilities at a new site.

Thus all three phases of this all-important development must be treated as a single project; fortunately, this approach is to the marked advantage of the Greater Grand Forks community.

\* \* \*

IMMEDIATELY INVOLVED IN THE CITY COUNCIL ACTION set for Monday night is the proposal, endorsed by a special city-wide committee and other semi-official groups, that the city accept the federal-state offer of \$440,000 for part of the present airport land for highway improvement, including right-of-way for Interstate Route 29.

In elections and otherwise the people of Grand Forks have given many indications of endorsement of the three-way program; the council, by approving various steps in development of the program, has shown its broad acceptance of the plan.

Any rejection at this eleventh hour would mean further delay that could run into years. Certainly we have had enough delays and rebuffs in the two decades we have worked unceasingly to achieve the goal now in sight. To those unselfish community leaders who have been in the forefront of this effort, it is unthinkable that the council would do other than approve the whole proposal.

\* \* \*

IT IS THE HISTORY OF ALL PROGRESSIVE COMMUNITIES that there always are a few who oppose community projects of every nature, some through selfish motives, some through pique, some because they do not view benefits in the light of the community as a whole, and some, unfortunately, through mere ignorance of the proposed projects.

There has been the charge by one newly-elected councilman that there has been "concealment" of phases of the project, thus attacking the integrity of Mayor Nelson A. Youngs and other city officials, as well as that of the scores of citizens who have given so much of their time and ability to the project.

Charitably, this can be laid to ignorance of details of the plan. The Herald cannot believe any member of the council would raise the challenge of integrity against any of those who have worked so hard to attain an end that can only redound to the benefit of the community as a whole.

5-6-62

# 'Package' Project Gets Test Monday

By LLOYD C. TINNES  
Herald Staff Writer

Grand Forks' bridge-highway-airport "package" faces the supreme test at the City Council meeting Monday.

At this meeting, the 14 aldermen must vote yes or no on what appears to be the final offer by the U.S. Bureau of Roads of \$440,000 for an interstate highway strip through the present airport.

Federal and state officials have declared on several occasions and did so again at an April 24 meeting here that the bridge, proposed to be built at Skidmore Avenue, is tied up inseparably with the improvement of U.S. Highway 2 and a new Grand Forks airport.

The city held out for \$490,000, a figure previously recommended by the State Highway Department, in order to permit it to go ahead with the "package" deal.

Now, at the Monday session, the council must come up with a decision on the bureau's final offer, after long-stymied negotiations about what it would accept for the airport strip. Acceptance of the bureau's offer recently has been recommended by the Citizens' Bridge - Highway - Airport Committee and the Chamber of Commerce's Bridge Committee, both of which have worked for years to secure construction of the sorely-needed bridge.

And finally, the members of the council, who met in a committee of the whole session April 27, added their recommendation that the \$440,000 offer be accepted, although several aldermen withheld expressing an opinion on the matter, preferring to wait until the Monday meeting.

Meanwhile, in view of previously-expressed opposition of some

local groups to the airport and Highway 2 routing phases of the plan, the council asked R. S. Niles, city finance officer, to prepare a summary of the city's financial position in relation to the combined projects.

Niles did so and came up with the conclusion that construction of a new airport can be accomplished without a general obligation

## Members Named

Members of the Citizens Committee are Mayor Nelson A. Youngs, City Manager Alar Webster, ex-officio members; committeemen Oscar Lunseth, M. M. Opegard, H. H. Herberger, members-at-large; James T. Rice, J. B. Bridston, R. W. Blaine, T. P. McElroy Jr., Chamber of Commerce; Gordon Kroeber, UND; A. J. Mahowald, Planning Commission; Emil Anderson, Trades and Labor Assembly. R. S. Niles, director of finance, and Thoburn Peterson, city engineer, ex-officio, have been sitting in on meetings.

tion bond issue and without an increase in the mill tax levy and that the bridge and its approach could be built, with the city's share of the cost covered by a average assessment of one mill over a 20-year period.

Niles' figures will be submitted to the council Monday as an aid in making a decision on acceptance of the \$440,000 offer. He analyzed costs of the new airport as follows:

Total project cost \$2,547,300; total of possible available funds for payment of the cost, \$2,278,231. Funds needed beyond those available, \$269,069.

The project costs as listed by the Highway Department included: construction \$2,186,500; engineering design, \$110,200; construction inspection, \$24,000; land acquisition, \$90,000; clear zone easements, \$20,000, and legal, miscellaneous and contingencies, \$116,000.

Sources of funds which might be available for payment included: allocations by the Federal Aviation Agency totaling \$988,231; sale of portion of airport to State Highway Department, \$440,000; existing airport fund, \$200,000; anticipated net of airport levy, \$50,000 each in 1961 and 1962; anticipated sale of balance of airport beside the interstate strip, \$150,000; proposed city revenue bonds, \$400,000.

(Turn to Page 2, Col. 1)

This left a shortage of \$260,000 still needed to foot the bill and how the shortage likely can be met was forecast by Niles on the basis of the following possible available funds:

\$163,000 from a federal grant for impact on the new sewage system, and at least part of an additional \$49,000 applied for on the same basis, such funds available for use by the city for any purpose.

An estimated \$150,000 of the engineering and administrative costs for the new \$3 million sewage system, not earmarked, but which Niles suggests can be used to pay for the airport.

\$28,500 as the city's share of the county road and bridge levy which will be available.

## Other Amounts Listed

\$35,000 to \$50,000 as the city's portion of the vehicle license and registration fee under a new state law.

\$130,000 to \$150,000 which will be available from sewage funds.

And an unknown amount, which could be from \$50,000 to \$300,000, from a proposed increase in the reserve of the city's general fund by using the unexpended balance and excluding capital improvements to equipment etc. for one year. Any moneys not needed could be returned to the general fund.

Regarding the price for the balance of the airport land, Niles asserted that while a tentative valuation of \$150,000 had been set, the value could be much higher. He said the city is seeking a buyer for this land which lies adjacent to two railroads and two highway routes, No. 2 and the new interstate route, and that if it was sought by industrial and commercial firms the financial returns could be greater, possibly up to \$400,000. This, by itself, he noted, would help make up much of the needed airport money. The piece contains approximately 180 acres and also has on it the administration building and hangars which also would bring some financial return.

As to the proposed \$400,000 revenue bond issue, Niles said the city at present is not permitted to make such an issue but that there are two alternatives.

## Could Create 'Authority'

One would be to create an "airport authority" which then would control the airport instead of the city. The "authority" could issue the revenue bonds. The other solution available, Niles believes, would be the passage of legislation by the next Legislature to permit the city to issue the bonds and such action would be in time for use on the airport payment.

Estimated cost of the new Skidmore bridge and the four-lane highway from the bridge to Columbia Road was set at \$372,344 by the Highway Department, with the bridge costing \$205,003 of that amount.

## Could Assess Property

To pay for this, said Niles, the city could assess approximately \$167,000 against abutting property and raise the balance with a tax levy, which he said would average one mill over a 20-year period.

Cost of improvement of U.S. Highway 2 to the west would be borne by the U. S. Bureau of Roads and the State Highway Department.

In the background of the "package" deal are many years of research, engineering studies, meetings of the Citizens Committee on Bridge-Highway-Airport, sessions with federal and state highway officials and City Council meetings and committee sessions.

## Committee Set Up

The Highway Department, back in 1957, concluded that Bruce Avenue would be the best site for a new Red River bridge and in the same year, Mayor Oscar Lunseth appointed 13 persons to a temporary advisory committee to consider problems involving the highway, airport and bridge locations, with Harold D. Shaft as chairman.

But East Grand Forks and the Minnesota Highway Department turned down this location and finally a compromise was made on the Skidmore Avenue site and this site was recommended by the City Council with the concurrence of the Citizens Committee and the Chamber of Commerce Bridge Committee.

# 'Package' Project

5-6-62

(Continued from Page 1)

## Approve Skidmore Site

Then came the problem of routing Highway 2 past the airport. The City Council had requested the Highway Department to proceed immediately with improvement of No. 2 but there was a catch because the proposed route from Skidmore would cut into the north edge of the airport, thus conflicting with federal aviation regulations as to runway clearance.

The City Council had approved the Skidmore Avenue bridge site on Feb. 15, 1960, and at the same time had okayed the present routing of No. 2, the sale of the interstate highway strip through the airport for \$576,000, and the relocation of the airport, because of its poor runway condition and to clear the way for the No. 2 improvement.

## Members Reappointed

On June 1, 1960, Mayor Nelson A. Youngs reappointed all members of the Citizens Advisory Committee, with Shaft continuing as chairman.

And on Dec. 13, 1960, a public

hearing was held in the City Armory Auditorium on the proposed Interstate Highway 29 and U. S. Highway 2 improvement. R. E. Bradley, chief engineer of the Highway Department, presided over the largely-attended session, which found a majority approving the projects, although stubborn opposition was voiced by a faction spearheaded by Keith V. Bacon, which held out against any plans for a new airport.

Then, in January, 1961, the council hired the firm of Ralph H. Burke, Inc., of Chicago, as consulting engineers to design a new airport and on February 20, 1961, the Council forwarded a request for federal airport aid in the amount of \$1,185,700. The estimated total cost of the project was set at \$2,500,000.

## Await U.S. Approval

The city still is awaiting final approval of the application for aid by all of the various regional and Washington level departments, whose O. K. would be required.

Meanwhile, the Highway Department is ready to proceed with preliminary construction details of the new bridge as soon as approval has been given and a contract has been let.

The bridge project is expected to be considered at a September contract letting of the State Highway Department, with an estimated 18 months required for completion of the bridge job after the contract is let.

## Importance Agreed On

The council and all other local groups interested in the "package" deal have agreed that the new bridge is "critically important" to the future of the city.

The citizens and chamber committees have urged that prompt action is required now by the council to prevent further delay, possibly for years, in construction of the bridge which is needed to alleviate growing traffic congestion.

## Traffic Increasing

Meanwhile traffic is reported continually increasing at the Sorlie Bridge, the city's only general-purpose river crossing, and also on the rickety and load-restricted Minnesota Point Bridge.

At a meeting of North Dakota highway officials here April 24 with representatives of the council and citizens' committee it was agreed that the bridge was the most pressing of the projects involved in the bridge-highway-airport package.

Whether it will be built now appears to be up to the council at the Monday session. Federal and state highway officials say "It's bridge and highway and airport—or none."

## Mail Bag

5-6-62

Letters on timely subjects invited. Limit letters to 300 words; Herald reserves right to condense. Give name and address; name omitted in publication on request.

## UP TO COUNCIL

GRAND FORKS—Grand Forks Citizens have made their recommendation on the bridge, airport and highway issue. On Monday evening the City Council can give its final endorsement of the wishes of our voters, who have cast their ballot twice in favor of the plan which will give us a new intercity bridge on Skidmore, an adequate airport, a safe U.S. No. 2 Highway to the Air Base and Interstate Route 29 at a location which will benefit all Grand Forks Citizens' interests.

These multiple issues have been discussed openly and thoroughly in our community during the last two years. In our municipal election April 4, 1960, we selected aldermen in every ward and elected Dr. Nelson A. Youngs as our mayor for four years. The package plan for this highway, airport and Skidmore bridge program was a real issue in that election. Every alderman who favored this plan was elected and Mayor Youngs, who made it the first plank in his platform, was selected by a resounding majority against an opponent who opposed it.

On February 15, 1960, the City Council unanimously adopted a resolution which:

- (1) Approved the Skidmore site for an intercity bridge.
- (2) Approved present routing of U.S. 2 from the west continuing to Skidmore bridge.
- (3) Approved sale of right-of-way through city's airport to state for Interstate 29.
- (4) Approved relocation of city's airport — subject to funds being available.
- (5) Announced intent of this resolution was "to establish city's firm and fixed intention as to the development of the highway, bridge and airport programs, subject always to the ability of the city . . ."
- (6) Requested the state highway department to proceed immediately with improvement of U.S. 2.

As the result of this resolution Minnesota has spent about \$150,000 for bridge plans, right-of-way for the bridge and Highway 2 and North Dakota has spent much money for plans and right-of-way. The Bureau of Public Roads has also spent a great deal of time and money on this proposal. If we now renig what will be the attitude of these states and the federal government on any future proposals?

Not satisfied, the militant clique that has opposed this plan, disgusted with the City Council, petitioned for a special election to change the form of government, which was held May 15, 1961. This group was headed by Keith Bacon and a few individual plane owners who for selfish reasons want to stay where they are. They argue that a new airport will cost them a little more for rent and are not thinking of advantages. They disregard completely the danger of landing and departing right over a school, hospital and the University. They disregard entirely the established fact that rebuilding the present inadequate airport will cost the taxpayers of Grand Forks more than a new modern airport, built with federal aid.

During this special election a number of public meetings were held. We held open meetings with representatives of the highway departments of North Dakota and Minnesota attended by officials of the U.S. Bureau of Public Roads. These opponents called a special meeting of their own and one mass meeting arranged by the League of Women Voters was very well attended with both sides heard. A large number of Mail Bag letters and editorials appeared in the Grand Forks Herald as well as radio and television talks on the issues involved. The effort to change the form of government was defeated.

This highway, bridge and airport plan supported by the voters in these two elections was unanimously endorsed by the official highway, bridge and airport committee which was appointed by the mayor and City Council. The Grand Forks Chamber of Com-

merce Highway, Bridge and Airport Committee has endorsed it two or three times unanimously. The directors of the Grand Forks Chamber of Commerce also have given this plan unanimous endorsement at least twice. The City Council and Chamber of Commerce of East Grand Forks gave it unanimous support.

It has been endorsed by North Dakota highway departments under both Governor John Davis and Governor William Guy. The Minnesota highway department has worked on it for two to three years. The U.S. Bureau of Public Roads is for it 100%.

In spite of the support of all these bodies consisting of thinking and well informed taxpayers and professional highway people, this small clique is still fighting to stop intelligent progress in Greater Grand Forks.

It is difficult to believe that members of the City Council who went through these campaigns and endorsed the plan by their own vote can be induced to change their mind at this time. The new members of the council elected just recently are intelligent, progressive citizens, and should back the plan. We face the vote by the City Council Monday evening with confidence.

J. B. BRIDSTON,

J. T. RICE,

Joint Chairman Chamber of Commerce Bridge, Highway, Airport Committees.

# HERALD MAIL BAG

Letters on timely subjects invited. Limit letters to 300 words; Herald reserves right to condense. Give name, address; name omitted in publication on request. 5-7-62

## ALDERMAN AUSTIN REPLIES

**GRAND FORKS** — Because a Herald editorial Friday indicated I was ignorant of the details of the proposed airport-highway-bridge project, I take this opportunity to present my views.

I feel that it is not I, but the taxpayers of the city of Grand Forks who are being kept ignorant of the details of this project.

They have not been told, for instance, that there is a gap of

\$269,069 between all of the moneys the city can gather together to pay for a new airport, and its estimated \$2,547,300 cost.

They have not been told that the airport proponents urge that a \$400,000 revenue bond issue be floated by the city to help make up that gap. These bonds, under state law, would have to be repaid from the net operating revenue of our airport — yet the airport operated at a loss in 1961 (\$37,757 in the red) and 1960 (\$8,343 deficit.)

They have not been told that the city's finance director has proposed — to make up the other "missing" \$269,069 — that funds be transferred from unallocated money from the sale of sewage lagoon bonds (\$450,000), from a federal impact grant given the city because of the air base's effect on city projects (\$218,000) plus various other allocations presently earmarked for other municipal purposes.

These funds should be used for the purposes for which they were raised — and if there is a surplus in any of these funds, it should go toward reducing municipal costs and our already overburdened tax structure.

I am one of a great number of Grand Forks residents who feel that we do not need a new airport. And even if we did, we simply cannot afford it!

The thing to do now is to get this bridge-highway project divorced from this overly-expensive airport "dream." When we do, I am sure that the Highway Department and other interested agencies will see to it that Highway 2 will be rebuilt or relocated, as required by the situation, and that the Red River is bridged.

I cannot see how any statement I have made has questioned the integrity of Mayor Youngs or anyone else who has any connection with this project. Such certainly has not been my intention.

It has been my intention, however, to present facts and figures which have not been made available to the taxpaying public.

ALVIN E. AUSTIN  
525 N. 25th St.  
Grand Forks, N.D.  
Councilman, Fifth Ward

## Council's Verdict Tonight Awaited

The spotlight was turned today on the City Hall, where the City Council tonight must decide on the highly-important bridge-highway-airport "package" project.

Crux of the package deal now centers on a yes or no answer by the aldermen on a final offer by the U.S. Bureau of Roads of \$440,000 for interstate highway right-of-way through the Grand Forks Airport. This money, which is \$50,000 less than the amount recently sought by the council, is required, along with other funds, to permit the city to proceed with package deal. Included in the combination project are the new Skidmore Avenue Bridge, improvement of U.S. Highway 2 and a new airport planned for construction four miles west of the city on the north side of Highway 2.

Recommendations that the council accept the \$440,000 offer have been made by a committee of the whole of the council, the Citizens Bridge-Highway-Airport Advisory Committee, headed by Harold D. Shaft, and the bridge committee of the Chamber of Commerce.

The meeting tonight is set for 7:30 and will include a rather lengthy agenda of items in addition to the "package" proposal.

**EDITOR'S NOTE:** Councilman Austin must know financial details of the highway-bridge-airport project have been in a state of flux from the very start, and only in the past few days has the final federal-state offer of \$440,000 for the airport land been established. The suggested \$400,000 revenue bond issue has been reported in the Herald, including editorial comment. City Finance Officer R. S. Niles, only late last week, worked out a financing proposal and this was published in detail in the Sunday Herald. The Herald saw a challenge of the integrity of Mayor Youngs and members of the city committee in charging that information on such points as the \$400,000 revenue bond issue had been concealed from the public. Councilman Austin says he feels Grand Forks does not need a new airport, although he should know the cost of new runways at the present airport and other repairs to put it in shape would cost Grand Forks taxpayers more than the proposed new airport. The Herald believes an adequate airport is a vital necessity to the city's progress. Either we meet the challenges of the times or fall behind in the march of progress.

# COUNCIL VOTES

## 'PACKAGE'

GRAND FORKS, NORTH DAKOTA, TUESDAY, MAY 8, 1962

5-8-62

### 3-Way City Program Approved

#### Airport, Bridge, Road Fund Offer Given 10-4 O. K.

The Grand Forks City Council climaxed years of struggle Monday night when it voted 10 to 4 to accept an offer by the United States Bureau of Public Roads of \$440,000 for the Interstate Route 29 strip through the local airport. A two-thirds vote of the 14 aldermen was required for acceptance.

The vote was tolled off before a fired-up audience that overflowed from the council chambers to the top of the stairway in the hall outside.

A few minutes earlier, the council had voted down a surprise proposal by Alderman Alvin E. Austin of the Fifth Ward that the \$440,000 offer and other phases of the long-discussed bridge-highway-airport "package" deal be submitted to the voters at the June primary election.

#### 4 Oppose Acceptance

Four aldermen voted against acceptance of the bureau's offer and also voted for placing the Austin proposal on the June ballot. They were Austin, F. C. Bundlie, Myron Molstad and Mrs. Virginia Rose. Voting to accept the bureau's offer and against a June vote on the Austin plan were Aldermen Oscar Norby, Eugene LaVoy, Dr. H. E. Sondreal, Albert Strand, John O'Keefe, R. R. Smith, H. R. Magnuson, Lloyd V. Hillier, Earl Strinden and J. H. Endres.

Mayor Nelson A. Youngs pounded down the gavel at 7:30 sharp. All aldermen were in their seats by 7:31 but the crowd had been there long before.

#### Case Presented

First on the agenda was a bid opening on several paving projects. Auditor Harold Martin had listed only a few of the bidders were Mayor Youngs called a halt and suggested that the council take up the bureau's offer. The council complied promptly and the discussion got under way with a presentation of the case for acceptance by Harold D. Shaft, chairman of the Citizens' Bridge-Highway-Airport Advisory Committee which has worked for years in efforts to get the bridge construction under way.

Recognizing disagreement of local factions over the airport segment of the projects, Shaft said he believed "everyone in this room, and I believe, in this city," wants a new bridge.

#### Problem Explained

He said the problem boiled down to "what is best for our community? To accept this \$440,000 offer and go ahead, or to turn it down, lose our federal aid money and see the bridge delayed possibly for many years?"

Shaft said the Citizens Committee sincerely "recommended that the offer be accepted. Unless we go ahead, the city will stagnate," he predicted.

Austin then asked to speak and presented his case against acceptance of the offer. He referred to complaints from residents of his ward of "high taxes," which he was told were "forcing some residents and some businesses to leave the city."

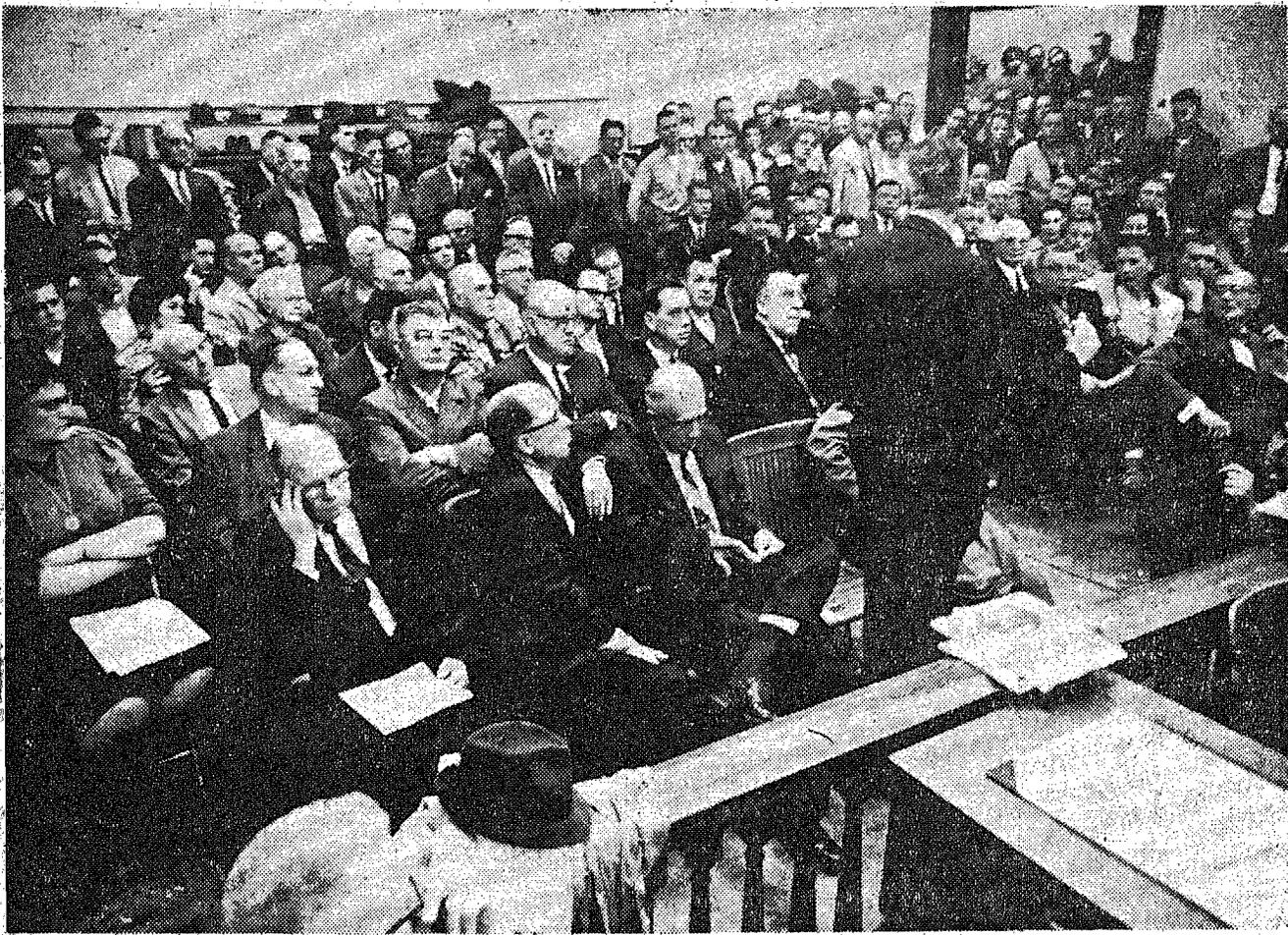
If there is money in various city funds which can be used to help make up a shortage of money for new airport payments, then, he said, he believes this money should be used in other areas to help lower taxes instead of on a new airport, "which we can't afford."

Austin favored a "by-pass bridge" to the north instead of the Skidmore Avenue location.

He then sprung his proposal that the acceptance of the bureau's \$440,000 offer be placed on the June ballot but it failed acceptance.

Mrs. Rose said she voted against the new airport proposal because many of her constituents opposed it and because she feared it was a "dream which would prove a nightmare to the taxpayers." She objected also to "using all the city's 'buffer' funds to finance the airport payments."

More than a dozen persons voiced their opinions for or against acceptance of the \$440,000 offer, most of the objectors apparently pointing their objections to the new airport or the route of U.S. Highway 2 through the Riverside Park area to the Skidmore bridge site. Objectors in the tense, tightly-packed audience apparently outnumbered the proponents on the question of accepting the offer.



**CITY FINANCE DIRECTOR** Ray Niles turns to face an overflow audience as he explains plans for financing Grand Forks City's share of the bridge-highway-airport "package" project at the City Council meeting Monday night. The council ad-

vanced the plan by accepting an offer of the U. S. Bureau of Roads of \$440,000 for an interstate highway strip through the present airport. The vote was 10 to 4 for acceptance. (Herald Photo. Another picture on Page 20).

## 'PACKAGE'

### Inducements Seen

Alderman Earl Strinden said he believed that if the offer were turned down it might eventually create a greater tax burden on the people "than if we go ahead with the project." He saw the new bridge, highway and airport as inducements to business firms to locate here and help shoulder the tax load.

Also supporting the "package" program and urging acceptance of the \$440,000 offer were several members of the Citizens committee, while Keith V. Bacon, Dacotah Hotel manager, who consistently has opposed the new airport plan, and several other local residents stoutly objected to the plan.

### Bridston Comments

J. B. Bridston of the Citizens Committee, who also has been chairman of the Chamber of Commerce Bridge Committee for many years, said the bridge proposal has the support of the federal and state highway people, and the City Councils of both Grand Forks and East Grand Forks. Meanwhile, he said, "We have to put up with the objectors who refuse to think this thing through."

Former Mayor Oscar Lunseth said East Grand Forks already has spent about \$200,000 in preparation for its part in the Skidmore bridge project and is waiting for Grand Forks to act. "Now," he said, "the latest word on the airport strip offer is \$440,000 or nothing. We certainly should accept it."

### No More Funds Available

T. P. McElroy, president of the Chamber of Commerce, said he contacted all members of the North Dakota congressional delegation in Washington recently and was informed that there was "no hope of getting any additional funds."

Among those speaking against accepting the offer were Jim Montgomery, Alfred Bringewatt of rural Grand Forks, Mrs. William Sandbrink, George Phelps Jr., and Harold Linnell.

Alderman Bundlie said he voted against accepting the offer because so many persons in his area opposed it and because of the safety factors involved in Highway 2 traffic through the Riverside Park area near a school and an old people's home.

### Niles Called On

Acceptance of the Bureau of Roads offer was moved at the start of the meeting by Alderman Strand and seconded by Lavoy, with the discussion following.

During the meeting, Finance Director Ray Niles was called on several times to explain his suggested possibilities for financing the various payments required in the package project. He previously had explained how he believed the airport payments could be met by using money which was available from the federal government and from certain city funds for that purpose. He also had told how the city's share of the bridge cost could be met by assessments against abutting property, west of the Riverside Park area, of about one mill.

City Engineer Thoburn Peterson explained various matters in connection with the bridge, highway and airport projects and City Attorney Gordon Caldis was called on for legal opinions. City Manager Alan Webster also spoke briefly on several matters.

## Land Sale 5-21-62 Interest Expressed

City Manager Alan Webster said Monday that several large business firms have expressed interest in the airport land offered for sale by the City of Grand Forks to help finance construction of a new airport.

Webster said he discussed the matter with representatives of the firms with whom he met during a visit to Chicago last Thursday and Friday.

The land for sale consists of 90-acre plots on either side of the proposed new interstate route through the present airport which are adjacent to several railroad tracks and U.S. Highway 2 which intersects Highway 81 at Skidmore Avenue.

### Offer Accepted

The city has accepted a U.S. Bureau of Roads offer of \$440,000, for the interstate strip and now is seeking to sell the remaining 180 acres of airport land to help pay for a new airport four miles west of the city which is part of the bridge-highway-airport project now in its preliminary stages here.

Also, while in Chicago, Webster discussed requirements of Northwest and North Central Airlines at the new airport with representatives of the two airlines, and with Larry Donoghue, consulting engineer for the city for the new airport.

### Needs Discussed

They talked about specific needs of the airlines in the airport terminal building, storage, requirements and runway matters. Donoghue is with the firm of Ralph H. Burke & Associates, Oak Park, Ill., which was hired by the city to assist in planning the new airfield complex.

Present planning looks to completion of the new runways and terminal building at about the same time in the fall of 1963, Webster said.

## Offer Land For Sale On Airport Project

The City of Grand Forks has offered for sale approximately 180 acres including land on both sides of the Interstate Route 29 strip through the local airport, following the council's acceptance of a \$440,000 U.S. Bureau of Roads offer for the land strip.

Funds derived from the sale of the off-the-strip land would go to help pay for a new airport, which is one segment of the bridge-highway-airport "package" project.

Meanwhile, preliminary steps have been taken toward acquiring title to land needed for the approach to the proposed bridge across the Red River at Skidmore Avenue.

### Drawings Requested

Drawings and specifications of the land which will abutt the enlarged four-lane U.S. Highway 2 involved in the package project have been requested of the State Highway Department and were expected to be received soon.

City Manager Alan Webster said the airport land being offered for sale includes approximately 90 acres on each side of the interstate route strip which has been taken by the Highway Department.

The segment east of the airport strip will be bounded by the new 4-lane Highway 2 on the north, by Interstate 29 on the west and be served by the 29-2 interchange. The piece is bounded on the east by the main line of the Great Northern Railway and by an access road, 42nd Street.

### Segment Connected

The east segment also is connected with the public water and sewer system, including storm sewer, and has telephone and electric utility service. It will be sold with the administration building and a large hangar and other hangars on the piece, except two small hangars which will be removed.

The western segment of land, also approximately 90 acres, would have access to No. 2 and possibly to University Avenue extended. It will be bounded on the north by new Highway 2 and on the east by Interstate 29.

Both parcels of land presently are within the city limits and are zoned industrial, which means they can legally be used for industrial, commercial or residential purposes under the city ordinance.

## Receive Requests 5-28-62 On Airport Land

City Manager Alan Webster said Monday he has received three requests for information regarding land in the present airport area which has been offered for sale by the city in connection with financing construction of a new airport.

One large Pennsylvania firm which deals in development operations requested detailed information and aerial photographs for the two 90-acre pieces of the airport outside the proposed route of new Interstate Route 29 through the airport. The information and pictures are being supplied, Webster said.

There were also two inquiries regarding the 20-acre plot in Fairlawn Addition located in the clear zone area at the end of the airport runway west of the University of North Dakota campus.

The 90-acre pieces, one lying east and the other west of the interstate route strip, including building, have been valued by the city at about \$450,000 and an additional sum is being asked for the 20-acre plot in the clear zone. All monies raised would go toward financing the new airport, four miles west of the city.

Meanwhile, appraisals are being conducted on small pieces of land which the city is moving to acquire for right-of-way needed in connection with the new Skidmore Avenue intercity bridge, part of the bridge-highway-airport "package" project.

## New Northwest 5-24-62 Service Delayed

Northwest Airlines service into Grand Forks with new Lockheed Electra II prop-jet airplanes has been tentatively rescheduled to begin next Friday.

Service had been scheduled to be resumed Thursday, but repairs could not be done on the runways at Municipal Airport because of wet conditions, an airlines spokesman said. The new Electra IIs will replace DC-6Bs formerly flown in and out of here. Included on the flight schedule when service begins will be:

Flight 418, southbound, leaves Grand Forks at 7:25 a.m., to Fargo, Minneapolis and Chicago.

Flight 433, incoming from same cities, arrives 2:02 p.m., terminates here.

Flight 482, southbound, leaves Grand Forks at 3:20 p.m. on same route.

Flight 453, northbound, arrives 9:17 p.m., leaves 9:30 p.m. for Winnipeg.

Service will be on a daily basis except that Flights 433 and 482 will not operate on Saturdays.

~~JUNE 7, 1962~~  
**Confer With  
FAA On New  
City Airport**

Two Grand Forks city officials conferred with Federal Aviation Agency administrators and others at the FAA district office in St. Paul Wednesday, spending most of the afternoon discussing field improvements involved in the new city airport project and the federal airport grant to aid in financing the job.

Meeting with the FAA people were Lloyd V. Hillier, president of the City Council, and City Manager Alan Webster. Hillier made the trip in place of Mayor Nelson A. Youngs, who was unable to go.

**Engineers Attend**

The FAA was represented by S. O. Harter, district airport engineer, and Edgar Vie, assistant engineer. Also present was Larry Donoghue, president of Ralph Burke and Associates of Park Ridge, Ill., consulting engineers on the airport project.

The airport project, including new runways and buildings on a site four miles west of Grand Forks, was authorized last June and an allocation of approximately one million dollars made of federal funds to help pay for the project. The city is to match the amount.

**Details Explained**

Purpose of the session Wednesday was to explain all required details to the FAA people in an attempt to speed up final approval of the airport field improvements. With approval secured, the next step would be an offer of a certain sum as a federal grant and its acceptance by the city.

Afterward, steps could be taken toward getting construction started.

Webster said the Grand Forks project is one of 53 currently under FAA scrutiny and that he was pleased the local officials were able to spend several hours clearing up details regarding the airport construction.

~~JUNE 18-1962~~  
**Northwest Calls Off  
Electra Service Here**

Electra prop-jet service at Grand Forks has been called off by Northwest Airlines until the runways dry out, Howard Peterson, Northwest manager here, said Monday.

Last Electra stop here was made Friday when a pilot told Peterson the heavy prop-jet sag-

ged inches into the runway surface, which bogged down because of saturated sub-soil following continued rains.

Two east-bound flights Saturday were canceled out here. Included were the 7:25 a.m. Winnipeg-Chicago run via Grand Forks, and the 3:20 p.m. flight, Grand Forks to the Twin Cities.

**Conditions Worse**

Intermittent rain Sunday worsened the runway conditions. Peterson said he tested a cracked spot in a runway with a knife, and when he lifted out a piece of the asphalt, he found saturated soil and standing water immediately below the surface.

The runways had been closed to the big planes since April 21 because of the usually soggy spring conditions but the Electras had been scheduled to start service April 29. Wet conditions, however, forced postponement of the Electras' start until June 3. They were operated from then until the Saturday shutdown.

**Repairs Necessary**

Operation of the big prop-jets now cannot be resumed until the ground dries out and proper repairs have been made, Peterson said. Then services will be tested with one flight instead of two, according to present plans.

Meanwhile, Northwest also has planned to pull off one of the Electras on July 1 and substitute a DC-6 type of plane. This would be the 7:25 a.m. flight, normally the heaviest run, Peterson said.

A city official said that normally the runway sub-soil dries out in June and repairs can be effected. This year, however, it has not been possible because of continued rain.

In the meantime, North Central is continuing service with its lighter type planes.

~~6-13-62~~  
**Get New Inquiries  
On Airport Land**

City Manager Alan Webster reported Wednesday he has received new inquiries in the past 24 hours from firms expressing interest in land offered for sale by Grand Forks City in the local airport area.

One firm inquired about the approximately 20-acre plot in the airport clear zone in Fairlawn Addition southeast of the airport. For this, the city is asking \$35,000.

Webster said this was the third inquiry regarding this plot of land by a business firm.

Several other firms have expressed interest and one has been furnished detailed information and pictures of the land on either side of the interstate highway strip through the airport, consisting of approximately 90 acres on the west and about that amount on the east of the strip.

The city's future planning hopes to have plans and specifications for the new airport four miles west of the city completed sometime this fall and that a contract for construction can be let next spring. Completion of the new airport then would be expected by the fall of 1963.

~~JUNE 5, 1962~~  
**Council Approves  
Fund's Transfer**

The Grand Forks City Council Monday authorized the transfer of "federal impact" grant funds to the city's general fund and acted to make them available for use in financing the new airport to be located four miles west of the city.

A motion by Alderman Albert Strand was adopted which provided that such funds as may become available in the general fund be authorized for use in construction of the new airport and certified as such to the Federal Aviation Agency to help qualify the city for the federal impact grant. The federal impact would come from use of the city's sewage lagoon by federally-connected families and from other sources.

Strand noted that City Manager Alan Webster is going to a meeting with FAA officials soon and that the council's assurance regarding available funds to match federal grants is needed to help the city qualify for the impact grant.

JUNE 19, 1962

# Plans For Airport Approved

## Council's Move Clears Way For \$1 Million Grant

The Grand Forks City Council Monday approved unanimously the final plans and specifications for its new \$2½ million airport to be constructed four miles west of the city.

The step, which was required to clear the way for a federal grant offer of about \$1 million for the airport, was taken at the close of a lengthy council session, that ran more than three hours with a nearly full house of interested persons looking on.

There is a June 30 deadline ahead before which the council must accept the million dollar grant offer by the Federal Aviation Agency. This anticipated offer of \$1,000,800 involves about four-fifths of the entire airport job and pertains to the first of three phases of the project.

### Phases Outlined

Included are acquisition of the airport land, construction of runways, taxiways, drainage facilities, etc. The second phase includes water and sewage facilities, a maintenance equipment building and other items, and the third phase is the terminal building which would be built by the city at an estimated cost of something less than \$300,000. The city must finance the building without federal aid.

To meet the June 30 deadline, the City Council will meet June 29 to accept the expected FAA grant offer. Then it must arrange for the city to match the grant. Estimated cost of the entire airport program is \$2,500,000 to \$2,600,000.

It was just a year ago, last June, that the airport project was authorized and an allocation of the million dollar aid fund made to help pay for the job.

### Correspondence Heavy

Since then much correspondence aimed at finalizing the airport plans and specifications has been shuttled back and forth between the city and the FAA.

Then, early this month, President Lloyd Hillier of the City Council and City Manager Alan Webster discussed airport plans in detail during a half-day huddle with FAA administrators and airport consultants at the district FAA offices in St. Paul.

Now, at the June 29 session, the council hopes to accept the FAA offer and later to see plans and specifications completed for following phases of the airport program so that a contract for construction can be let next spring. This could see completion of the new airport by the fall of 1963, which is the present goal of the council planners.

JUNE 24, 1962

## City Council To Consider Airport Aid

Acceptance of an expected federal grant offer of \$1,000,800 for a new Grand Forks Municipal Airport will provide the principal topic of a special meeting of the City Council at 7:30 p.m. Friday.

The million dollar offer of airport construction aid must be accepted by the June 30 deadline if progress is to continue toward building the new airport layout four miles west of the city at the north side of U.S. Highway 2.

The grant offer, which is expected to be made by the Federal Aviation Agency, involves about four-fifths of the airport project and includes the first of three phases of the \$2½ million layout.

Included in the initial phase are land acquisition, runway construction, drainage and other items. Water and sewage facilities are included in the second phase and the \$300,000 terminal building in the final phase, the latter to be built without federal assistance.

At a meeting last Tuesday, the council unanimously approved final plans and specifications for the new airport. Next step is acceptance of the grant offer, which must be matched by the city, then completion of other details and letting of the construction contract next spring and completion of the airport by the fall of 1963. These are the present goals of the City Council.

Any other business needing prompt attention also will be handled at the Friday meeting.

## Offer On Airport Delayed

6-28-62

The Federal Aviation Agency has notified Grand Forks City Manager Alan Webster that there has been a delay in the offer of a \$1,000,800 federal grant for the new Grand Forks Municipal Airport.

The notification came Thursday. The City Council had been scheduled to accept the grant offer at its meeting Friday night.

"We do not at this time expect the delay to have any effect on the amount of the grant offer," Webster said.

### Delay Explained

Webster said the FAA told him that the delay resulted from a flood of plans for airport construction being received by the agency at one time. He said some details of the Grand Forks plans were included in this "flood."

Action on the grant is expected in July, Webster said. The FAA had previously set a June 30 deadline on action by the Council on the grant.

The grant offer, when made, would require the city to match the federal funds. The new airport is to be located four miles west of the city, north of Highway 2.

### Road Action Slated

Action is to be taken on the Columbia Road paving project at the Friday meeting. Meeting with the Council will be the County Board of Commissioners.

At a special meeting of the board last week, informal approval was given to bituminous paving. The low bidder on that type of paving was McCormick-Erling Co. of Fargo. The bid for the city half of the road, including curb and gutter, was \$28,327.90. The bid for the county half was \$22,892, which did not include curb and gutter.

At that meeting it was agreed that the board and the council would meet at the same time to let the contract.

The City Council also will meet Monday, its regular meeting day.

## Northwest Planes Fly Again Sunday

6-29-62

Northwest Airlines will reopen service to Grand Forks Sunday with four flights, according to Howard Peterson, Northwest station manager here.

The flights were stopped June 16 because of soggy runways. It was the second shutdown of Northwest operations here this year. The first lasted from Apr. 21 to June 3.

A full schedule of flights will be handled at the Municipal Airport Sunday, starting at 7:15 a.m. with a DC-6B flight to Minneapolis. An Electra will land at 10:27 a.m. on its way to Winnipeg, and return at 12:45 p.m. on its way to Chicago. The final flight will be a DC-6B, which will stop on its way to Winnipeg at 9:40 p.m.

Grand Forks City Manager Alan Webster said the runways have dried out since the heavy rains in May and that substantial patching had been done on them.

6-29-62  
Mayor Nelson Youngs said Friday that he is appealing to Sen. Quentin Burdick for a clarification from the Washington office of the Federal Aviation Administration of the delay in the million dollar federal grant offer for the new Municipal Airport. The City Council was to have acted on the matter Friday but a delay in the grant offer was announced Thursday.

### Grant Discussed

6-30-62

Webster then explained the states of the airport grant offer, which the council was supposed to act upon Friday. The million dollar grant offer was delayed because of a rush in the Federal Aviation Administration offices. The delay was announced Thursday.

Friday morning Mayor Nelson Youngs asked U.S. Sen. Quentin Burdick to look into the situation. As a result of that request, Webster said, Dr. Youngs received a telegram, which came during the meeting, from Clyde W. Pace Jr., chief of the airports division of the FAA, saying the grant will be extended into fiscal 1963 and will undergo the same review considerations.

The telegram stated, "An offer will be issued as soon as practical." Earlier the FAA had said that the grant must be acted upon before the end of fiscal 1962, which was Saturday.

Although the grant offer was not made, the council went on to approve the beginning of condemnation proceedings for land for the airport, four miles west of the city north of Highway 2. After a short discussion about soil conditions, the council passed the motion.

6-30-62

## Airport Grant Due In August

7-12-62

A federal grant of about \$1,000,800 for the new Grand Forks Municipal Airport now is expected to be received by the middle of August.

City Manager Alan Webster said Thursday he was informed by U. S. Sen. Quentin Burdick that the latter had been assured by the Federal Aviation Agency the offer would be made not later than mid-August.

The grant, which would have to be matched by the city, would finance the first of three phases of the airport project, including land, runways, drainage and other items. Other phases are the second, including a maintenance equipment building, water and sewage facilities and entrance road, for which the FAA would contribute part of the cost, and the terminal building which would be paid for by the city.

Estimated total cost of the airport project is \$2,500,000 to \$2,600,000.

The federal grant offer had been expected to be received here before June 30 but was delayed because of the number of plans for airport construction which had been received from other cities by the FAA, Webster said.

When the federal grant offer has been accepted by the city, the project plans would be finalized and steps taken toward letting the contract for construction of the new airport, to be located four miles west of the city on the north side of U. S. Highway 2.

## Ask Negotiations On Airport Land

7-19-62

A large out-of-town firm has informed City Manager Alan Webster it desires to negotiate immediately regarding purchase of the 171 acres of land lying on either side of the Interstate Highway strip through the Grand Forks Airport, he announced Thursday.

The city has set a value of \$300,000 for the 81 acres east of the strip and \$150,000 for 90 acres west of the strip. The 81 acres is valued higher because the administration building, hangars and other buildings are located on this piece. The west side strip however, does have drainage facilities, although there are no buildings on it.

Webster said he has had several inquiries regarding the airport land and has sent one firm several batches of various information, photographs and other data over a period of more than a month.

Regarding the latest offer, Webster said he is contacting this firm at once to arrange a meeting regarding the land sale negotiations.

Any money received from sale of the airport land would be available for use in financing construction of the new Grand Forks Airport, four miles west of the city.

## To Discuss City Land Sale Deals

7-21-62

City Manager Alan Webster will leave Monday for eastern cities to confer with two prospective purchasers of the land lying on either side of the Interstate Highway 29 strip through the Grand Forks Airport.

Webster said he had received the two offers to negotiate regarding purchase of the 171 acres within the past week.

The city is asking \$300,000 for an 81-acre plot on the east side of the Interstate strip which contains the administration building and other structures, and \$150,000 for the 90 acres on the west side of the strip.

Webster said that if a deal is concluded for sale of the land, the receipts will prove "very helpful" in financing construction of the new Grand Forks Airport four miles west of the city.

## Webster Leaves On Land Business

7-22-62

City Manager Alan Webster left Monday for points east to negotiate regarding sale of 171 acres of land in the present Grand Forks Airport.

He said he is following up invitations by representatives of two eastern firms, which he did not name, who told him last week they desired to meet with him immediately with a view to purchasing the airport acreage.

The land, valued at a total of \$450,000 lies on either side of the strip to be used by Interstate Highway 29 through the airport. The 81 acres east of the strip, including the buildings, is valued at \$300,000 and the 90 acres on the west side of the strip is held at \$150,000.

## Airport Land Sale Deal Still Pending

7-22-62

City Manager Alan Webster still was looking for someone interested in buying 171 acres of the present Grand Forks Airport land when he returned to his office Friday after a four-day trip east to negotiate for sale of the land.

Webster said a New York firm he visited had some misinformation regarding the local airport land and was not interested in purchasing it. The firm understood there were tenants on the airport land who would remain after the airport is vacated but when they learned there would be no holdover tenants, they dropped the matter.

A Philadelphia firm, however, told Webster it was interested in the 171 acres, which lie on either side of the Interstate Highway 29 strip and requested that more information and pictures be sent to it.

Two other firms of national scope, Webster said, are interested in taking part in any development that occurs in the airport area.

The airport land includes 81 acres lying east of the interstate highway strip, on which the administration buildings and hangars are located, and 90 acres on the west side of the strip. The city is asking \$450,000 for the two pieces.

Webster left here Monday and returned Thursday night.

## Clarify Views On Item For Airport

8-1-62

Two members of the Grand Forks City Council have complained that the Herald has not made clear their positions on the recent city budget vote and some matters relating thereto.

Councilman A. E. Austin points out that the Herald stated as \$583,350 the amount allocated from other funds to the airport construction, instead of the \$600,000 actually stated in the budget. A correction on this appeared only in one edition and was not seen by Austin.

Austin, who voted "no" on approval of the budget, also said the Herald erred in saying he introduced the resolution of approval. The official council record shows he introduced it as a substitute resolution. He voted against it.

### Mrs. Rose Opposed

Mrs. Virginia Rose, another member of the council, says she "is very unhappy" because the Herald, in one edition, reported her as voting for the budget, whereas she voted "no." A correction on this also was published in only one edition, which she did not see. She adds:

"I am not against a new airport if we could afford one. I feel we, as taxpayers, are carrying a too heavy load for things to which we are already committed. The budget includes \$600,000 for the airport. I feel this should have gone to reduce the levy this year. It is money the taxpayers have paid in past levies. I feel that by a parlay of words trying to convince the taxpayer he is getting an airport free is wrong."

### Would Reduce Levy

Austin also makes a somewhat similar statement regarding the disputed \$600,000 airport item, saying:

"If it were not for the \$600,000 airport item in the budget, the city general fund total could have been cut sufficiently to reduce the mill levy for city tax purposes by 27 mills — more than one-half of the entire city levy. This, of course, is assuming that all general fund revenue estimates would be retained as budgeted."

The Herald is happy to clarify the positions of the two council members, who voted against the budget. Councilman F. C. Bundlie abstained. Aside from those three members, other councilmen present voted for the budget.

# Get Offer Of Option On Airport

## Winnipeg Firm Seeks Acreage Next To Runway

The Grand Forks City Council has received an offer from a Winnipeg firm for an option on approximately 170 acres of land in the present municipal airport and lesser acreage in the airport clear zones.

The offer was made at the City Council meeting Monday, by Castle Investments, Ltd., builders and operators of the Carlton Motor Hotel and the Edinburgh Apartments and developers of other projects in Winnipeg, and in Regina, Sask.

### Survey Promised

Accompanying the offer was a \$1,000 check, plus the promise of making a detailed survey of the uses and economic potential of the area, which would be turned over to the city if the option were not exercised.

A condition of the Castle offer was that vacant possession of the land shall be available not later than August 1, 1964.

The offer, addressed to the Mayor and City Council, states that "we have checked the property in question and are interested in developing it. However, it will be necessary for us to consult experts experienced in planning, and architects and engineers experienced in this type of development. For this purpose, we will require an option to May 31, 1963."

The city's asking price for the property to which the option would be effective is: Lot A, 81 acres lying east of the Interstate Highway 29 strip, (which presently includes the airport buildings), \$300,000; Lot B, 90 acres, west of Highway strip, \$150,000; Lot E, approximately 5 acres of clear zone lying north of U.S. Highway 2, \$10,000.

### Cite Possible Development

It also is a contingency of the offer that Castle be given first refusal in the event the next North Dakota legislature fails to appropriate sufficient money for the University of North Dakota to buy the 20 acres of Fairlawn Addition, a free zone district south of the airport runway. The city is asking \$35,000 for this plot.

(Turn To Page 7, Col. 4)

## AIRPORT 8-7-62

(Continued from Page 1)

M.D. and Sid Spivak, who appeared for Castle Investments at the council meeting said they thought the airport land could possibly be developed as a shopping center, industrial park and residential area with multiple dwellings.

The only question raised at the meeting was by Alderman F. C. Bundlie, who asked why the firm needed approval of the option offer right away. Spivak said a group of experts would be in Winnipeg Friday, and could take time to come and look at the property to begin the extensive study, he said the firm plans for the area.

The council then decided to adjourn the meeting until Wednesday to take the full evening for discussion.

Consideration on extending the limits of the area in which liquor could be sold was postponed to the second meeting in September.

## Council To Discuss Land Option Offer

The Grand Forks City Council is scheduled to meet at 7:30 p.m. today in the council chambers to discuss the offer of a Winnipeg development firm for an option to purchase some 176 acres in the present Municipal Airport and clear zones.

The offer was made at the Monday council meeting by Castle Investments, Ltd., represented at the meeting by M. D. Spivak and Sid Spivak. It provides for purchasing the land up to May 31, 1963.

The firm offered \$1,000 for the option, and say they would turn over all studies made by them in regard to development of the plot if the option were not exercised. The condition of the offer is that the land must be available for possession by August 1, 1964.

### Development Eyed

The firm is interested in studying the land and its economic potential, with an eye to possible development of a shopping center, industrial, park and residential area of multiple dwellings, according to what Sid Spivak told the council Monday.

Castle Investments is the builder and operator of the Carleton Motor Hotel and Edinburgh House apartments in Winnipeg, along with the developers of other projects in Winnipeg and Regina, Sask.

# Winnipeg Firm Gets Land Option

The Grand Forks City Council took just 40 minutes Wednesday to grant an option to a Winnipeg firm to buy the land in the city's present Municipal Airport.

The offer came from Castle Investments, Ltd., to the council Monday night, and discussion was deferred until the Wednesday meeting. In the resolution finally adopted, only two changes were made from the original offer.

A letter from Castle Investments offered the city \$460,000 for three parcels of land totaling 176 acres in the airport, and the building on one of the parcels. Castle also asked first refusal on the 20 acres in what is known as Fairlawn Addition, the clear zone at the south end of the main runway, in case the University of North Dakota does not buy it.

### Terms Described

The option was granted for \$1,000, and a promise, written into the final resolution, that if Castle Investments decides not to exercise the option, they "will provide the city with all the surveys, cost studies, engineering and architectural plans and specifications, market data pertaining to this property, and the correspondence with prospective tenants contacted by them."

Comments by City Manager Alan Webster and Chamber of Commerce President T. P. McElroy, prior to the vote, emphasized the value of this study. McElroy said his first impression when he heard about the offer was that \$1,000 was too little to tie up the city's land for 10 months, but that he and the Chamber's executive committee realized that the land could probably not be sold without such studies being made.

### Firm Checked

Webster, McElroy and Mayor Nelson A. Youngs all said they had checked the financial ability and the character of the Castle firm, and the two men who had represented the firm before the council Monday night, M. D. Spivak and S. J. Spivak. All three said the firm and the Spivaks are reliable, and careful planners.

Much of the rest of the discussion centered on the Fairlawn Addition. The council received a letter from Dr. George W. Starcher, president of the University, saying that UND would like to purchase the land, and had made provision in the budget for \$35,000 to purchase the land. However, Starcher noted, the North Dakota Legislature has to appropriate the money.

### Deadline Given

According to the resolution adopted, the city may sell the Fairlawn Addition to the University any time up to 30 days before the option expires, which is May 31, 1963.

Present at the meeting were Aldermen Oscar Norby, Eugene LaVoy, Myron Molstad, Dr. H. E. Sondreal, John O'Keefe, R. R. Smith, Mrs. Virginia Rose, H. R. Magnuson, Lloyd Hillier, F. C. Bundlie, Earl Strinden and J. H. Endres. Absent were Albert Strand and Alvin Austin.

# CITY GETS AIRPORT GRANT

GRAND FORKS, NORTH DAKOTA, THURSDAY, SEPTEMBER 20, 1962

8-20-62

Grand Forks Mayor Nelson Youngs and City Manager Alan Webster were in Winnipeg over the weekend conferring with officials of Castle Investments, Ltd., in regard to the present airport property. Webster said officials of the firm said they had engaged a nationally-known planning firm and that surveys are now underway on the property. Castle has an option to purchase the land.

8-20-62

Grand Forks City Manager Alan Webster said he had received word from Federal Aviation Administration officials that they are now making the final determination as to the location and size of the Flight Service station to be built at the new municipal airport.

8-24-62

In Grand Forks this week discussing technical details of the new Grand Forks Municipal Airport were Enoch Anderson, regional chief engineer with the Federal Aviation Agency in Kansas City, Mo., F. C. Wilson, regional pavement engineer; S. O. Harter, Edgar Vie and Glenn Haugen of the FAA district office in St. Paul; and consulting engineer Harold Vinge, Park Ridge, Ill. The group inspected the site and discussed technical changes.

SEPT. 11, 1962

## Confer Here On Airport Land Use

Two representatives of Castle Investments, Ltd., Winnipeg firm which has an option on 175 acres of Grand Forks airport and clear zone land conferred here Monday with City Manager Alan Webster.

The Winnipeg men were Sidney J. and Frank Spivak, officers of the firm which paid \$1,000 early in August for an option on the airport land until May 31, 1963.

The two were here in connection with a survey being conducted for them by professional appraisers of the uses and economic potential of the airport area. This survey report would be turned over to the city in case the Winnipeg firm should not exercise its option. The appraisers have been working in this area for about three weeks.

Castle Investments is the builder and operator of large hotel, apartment and other projects in Winnipeg and in Regina, Sask.

The city's asking price for the airport land is \$450,000 for the parcels adjoining either side of the Interstate Highway 29 strip through the present airport and \$10,000 for five acres of clear zone lying north of U.S. Highway 2.

The Spivaks told the City Council previously that they thought the airport land could possibly be developed as a shopping center, industrial park and residential area with multiple dwellings.

## Property

9-20-62

F.

## \$1,005,400 For Landing Field

Further progress toward construction of a new intercity bridge at Skidmore Avenue was reported Thursday with the completion of property acquisition for the bridge approach and the release of a \$1,005,400 grant offer for the new Grand Forks Airport.

City Manager Alan Webster said he was informed by A. B. Dickie, city chief inspector, that he now has secured deeds or easements for all of the nine land parcels which the city was required to secure in connection with the Skidmore Ave. (Highway 2) improvement.

### Grant Offer Issued

And word was received from U.S. Sen. Quentin Burdick that the grant offer had been issued by the Federal Aviation Agency.

city must have informed the State Highway Department that the city's commitments in regard to the bridge-airport-highway "package" have been fulfilled.

### Requirements Completed

Now, with the deeds and easements out of the way and the grant offer assured, Webster said, the city can notify the Highway Department that the city's requirements in connection with a call for bids on the new bridge have been completed. The call for bids is expected to be issued for a Nov. 2 bid opening in Bismarck.

If the contract can be let at that time, it was expected that some preliminary work on the bridge project may be done this year.

## Grant Offer For Airport Received

9-21-62

A grant offer of \$1,005,400 for the new Grand Forks Airport has been received, according to City Manager Alan Webster Friday.

The money was released to the city by the Federal Aviation Agency and includes all participation sought now, with the exception of a \$3,100 participation deletion for lighting on the parking lot of the proposed terminal building.

Acceptance of the grant is now awaited before further action can be taken on the airport, to be located four miles west of the city.

Mayor Nelson A. Youngs called a special meeting of the Grand Forks City Council for 7:30 p.m. Monday for action on the FAA grant.

—o— 9-23-62

A special meeting of the Grand Forks City Council to act on a Federal Aviation Agency \$1,005,400 grant for the proposed airport here will be held at 7:30 p.m. Monday at the City Hall.

9-25-62

## Council Approves Grant For Airport

Approval of a \$1,005,400 Federal Aviation Agency grant for a new airport was given by the Grand Forks City Council at a special meeting Monday night in the City Hall council chambers.

The vote was 11-2, with Aldermen Virginia Rose and Alvin Austin dissenting. Alderman F. C. Bundlie was absent.

City Manager Alan Webster pointed out before the vote was taken that the FAA grant was about \$3,100 less than the city requested. Stricken from the city's request was participation in lighting for the terminal parking area.

Acceptance of the proposal was asked by Alderman H. R. Magnuson and seconded by Albert Strand. Little debate followed.

The city will now return the approved grant to the FAA and start to finalize plans for construction of the airport, which will be located some four miles west of the city.

The airport is part of a three-part improvement program which includes a new bridge on Skidmore Avenue and widening of Skidmore Avenue and U.S. Highway 2.

The Federal Aviation Agency grant agreement of \$1,005,400, approved at a special meeting of the Grand Forks City Council Monday night, has been returned to Washington, D.C., by officials here. The grant was received by the FAA for construction of the new airport to be located four miles west of the city. 9-26-62

## Contract On Land Deal Dispatched

10-11-62

A contract agreement covering the Grand Forks Airport property which the North Dakota State Highway Department is acquiring from the city for U.S. Highway 2 right-of-way purposes has been sent to R. E. Bradley, chief engineer, of the Highway Department at Bismarck.

City Manager Alan Webster said the agreement was written as originally drafted by the Highway "Tigre," Kjelgaard; "The New changes subsequently requested by the department to account for the city's continued operation of the water booster station.

Additionally, in order to protect the interests of Grand Forks residents, Webster said, provision was made for continuation of University Avenue "so that the growth of the city to the west need not be strangled or cut off by Interstate Highway 29."

The Interstate Highway strip runs north and south through the eastern portion of the airport and by the proposed terms of the agreement would be crossed by the extension of University Avenue which is to continue one mile west to a point just west of the airport area.

City officials hope that access by way of University Avenue will be continued through the future Interstate Highway by means of an underpass or overpass.

The land covered by the agreement consists of several small parcels needed for the four-laning of U.S. Highway 2 in connection with the city's "bridge-highway-new airport" package deal.

Bids for the new bridge to be built at Skidmore Avenue are scheduled to be opened by the Highway Department in Bismarck Nov. 2, and for the new airport at a later date.

## Await Fund Allocation For Bridge, Highway

10-21-62

Further progress toward construction of the intercity bridge-Skidmore Avenue improvement project here waited Saturday on the expected allocation of federal funds to permit letting of contracts by the North Dakota State Highway Department.

The U.S. Senate and House both

have passed the federal highway construction bill which includes the State Highway Department's share of the bridge - Skidmore Avenue costs but signature of the bill by President Kennedy and allocation of the money must occur before a contract letting is possible.

### Plan Bid Letting

Both the signature and the allocation are expected at any time now and Highway Department officials have announced they plan to hold the letting Nov. 16 or 23 at Bismarck. And following this letting will come others, including four-laning of U.S. Highway 2 West, to be handled in 1963, and for construction of Interstate Highway 29, to be contracted in 1964 and completed in 1965.

A. N. Ault, district highway engineer for the North Dakota Highway Department at Grand Forks, explained the plans for the bridge and for Skidmore Avenue and U. S. 2 West. The bridge contract and that for improvement of Skidmore Avenue to Columbia Road are expected to be let Nov. 16 or Nov. 23.

### Addition Scheduled

The work on U.S. 2 from a point two miles west of Columbia Road consists of an additional two-lane highway for eastbound traffic and to be built south of the present U.S. 2 which would handle the west bound travel. Together, the road stretches would comprise a divided four-lane road extending from two miles west of Columbia Road 11 miles to the end of the present eastbound highway east of Grand Forks Air Force Base. The 1963 contract - letting will be for grading only, with concrete surfacing contracts to be let at a later date.

The two-mile piece of U.S. 2 just west of Columbia Road is included in the Interstate 29 letting scheduled for September, 1964.

### 4-Lane Planned

In this area, a new four-lane divided highway, cutting into the north edge of the Grand Forks Airport will be contracted, with the present U.S. 2 being kept as a service road. This is for the two miles only. The west end of the new highway, will be joined with the four-lane highway continuing west to the Air Base.

Under the Highway Department's plans, the south right-of-way line of the new two-mile piece would be 500 feet south of the existing No. 2 pavement.

This would be constructed in connection with the building of the interchange where No. 29 will bisect Highway 2 at a point near the north end of the north-south airport runway.

## Delay Bridge Bid Opening 2 Weeks

10-12-62

The bid letting on the new inter-city bridge here has been delayed again, but only for a matter of two or three weeks.

State Highway Department officials in Bismarck say the letting has been moved back from Nov. 2 to either Nov. 16 or Nov. 23. The delay was ordered because of failure of Congress to pass the \$2.3 billion highway financing bill until the last minute. It finally was cleared through both houses Thursday and sent to President Kennedy.

The national bill included about \$10 million in matching money for North Dakota, including that which the state has earmarked for the Skidmore Avenue bridge here.

## City Land Cases To Open Tuesday

Cases involving the City of Grand Forks' condemnation of land needed for the new Municipal Airport, to be located four miles west of the city on the north side of Highway 2, will begin Tuesday in Grand Forks County District Court.

Judge Philip R. Bangs has instructed jurors to report at 10 a.m.

The 12 defendants are: (1) Arnold P. and LaVerna V. Preckal; (2) Charles H. and Emma Lewis; (3) Leonard and Eleanor Hodgson; (4) Blanch Campbell; (5) Albert L. and Monica E. Larivee; (6) Mary Bolack Westlake; (7) Alfred E. Bolack Estate; (8) Lillian Bolack, beneficiary of the Alfred E. Bolack Estate; (9) Northern Pacific Railroad; (10) Federal Land Bank of St. Paul; (11) First National Bank of Grand Forks, and (12) Rye Township.

Judge Bangs said one set of jurors will handle all the cases, establishing the value of the land involved. He has scheduled no further cases for this week. There will be no court Monday, which is Veterans Day.

## Land Cases Open In District Court

Cases involving the City of Grand Forks' condemnation of land and easements for clear zones for the new Municipal Airport, to be located four miles west of the city on the north side of Highway 2, opened Tuesday in Grand Forks County District Court.

Judge Philip R. Bangs announced that the case involving Northern Pacific Railway Co. has been settled. City attorney Gordon Caldis told the court Arnold P. and LaVerna V. Preckal, who had been listed as defendants, have sold their land.

Judge Bangs explained that one jury will hear all the cases, one case completely at a time, setting the compensation and damages.

Originally, 12 parties were involved in the condemnation cases. Tuesday morning, drawing of a jury was begun.

## Jurors For Land Cases Here Chosen

Jurors were selected Tuesday afternoon in Grand Forks County District Court for the cases involving the city of Grand Forks' condemnation of land and easements for clear zones for the new Municipal Airport, to be located four miles west of the city on the north side of Highway 2.

Named for the cases were Dennis Tangen and Mrs. James Pender, Grand Forks; Sumner Wilcox and Mrs. Lewis Nelson, Gilby; Gene Sondreal, Earl Lenz and Francis Schreiner, all of Reynolds; Iver Strande, Kempton; Harry Kvamme, Mekinock; Mrs. Sigrid Olsen, Manvel; Nick Johnson, Northwood, and Leroy Robinson, Arvilla, with John W. Scott Jr., Gilby, as alternate.

Other jurors were excused by Judge Philip R. Bangs until Monday, Nov. 26, at 10 a.m.

### Travel To Site

Late Tuesday afternoon, Judge Bangs arranged for a bus to carry the jurors, bailiffs, City Attorney Gordon Caldis and B. T. Rodgers, expert witness for the defendants, to the site of the condemnations.

Testimony began Wednesday morning. Judge Bangs explained the one jury will hear all the cases, one case completely at a time, setting the compensation and damages. The first case concerns the property of Leonard and Eleanor Hodgson, followed by cases of Charles H. and Emma Lewis; Albert L. and Monica E. Larivee; Mary Bolack Westlake, Alfred E. Bolack Estate and Lillian Bolack, beneficiary of the estate; Blanch Campbell, and Rye Township.

### Quarters Involved

The township is seeking damages for relocation of a road.

New defendants in the cases include George, Bob and Lloyd Staveteig.

The cases involve more than six quarters of land to be condemned for the new airport, plus easements for the clear zones.

The Hodgson case concerns the city's condemnation of the northeast quarter of section 28 in Rye Township. Richard King, attorney for the Hodgsons, said the Hodgsons also own an adjoining quarter, the northwest quarter of section 27, and is attempting to show the condemnation is damaging the value of that property. Leonard Hodgson testified he had 157 acres of farmland on the quarter being condemned.

## \$31,760 In Land Action Requested

Leonard and Eleanor Hodgson are seeking a total of \$31,760 in damages as the result of the City of Grand Forks' condemnation of their land needed for the new Municipal Airport.

In Grand Forks County District Court Wednesday, Hodgson said the "fair market value" of the northeast quarter of section 28 in Rye Township, being condemned, is \$25,600, or \$160 per acre. Hodgson also testified the value of his remaining quarter, the northwest of section 27, will be only \$6,160 after the condemnation, compared with \$12,320 now.

### Same Figures Given

B. T. Rodgers, Grand Forks real estate man, told of appraisal methods and the figures he gave were the same as Hodgson's. He said the remaining quarter will be damaged because it is more trouble to operate one quarter than two, the Hodgson home is also being taken, which will move him farther from the farm; methods of farming will have to be changed and his travel to market will be interfered with, due to the elimination of a road.

Drainage work Hodgson has performed probably has helped do away with the effect of alkali soil, Rodgers said. In cross examination by City Attorney Gordon Caldis, Rodgers admitted all land is alkaline in varying degrees. A. C. Moore was the final defendants' witness.

### Appraiser Testifies

Arthur Hagen, appraiser and expert witness for the city, said he figured the market value of the

northeast quarter of section 28 at \$9,200 and the severance damage to the northwest quarter of section 27 at \$1,000.

Judge Philip R. Bangs said the Rye Township case, concerning the relocation of a road, has been settled. The condemnation case of property owned by Charles H. and Emma Lewis started late Thursday morning. The Hodgson and Lewis cases are the first of several involving more than six quarters of land to be condemned for the new airport, plus easements for clear zones.

## Land Cases Continue In Court Here

Charles H. Lewis testified in Grand Forks County District Court Thursday that the fair market value of two quarters of his land in Rye Township being condemned by the City of Grand Forks for its new airport is \$63,156.

The land involved is the southeast quarter of section 28 and the southwest quarter of section 27. There are about 20 buildings on the property, including dwellings of Lewis and Leonard Hodgson, who is also having a quarter condemned.

In cross examination by City Attorney Gordon Caldis, Lewis said the most he ever farmed on the southwest quarter of section 27 was 40 acres, while he once farmed 126 acres in the other section.

### Experts Set Value

Value of the two quarters and the dwellings was set at \$47,000 by expert witnesses for the defendants in the current land cases, B. T. Rodgers and A. C. Moore. Arthur Hagen, expert witness for the city, set the fair market value of the same property at \$29,250.

First testimony was taken late Thursday in the condemnation case of Albert L. and Monica E. Larivee. The case involves two parcels in the southeast quarter of 33, including 124.8 acres to be condemned and 24.1 acres of easement for a clear zone.

### Own 3 Quarters

The Larivees own three quarters adjacent to Highway 2. Mr. and Mrs. Larivee testified Friday morning. He said the Larivee home and farm buildings are west of the proposed airstrip, but in the clear zone for the airport.

Moore testified that he appraised the 124.8 acres being condemned as worth \$14,976, or \$120 per acre.

The cases are part of several involving almost seven quarters of land being condemned for the new airport, plus easements for clear zones.

44.

11-17-62

## New Land Cases Heard By Court

Two more cases involving the City of Grand Forks' condemnation of almost seven quarters of land in Rye Township for its new airport were heard Friday in Grand Forks County District Court.

Albert L. and Monica E. Larivee are asking total damages of \$41,086, including \$14,976 for 124.8 acres being taken by the city in the southeast quarter of section 33; \$160 for a fence; \$1,500 for 24.1 acres of clear zone in the same quarter and \$24,450 damages to the remaining property, including the Larivee home. Their attorney, Thomas P. McElroy Jr., said the home is only 320 feet from the center of the proposed runway. The Larivees own three quarters of land adjacent to Highway 2.

A. C. Moore and B. T. Rodgers presented the appraisal figures the Larivees are asking. Arthur Hagen, expert witness for the city, appraised the land being taken as worth \$7,200 with an additional \$211 for air rights, for a total of \$7,411.

Rodgers and Moore testified that damages to the Alfred E. Bolack estate amount to \$17,185, including \$16,300 for the northeast quarter of section 33 and a small strip in the northwest quarter of section 34, and \$885 for air rights in the southeast quarter of section 21. The city appraised the loss at \$9,391, including \$9,135 for the land and \$256 for the air rights. Hagen presented these figures in court Friday.

Judge Philip R. Bangs adjourned court until 10 a.m. Monday, when the Blanch Campbell condemnation case will be heard. The jury will consider damages in all cases at the same session.

11-18-62

## Final Land Case Set For Monday

The final case involving the City of Grand Forks' condemnation of land needed for its new Municipal Airport will be heard at 10 a.m. Monday in Grand Forks County District Court.

To be heard Monday is the Blanch Campbell case, which also involves Campbell land being leased by George, Bob and Lloyd Staveteig.

After the final case has been heard, the jury will determine all damages in one session.

Two cases were completed Friday. A. C. Moore and B. T. Rodgers appraised damages to the property of Albert L. and Monica E. Larivee at \$41,086, compared with \$7,411 set by the appraiser for the city, Arthur Hagen. Rodgers and Moore appraised damages to the Albert Bolack Estate at

\$17,815, compared to \$9,3191 by Hagen.

Completed earlier were cases of Leonard and Eleanor Hodgson, and Charles H. and Emma Lewis.

The cases involve almost seven quarters of land being condemned in Rye Township for the new airport, plus easements for clear zones. The airport is to be located four miles west of the city, north of Highway 2.

District Court will be closed Thursday for Thanksgiving Day. Jurors not hearing the condemnation cases have been instructed by Judge Philip Bangs to report at 10 a.m. Monday, Nov. 26.

A dragonfly larva has a large, hinged lower lip which shoots out at lightning speed to grab tadpoles and other prey.

11-19-62

## Final Land Case Opens In Court

The final case involving the City of Grand Forks' condemnation of almost seven quarters of land needed in Rye Township for its new airport was being heard Monday in Grand Forks County District Court.

Mrs. Blanch Campbell testified that the value of the southwest quarter of section 28, being taken by the city, is worth \$32,000, or \$200 an acre. Mrs. Campbell also owns the northwest quarter of section 28 and the southeast quarter of section 29.

Also involved in the case is George Staveteig, who last December signed a six-year lease to farm the three quarters of land owned by Mrs. Campbell.

11-25-62

## Land Cases Go To Jury Monday

The jury on the cases involving the City of Grand Forks' condemnation of almost seven quarters of Rye Township needed for a new municipal airport will hear instructions from Judge Philip R. Bangs Monday morning.

Attorneys arguments in the five cases were heard by the jury Tuesday and Wednesday prior to the Thanksgiving holiday. The new airport is to be located four miles west of the city on the north side of Highway 2.

As soon as the jury gets its instructions, the October term of Grand Forks County District Court will continue with another jury to be drawn.

Next cases to be tried are Inga Lukins and Elmer Lukins of Aneta against Lola Sandbeck of Galesburg. The cases stem from a one-car accident May 13, 1961. The Inga Lukins case was scheduled for the March, 1962 term of District Court but was continued when the defendant's attorney withdrew.

11-20-62

## Land Case Testimony Completed

Testimony was completed Monday in Grand Forks County District Court in the last of five cases involving the City of Grand Forks' condemnation of almost seven quarters of land in Rye Township, needed for the city's new airport.

Mrs. Blanch Campbell testified that the value of the southwest quarter of section 28, being taken by the city, is worth \$32,000, or \$200 an acre. She also owns the northwest quarter of section 28 and the southeast quarter of section 29.

B. T. Rodgers and A. C. Moore, expert witnesses for the defendants in all of the cases, testified that they appraised the value of the land being taken as \$31,040. Norbert B. Auer, Mrs. Campbell's attorney, brought out that she is also seeking \$3,200 in severance damages. The two experts placed the air rights for the remaining quarters at \$187.50.

### Sets Different Value

Arthur Hagen, expert witness for the city, testified he valued the land being taken at \$17,270 and estimated the air rights as worth \$137.50.

Also involved in the Campbell case is George Staveteig, who last December signed a six-year lease to farm the three quarters of land owned by Mrs. Campbell. Staveteig, represented by attorney Robert Valler, testified he will suffer \$2,200 in damages because, he said, the fair market rental value of the land being taken is \$11.50 per acre, compared with \$8.75 and \$6 per acre for the other two quarters, and he is paying \$8.75 per acre rent for all three quarters.

### Inspector Testified

A. B. Dickie, chief inspector for the City of Grand Forks, testified that he negotiated with Mrs. Campbell for the acquisition of the quarter of land being taken Aug. 2, 1961. On cross examination by Vaaler, Dickie said he talked only with Mrs. Campbell and not with Staveteig at that time.

Attorneys' arguments before the jury started Tuesday morning. Only testimony was taken in all the cases, with all of the arguments left until last. The jury will consider all of the cases in one session.

# Contract For Bridge Will Be Let Tuesday

11-25-62

Grand Forks City officials looked ahead this week to the first of two important contract lettings involving long-sought local bridge-highway improvements.

The initial letting — for the intercity bridge at Skidmore Avenue and for 1 1/4 miles of U.S. Highway 2 (Skidmore Avenue) leading to the bridge — is scheduled for Tuesday at 9:30 a.m. at Bismarck. The second letting will be for the new airport, and is scheduled for early January.

The Thursday bids include the bridge itself and the segment of Skidmore Avenue west to the city limits at Columbia Road, a distance of 1.237 miles.

Sharing the cost of the bridge, from a point at the center of the Red River west to Columbia Road, will be Grand Forks City, paying 25 per cent, the North Dakota State Highway Department, 25 per cent, and the federal gov-

ernment, 50 per cent. The city's share of the bridge and highway improvement comes to about \$415,000.

Improvement of U.S. 2 in the city includes four-laning of Skidmore Avenue with concrete pavement, consisting of a 54-foot wide strip inside the present 66-foot-wide right-of-way. There will be sidewalks on each side but no parking will be permitted.

A call for bids for the new airport, to be located four miles west of the city, is expected to be issued the week of Dec. 3, with a contract letting due a month later in early January.

The segment of U.S. 2 from the west edge of the present airport to Emerald corner is scheduled for grading in 1963 and for concrete surfacing the following year.

In September, 1964, a contract is expected to be let for construction of Interstate Highway 29 extending through the present airport and intersecting U.S. 2 at the north edge of the present airport. An interchange would be built at this point.

The piece of U.S. 2 between Columbia Road and the airport's west limits would be constructed in connection with the building of the interchange. It consists of a two-mile stretch which will bite into the north edge of the airport. The south right-of-way line of the new road segment would be 500 feet south of the existing No. 2 pavement.

### Airport Bid Delayed

11-27-62

Another segment of the Grand Forks City's bridge-highway-airport "package deal" is the new airport five miles west of the city, for which the call for bids has been postponed from Dec. 3 to a tentative date of Dec. 17.

Notice of the airport bid delay was learned Tuesday by City Manager Alan Webster when the Federal Aviation Agency in Minneapolis told him it would be unable to complete certain details of the plans and specifications in time to present them to the city Council here Dec. 3.

# \$125,137 Awarded For Land

11-27-62

Land needed for the new Grand Forks Municipal Airport, to be located five miles west of the city on the north side of Highway 2, will cost the city \$125,137.50.

Climaxing the two-week long condemnation cases in Grand Forks County District Court, the jury came in at 7:40 p.m. Monday with a verdict awarding \$121,537.50 in damages to five property holders and one lease-holder for the almost seven quarters of land being taken in Rye Township, plus easements for clear zones (air rights) and severance damages.

### Township Paid

In addition, two out-of-court settlements were involved, with the city paying Rye Township \$3,500 for the removal of a road and \$100 to the Northern Pacific Railroad for a clear zone easement.

The individual awards by the jury:

Leonard and Eleanor Hodgson, \$19,750 for the northeast quarter of section 28 in Rye Township, and \$2,350 severance damage to the remaining quarter, the northwest of section 27.

Charles H. Lewis, \$43,500 for two quarters of land, the southeast quarter of section 28 and the southwest quarter of section 27, along with 20 buildings, including dwellings occupied by Hodgson and Lewis.

Albert L. and Monica E. Larivee, \$13,629 for 124.8 acres being taken by the city in the southeast quarter of section 33; \$200 for a fence; \$350 for a clear zone easement, and \$4,540 in consequential damages. Their home is located near the proposed runway and the Larivees own two other quarters adjacent to Highway 2.

### Awarded \$14,670

Alfred E. Bolack Estate, \$14,670 for the northeast quarter of section 33 and a small strip in the northwest quarter of section 34, and \$423 for a clear zone easement.

Mrs. Blanch Campbell, \$21,600 for the southwest quarter of section 28; \$163 clear zone easement, and \$162.50 for severance damages. Mrs. Campbell also owns the northwest quarter of section 28 and the southeast quarter of section 29.

George, Bob and Lloyd Staveiteig, who lease the three quarters of Campbell land, \$200 for the value of the lease-hold.

The jury went out at 10:20 a.m. Monday after hearing instructions from Judge Philip R. Bangs.

# City To Seek New Trial In Land Case

11-28-62

The City of Grand Forks will seek a new trial of the land condemnation case involving the site of the new city airport because it contends the award to landowners was "too far above the appraised value set by the city's expert appraiser."

City Manager Alan Webster pointed out that a total award of approximately \$122,000 was awarded by a District Court jury here Tuesday, whereas the City's appraiser valued the land at about \$74,000. The land, totaling almost seven quarters, lies about five miles west of the city on the north side of U.S. Highway 2. A call for bids for construction of the airport is expected to be issued in December.

Said Webster: "We feel that we should seek the remedies available to get a valuation closer to that set by the appraiser."

He explained that the federal government is sharing 50-50 in the airport cost and that if the award for the land is too far above the appraiser's figure, the government might object, and "the city would be stuck for additional money" in such an event.

The manager said he felt that the government would expect the city to try for a settlement more in line with the appraisal figure and that "the interest of the people of Grand Forks must be protected in this regard."

## To File For New Land Case Trial

12-2-62

A motion for a new trial of the land condemnation case for the new Grand Forks Airport will be filed with district court here this week City Attorney Gordon Caldis announced Saturday.

The papers were being prepared by Caldis seeking another trial of the action in which a jury last week awarded landowners of the airport site approximately \$48,000 more than the value set by the city's expert appraiser. The total award was approximately \$122,000 compared with about \$74,000 set by the appraiser.

The land involved comprises about seven quarters, lying north of U. S. Highway 2 about five miles west of Grand Forks. A call for bids is expected to issued in December for construction of the airport.

City officials feel that the new trial is urgently needed in the interest of securing a lower valuation because the federal government shares 50-50 in the airport cost and if the land award is too much above the appraised figure, the city may have to put up additional money for the project.

## Brief Filed For New Land Trial

12-11-62

Grand Forks City Attorney Gordon Caldis filed a written brief Monday with District Judge Philip R. Bangs, moving for a new trial or an order reducing the verdict in lieu of a new trial in the city's condemnation of almost seven quarters of land in Rye Township needed for a new Grand Forks Airport.

Copies of the brief were given to the attorneys for the six defendants in the trial. Judge Bangs told the attorneys he will try to have a decision ready by Friday.

The nine-page brief submitted by Caldis gave two general grounds for moving for a new trial: (1) Verdicts awarding damages for the taking of the several parcels were so excessive that it appears that it resulted from passion and prejudice, and (2) That the evidence was insufficient to justify the verdicts.

In the trial the jury gave awards of about \$122,000, compared to the \$74,000 appraisal by the city's expert witness.

## Proposed Bill Would Aid Airport Financing

12-19-62

A proposed bill for the 1963 North Dakota legislative session which would assist the City of Grand Forks in financing its new airport was one of the more important items of new legislation which were discussed by city councilmen and Grand Forks County legislators here Tuesday. The bills discussed have been proposed by the League of North Dakota Municipalities for passage at the session.

The six legislators were guests of the Council at a dinner meeting in the Ryan Hotel at which more than a dozen pending legislative bills, including the controversial parking meter measure and others, were analyzed by members of the city's legislative committee and commented on by the legislators. Mayor Nelson A. Youngs presided at the meeting and Alderman Earl Strinden had charge of the presentation of the bills, in several of which the city is particularly interested.

The airport bill, which would authorize the governing body of a municipality to exercise the powers of a municipal airport authority, was analyzed by R. S. Niles, city director of finance.

He explained that the city is especially interested in this bill because it would enable the city to issue bonds which would be payable solely from revenues of the airport, just as an "airport authority" is authorized to do under the law now in effect.

The present airport is financed by a four-mill airport levy which

has been used for some years past for this purpose and which would be used in future years in financing the new airport.

But several factors remain to be settled in arranging the financial support for the new airport, some of which might have considerable effect on the financial position of the city.

Here are some items, listed in a tentative summary prepared by Niles which he emphasized could be changed considerably by future developments:

Estimated airport cost, \$2,590,300.

A total of \$1,092,100 in federal aid from the Federal Aviation Agency, which must be matched by the city.

These sources, from which some of the city money would be raised:

Interstate Highway 29 strip through old airport sold to State Highway Department, \$440,000; sale of balance of airport land, \$210,000; existing airport fund, including money from previous 4 mill levy fund, \$250,000; anticipated net of airport levy for 1962, \$50,000; cash on hand in general fund, \$548,200.

### Money Sources Told

Niles explained that one item especially could be materially changed, namely the amount received from the balance of airport land. The city has given an option for purchase of this land for \$460,000, and also has asked for \$35,000 for 20 acres in the free zone district south of the airport. If both these amounts were realized, it would boost the city's income from the estimated \$210,000 by \$285,000, thus subtracting that amount from what the city must raise for the airport. The city also is preparing a new application for federal impact money which could, if granted, supply another \$175,000 or more. Other possible variables would include the actual amount of the airport bid.

If it is required, a revenue bond issue based on the new legislation has been proposed, but the city plans to avoid any raise in the local tax levy. The new law would, however, put the city position to act as required regarding the bond issue.

## Motion For New Land Trial Denied

12-16-62

Grand Forks City Attorney Gordon Caldis was informed Saturday by District Judge Philip R. Bangs that his motion for a new

trial of the land condemnation cases for the new Grand Forks Airport has been denied.

In cases tried recently in District Court at the Grand Forks County courthouse here, the jury awarded six defendants a total of approximately \$122,000 compared with about \$74,000 set by the city's appraiser. The defendants were asking \$189,814.50 for the land acquisition of almost seven quarters in Rye Township, north of west of Grand Forks.

City officials had felt that the new trial was urgently needed in the interest of securing a lower valuation because the federal government shares 50-50 in the airport cost and the city may have to put up additional money for the project.

City Attorney Gordon Caldis has filed a motion for a new trial of the land condemnation cases for the new Grand Forks Airport. Caldis said oral arguments on the motion tentatively are set for next Monday before District Judge Philip R. Bangs. The total awarded by the jury in the cases was \$122,000, compared with about \$74,000 set by the city appraiser.

## New Airport To Get Rent From Some

The new Grand Forks International Airport to be built five miles west of the city will receive rent from one government agency which currently is getting free space at the present airport, according to a news release of the Federal Aviation Agency in Washington.

Under the regulation, federal agencies concerned with the inspection and clearance of air travelers and cargo now will pay rent for the space they occupy at international airports. This would include the United States customs office here.

### Funds Authorized

Appropriation of funds to cover such rents was authorized in September, 1961, when Congress amended the Federal Aviation Act. The Bureau of the Budget now has notified the FAA that the federal agencies affected will provide for rents in preparing their fiscal 1964 budgets.

Norman Midbo, airport manager here, said he did not know what the rental rate would be at the new airport but that businesses occupying the present airport pay at the rate of \$2 per square foot of space, per year. The customs office occupies about 400 square feet at the present airport and pays no rent. What space it will occupy at the new airport was not announced.

### FAA To Pay Rent

Under the new arrangement, the FAA would pay rent in the same manner as commercial organizations using space in the airport building. Leases will be arranged through the General Services Administration.

All corporation and private planes must clear customs at the Grand Forks Airport. The airlines have a pre-clearance schedule which is handled at Winnipeg.

## Notify City Concerning Airport Bids

City Manager Alan Webster said authority to proceed with advertising for bids for the new Grand Forks Airport has been placed in the mail by the Federal Aviation Agency at Kansas City, Mo.

Webster was notified by the airport engineers, Ralph Burke Associates, Inc., of Park Ridge, Ill. which got the word from the FAA.

It is expected that the authority will be received here next week and will be submitted to the Grand Forks City Council for action at its Jan. 7 meeting. The council then is expected to authorize advertisement for bids to be received Feb. 18, Webster said.

Estimated total cost of the airport is \$2,450,000. First phase of the airport construction involves about four-fifths of the total project, including construction of runways, grading, drainage, taxiways, etc. The site is five miles west of Grand Forks. The cost will be borne by the federal, state and city governments.

## City Gets Check For Airport Land

The City of Grand Forks received a check for \$440,000 Wednesday in payment for the Interstate Highway 29 strip through the local airport and for the three-quarter mile segment of U. S. Highway 2 at the north edge of the airport which will be four-laned under the highway improvement program. The check was issued by the North Dakota State Highway Department.

Meanwhile, a Winnipeg development firm has under option the remaining airport area land owned by the city which has been valued at \$460,000, with another \$35,000 for the free zone district south of the airport runway.

The Highway Department check and money expected to be received for the balance of the airport land will go toward paying the cost of the new airport to be built five miles west of the city.

The city previously had been allotted \$1,092,100 as a federal grant and must match that amount in local funds to be used in financing the airport, the total cost of which has been estimated at \$2,590,300. The balance of the monies will come from the existing airport fund, the airport levy and other sources.

## Council To Ask Airport Bids Monday

The Grand Forks City Council is expected to authorize a call for bids on the biggest municipal project of 1963, the new \$2½ million airport, at its meeting Monday at 7:30 p.m.

Final plans and specifications will come up for approval first, and the council then is expected to order the call for bids which would be opened at the second February meeting, Feb. 18.

If the airport construction contract should be let soon after the bid opening and work gets under way in the spring, the first phase of the new airport is expected to be completed next fall. This would include construction of runways, taxiways, drainage, etc., comprising about four-fifths of the entire airport project. Following phases would include construction of a maintenance equipment building, water and sewage facilities etc. and lastly, the construction of a terminal building.

The council also will consider acquisition of the Elks Lodge parking lot on South Fourth Street and discuss a number of other matters.

One problem to come under consideration is the matter of a proposed detour on Columbia Road off U.S. Highway 2 during the highway improvement work this spring and summer.

A resolution authorizing the filing of a request for federal impact funds for the local sewer improvement also will be considered.

A call for bids on the new Grand Forks airport is expected to be authorized by the City Council at its first meeting of the new year at 7:30 tonight in the City Hall council chambers. Other matters, including a detour on Columbia Road off U.S. Highway 2 during improvement of the highway, also are on the agenda.

## Bids Asked By Council On Airport

Opening Planned  
Feb. 18 On City's  
\$2.5 Million Job

The Grand Forks City Council Monday authorized a call for bids on its new \$2½ million airport.

The aldermen also were told by City Manager Alan Webster he is optimistic that the option on 176 acres of land in the present airport, held at \$460,000, may be taken up.

Bids were ordered to be advertised for opening at the Feb. 18 council meeting on the first phase of the airport project. The first phase comprises about four-fifths of the entire new airport complex including land acquisition, construction of runways, taxiways, drainage, etc. The second phase will include a maintenance equipment building, water and sewage facilities, entrance road and other items, and the third phase is the terminal building.

### Option Good To May

The option on the present airport land, good until May 31, 1963, is held by Castle Investments, Ltd., of Winnipeg, builders and operators of the Carlton Motor Hotel and the Edinburgh Apartments and developers of other projects in Winnipeg and in Regina, Sask.

The land under option lies on either side and across the north end of the Interstate Highway 29 strip through the airport. The strip was purchased recently by the North Dakota State Highway Department. In addition to these land pieces is the 20-acre free zone area at the south end of the present airport, held by the city at \$35,000, for which the University of North Dakota has first choice, with Castle Investments next in line. **OVER**

Financing Explained

The new airport, located five miles west of Grand Forks at the north side of U.S. Highway 2, will be financed by a federal grant of \$1,092,100 which must be matched by the city, plus money from other sources. The latter sources include the \$440,000 paid for the No. 29 strip, approximately \$250,000 in the airport fund, and the usual four-mill airport levy; an estimated federal impact grant of undetermined amount (last year, it was estimated at about \$177,000); and, if it should materialize, the \$495,000 from the present airport land.

If these amounts should fail to cover the estimated cost of the airport, the city has \$600,000 listed an appropriation in the general fund of the budget from which money could be drawn if needed. Another variable which could change the situation is the accepted bid for the new airport. If it is below the estimate, less money would be needed, if higher, then more money must be used.

1st Plans Mailed For New Airport

The first two sets of plans and specifications requested by contractors for the \$2 million first phase of the new Grand Forks Airport were mailed Tuesday to a Fargo, N.D., firm and to another contractor in Minnesota.

Bids are scheduled to be opened here Feb. 18 for the airport, to be located five miles west of the city, at a total cost of about \$2,600,000.

City Manager Alan Webster said inquiries to his office indicated that larger contractors in a number of distant places are interested in bidding on the airport project.

City officials hope to have the new airport in operation before the end of this year.

1962 In Review:

City Moves Ahead With 3 Big Projects, Despite Controversy

By LLOYD C. TINNES

The City Fathers of Grand Forks—more than usually busy and sometimes belabored by critics—made progress nevertheless in important areas in 1962.

Three of the city's largest projects, all sometimes controversial, some constantly so, started moving during the year.

The "big three" are the new sewage lagoon, made operative in August; the long-sought Skidmore Avenue bridge, on which work was begun in December, and the new \$2½ million airport, with construction bids scheduled to be opened in February.

Airport Strip Sold

When the State Highway Department made its final offer of \$440,000 for the Interstate 29 airport strip, the Council, which had tried hard to get more money, finally voted 10 to 4 to accept the offer. Voting against it were Aldermen Alvin Austin, Mrs. Virginia Rose, Myron Molstad and F. C. Bundlie. They went along with the airport project, however, in the final stage.

The balance of the airport land then was put up for sale and a Winnipeg development firm, Castle Investments, Ltd., owners of properties in Winnipeg and Regina, took an option on the property, good until May 31, 1963, for \$460,000. The firm also contracted for the right to purchase a 20-acre airport freezone plot for \$35,000, if the University of North Dakota should decide not to buy it.

INVITATION FOR BIDS

Sealed bids for construction for the Grand Forks International Airport located approximately three miles west of the City of Grand Forks, North Dakota, will be received until 5:00 o'clock P.M., on Monday, February 18, 1963, by the undersigned in his office in the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their adjourned meeting scheduled for said day at 7:30 o'clock in the evening, in the Council Chambers in the City Hall, Grand Forks, North Dakota.

Description of Work: Site Preparation: Construct and light 5300' x 150' PCC runway, 4200' x 100' PCC runway, 1500' x 75' taxiway and 40,000 s.y. PCC apron; beacon; relocate power line; construct drainage including 15 catch basins 3150 CMP and 800' concrete pipe; fence including 600' chain link and 35,000' woven wire; construct 2100' bituminous entrance road; turflina (200 acres) encase 1325' jet fuel line.

Examination of Bid Documents: Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of Ralph H. Burke Associates, Engineers-Architects, 506 Higgins Road, Park Ridge, Illinois.

Plan Deposit: Plans and specifications may be obtained by depositing cash or a certified check payable to the City of Grand Forks in the amount of Fifty Dollars (\$50.00) for the first two sets, which deposit will be refunded upon return of the documents in good condition within thirty (30) days after the opening of bids.

Two sets of contract documents may be obtained on a refundable basis, as indicated. Any additional sets of contract documents desired by the Bidder may be obtained by payment of Twenty-Five Dollars (\$25.00) for each set, which amount will not be refunded. All bid documents, whether obtained on a refundable or non-refundable basis, must be returned to the Engineer within thirty (30) days after the opening of bids. The Bidder shall submit one check for the bid documents obtained on a refundable basis and separate check for subsequent sets obtained on a non-refundable basis.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank, in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bidder's bond in a sum equal to twenty percent of the full amount of the bid, executed by the bidder as principal and by surety company authorized to do business in this State, conditional that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any deficient bid submitted will be resealed and returned to the bidder immediately.

Contractors will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on G.F. Airport FAAP 0-32-007-01", name of person or firm bidding, N.D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by November 15, 1963.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 7th day of January, 1963.

H. E. MARTIN  
City Auditor

(SEAL) (January 14, 21, 28, 1963)

Airport Bill Has Local Interest

By DAVE EASTMAN  
Herald Bismarck Bureau

BISMARCK — A bill which will have a great deal of importance for the proposed new Grand Forks Municipal Airport was introduced in the North Dakota Senate Tuesday.

Introduced by Sen. George Longmire of Grand Forks, the proposal would allow the city council to act as a municipal airport authority.

It would permit a change in the taxing and bonding situation if adopted.

The provision would make any bonds issued for airport facilities construction a general obligation of the city. It would also allow the city to use the income of the airport for paying the interest and principal on the bonds before deducting general operating expenses, Longmire said.

In case the income from the airport is deficient, the proposal would allow the city to levy a general property tax for the purpose of paying the interest and principal. No limitation is set on the tax.

# Hot Hearing On Airport Bill Expected

From The Herald's  
Bismarck Bureau

BISMARCK — A hot hearing with people from Grand Forks on both sides is expected Friday when the North Dakota Senate Committee on Political Subdivisions holds a public hearing.

Object of the fireworks is a bill which would allow a city to act as its own municipal airport authority, and have some additional privileges in the area of issuing bonds and taxing.

The 1961 Legislature allowed the issuance of bonds. However, the bonds could not be sold, since the sole source of revenue to pay off the bonds had to come from airport income.

## League Backs Bill

The revenues from airport operation may cover airport operating costs, but seldom are enough to cover the costs of capital improvements, according to the North Dakota League of Municipalities, which is backing the bill.

The sore point in the measure is that the city may make the bonds the general obligation of the city, and levy an additional tax to cover the payments of principle and interest. No maximum is set on the levy in the proposed bill.

It is this provision which is expected to bring a large faction from Grand Forks to testify against the bill. Sources in Bismarck say many of the people who have been fighting the airport in Grand Forks, including Keith Bacon, are expected to appear.

## City Officials Due

Officials of the Grand Forks city government and Chamber of Commerce were also expected to appear at the hearing.

Grand Forks, with its new municipal airport reaching the final stages of planning, is the city most directly affected by the bill. Bismarck, which is planning construction of a new terminal building at the city's airport, is also supporting the measure.

Sen. George Longmire, R-Grand Forks, is sponsor of the bill.

Although there has been no hearing on the bill yet, there is a rumor floating around in the corridors that there will be some changes in it. Most often mentioned is placing a four - mill limitation on the tax which may be levied for the bond payments.

# Airport Bill Gets Approval

## Act Amended And Committee Urges Passage

From The Herald's  
Bismarck Bureau

BISMARCK — Expected opposition to a change in North Dakota law to permit a governing body to have the privileges of an airport authority did not develop at a hearing here Friday.

The Senate Political Subdivision Committee recommended the bill for passage. However, the committee voted an amendment into the proposal. The amendment, supported by both the cities of Grand Forks and Bismarck, was the apparent reason for lack of objection to the measure.

## Could Issue Bonds

The measure provides the governing body of a city may assume the authority of an airport authority. Among these privileges is the right to issue revenue bonds. Before amendment, the bill provided that if revenues for paying off the bonds were deficient, a general tax could be levied. This provision was eliminated by amendment.

R. S. Niles, director of finance for the city of Grand Forks, supported the bill at the hearing, saying he was representing the city since other city officials are tied up in court. He strongly supported the amendment.

"We have promised the people in Grand Forks that we will build the new airport without raising taxes," he said. "We want Grand Forks to take the bond provisions, but we object to the deficiency clause."

## New One Less Costly

Niles added studies had found it would be less costly to build a new airport at Grand Forks than to rebuild the old one.

Also appearing was J. T. Rice, representing the Grand Forks Chamber of Commerce Highway, Bridge and Airport Committee.

Rice said the committee had gone on record as endorsing the bill, but only if the amendment were made.

No one appeared in opposition to the bill.

# Senate OK's Grand Forks Airport Bill

From The Herald's  
Bismarck Bureau

BISMARCK — The North Dakota Senate Tuesday passed the measure which will clear the way for financing the Grand Forks Municipal Airport with just one dissenting vote.

The bill now goes to the House, where little opposition is expected.

It allows the governing body of a municipality to act as its own airport authority, and to issue revenue bonds for construction purposes.

According to Grand Forks city officials, the bonds issued for the new airport would be paid for from revenues of the airport and the four-mill airport levy. No general obligation would be involved for the bonds, under the provisions of the bill.

At the hearing before the Senate Political Subdivisions Committee Friday, the bill was amended to prevent the revenue bonds from becoming the general obligation of the city if revenue to pay off the bonds was too low. A special consideration was made for the Bismarck airport, however.

The Grand Forks Chamber of Commerce backed the bill at the hearing.

## AIRPORT RUMORS

GRAND FORKS — This is to request members of our city government to verify or deny certain rumors going around concerning our proposed new airport.

The first rumor concerns the offering of the Grand Forks Air Base to the city of Grand Forks, allowing all commercial flights coming here to use the base facilities. If this is true, then I and every taxpayer in this city have a right to know.

The second story concerns a local well to do farmer who has an option to purchase the hangars, maintenance buildings, etc. He along with all local private plane owners and airspray companies intend to move said buildings to one of his farms and set up a private airport for their planes and all light aircraft coming to Grand Forks.

If there is any truth to these stories, are we the citizens and taxpayers of this city being led to believe that Grand Forks is so rich that it can afford a multi-million dollar airport that would be used only by commercial airlines that fly in here four to six times daily?

## OVERBURDENED TAXPAYER

Editor's Note: City Manager Alan Webster says the city has been told on several occasions there is no chance for use of Grand Forks Air Force Base facilities for commercial aircraft flights.

He says further that the only option the city has granted on airport property is to a Canadian firm which hopes to develop the land for commercial use. Two hangars will be moved to the proposed new airport. Another belongs to J. T. Montgomery and can be moved if he wishes to do so under the agreement with him when it was built, Webster said. Other hangars are not worth moving, according to the city manager.

A City Council committee is studying whether it should intervene in the application of Montgomery and O. V. Flaatt to the Federal Aviation Agency for permission to erect a public use airport 2½ miles south of Grand Forks, according to Webster. The application envisions a privately-owned facility with a 3,500-way and a 3,000-foot north-south landing strip and estimates that it would be used by six multi-engine and 35 single-engine aircraft.

20.

# 40 Sets 2-12-63 Of Airport Plans Out

Forty sets of plans and specifications have been issued by the office of City Auditor Harold Martin for construction of the first phase of Grand Forks' new \$2,600,000 airport.

Bids must be received at Martin's office by 5 p.m. Monday, Feb. 18, and will be opened at the City Council meeting that evening.

The requests for plans have come from widely scattered areas of the United States, some from distant cities, and city officials were encouraged at the interest shown in the project.

## Work In 3 Phases

The first phase to be bid on includes construction of runways, taxiways, drainage, etc., including about four-fifths of the airport project. The second includes a maintenance equipment building, water and sewage facilities and entrance road, and the third phase is the terminal building.

Target date for completion of the entire airport complex is Nov. 15, 1963.

## Reasons Cited

City Manager Alan Webster has pointed out that it is important to the city that the airport job be "wrapped up" this year for three principal reasons.

To vacate the present airport before next spring when additional expensive repairs would be needed to the runways; because the city cannot receive approximately \$460,000 it expects to get for airport land until the area is vacated, and because plans for development of the airport area by the prospective land purchasers cannot be made for 1964 work until the present airport has been abandoned by the city.

# Plans Made For New 2-12-63 Public-Use Airport

Odney Flaate, who owns considerable land south of Grand Forks, and local crop duster Jim Montgomery have made preliminary plans for construction of a new public-use airport 1½ miles south of 32nd Avenue S.

They applied to the Federal Aviation Agency for approval of their plans for a general aviation type airport, not including airlines planes, which would be located on Flaate-owned land west of present Highway 81 and north of old Highway 81.

The FAA informed the City of Grand Forks it had received the request from Flaate and Montgomery and inquired if the city had any objections "based on valid aeronautical reasons." The City Council referred the matter to its Public Service Committee and the city attorney and a report on the matter is due at the Feb. 18 council meeting.

## To Form Corporation

Montgomery said he and Flaate and their wives plan to form a corporation to operate the new airfield and that their aim is to have it completed by the end of this year and in operation in 1964.

Plans for the new airport include a 3,500-foot northwest-southeast blacktopped runway and a 3,000-foot north-south, sod landing strip, located on a 50-acre segment of a section of land owned by Flaate.

There'll be approximately 30 T hangars, with 25 to 40 foot wide doors for the single engine planes

and a half dozen hangars with 50-foot doors, 13 feet high for larger planes, Montgomery said. He expects to house many of the 35-40 private planes currently operating from the present Grand Forks airport, he said.

## Hangar To Be Moved

A 100 by 80 foot hangar is planned for use of transient aircraft and Montgomery will move his 60 by 50 foot hangar from the present airport for use as a maintenance shop at the south side airfield.

The new layout will be open to business and executive aircraft, have charter service, agricultural aviation and student training facilities.

The main runway will lie just north of old Highway 81 and east of the route of Interstate Highway 29. The north end of the north-south strip will be about 1½ miles south of 32nd Avenue S.

## Fuel Plans Made

Montgomery said a representative of a major oil company called in Grand Forks recently and made arrangements with Flaate-Montgomery to provide airplane fuel when the field is made operative.

In their request to the FAA, Flaate and Montgomery provided estimated airfield use data which listed operation of six multi-engine planes and 35 single engine planes, generating 1,200 landings per month.

Their five-year forecast listed 12 multi-engine planes, 50 single engine planes and an estimated 1,800 landings per month.

## 2-14-63 AIRPORT PROPOSAL

GRAND FORKS — I am writing the Mail Bag to clarify the reasons for, and facts behind a second airport in the Grand Forks area which is exclusively for general aviation, and not for airlines.

I have appeared before the Grand Forks City Council on numerous occasions, and before open meetings for the public in regard to the airport situation. My views were to retain our present airport because of its excellent location. With money already accumulated in the airport fund the runways could be resurfaced and the airport would serve any need Grand Forks would have for one in the next twenty years with no extra burden on the taxpayers.

A Citizens Committee was appointed by the mayor which did not include any aviation representative and with no knowledge of aviation they still made the decisions. At an open meeting in the Grand Forks Armory on December 13, 1960, which was held by the State Highway Department, a statement was made by Harold Shaft, who represented the city of Grand Forks, and who is a member of the Citizens Committee.

I quote this statement from a transcript issued by the North Dakota State Highway Department, and which is found on page 55 of this transcript: "We're not supporting an airport for the purpose of providing a place for these local commercial operators to fly their airplanes any more than the city would be paying for my office downtown. The only reason, and the only reason there can be, for the taxpayers of the community to be paying for an airport is because we want to be on airlines." I think that statement explains why general aviation wants to divorce itself from the city of Grand Forks.

General aviation contributes 83 % of the income for the present airport; airlines the remaining 17%. Compare the taxes paid in the city of Grand Forks by the airlines with those taxes paid by the aircraft owners on the present airport and see what figures you come up with. Yet the representatives of the city insist that the taxpayers put their money into an airline airport served by already government - subsidized airlines.

Our airpark, 2½ miles south of Grand Forks, will be for the man flying a \$500 J-3 Cub or a \$1½ million Gulfstream; the red carpet will be out for any and all of them. This airport will be strictly a private enterprise and will be supported by no public funds of any kind and involves no taxpayer in any way.

James T. Montgomery

# Bids On Airport To Be Opened Monday Night

2-17-63

All signs point to lively competition when bids are opened by the Grand Forks City Council Monday night for construction of the new \$2,600,000 airport west of the city.

More than 40 sets of plans and specifications for the project has been mailed last week by City Auditor Harold Martin to firms scattered across the western two-thirds of the United States. Some were contractors, some sub-contractors interested in special phases of the project.

The bids are due in Martin's office not later than 5 p.m. Monday and will be opened at the council meeting at 7:30 p.m. in the City Hall council chambers. A large audience of representatives of interested firms is expected to view the proceedings.

## 1st Phase Largest

Bids to be opened Monday are for the first, and principal, phase of the airport job. Items included are construction of runways, taxiways and drainage facilities. Some time later, bids will be asked for the second phase, comprising the maintenance equipment building, water and sewage facilities and the entrance road, and the third phase, consisting of the terminal building.

Target date for completion of the airport is Nov. 15, 1963. This result is urgently sought by the city so that it will not have to repair the present airport runways next spring as has been required each year in recent years.

The new airport site is three and one-half miles west of the present airport. It consists of approximately 1½ sections of land lying about one-quarter mile north of U.S. Highway 2.

## 2 Runways Planned

There will be two runways, the main strip lying north and south, being 5,300 feet long, and a crosswind runway 4,200 feet in length.

The main runway will run parallel to the main strip at Grand Forks Air Force Base, 10 miles west of the new city airport.

The terminal building, last phase of the project to be constructed, will be a brick and ma-

sonry structure, one story high a 48 by 160 feet in ground dimensions.

Housed in the structure will be offices for two airlines, a lobby, a United States customs office, city airport offices and space for another office.

When the airport bids have been handled, the council must consider whether to object to proposed plans by two Grand Forks men to construct a new public-use airport, for general aviation but not for airlines, south of the city on the west side of Highway 81.

## Seek Permission

Odney Flaot and Jim Montgomery applied to the Federal Aviation Agency for permission to proceed with building plans for the airport on a site 1½ miles south of 32nd Avenue S. and the FAA has asked the city if it has "any objections based on valid aeronautical reasons."

Also prominent on the agenda is a recommendation by the council's committee-of-the-whole that the city manager petition case be appealed to the North Dakota Supreme Court.

In this controversial tussle between the city government and the Association of Grand Forks Taxpayers, Judge Hamilton Engert held on Feb. 9 that the council's petition checkers abused their discretion in holding insufficient on Dec. 3, 1962, petitions asking a vote on retention of city manager government here.

## Vote To Appeal

The controversy over whether to appeal the case racked the council committee at its meeting Feb. 8 and the group finally voted 8 to 6 to proceed with the appeal.

The council also will hear a report of the Citizens' Urban Renewal Study Committee and will consider on second and final reading two ordinances, one to rezone two lots in Alexander & Ives Addition to general business area and another to adopt by reference the North Dakota State Plumbing Code.

A number of routine items also are scheduled for consideration at the meeting.

## THE AIRPORT QUESTION

GRAND FORKS — James T. Montgomery has a top reputation as a flyer and has done a terrific job of building a business important to the Grand Forks Community. He is a personable man, one whom I like and enjoy talking with. However, I disagree with the biased picture he presents as the reasons for establishment of a second airport in the Grand Forks area.

He states that the present airport has an excellent location. It is convenient for those who use the airport, BUT, the runways do not have the required clearances over the highway on the north, the railroad on the east and the railroad on the southeast. If the runways were shortened to meet clearance requirements, they would be shorter than the runways he proposes for his new airport. His airport is not proposed for airline use and the runway lengths would prohibit airline use. Thus the present airport could only be used for small aircraft if it were to conform to the required standards. Does he believe that the City of Grand Forks should spend tax money to maintain an airport to be used only by those who have their own airplanes?

He quotes Harold Shaft on the reason for public tax support of an airport. In so doing, he infers that only the airlines are wanted on that airport. Nothing could be farther from the truth. General aviation is important to the community and those who own and operate their own aircraft are not second class citizens. They are a very important part of the aviation picture in Grand Forks and their needs have been given much consideration in the design of the proposed new Municipal Airport.

His quotation of percentages of income from general aviation and from airlines may be correct. I believe in his veracity, BUT, anyone drawing a paycheck knows there is a difference between gross income and take-home pay. You must live on the take-home pay, not the gross. These percentages are very misleading. When the cost of merchandise sold is deducted from the gross income in each case, the airline-general aviation percentages of the net are quite different. It is this net that provides the funds for operation and maintenance of the airport.

If the people of Grand Forks believe that Grand Forks will prosper and grow without airline service, then the Montgomery airport will serve the needs of the community, but, the Municipal Airport is necessary if the airline service is needed.

My sole complaint against Mr. Montgomery is that he considers only the needs of his own segment of the aviation industry and does not consider the total needs of the community.

There is some doubt that the City of Grand Forks can successfully operate an airport without the important general aviation segment of the industry, but there is no doubt that it can not operate an airport without the airlines. The City proposal is to operate a modern airport facility to meet the community needs for ALL segments of the aviation industry. Mr. Montgomery would deny a major part of that industry from having any part in our community existence.

THOBURN F. PETERSON

## AGENDA

2-17-63

CITY COUNCIL MEETING  
MONDAY, FEBRUARY 18, 1963

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
February 4, 1963
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Sealed bids for construction of Grand Forks airport.
  - 3-2 Request for consideration of installing school crossing signal at 23rd or 25th Avenue N. and 2nd Avenue N.
  - 3-3 Consideration of resolution for Gauchos (Sondreal).
  - 3-4 Resolution for annexation of portions of Sunset Acres Third Addition.
  - 3-5 Request to install lighting facility above public property at rear of new First Federal Savings and Loan Building.
  - 3-6 Communication relative to continuance of garbage container program.
  - 3-7 Inspection during airport construction.
  - 3-8 Petition for vacation of Ella Street between Maple Avenue and Lincoln Drive.
  - 3-9 Petition for watermain on S. 21st Street from 7th Avenue S. to Westward Drive.
  - 3-10 Petition for watermain on S. 20th Street from 13th Avenue S. to 17th Avenue S.
  - 3-11 Petition for paving Oak Street and Olive Street from 25th Avenue S. to 28th Avenue S., 28th Avenue S. from Cherry Street to the lot line between Lots 16 and 17, Block 8, White Clover Subdivision, and S. 10th street from 24th to 25th Avenue S.
  - 3-12 Various surety bonds.
- 4 REPORT OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS AND BILLS:
  - 5-1 Monthly bills for January, 1963.
  - 5-2 Time rolls for January, 1963
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Review of annexation of area north of city, relative to postponement until July.
  - 6-2 Proposal for school stop signal at University and Stanford Road.
  - 6-3 Request to consider yield right-of-way signs at 5th and Belmont intersection.
  - 6-4 Notification from Federal Aviation Agency relative to proposed new public use airport.
  - 6-5 Recommendation from Committee of the Whole on Court decision relative to city manager plan election.
  - 6-6 Report of Citizens' Urban Renewal Study Committee.
- 7 PRESENTING OF ORDINANCES:
  - 7-1 Public hearing and consideration on second reading and final passage of an ordinance rezoning Lots 9 and 11, Block 49, Alexander & Ives' Addition, to B-1 (General Business).
  - 7-2 Consideration on second reading and final passage of an ordinance to repeal the detail specifications of the Grand Forks Plumbing Code and adopt by reference the North Dakota State Plumbing Code with amendments.
- 9 UNFINISHED BUSINESS:
  - 9-1 Estimate No. 1 for construction of fence enclosure at Public Works property.

## CITY AND AVIATORS

My friend Jim Montgomery, in the February 14 Mail Bag, correctly quoted the transcript of a portion of my statement at the Highway Department public hearing of December 13, 1960.

However, I believe that the transcript omits one word that I used. It indicates that I said "We are not supporting an airport for the purpose of providing a place for these local commercial operators to fly their airplanes any more than the city would be paying for my office downtown." I believe that I actually said we were not supporting an airport "only" or "just" or "merely" for the purpose of providing a place for these local operators, etc. At least, that's what I meant and intended to say.

I appreciate fully the position of the local operators. I know that they are a strong and vital part of our local economy, that they pay more local taxes than the airlines, and that they are a fine thing for our community. The citizens committee and the City Council were both aware of this. For this reason they insisted on a hard-surfaced cross-wind runway for light aircraft, and upon space being provided for private planes, hangars and service, both involving considerable expense. I am sure that all aircraft, large and small, and all operators and air services will be most welcome at the new municipal airport.

The quote remark was not made with any intention to belittle the local operators. Instead, it was made in connection with my argument that Grand Forks simply must have an airport useable by the airlines; that if we shortened our runways at the old airport to meet CAA and Highway safety requirements, certainly Northwest, and probably North Central, could no longer land here; and that if Grand Forks ever lets itself get isolated from airline passenger and mail service, as it is now practically isolated from rail passenger service, our town could expect nothing but to go down hill in the air age which lies ahead.

Neither the committee nor the Council is trying to do something for the airlines. We are interested only in Grand Forks, which we sincerely believe must have airline service if it is to continue to grow and prosper, and we can't have that service without an airport which meets CAA standards.

If anyone wants to compete with the city for the private operators' business, no one can question his right to do so. But he shouldn't act on the assumption that he must do so because the city doesn't want him and his business. If anything I said made the private operators think the committee or the Council do not like or want their business, let me eat my careless words right now. Of course the city wants them!

HAROLD SHAFT

St. Cloud  
Firm Has  
Low Bid

Megarry Bros. of St. Cloud, Minn., submitted the apparent low bid of \$1,484,136.45 among eight bidders at the City Council meeting Monday night for construction of the new Grand Forks Airport.

The council then tentatively awarded the contract to Megarry subject to final approval by the Federal Aviation Agency, which was expected to be received within a few days. Target date for completion of the airport job is Nov. 15, 1963.

Bidding was on the first and principal phase of the airport project including the runways, taxiways and drainage facilities. The second phase consists of maintenance equipment, building, water and sewage facilities and entrance road, and the third phase is the terminal building. The latter two contracts are expected to be let this spring.

## Big Help Seen

Mayor Nelson A. Youngs said he was "very happy" over the bid, which is approximately 15 per cent below the consulting engineer's estimate of \$1,754,117. He viewed the outcome of the bidding as a big help in financing the project.

City Auditor Harold Martin opened the bids before an overflow audience including contractors, architects and other interested persons. Officials of the FAA and of the Ralph H. Burke Associates, airport consulting engineers, sat at a table inside the council horseshoe.

## Bidding Range Wide

The range of the bidding was wide, with more than \$1 million separating high and low proposals. The bids were:

Schultz & Lindsay Construction Co., Fargo, \$2,727,962.05; Central States Construction Co., Crosby-Willmar, Minn., \$1,783,424.60; Western Contracting Corp., Sioux City, Iowa, \$1,814,335.75; McCormick-Erling Co., Fargo, \$1,670,101.60; Megarry Bros., \$1,484,136.45; McCree & Co., St. Paul, \$2,083,933.02; Johnson, Drake & Piper, Inc., Minneapolis, \$1,893,436.65; S. J. Groves & Sons Co., Minneapolis, \$1,840,778.70.

(Turn to Page 10, Col. 3)

## ST. CLOUD

(Continued from Page 1)

2-19-63  
Representing the FAA at the meeting were Edgar Vie, assistant district airport engineer, St. Paul, and Glenn Haugen, FAA airport engineer for North Dakota. Burke Associates, which the city hired as consulting engineers for the airport project, was represented by J. L. Donoghue and Harald Vinje, both of Park Ridge, Ill.

Vie said the council's contract award would be subject to approval by the FAA but that if everything appears in order, approval should come within a few days.

The site of the new airport is 3½ miles west of the present airport, on the north side of U. S. Highway 2.

Need for completion of the airport job this year was stressed by city officials who would dislike having to repair the runways of the present airport again this spring to permit continuance of airlines service.

### 2nd Proposal Considered

Another airport proposal also was considered by the council during the busy Monday session. This was the one proposed to be constructed by Jim Montgomery, local crop duster, and Odney Flaaf, Grand Forks, on Flaaf-owned acreage lying 1½ miles south of 32nd Avenue S.

The matter came before the council in a notice from the FAA relative to the proposed new "public use airport." The FAA asked the council for any "valid aeronautical objections" to the project.

City Engineer Thoburn Peterson was called on to explain his views in the matter. He stated that he had no "valid aeronautical" objections to the plan but pointed to certain factors he believed should be considered in connection with the proposal.

### School Location Noted

He noted, for instance, the proximity of certain buildings and building sites and the continuing growth of the city southward toward the proposed airport site. He cited Schroeder Junior High School being located at 32nd Avenue S. and Cherry Street, just one and one-half miles north of the airport location; that there is a right-of-way reservation for an arterial street through the airport site, that Interstate 29 will cut across the section in which the new airport would be located, that the new drive-in theater location is in the area north of the airport site and that the city continues to grow to the south.

The council finally decided it should get clearance in the matter from the State Highway Department and that the FAA letter to the city should be forwarded to the department along with Peterson's comments, for its consideration.

## Airport Authority Bill Passes

2-25-63

From The Herald's Bismarck Bureau

BISMARCK — The North Dakota House of Representatives' Political Subdivisions Committee Monday put its seal of approval on a measure which would allow a city to act as its own airport authority.

The bill, previously passed in the Senate, was slightly amended by the committee. Action was expected to approve the amendment. Final action on the bill may be taken before the end of the week.

The bill would allow Grand Forks and other cities to have all the powers of an airport authority. Included in these powers would be issuance of revenue anticipation bonds for airport construction purposes.

The bill has been considered by Grand Forks city officials as essential in the construction of the new municipal airport there. The city of Bismarck also has been backing the bill.

The amendment, which does not affect Grand Forks, would allow a protest by the voters in cases where airports have a restrictive deed with the federal government for airport land.

## City Now Owner Of Airport Site

2-22-63

The City of Grand Forks became the owner of record Wednesday of the site of its new airport following the completion of final steps in the acquisition of title and recording of the deed to the property.

The property is equivalent in area to one and one-half sections of land. The site and the clear zones comprise a segment of land approximately in the shape of a huge cross, located at the north edge of U.S. Highway 2, about three miles west of the present city airport.

Contract for construction of the first phase of the new airport has been let to Megarry Bros. of St. Cloud, Minn. The project is scheduled for completion by Nov. 15, 1963.

## Airport Bill Passed By House

2-3-63

From The Herald's Bismarck Bureau

BISMARCK — The North Dakota House of Representatives passed the so-called "airport bill" Saturday in an amended form. Vote on the measure was 85-9.

The bill allows a city government to act as its own airport authority. The city government may then issue revenue anticipation bonds for construction purposes.

Grand Forks city officials had strongly backed the bill. They termed it "very important" in the development of the new municipal airport there.

The revenue bonds in Grand Forks would be backed by the revenues of the airport, plus the 4-mill citywide levy for airport purposes which is now in effect. The amendments must now go to the Senate for approval by that body. The amendments deal with certain special cases in the state, where there is federal land involved in the airport. Grand Forks is not affected by the amendments.

## Airport Contract Officially OK'd

2-27-63

Official approval of the contract award to Megarry Bros. of St. Cloud, Minn., for construction of the new Grand Forks Airport has been received by City Manager Alan Webster.

The \$1,484,136.45 contract was awarded to Megarry by the City Council Feb. 18 subject to FAA approval.

Webster said there now remains only the actual execution of the contract and the completion of formalities in connection with it, including a performance bond, insurance, etc. These details are expected to be cleared within a week or 10 days.

When first work will be done on the airport site five miles west of Grand Forks was not yet known, although principal activity is expected to be started after the frost goes out in the spring. Meanwhile, there are two farm houses and a number of other farm buildings on the airport site which will be removed by Megarry Bros. before other work is done.

## Airport Site Annexation On City Council's Agenda

3-3-63

A resolution to annex to the city the new Grand Forks airport site and a connecting strip with the city will be acted on by the City Council at its meeting at 7:30 p.m. Monday at the City Hall.

The site includes a section and a half of land three miles west of the present airport and north of U.S. Highway 2. The connecting strip lies on State Highway Department right-of-way along the highway's north edge. It is 25 feet wide.

The Highway Department has been contacted regarding the matter and has no objection to the procedure, according to City Engineer Thoburn Peterson.

When the annexation has been

arranged, it will mark another final step preliminary to actual construction of the new airport, starting when weather permits in the spring. It is to be completed by Nov. 15 under terms of the construction contract with the general contractor, Megarry Bros. of St. Cloud, Minn.

Other matters to come before the council include petitions and requests for rezoning, paving and water lines, a sewer connection fee ordinance and further consideration of the mobile home ordinance.

The council will have before it for the special city election on retention of city manager government in Grand Forks.

3-11-63  
**Herald Mail Bag**

Letters on timely subjects invited. Limit letters to 300 words; Herald reserves right to condense. Give name and address; name omitted in publication on request.

**CITY ELECTION VIEW**

**GRAND FORKS** — Now that contracts have been let for the "first phase" of the new airport construction project it can be concluded that the city council has no intention of consulting the people as to how their money is to be spent or their property mortgaged. This is not the first multi-million dollar project which has been jammed through on the sole recommendation of those who initiated it.

Of course, we are told that a "committee of our fellow citizens" studied this matter at great length and voted, unanimously, that the city should proceed with the "package deal." What we were not told was exactly how many of the committee members were actually present when this "unanimity" was reached.

It was unfortunate that the people of Grand Forks were "touted" off the proposal to switch to a commission form of government 18 months ago. Had that proposal carried we would now have the right of referendum and could have forced the city administration to put the "package deal" to a vote.

The people were told that this project would be carried out without extracting additional levies from the taxpayers. They were told that any deficit between funds on hand and the cost of the pro-

ject would be obtained from the sale of revenue bonds. It was never made clear where they expected to find a responsible company willing to buy revenue bonds on a facility that loses money consistently. Now comes a rush in order to leave us without an airport! This action is ridiculous and should be investigated.

On March 18, the people of this city will have an opportunity to vote on the retention of the City Manager form of government. Many words will be exchanged and many personalities blackened in an effort to take the attention of the voters away from the main issue.

The people, and particularly the members of the League of Women Voters, should be advised of a section of the North Dakota Statutes that will not be brought out by the proponents of the manager system.

I would call their attention to chapter 40-10-07 which states that "... the powers or duties imposed or granted by law to the executive officer of the governing body shall be deemed to be suspended for and during the period in which the city-manager plan is in force in the City and during the employment of a city manager thereunder."

In other words, the City Manager, who is not an elected official, has dictatorial powers over your Mayor and your City Council whom you elect.

Actually, we may hope that the present City Manager will be leaving Grand Forks in the near future regardless of the outcome of the election since his reputation for promoting multi-million dollar projects is now established and he may soon be eligible to move on to a larger city where his talents for bankrupting the property owners will meet an even greater challenge. When this occurs, and if the manager plan is retained, we can then expect to see another bright young man, from a smaller town, brought in to gain his experience and reputation at our expense.

BARNEY D. GUTNIK.

3-11-63  
**Airport Bill  
In Final Form**

From The Herald's  
Bismarck Bureau

**BISMARCK** — A joint Senate-House conference committee Monday decided on the final form of the so-called "airport bill."

The committee had been appointed to work out details of a protest provision which had been put on the bill in the House of Representatives.

As the bill will now reach the floor of both houses for final action, it says that 20 per cent of assessed valuation in the city could protest the issuance of general obligation bonds for airport construction.

Grand Forks is not affected by the protest provision. The limits of the bill would not allow Grand Forks to issue general obligation bonds.

If both houses concur in the conference committee report, Grand Forks would be allowed to issue revenue - anticipation bonds for airport construction. All revenues, however, must come from income of the airport and the four-mill city-wide levy for airport purposes.

Action on the committee report was expected late Monday or Tuesday.

3-12-63  
**Herald Mail Bag**

Letters on timely subjects invited. Limit letters to 300 words; Herald reserves right to condense. Give name and address; name omitted in publication on request.

**ANSWERS CITY ENGINEER**

**GRAND FORKS** — In answering Thoburn Peterson's Mail Bag letter on the airport situation, I make further comments and ask questions which I wish he would answer for the public to read:

1. Why wasn't the already FAA (then CAA) approved airport expansion plan, drawn up and approved in 1943, used? It provided for a 6100 foot NW & SE runway parallel to the present one, by moving it over southwest of the present one nine hundred feet. This would involve the city buying about fifty acres of land instead of seven quarters. The rest of the present airport would be retained for both general and airline use.

2. Why can they get a four-lane highway between the cemeteries on Skidmore, but have to take several acres out of the north end of the existing airport when going by it?

3. I was informed by our present airport manager of the proposed facilities at the new airport for general aviation and they were none. The only office space provided was for airlines and customs in the administration building. I have a 20-year contract with the city for space for my building, but at this new airport my contract means nothing. He informed me my lease would be several times higher, if my location was comparable to the one I now have. I would have to pay for half the concrete in the ramp in front of it, and half the cost of the blacktop entry road be-

hind it. They are also going to limit the number of operators on the field, which is illegal on any airport with federal funds in it.

4. I would like to see in black and white how the net income of airlines compares with that of general aviation. Who causes the extensive runway repairs that are so vital to this airport? Thousands of dollars are spent each year on the runways for damage caused by the airlines heavy equipment. Who has to have the runways clear of snow 24 hours a day and 7 days a week? When the already government-subsidized airlines were refueling in Grand Forks, why did the city sell fuel to them at 3c a gallon over cost and everyone else pay full price or 10c a gallon over cost? I repeat, how much taxes do the airlines pay into Grand Forks compared with the airplane owners on the field?

5. Why wasn't this airport question put to the vote of the people rather than city hall making the decision? One of the councilmen asked for it to be put to a vote of the people and he was voted down 10 to four.

6. Why did Interstate 29 have to go through the middle of an established municipal airport and in doing so cut up the most valuable farm land so as to make this land next to worthless for farming purposes? There were several thousand signatures obtained on petitions opposing this route, by farmers and people in the community, but it was ignored by city hall.

There is no question that the present airport could have been saved economically by using the method described in question 1. The future will tell whether or not the airport can survive on the airline income alone as it is indicated that it can. It's as the old saying goes, "The steam that blows the whistle doesn't turn the wheels."

JIM MONTGOMERY

## ANSWERS MONTGOMERY

Grand Forks <sup>3-15-63</sup> In the March 12 Herald, Jim Montgomery presented a numbered list of questions which he asked that I answer for the benefit of the public. He then gave his own answers to those questions. Since his answers are not in accord with the facts, I am happy to answer for the benefit of the public.

1. I have no knowledge of the 1943 plan he refers to as having been approved by the CAA. The Master Plan of the present airport labeled "as built" carries the date 11-21-49. This does not correspond to his version in any way.

If there were such a plan, approval in 1943 is not binding upon the FAA in 1963. In 1956, the clear zones were added to the present airport with Federal Assistance, yet, immediately thereafter, a request for assistance in resurfacing the runways was rejected because of inadequate clearances over the railroad and over U. S. Highway No. 2. Any such 6100 foot NW & SE runway as described would not have those required clearances.

Engineering studies by myself, later repeated by Forx Engineering, showed that it would cost the City of Grand Forks less money to build a new airport than to bring the present airport up to standards. These studies were made independently, but the same conclusion was reached.

2. The decision of the Highway Department to take several acres from the northend of the airport was a result of the decision to construct a new airport, not a cause.

While it is true that the Bureau of Public Roads was unwilling to participate in improvement of Highway No. 2 so long as the airport was in that location with inadequate clearances, the additional land from the airport was taken to obtain a better design configuration for the highway, not to force removal of the airport. Had the Interstate Highway been located elsewhere and this additional land not been available, the Highway No. 2 improvement would have occurred within the existing right-of-way.

The airlines provide 22% of the net revenue from which the airport operates. The operators based on the field provide 4½%. Other locally owned aircraft provide 9%. Transient aircraft passing through (a part of general aviation) provide 19.8%. The balance is a subsidy from the airport levy, 44.7% of the net.

Incidentally, many of those transient aircraft are going to or coming from Canada and use the airport custom facilities. They would not land where such facilities were not available.

The fuel for the airlines was handled on a service fee basis. The city did not buy the fuel

3. Mr. Midboe, the airport manager, could have shown you the planned construction on the new airport. This shows hangars to be moved from the present airport and a flight line office. These facilities are completely unrelated to airline operations and can only be for general aviation use. They are also at the expense of the city without participation by the FAA. How much additional hangar space will be constructed (at city expense without FAA participation) has not been finally determined. The plans have not yet been approved to call for bids. Phase I, the basic airport, has been bid and the contract awarded. Phase II and Phase III are yet to come.

The contract for space for the Montgomery building on the present airport included a clause that the contract was void if the airport were moved. It stipulated the possibility of this occurrence and specified that the facilities would be removed at the owner's expense. It further stated that this contract would guarantee the same space as desirably located, if possible, at the same price, \$100 per year. Is this a contract that means nothing?

Jim Montgomery accepted this contract despite these warning provisions, but now says the City is being unfair to him.

Since there has not yet been any application to lease space on the new airport, the fees for such a lease have not been discussed nor a policy established. This will be done by the City Council, not by the Airport Manager, the City Engineer, nor the City Manager.

Similarly, the statement that the number of operators will be limited is a deliberate falsehood. One of the members of Jim Montgomery's Taxpayers Association has been talking about an exclusive fixed base operation for himself, but there has not been any discussion or decision by the City Council.

The greatest damage to the runways has been from airline operation, it is true. But general aviation also wants the runways cleared of snow. Does Jim Montgomery believe that the taxpayers of Grand Forks would continue to pay the airport levy to subsidize the airport just for general aviation? He must be well aware that the subsidy is for the sole purpose of keeping airline service into Grand Forks even though general aviation does benefit.

and resell it to the airlines. The airlines bought the fuel and the city handled it through for them. Shrinkage losses and such were not included in the city expense but were at airline cost. It costs very little more to put 800 gallons in an airliner than it does to put 40 gallons in a private aircraft. In similar vein, why does the truck driver taking 50 gallons pay less than the private motorist taking 15 gallons?

5. Since no new taxes are involved in the construction of the new airport, the law does not require a vote of the people. The decision was made by the City Council, the elected representatives of the people.

6. Interstate 29 did not have to go through the middle of the airport. It was proposed first through the middle of the University Housing area east of the tracks. This was objectionable. The other alternative was much farther west, completely by-passing Grand Forks, leaving the city as another "Ghost Town" disconnected from the world. The airport location was chosen to help the city of Grand Forks obtain sufficient money from the old airport so it would be unnecessary to levy new taxes to construct the new airport. With this location, the city is getting about \$900,000 from the old airport. Without the Interstate there, it is doubtful that the price would have exceeded \$300,000.

Regardless of location, the interstate highway would take farm land. There is considerable disagreement with the Montgomery statement concerning the farm land adjoining being next to worthless.

Jim Montgomery's final paragraph is a completely biased and distorted statement. The two independent engineering studies showed that it was not economical to attempt to maintain the present airport. Jim Montgomery and his associates are the only ones who have indicated that the city airport would survive on airline income alone. My last reply indicated that it was doubtful that it could survive without general aviation. But, it is a certainty that it could not survive without the airline service.

THOBURN F. PETERSON

# Plan Development 3-15-63 Of Airport Sector



A MULTI-MILLION-DOLLAR shopping center in the Grand Forks Airport area was the topic as M. D. Spivak, (center), president of Castle Investments, Ltd., of Winnipeg, outlined plans for the development he expects to start building in 1964. Listening to Spivak as he made his announcement at a meeting here are Lloyd V. Hillier, left, president of the Grand Forks Council, and Edward L. Olson, president of the Chamber of Commerce. (Herald Photo).

M. D. Spivak, Winnipeg financier, announced here Thursday that he has engaged a leading United States developer to carry out a multi-million dollar development of part of the present Grand Forks airport area.

Spivak is president of Castle Investment, Ltd., of Winnipeg, which paid \$1,000 in August, 1962, for an option to purchase the airport land for \$495,000.

He said his firm has retained Draper & Kramer of Chicago to develop the area for a shopping center and the balance for industry and housing. The cost was estimated at \$4 million exclusive of housing.

The plans call for a large mod-

ern 110-room air-conditioned motel, a large national discount house, supermarkets, a large national department store, a shoe store, drug store, bowling lanes, open-air drive-in theater, restaurant, a modern air-conditioned office building, apartment blocks and approximately 1,500 homes.

Spivak said Draper and Kramer have negotiated with a number of national merchandising firms with reference to the proposed shopping area and that a large share of these firms have indicated their desire to locate on the project. He said because negotiations still are pending he did not deem it advisable to list the names of the firms but that they are some of the largest merchandising firms in the United States.

## 1964 Start Seen

The Winnipeg man made the announcement to a group of Grand Forks City and Chamber of Commerce officials and newspeople at the City Armory-Auditorium late Thursday afternoon.

Spivak said he felt confident that the development will be carried out. If it is, he said, the first work on the project would be started early in 1964.

He said he expected to take up the purchase option on the land before the May 31 option deadline. After taking up the option, and upon delivery of vacant possession of the present airport land, the Castle firm would pay the balance of the money for the land.

## 4 Tracts Included

Included in the land negotiations are four tracts, two lying on either side of the new Interstate Highway 29 strip and the others at either end of the airport. There are approximately 80 acres on the west side of the No. 29 strip, a like acreage on the east side and 10 acres at the north edge of U.S. Highway 2 north of the airport. The remaining piece is the 20-acre Fairlawn Addition at the south edge of the main runway.

The option agreement provides that if the University of North Dakota does not buy the 20 acres for \$35,000, the Castle firm will have first chance to purchase it. The firm wants the land if the University does not take it, Spivak said.

## Officials Elated

City officials were elated at the latest development in the negotiations which have been carried on since last August between Spivak and City Manager Alan Webster for sale of the land. They were excited about the big development plans and also because the nearly half million dollars they would receive for the land would materially aid in financing construction of the new airport west of the city.

Spivak said in his announcement that because the building of both Highways 2 and Interstate 29 and the interchange between them may obstruct the shopping center during construction, the national firms in particular require assurance that access to the shopping center will not be obstructed dur-

ing the building period. He said this has created a problem which his firm is trying to solve in cooperation with the North Dakota Highway Department.

Webster informed Spivak, however, that he had been told by Highway Commissioner Walter Hjelle that the present interchange design and access points at the interchange location now have been stabilized and that only arrangements for detour roads remained to be completed.

Spivak said, "We have not dealt with any small retail outlets because we felt that the downtown merchants are entitled to first priority, especially in the fields of shoe stores and men's and women's apparel shops. Draper & Kramer will in the near future contact the downtown merchants to ascertain their needs in the new shopping center.

## Great Benefit Seen

"As the success of the new shopping center depends upon the people residing in the Grand Forks area, everything will be done to give the local merchants and residents first preference. Not one dollar will be spent outside the Grand Forks area if requirements can be met in the local area at competitive prices.

"We feel that Grand Forks will be greatly benefitted by this development because preference will be given to local contractors, local builders and local suppliers. Not including the housing and apartment blocks, our current estimate of constructing this development will be well over \$4 million."

7-22-63  
LEGAL NOTICES

RESOLUTION ADOPTED MARCH 4, 1963.  
EXTENDING BOUNDARIES OF THE  
CITY OF GRAND FORKS, NORTH  
DAKOTA

Whereas, the number of property owners in the territory hereinafter described has been computed to be twelve (12) and there being no assessed valuation, no assessment having been made of the property of the City of Grand Forks nor of the property of the North Dakota State Highway Department, and

Whereas, the area within said territory is less than one-fourth of the present area of the City of Grand Forks, and

Whereas, the municipal services offered by the City of Grand Forks are desired in and desirable for said territory, and

Whereas, said territory is not now included within the boundaries of any incorporated municipality,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Grand Forks, North Dakota, that the boundaries of said City of Grand Forks be extended to include the following described territory, to-wit:

Beginning at the point of intersection of the east line of the Northwest Quarter (NW 1/4) of Section 6, Township 151 North, Range 50 West, with the south line of the North Dakota State Highway Department right-of-way of United States Highway No. 2;

thence westerly along the south line of said right-of-way to the west line of the Northeast Quarter (NE 1/4) of the Northwest quarter (NW 1/4) of Section 6, Township 151 North, Range 50 West;

thence northerly along said quarter-quarter line and continuing along the quarter-quarter line of Section 31, Township 152 North, Range 50 West, to a point 25 feet south of the north line of said right-of-way;

thence westerly along a line 25 feet south of and parallel to said north right-of-way line across Section 31, Township 152 North, Range 50 West and Sections 30, 35, 34, and 33, Township 152 North, Range 50 West, to the point of intersection with a line 133 feet west of and parallel to the east line of said Section 33;

thence northerly along said line to the point of intersection with the east-west line dividing the north and south halves of the Southeast quarter (SE 1/4) of the Southeast quarter (SE 1/4) of said Section 33;

thence westerly along said east-west line and continuing along the east-west line dividing the north and south halves of the Southwest quarter (SW 1/4) of the Southeast quarter (SE 1/4) of Section 33 to the point of intersection with the west line of the Southeast quarter (SE 1/4) of said Section 33;

thence northerly along said quarter line and continuing along the quarter line of Section 28, Township 152 North, Range 51 West, to a point 33 feet north of the south line of said Section 28;

thence westerly along a line 33 feet north of and parallel to the south line of said Section 28 to a point 33 feet east of the west line of said Section 28;

thence northerly along a line 33 feet east of and parallel to the west line of said Section 28, to the point of intersection with the north line of the Southwest quarter (SW 1/4) of said Section 28;

thence easterly along said quarter line to the point of intersection with the north-south quarter line, which point is also the center of said Section 28;

thence northerly along the west line of the Northeast quarter (NE 1/4) of said Section 28, to a point 33 feet south of the north line of said Section 28;

thence easterly along a line 33 feet south of and parallel to the north line of said Section 28, to the point of intersection with the southwesterly line of the Northern Pacific Railway Company right-of-way;

thence southeasterly along the southwesterly line of said right-of-way to a point 33 feet west of the east line of said Section 28;

thence southerly along a line 33 feet west of and parallel to the east line of said Section 28, to the point of intersection with the south line of the Northeast quarter (NE 1/4) of said Section 28;

thence easterly along said quarter line and continuing along the north line of the Southwest quarter (SW 1/4) of Section 27, Township 152 North, Range 51 West, to the intersection with the north-south quarter line, which point is also the center of said Section 27;

thence southerly along the east line of the Southwest quarter (SW 1/4) of said Section 27, to a point 33 feet north of the south line of said Section 27;

thence westerly along a line 33 feet north of and parallel to the south line of said Section 27, to a point 50 feet east of the west line of said Section 27;

thence southerly along a line 50 feet east of and parallel to the west line of said Section 27 and continuing along a line 50 feet east of and parallel to the west line of Section 34, Township 152 North, Range 51 West, to the intersection with the north line of the North Dakota State Highway Department right-of-way of United States Highway No. 2;

thence easterly along the north line of said right-of-way across Sections 34, 35, and 36, Township 152 North, Range 51 West, and Section 31, Township 152 North, Range 50 West, to the point of intersection with the east line of the Southwest quarter (SW 1/4) of said Section 31;

thence in a southerly direction along the east line of the southwest quarter (SW 1/4) of Section 31, Township 152 North, Range 50 West, and the east line of the Northwest quarter (NW 1/4) of Section 6, Township 151 North, Range 50 West, to the point of beginning.

BE IT FURTHER RESOLVED that the City Auditor is hereby authorized and directed to publish this resolution once each week for four successive weeks, and

BE IT FURTHER RESOLVED that the property owners of said territory are hereby notified that written protest of the proposed extension may be filed with the City Auditor within (10) days after the last publication of this resolution. Done by order of the City Council of the City of Grand Forks, North Dakota, this 5th day of March, 1963.  
H. E. Martin  
City Auditor

(SEAL)  
(March 8, 15, 22 & 29, 1963)

—o— 3-24-63

All pilots, aircraft owners and other interested parties seeking information regarding facilities or other matters pertaining to the new Grand Forks International Airport are requested by Norman Midboe, airport manager, to contact him at the airport.

U Will Purchase  
Fairlawn Addition  
3-29-63

President George W. Starcher of the University of North Dakota has notified City Manager Alan Webster that the University will purchase the 20-acre Fairlawn Addition west of the campus from the city for \$35,000.

The city had reserved the right to sell the piece to the University under the terms of an option agreement with Castle Investments, Ltd., of Winnipeg, which expects to purchase approximately 170 acres of land in the present airport area for \$460,000. The option expires May 31, by which time Castle Investments will announce its final decision regarding taking up the option.

M. D. Spivak, president of the Castle firm, said his company already has spent considerable sums of money in investigation and financial arrangements preliminary to the proposed multi-million dollar development of the airport area. The area includes land on either side of the Interstate Highway 29 strip and at the north end of the present airport.

The Fairlawn Addition is located east of the Great Northern Railway tracks and south of University Avenue. It is adjacent to part of the present University housing area.

57,  
Airport Phase 2  
Plans Received  
4-1-63

Final plans for the second phase of construction of the new Grand Forks Airport have been received by the office of City Manager Alan Webster.

The plans include water and sewage installations, access road and the equipment storage and electrical control building.

Bids are expected to be authorized in about two weeks and a bid opening ordered about May 20, Webster said.

The first phase of the airport, providing for the runways, taxiways and drainage, was let in February to Megarry Brothers, St. Cloud, Minn., for \$1,484,136.45 and preliminary arrangements are being made for staking out the site, located three and one-half miles west of the present airport in preparation for the start of excavation work this month.

The third phase of the airport job is the terminal building and hangars. This job also is expected to be let shortly after the second phase. Cost of the entire project was estimated at about \$2,600,000.

Completion date for the airport project is Nov. 15, 1963.

1st Airport  
Work Plans  
4-2-63  
Discussed

Plans for preliminary work on the new Grand Forks airport were discussed Monday at a pre-construction conference of contractors, engineers and city officials at the City Hall.

Following the session, it was announced that staking of the airport area three and one-half miles west of the city will be started next Monday, and that dirt moving will begin April 15.

Stanley S. Johnson Associates, local engineering firm, will do the staking for Megarry Bros., St. Cloud, Minn., the contractor, for the first phase of the project which includes runways and taxiways and drainage facilities.

First work to be done will be cleaning out about 1 1/2 miles of ditch at the north side of the airport so there will be drainage from the airport to Salt Creek at the west of the airport site.

Attending the pre-construction conference were Edgar Vie, district engineer for the Federal Aviation Agency, St. Paul; Harold Vinje, engineer with Burke Associates, the airport designers, who will be resident engineer for inspection of work on the airport; Ronald and Harry Megarry of Megarry Bros.; Loyde Richmond and Rudy Kuchar of Forx Engineering Co.; City Manager Alan Webster; City Attorney Gordon Caldis; City Engineer Thoburn Peterson and Robert Schoenborn, assistant city engineer.

Megarry Bros.' bid for the airport first phase was \$1,484,136. The overall airport job was estimated to cost about \$2 1/2 million, including the second and third phases for which contracts are expected to be awarded by early summer. The airport is scheduled for completion by Nov. 15, 1963.

Decide On  
Inspector  
4-2-63  
At Airport

Action was taken Monday night by the Grand Forks City Council on several important projects, including the new airport, Highway 81 improvement, urban renewal and others.

The council decided to hire a resident engineer of Burke Associates, the designers of the new airport, to direct the inspection of work during airport construction. Local engineering firms also would have a part in the inspection job.

Total cost of the overall inspection job was estimated roughly at about \$33,900 by City Engineer Thoburn Peterson. The Burke inspector would receive \$1,218 a month for his services during the inspection period, with allowances of about \$1,000 for mileage, telephone and miscellaneous expenses, and \$625 for five visits to the project by other Burke firm people during construction.

## Airport Site Staking To Start Wednesday

4-7-63

First on-the-site work preliminary to construction of the new Grand Forks airport is scheduled to start when a survey crew begins staking work Wednesday for the first phase of the project.

An engineering crew of Stanley S. Johnson & Associates, Grand Forks, will do the staking job for Megarry Bros. of St. Cloud, Minn., on the site located north of U.S. Highway 2 about 3½ miles west of the present airport. Megarry Bros. plan to start excavation work April 15.

The first phase of the project includes runways, taxiways and drainage facilities. It is the principal segment of the big job which will be followed by the second phase including maintenance equipment building, water and sewage facilities and an entrance road, and the third phase, which is the new terminal building.

### Ditch Clearing First

Some heavy machinery is expected to be moved to the airport area this week in preparation for earth moving. First work will be cleaning out 1½ miles of ditch at the north of the airport to provide drainage during construction. Excavation for the runways will follow.

Plans and specifications for the airport's second phase are being finalized preparatory to a call for bids, and both the second and third phase contracts are expected to be awarded by late in May or early June. The overall job is

expected to cost about \$2½ million.

The airport project is scheduled for completion Nov. 15, 1963.

Meanwhile, behind-the-scenes activity continued without letup by financial interests who have announced plans for a multi-million development of part of the present airport area.

Involved in the project is M. D. Spivak, president of the Castle Investments, Ltd., of Winnipeg, who has engaged the Chicago firm of Draper & Kramer to develop the old airport area for a shopping center and the balance for industry and housing. The cost was estimated at \$4 million, exclusive of housing.

### 80 Acres Included

Castle Investments has an option until May 31 to purchase the approximately 170 acres of airport land for \$460,000. Included is approximately 80 acres on either side of the Interstate Highway 29 strip through the airport and 10 acres at the north edge of the airport.

Spivak has indicated he expects to take up the option and if he does so and upon delivery of vacant possession of the present airport land, his firm would pay the city the money. Pending delivery of the land following the taking up of the option, arrangements would be made through a local bank to guarantee payment when the city turns over the lands to the Winnipeg firm.

## Reach Agreement On Airport Ditch

4-17-63

While preliminary survey work continued at the site of the new Grand Forks Airport west of the city, a meeting was held at the City Hall between city and Rye Township representatives to finalize an agreement for cleaning and maintenance of a drainage ditch at the north side of the airport.

Members of the township board at the meeting were Everett J. Lund, Charles Clementson and Henry Stromsodt. They met with City Attorney Gordon Caldis, R. S. Niles, director of finance, and City Engineer Thoburn Peterson.

An agreement was worked out and will be forwarded to the Federal Aviation Agency at St. Paul, Minn.

Megarry Bros., St. Cloud, Minn., the general contractor for the first phase of the airport construction, will do the ditch clearing job, which is required for drainage during the airport building work.

An engineering crew of Stanley S. Johnson & Associates was putting in temporary bench marks and setting control points in the ditch area Thursday and Megarry Bros. will start after they get a final go-ahead from the FAA and when soil conditions permit excavation work.

Meanwhile, negotiations continued regarding the proposed large new shopping center and housing project to be built in the area of the present airport.

An option held by Castle Investments, Ltd., of Winnipeg, to purchase part of the present airport for \$460,000 for the big development expires May 31 and it will be definitely announced at that time whether the multi-million

dollar development shall go ahead as expected.

M. D. Spivak, president of Castle Investments, has stated he planned to proceed with the development providing certain remaining details are cleared up and when he receives vacant possession of the airport property by a definite date. The city already has promised delivery of the approximately 170 acres of land not later than Aug. 1, 1964. But if the new airport job is completed on schedule Nov. 15, the land can be released earlier, thus permitting an earlier start of the development project if it is finally adopted by the Castle firm.

The land under Castle option lies on either side of the Interstate Highway 29 strip through the airport and at the north end of the airport.

## Airline To Halt Service Friday

4-2-63

Northwest Airlines will suspend operations at Grand Forks following the southbound flight from Winnipeg Friday because of softened runways due to the spring thaw, Howard Peterson, airlines manager, announced Tuesday.

Examination of the main runway used by the big Lockheed Electra turbo props disclosed spongy areas and progressive cracking of the surface which will prevent its use by the Northwest planes, Peterson said.

Northwest Airlines operates two flights each way daily, stopping at Grand Forks. These will be suspended after the Friday flight until the runways are in condition to handle the big ships.

Service will be continued, however, by North Central Airlines, which operates two flights each, east and west, daily, plus an Omaha, Neb., run. North Central uses the lighter DC-3 planes.

In previous years when Northwest Airlines used a DC-6 plane, it ordinarily discontinued service about April 15-20, but this year, the Electra planes are heavier and the runways softened up sooner, so the suspension date will be earlier.

## Wide Variety Of Public, Private Building Projects In Works Here

By LLOYD C. TINNES

Construction is a big word in Grand Forks this spring.

Under survey or actual construction is the widest variety of public and private projects in the city's history.

Another big project is starting at the site of the new \$2½ million Grand Forks Airport, three and one-half miles west of the present airport. Out at the new site, engineers of Stanley S. Johnson & Associates of this city are stak-

ing out a large drainage ditch just north of the airport.

Cleaning out the ditch will be the first work to be done by Megarry Bros. of St. Cloud, Minn., general contractors for the airport construction. The airport also is to be finished in November.

# Agenda For 4-14-63 City Council Has Variety

The Grand Forks City Council will consider a variety of matters including four ordinances governing mobile home operation, a communication regarding runway repairs at the airport and the use of sewage system impact money received from the federal government at its meeting at 7:30 p.m. Monday at the City Council.

A public hearing and consideration on second reading and final passage is scheduled on four ordinances affecting the mobile home operation.

The runway repairs matter arose from the softening of the airport strip following the spring thaw, resulting in the suspension of plane service by Northwest Airlines. Northwest said its heavy planes would have difficulty landing on the softened runway and cut off its service a week ago as it has in recent years for periods of several weeks.

The sewage system impact fund was the topic of a proposal at the last council meeting by Alderman Alvin Austin, who asked that the approximately \$167,000 impact money be used to reduce the mill levy for the sewage project and not for any other purpose.

Platting proposals, paving projects and other matters also are included in the council agenda.

## Extension 4-16-63 Of Option Granted

### Winnipeg Firm Gets To Nov. 30 On Airport Deal

The Grand Forks City Council granted a six-months extension Monday of the option by a Winnipeg firm to purchase approximately 175 acres of local airport area land for \$460,000 for a proposed multi-million dollar shopping center and housing development.

Castle Investments, Ltd., holds the option which was good to May 31, 1963, but which now has been extended to Nov. 30. The land includes about 90 acres at the west of the Interstate Highway 29 strip through the airport, 80 acres on the east side and five acres at the north end of the main runway.

#### Need Definite Date

M. D. Spivak and his son, Sidney Spivak of Castle Investments, appeared before the council at its Monday meeting to explain their need for the time extension. They said their negotiations require a definite commitment by the city as to when the airport land will be delivered into their possession for purposes of the development.

They stated that since the new airport west of the city is scheduled for completion Nov. 15, 1963, they anticipated the city at that time could definitely set the time it can give them vacant possession of the airport land as provided in the option agreement.

#### Area Potential Surveyed

By that time also, they expected the time schedule for construction of the Interstate Highway, involving improvement of U.S. Highway 2 north of the airport, would be settled and they would have assurance that the jobs would not interfere with access to their development project.

Castle Investments hired Draper & Kramer, which was termed the largest shopping center developer in the United States, to negotiate with various large and smaller firms who would lease buildings in the new development. This firm has been surveying the uses and economic potential of this area since last July.

#### Need Definite Date

To aid them in finalizing leasing agreements with the various firms, Draper & Kramer must give them a definite date on which they can occupy a shopping center building. The Spivaks, in turn, must have the building ready by that date, and to do this, they must have a firm commitment when they can get the land and begin the building operation.

So, despite the scheduled new airport completion by Nov. 15, they preferred to wait until it is finished before they pay for the land. Weather conditions, they pointed out, could cause some delay in the airport operation.

#### Shopping Area Described

Plans for the airport development call for a motel with a minimum of 100 units, an enclosed shopping center modeled after the Brookdale Shopping Center in Minneapolis, apartments and a housing development.

The Spivaks told the council a "key tenant" is prepared to come to Grand Forks and will move a million dollars worth of goods here when its building is ready for occupancy. They said an American firm will be employed for the construction work.

#### Other Action Taken

One of the big reasons for the motel and apartment accommodations in the development is the expected influx of many hundreds of workers connected with installation of the Minuteman Missile Complex in this area, Sidney Spivak said.

Rented to Staveteig Bros. for \$1,121 a total of 123 acres of new airport land which will not be affected by the airport construction work. 4-16-63

## 4-18-63 First Work Started At Airport Site

First actual work in the new Grand Forks Airport area has been started by Megarry Bros. of St. Cloud, Minn., the general contractor, who began cleaning the ditch at the north edge of the airport Wednesday.

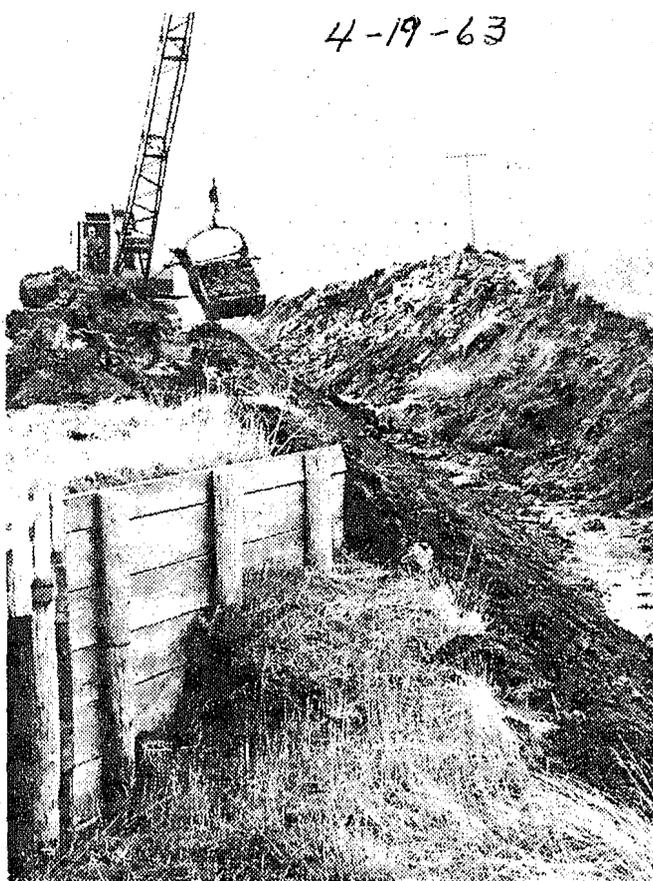
Clearing the ditch for drainage purposes is part of the first phase of the airport construction which includes construction of runways, taxiways and drainage.

The work was started after official approval was received from the Federal Aviation Agency's regional office in Kansas City, Mo., for the start of "off-site construction" on the airport project.

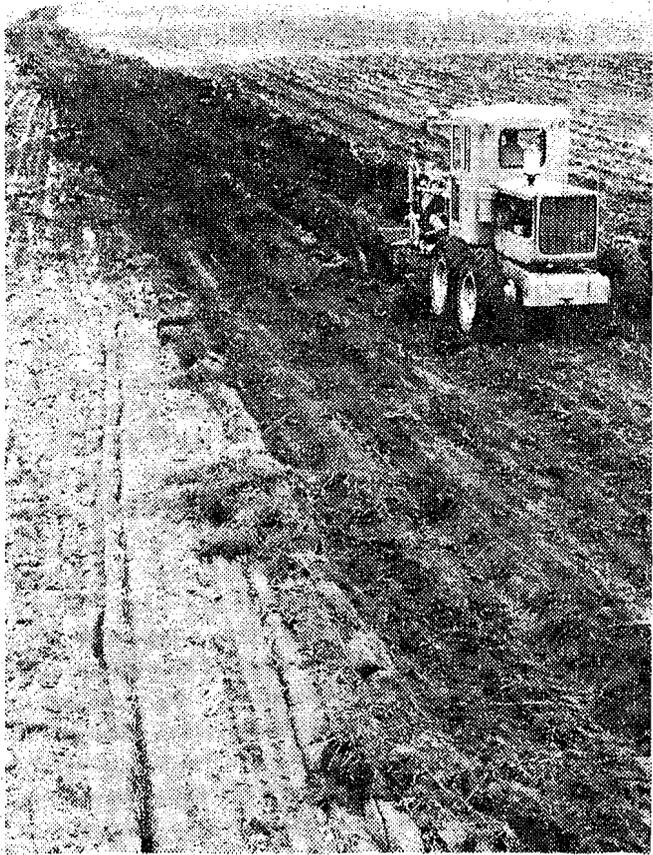
Harold Vinje is resident engineer for the airport construction which also includes second and third phases, the second phase being the maintenance equipment building, water and sewage and an entrance road, and the third phase being the new terminal building, water and sewage and the latter phases are expected to be let by June.

Entire cost of the airport building is estimated at about \$2,600,000. Megarry got the first phase job on its low bid of \$1,484,136.

The airport is scheduled for completion Nov. 15.



**OFF-SITE CONSTRUCTION** in the new Grand Forks Airport area was initiated when this drag line crew of Megarry Bros., St. Cloud, Minn. began cleaning out a drainage ditch at the north edge of the airport site. Megarry Bros. has the general contract for building the first phase of the new \$2,600,000 airport and is cleaning the ditch in connection with the drainage requirements. (Herald Photos).



A MEGARRY BROS. patrol crew blades a construction access

## 4-22-63 Work Continues At Airport Site

The contractor for the new Grand Forks Airport continued ditch cleaning work at the north edge of the airport with a drag-line outfit Monday while waiting for the arrival of machinery for runway excavation.

The off-site work on the ditch was expected to require several days for completion, after which stripping work for the north-south runway could begin if the machinery is available by that time. It was being shipped Monday from St. Cloud, Minn.

Megarry Bros., St. Cloud, the general contractor, has found the ground in good condition for excavation work and planned to start the runway stripping as soon as certain details are cleared up and a final go-ahead is received from the Federal Aviation Agency.

## 4-24-63 Airport Work Gets 'Go-Ahead'

City Engineer Thoburn Peterson announced Wednesday that the final "go-ahead" has been received for on-site construction of the new Grand Forks Airport and that excavation is expected to get under way Monday.

The permission was given by Edgar Vie, district engineer for the Federal Aviation Agency, St. Paul, Minn.

Meanwhile, Megarry Bros., St. Cloud, Minn., who have the first phase of the airport construction contract, have moved two large earth-movers to the airport site in preparation for the start of excavation for the north-south runway and taxiways.

A Megarry dragline crew has been working the past week just north of the airport cleaning out a ditch for drainage purposes during construction.

## 4-29-63 Start 1st Airport Excavation Work

First excavation work was started Monday on the site of the new Grand Forks Airport.

Only about four machines were in action and their work consisted mainly of earth stripping because of the dampened condition of the ground following Sunday's rain.

The scope of the work will be increased as soon as the ground is drier.

Megarry Bros. of St. Cloud, Minn., has the construction contract for the first phase of the airport which includes runways, taxiways, and drainage work.

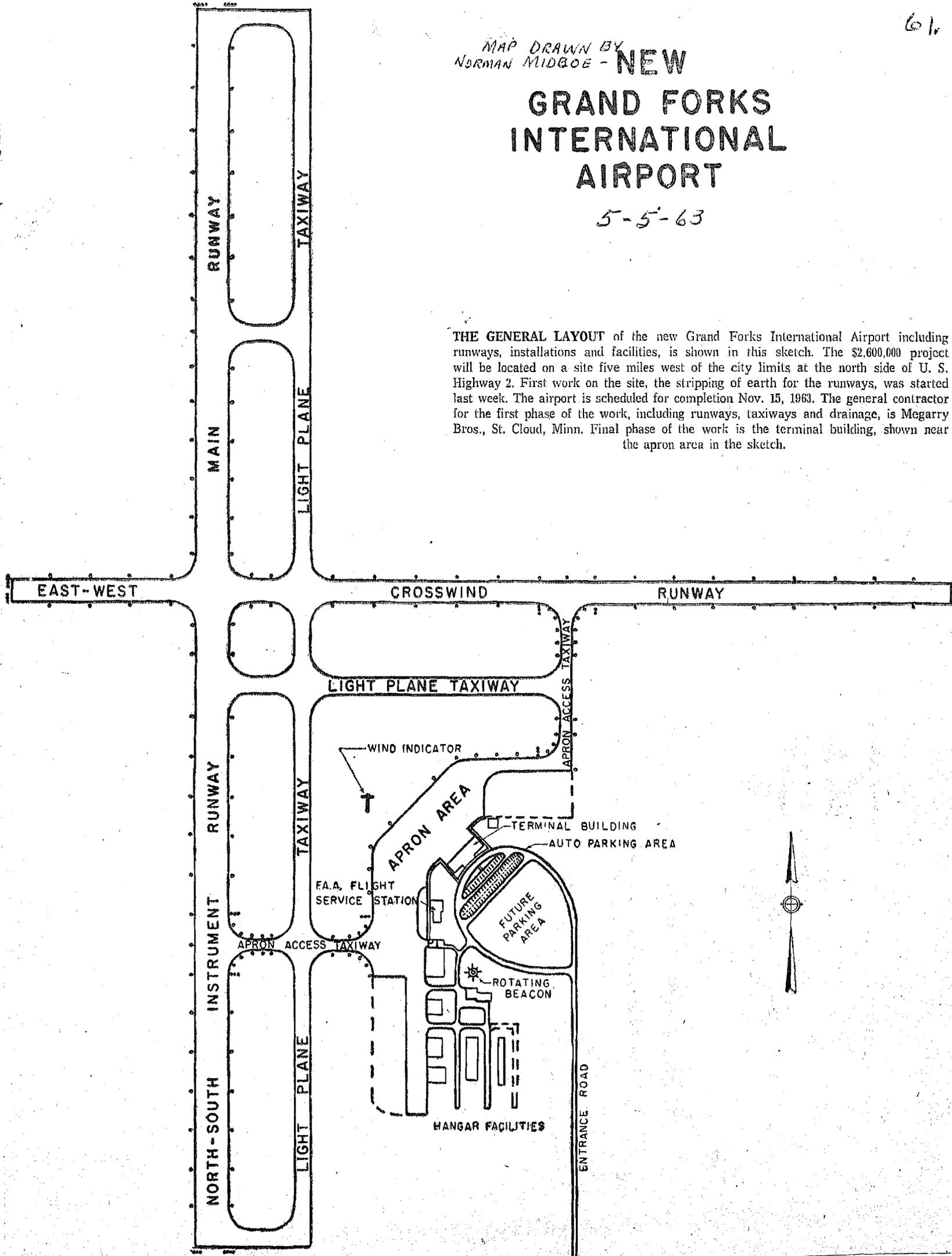
A Megarry crew has been engaged in cleaning and deepening a drainage ditch at the north edge of the airport for the past week.

MAP DRAWN BY  
NORMAN MIDBOE - NEW

# GRAND FORKS INTERNATIONAL AIRPORT

5-5-63

THE GENERAL LAYOUT of the new Grand Forks International Airport including runways, installations and facilities, is shown in this sketch. The \$2,600,000 project will be located on a site five miles west of the city limits at the north side of U. S. Highway 2. First work on the site, the stripping of earth for the runways, was started last week. The airport is scheduled for completion Nov. 15, 1963. The general contractor for the first phase of the work, including runways, taxiways and drainage, is Megarry Bros., St. Cloud, Minn. Final phase of the work is the terminal building, shown near the apron area in the sketch.



# Landing Strips For New City Airport Taking Shape

5-5-63

By LLOYD C. TINNES

Out on the broad alkali flatland five miles west of the city limits, heavy earth moving machines are shaping the landing strips of Grand Forks' new \$2½ million airport.

The machines were moved in a week ago by Megarry Brothers, St. Cloud, Minn., general contractor for the first phase of the airport project.

Runways, taxiways and drainage comprise the first airport phase; later will come the entrance roadway, the equipment storage and electrical control buildings, water and sewage facilities, and finally the new terminal building, all to be completed by mid-November.

An interesting angle regarding the airport's location is the seemingly paradoxical fact that while the site is five miles west of the city limits at Columbia Road, it actually is inside the city limits.

That is because the City Council annexed the 1,000-acre airport piece a couple of months ago, bringing it within the city's boundaries.

In any event, Megarry Brothers has the big job under way. They started about two weeks ago with off-site work, cleaning and deepening the drainage ditch at the north side of the airport, then went on the site and did stripping work all last week.

More machinery will arrive soon and full scale operations, including extensive digging work, will then be undertaken.

The contract agreement calls for high intensity lighting on the north-south landing strip and medium intensity lighting on the east-west runway.

Land has been provided for a 1,300-foot addition to the south end of the main runway and for a 1,000-foot extension of the east-west strip, if these should be need-

ed in the future. Space also has been allowed for clear zones at each end of these pieces. The south end of the main runway now being built will be approximately 4,000 feet north of U.S. Highway 2.

The new terminal building will be about one mile north of the highway.

Taxiways will be built to connect the east-west and north-south runways. The terminal area apron will be lighted by floodlights. There also will be a light duty apron and a taxiway, 980 feet by 30 feet, leading to the T-hangar area. Other items in the project include a beacon light and lighted wind indicator; terminal apron safety fencing and perimeter fencing, ditching, drainage, aircraft tiedown devices and marking of runways and taxiways.

Phase 2 of the airport is ex-

pected to have bids authorized Monday night and bids will be received about June 3. For the final phase, the terminal building, the bids are expected to be received about June 17. All work is to be finished by Nov. 15.

Probable occupants of the new building will be the offices of Northwest and North Central Air-

lines, the United States Customs Service and the office of Airport Manager Norman Midboe. Another office space also may be available.

Megarry Brothers got the airport contract as the lowest of eight bidders, bidding \$1,484,136 for the first phase job which was about 15 per cent under the engineer's estimate of \$1,754,117.

## Taxpayer Group Raps City Fund Transfers

5-6-63

Transfer of monies from other Grand Forks City departments into the general fund to make them available for financing construction of the new airport is criticized in a resolution released by Keith V. Bacon on behalf of the Association of Grand Forks Taxpayers.

The resolution was signed by Howard Guckenberger, president; Russell H. Thompson and Harry Geist, vice presidents; James D. Gronna, treasurer, and Bacon, secretary of the taxpayers group.

Said the resolution: "It appears that the mayor and some of our aldermen are of the opinion that the federal impact grant to our sewage department of approximately \$168,000 should be transferred to the general fund. No doubt they plan to add this amount to the thousands that have already been transferred from several revenue producing departments of the city, to be made available for the airport construction project.

"The 1963 increased budget for the City of Grand Forks shows that \$100,000 has already been earmarked to be transferred from the sewage department to the general fund for the purpose of airport construction. In addition, the new airport accounts for \$600,000 of the enlarged general fund budget.

Says Promises Contradicted

"This is in direct contradiction to the promises made by the Mayor's Committee, the Citizens Committee and the hired city employees. Chairmen of these committees repeatedly made statements to the effect that a new up-to-date airport would be constructed and paid for by the sale of revenue bonds and that it would not cost the taxpayer an extra penny.

"The transfer of funds from the sewage department has assisted materially in creating the necessity for a one and a half million dollar assessment affecting every taxpayer in the city who owns real property. It has also been stated by city officials that the sale of the airport revenue bonds has been very difficult. The procedure in handling the finances on this unnecessary project is endangering the economic structure of our entire community.

Cites Austin Resolution

"Alderman Alvin Austin has introduced a resolution which has awakened the public to the dangers we are being subjected to in connection with the airport project financing. Austin apparently had in mind a safeguard against juggling the federal impact grant of \$168,000 from the sewage department into the general fund. Rumbblings of the transfer of \$150,000 from another city revenue department raises one more immediate danger signal.

"Who is master-minding this drastic display of manipulating our city finances? The Association of Grand Forks Taxpayers believes that the citizens who, only a few weeks ago, voted a mandate by a 2 to 1 majority, against such methods, are entitled to have this question answered.

Fund Protection Seen

"The mayor of our city is duty bound by mandate of the voters, to put in motion the council-aldermanic operation in its entirety as outlined by the laws of the State of North Dakota. All city departments, if operated by aldermanic committees, would have their surplus funds automatically protected by elected, not hired officials."

The resolution urged taxpayers to "support the Austin resolution which will leave the federal impact grant in the sewage department to reduce the debt incurred by the lagoon project" and also to "request that your council member insist that the council-aldermanic government be put in motion at once."

## Airport Phase 2 Plans Due Tonight

5-6-63

Plans and specifications for Phase 2 of the new Grand Forks Airport will be received by the Grand Forks City Council at its meeting tonight at 7:30 at the City Hall. A call for bids is expected to be issued following consideration of the plans.

Included in the second phase are maintenance equipment building, water and sewage facilities and the entrance road. The third and final phase, including the terminal building is expected to be up for bids shortly after the second phase has been handled.

The council also will hear a report from the Point Bridge committee.

Scheduled for consideration are more than \$330,000 in paving, water and sewer bids which will be opened at the meeting.

# 'Harping Criticism' Of Taxpayers Group Hit

5-7-63

Alderman Alvin E. Austin read a prepared statement to the Grand Forks City Council Monday which attacked Keith Bacon and Taxpayers' Association officials for their "harping criticism" of the city government and challenged them to "offer something constructive—if they can."

Austin asserted his previous request to the council that sewage system federal impact money be used to reduce the special assessment mill levy was entirely his own proposal and that the taxpayers' association had nothing to do with it.

## Mentioned In Story

His statement followed publication Monday in the Herald of a story released by Bacon which cited the Austin resolution regarding the \$168,000 grant the city expects to receive for sewage system impact.

Here is Austin's statement:

"I would like to have it made known that any resolution or proposal that I have made in the City Council has been entirely my own, made in what I believe to be the best interests of the city and its residents. Neither Howard Guckenberger, Russell H. Thompson, Harry Geist, James Gronna nor Keith Bacon ever have had a thing to do with any of these proposals. I deplore the fact that this group, seemingly utterly devoid of any program or any ideas of its own, insists on echoing the things I have proposed.

## Hits At Criticism

"I discovered about a year ago now that you could sit around and criticize the city government just so long — then you had to do something about it or shut up. So I ran for office and I am doing what I can. But Mr. Bacon prefers to sit in his million dollar hotel and continually criticize the city government, but offers nothing but harping criticism.

"I will continue to offer what I consider calm, constructive proposals for the improvement of our city taxpayers' situation. And I would hope that this small group of Taxpayers' Association officers would try the same approach.

## Committee Denies Request

Instead of issuing statements full of vague threats and innuendos and rather than grasping, leech-like, at the proposals of myself and others, they should offer something constructive — if they can."

The council's Finance Committee had recommended against adoption by the council of Austin's previous proposal to use the \$167,888.42 sewage lagoon federal impact grant to reduce the mill levy for this project because the

money has been pledged to the airport construction fund.

So Austin Monday requested that: "If it is finally indicated that financing of the new airport can be accomplished without use of the impact grant moneys, they—or a like sum—be allocated to reduce special assessment mill levy for the sewage lagoon (for which they were originally designated).

And "If, through sale of the old airport, or from funds accruing in any other manner, any surplus remains in the airport construction fund when the new airport is completed, such surplus funds to be used to restore the moneys borrowed from the city interest fund, the surplus from the sewer project in the engineering fund and the \$100,000 proposed transfer from the sewer operating fund—all now pledged to the airport fund."

His request was referred back to the Finance Committee for further study.

## Test Conducted At Airport Site

5-9-63

Compaction tests were conducted Thursday with a new-type machine on the site of the new Grand Forks Airport.

The new device enables the operator to secure information on soil compaction immediately which, according to the usual test methods, would require cylinder tests involving considerable time and expense.

Work on the first phase of airport construction by Megarry Bros., the contractor, has been handicapped by damp soil. Several caterpillar-type dozers and two 21-yard earth movers have been used in connection with stripping operations for the north-south runway. Then, to secure faster drying, the work crew has used duckfoot cultivators to stir up the soil which was spread in the stripped areas.

To date, the work has involved approximately 1,000 feet at the north end of the runway, the strip being 150 feet wide.

# Heavy Work Program Completed By Council

5-7-63

The Grand Forks City Council waded through more than three hours of steady work Monday to complete an agenda of paving projects, airport items, ordinances and a wide variety of requests and communications.

High on the list was a total of more than \$330,000 paving, sewer, water main and other projects for which apparent low bidders were listed.

Another important item was the approval of the consulting engineer's plans for specifications for Phase 2—maintenance equipment and electrical storage building, water and sewage facilities and entrance road—of the new Grand Forks airport.

## Call For Bids June 3

The city auditor was authorized to call for bids June 3 on the airport project, for which runway construction, phase one, already is under way.

## Airline Resumes Service Tuesday

5-17-63

Northwest Airlines, which suspended stops at Grand Forks Airport April 5, will resume service here Tuesday, according to Howard M. Peterson, station manager.

The service was suspended because of broken places that developed on runways with the spring thaw. These now have been repaired and the subgrade has hardened enough to permit the heavy Northwest planes to land here, Peterson said.

With the resumption of service here, the airlines also will increase its schedules from two round trip flights daily to three round trip flights.

First flight will be an eastbound plane leaving for the Twin Cities at 7 a.m. Tuesday and a westbound ship leaving for Winnipeg at 10:40 a.m.

Second flight: Eastbound at 1:05 p.m. and westbound at 5:30 p.m.

Third flight: Eastbound at 7:40 p.m. and west at 8:25 p.m.

The service will be by Electra jet-prop planes except for the 5:30 p.m. northbound plane and the 7:40 p.m. eastbound plane which will be of the DC-6B type.

North Central Airlines, which operates lighter planes than Northwest, has continued its service here through the Northwest Airlines period of suspension. Meanwhile, Northwest has operated a limousine service to and from Fargo airport.

## LEGAL NOTICES

### INVITATION FOR BIDS

Sealed bids for construction of entrance road pavement and sewer and water facilities at the Grand Forks International Airport located in the City of Grand Forks, North Dakota, will be received until 5:00 o'clock P. M., on Monday, June 3, 1963, by the undersigned in his office in the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock in the evening in the Council Chambers in the City Hall, Grand Forks, North Dakota.

### Description of Work:

Construct approximately 15,000 sq. yd. of P.C.C. pavement; approximately 7,000 lineal feet of pipe for water supply and distribution system; approximately 1,900 lineal feet of sewer pipe and oxidation lagoon.

Examination of Bid Documents Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of Ralph H. Burke Associates, Engineers-Architects, 506 Higgins Road, Park Ridge, Illinois.

### Plan Deposit:

Plans and specifications may be obtained by depositing cash or a certified check payable to the City of Grand Forks in the amount of Fifty Dollars (\$50.00) each for the first two sets, which deposit will be refunded upon return of the documents in good condition within thirty (30) days after the opening of bids.

Two sets of contract documents may be obtained on a refundable basis, as indicated. Any additional sets of contract documents desired by the Bidder may be obtained by payment of Twenty-five Dollars (\$25.00) for each set, which amount will NOT be refunded. All bid documents, whether obtained on a refundable or non-refundable basis, must be returned to the Engineer within thirty (30) days after the opening of bids. The Bidder shall submit one check for the bid documents obtained on a refundable basis and a separate check for subsequent sets obtained on a non-refundable basis.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank, in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bidder's bond in a sum equal to twenty percent of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this State, conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any deficient bid submitted will be resented and returned to the bidder immediately.

Contractors will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on Entrance Road Pavement, Water and Sewer Facilities, Grand Forks Airport, FAAP 9-32-057-02", name of person or firm bidding, N. D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by October 18, 1963.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 7th day of May, 1963.

H. E. MARTIN  
City Auditor

(SEAL) (May 10, 17, 24, 1963)

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# Work Moving Well On 3 Big Projects Here

5-19-63

Grand Forks' bridge, airport and highway improvement projects were moving well Saturday, all the jobs being practically on schedule to date.

On the East Grand Forks work site for the new Skidmore Avenue bridge, the laying of top steel for four of six river bank bridge piers has been completed and cross struts were being removed from the big cofferdam in the center of the Red River.

The main pier which will support the bridge center rises from the cofferdam which has been pumped out to permit removal of the interior bracing rods. When this work has been finished, the sheet piling around the cofferdam will be pulled out from around the 95-foot-long main pier.

At the airport site, five miles west of the city limits, the soil drying operation has been aided by windy weather and soil compaction work for the runway con-

struction job was making progress.

In the runway area which has been stripped, soil has been filled in and is being dried with duck-foot cultivators and then compacted with sheep's foot roller machines. This is the bottom area of the runway which will be built up about three feet above ground level as the work progresses.

Other areas of the airport site also were being cleared of trees, farm fences and other obstacles.

Harold Winje is resident engineer on the airport job.

On the U.S. Highway 2 (Skidmore Avenue) improvement project, storm sewer work will be started Monday from Columbia Road eastward, following completion of the sewer job from the east end of Skidmore Avenue back to the Mill Road.

Bridge, airport and highway jobs are all scheduled for completion Nov. 15.

5-21-63

# 3rd Phase Of Airport Approved

## Council Calls For Bids On Work June 17

The Grand Forks City Council Monday approved plans and specifications for the third and final phase of the new municipal airport and ordered a call for bids June 17, with final completion of the airport set for Nov. 15, 1963.

The airport plans for which bids were ordered June 17 were presented to the council by City Manager Alan Webster, who received them Monday morning. The plans were for Phase 3, the final phase of construction of the airport located 5½ miles of the city. Included were plans for the terminal building but not the hangars. Arrangements for the hangars are expected to be completed soon.

Bidding specifications for contractors seeking the airport job will include a guarantee of the work for one year after completion and a penalty clause of \$100 a day for non-completion of the work by the Nov. 15, 1963, deadline.

### Architect Matter Cited

William E. Harrie, Grand Forks, a member of the North Dakota State Board of Architects, reminded the council that it will be in violation of law until the architect who drew the terminal building plans has been licensed as an architect in North Dakota. The architect was arranged for by Ralph Burke Associates of Chicago, consulting engineers for the airport, who informed city officials the matter will be taken care of soon.

The request for the committee-of-the-whole meeting regarding direction of the city government will be presented to Mayor Youngs as soon as he returns to the city this week. City manager government was voted out at the election here March 18 and the law provides the manager form then must end not less than three months nor more than six months after the election.

### To Name Board

Adopted a resolution to name a joint airport zoning board for negotiations with four affected townships regarding creation of the hazard areas around the new airport.

Ordered payment of a \$1,250 bill for printing of summary plan maps of the City Master Plan study.

Council President Lloyd V. Hillier presided in Mayor Youngs' absence.

5-22-63

# Get Airport Car Rental Contract

Hertz Rent A Car was awarded the contract to operate a car rental service from the new Grand Forks Airport on the basis of its bid submitted Wednesday, City Manager City Webster announced.

Hansen Ford Sales, the local Hertz representative, bid a payment to the city of \$2,256 a year, plus 5 per cent of any gross in excess of this figure for the privilege of doing business from a reserved space at the new airport.

The new contract will provide the city with an additional \$1,896 annually from the car rental arrangement which previously paid only \$360, including \$180 from Hertz and a similar amount from National rental service. Under the five-year contract awarded, the increase in the payment would total \$9,480.

Hertz will operate from the new terminal building to be constructed on the airport site.

5-23-63

# Let 2nd Contract For Car Service

A second contract to operate car rental service from the new Grand Forks Airport was awarded Thursday to National Car Rentals of this city, following an award announced Wednesday to Hertz Rent A Car for similar service.

National's bid was a \$1,500 minimum annual guarantee or 5 per cent of the gross receipts, whichever is greater, for a five-year period. The guarantee thus amounts to \$7,500 in addition to the previous Hertz contract which guaranteed \$2,256 a year for five years, or 5 per cent of the gross, or a total of \$9,480.

City Manager Alan Webster noted that the two contracts together guarantee a total income for five years of at least \$16,980 to the city.

The contracts give the rental firms the privilege of doing business from designated reserved spaces at the new airport terminal building.

The two firms currently pay the city a total of only \$360 a year for their privileges at the present airport.

### INVITATION FOR BIDS

Sealed bids for construction of the Terminal Building at the Grand Forks International Airport located in the City of Grand Forks, North Dakota, will be received until 5:00 o'clock P. M., on Monday, June 17, 1963, by the undersigned in his office at the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock in the evening in the Council Chambers in the City Hall, Grand Forks, North Dakota.

#### Description of Work

Construct the Terminal Building complete in place and ready for use and adjacent apron as shown on the drawings and specified.

#### Examination of Bid Documents

Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of Ralph H. Burke Associates, Engineers-Architects, 506 Higgins Road, Park Ridge, Illinois.

#### Plan Deposit

Plans and specifications may be obtained by depositing cash or certified check payable to the City of Grand Forks in the amount of Fifty Dollars (\$50.00) each for the first two sets, which deposit will be refunded upon return of the documents in good condition within thirty (30) days after the opening of bids.

Two sets of contract documents may be obtained on a refundable basis, as indicated. Any additional sets of contract documents desired by the Bidder may be obtained by payment of Twenty-five Dollars (\$25.00) for each set, which amount will not be refunded. All documents, whether obtained on a refundable or non-refundable basis, must be returned to the Engineer within thirty (30) days after the opening of bids. The Bidder shall submit one check for the bid documents obtained on a refundable basis and a separate check for subsequent sets obtained on a non-refundable basis.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank, in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bidder's bond in a sum equal to twenty percent of the full amount of the bid, executed by the bidder as principal and by surety company authorized to do business in this State, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten (10) days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any deficient bid submitted will be resealed and returned to the bidder immediately.

Contractors will be paid in cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on Terminal Building, Grand Forks International Airport", name of person or firm bidding, N. D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by November 15, 1963.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 22nd day of May, 1963.

H. E. MARTIN

City Auditor

(SEAL)

(May 24, 31, June 7)

# Plans Received Here 5-26-63 For Airport Terminal

The modern terminal building at the new Grand Forks Airport will be a one-story structure, one-half of it with basement, occupying much larger ground area than the building on the present airport.

The new terminal building is included in the third and final phase of the \$2½ million airport complex which will sprawl across the site located five miles west of Columbia Road and a mile north of U.S. Highway 2.

Plans and specifications for the building were received here last week.

Although the airport itself will be built with funds including more than a million dollars in federal aid, the terminal building will be financed wholly by the city, at a cost of probably less than \$300,000.

## Bids Called For June 17

Construction bids for the building have been called for June 17, although construction of hangars, also part of the final phase, still is in the "arrangement pending" stage. Completion of the airport job is set for Nov. 15, 1963.

The new building will be built of concrete blocks with brick facing. Length will be 153 feet and width 48 feet. The entrance in the front center of the structure will face a large parking space in the terminal area. To reach the terminal area from the city, one will drive west five miles from Columbia Road on U.S. Highway 2, then turn north from the highway at the airport entrance road and drive north one mile.

## Has Entrance Canopy

Largest area in the terminal building will be the waiting room, measuring 104 by 23 feet. The center portion of the room will be taken up with telephone booths, car rental areas and washrooms.

Travelers arriving at the building will drive under a 12-foot wide canopy extending out from the entrance and go directly into the waiting room area.

Other areas on the main floor will be the offices of Northwest Airlines, at one end of the building, and North Central Airlines at the other end. Airlines building space will include ticket offices, the station manager's offices, radio room and baggage storage.

## One Room Unassigned

Across the waiting room from the entrance will be the exit doorway leading to the plane passenger loading and unloading area.

Other main floor areas will include the restaurant and offices for the airport manager and U.S. customs inspection.

Another room, 19 by 17 feet, presently is unassigned and available for rental or possibly for extension of the customs office.

## To Vacate Old Building

In the basement will be the boiler room, storage areas and a 22 by 27 foot classroom or meeting room which will be used for pilot instruction and various other uses.

The old airport which is scheduled to vacate on completion of the new one in November, has a two-story brick terminal building, but the upper area is used entirely by the Federal Aviation Agency. In the new airport layout, the FAA will have a separate building. The original old building built in 1943, was 86 feet long and a 28-foot addition has been made to the structure since. It has a full basement.

Acceptance of the grant offer would clear the way for letting the construction contract for the second phase which includes water and sewage facilities, the electrical control and equipment building and access road to the airport.

The \$95,500 represents about one-third of the total cost of Phase 2, the balance being financed by the city.

Bids are scheduled to be opened by the council Monday night for the equipment and electrical building of Phase 2 and on June 17 for the balance of that phase of the contract.

The first phase of construction is in progress on the new airport site five miles west of the city limits where Megarry Bros. of St. Cloud, Minn., the general contractor, is building the main runway.

The airport's third phase is the terminal building which will be paid for the city.

Completion of the entire job is scheduled for Nov. 15, 1963.

# Airport Item Action 6-3-63 Tops Council Agenda

## LEGAL NOTICES

### INVITATION FOR BIDS

Sealed bids for construction of a Field Maintenance Equipment and Electrical Control Building at the Grand Forks International Airport located in the City of Grand Forks, North Dakota, will be received until 5:00 o'clock P.M., on Monday, June 17, 1963, by the undersigned in his office in the City of Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock in the evening, in the Council Chambers in the City Hall, Grand Forks, North Dakota.

### Description of Work:

Construct a one story masonry building of approximately 3500 sq. feet of floor space, complete with plumbing, heating and electrical wiring.

### Examination of Bid Documents:

Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of Ralph H. Burke Associates, Engineers, 506 Higgins Road, Park Ridge, Illinois.

### Plan Deposit:

Plans and specifications may be obtained by depositing cash or a certified check payable to the City of Grand Forks in the amount of Fifty Dollars (\$50.00) each for the first two sets, which deposit will be refunded upon return of the documents in good condition within thirty (30) days after the opening of bids.

Two sets of contract documents may be obtained on a refundable basis as indicated. Any additional sets of contract documents desired by the bidder may be obtained by payment of Twenty-Five Dollars (\$25.00) for each set which cannot be returned. All bid documents, whether obtained on a refundable or non-refundable basis, must be returned to the Engineer within thirty (30) days after the opening of bids. The bidder shall submit one check for the bid documents obtained on a refundable basis and a separate check for subsequent sets obtained on a non-refundable basis.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank, in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bid bond in a sum equal to twenty percent of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this State, conditioned that if the principal's bid is accepted and the contract awarded to him, he within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid will be read or considered which does not fully comply with the above provisions as to bond and license, and any deficient bid submitted will be rescaled and returned to the bidder immediately. Contractors will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on Field Maintenance Equipment & Electrical Control Building, Grand Forks Airport FAAP 8-32-057-02", name of person or firm bidding, N.D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by October 18, 1963.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 7th day of May, 1963.

H. E. MARTIN  
City Auditor

(SEAL)  
(May 27, June 3, 10, 1963)

A varied agenda topped by action on acceptance of the construction grant offer for Phase 2 of the new Grand Forks airport and including such matters as Master Plan, underpass repairs and widening of S. Fourth Street faces the City Council at its regular meeting at 7:30 p.m. Monday.

Acceptance of the \$95,500 grant offer from the Federal Aviation Agency would clear the way for letting the Phase 2 airport contract on part of which bids will be opened at the meeting. Bids will be opened Monday for the water and sewage facilities and the access road to the airport, and for the electrical control and equipment building, and the airport terminal building, on June 17.

## Completion Due Nov. 15

The water-sewage and access road items are part of Phase 2 and the terminal building is Phase 3, the final phase of the airport. The contracts call for completion of the airport by Nov. 15, 1963.

6-4-63

The council accepted a \$85,500 grant from the Federal Aviation Agency and awarded a contract of \$245,147 to Megarry Brothers of St. Cloud, Minn., for a new airport entrance road, plus sewer and water facilities. Northern Improvement Co. was the other bidder on the same project at \$260,045.

## Lease Offer Referred

In other action the council: Referred to the Finance Committee an offer from Eide Auto Sales to lease city property formerly leased to Borchert Trailer Sales on Northwest Street at \$960 annually on a five-year lease and a recommendation from the airport advisory committee on a fixed base operator franchise for gasoline and storage sales at the new airport.

Approved rent-a-car lease proposals for the new airport terminal building by Hansen Ford (Hertz) and Rydell Chevrolet Co. (National Car).

## Receive \$95,500 5-31-63 FAA Grant Offer

A grant offer of \$95,500 from the Federal Aviation Agency for the second phase of the new Grand Forks airport was received Friday by City Manager Alan Webster and will be presented to the City Council for acceptance Monday at the regular meeting of the council.

# Webster Resigns Position

Alan Webster's resignation as Grand Forks City Manager was accepted by the City Council at Monday night's meeting with a stipulation that he continue his tenure through the first week in July. A record 8,055 voters went to the polls March 18 this year to ballot out 16 years of City Council - manager operation overwhelmingly, 5,350 to 2,705.



Webster  
manager operation overwhelmingly,  
5,350 to 2,705.

In a formal letter to the council, Webster said he had accepted a new position in California, declining, however, to say what his employment would be.

Webster, who had been city manager here since June 1, 1957, expressed his appreciation to the governing body and others for their cooperation during "six years of progress."

Webster was the third manager to serve the city in a decade. His predecessors were Byron J. Rockwood, who was succeeded by Ray Case.

Coming to Grand Forks from Homewood, Ill., where he had been city manager for four years, Webster previously had held a similar position at Concordia, Kan., and as assistant at Norman and Durant, Okla.

Webster's letter to the council read:

"Please accept this letter as notice of my resignation from the position of city manager of Grand Forks. I will continue to be on the job here during the rest of this month and the first week of July.

### Cooperation Cited

"May I take this opportunity to thank the present mayor and council and all those who have served on the governing body during the time I have been here for the cooperation given me personally. Our working relations always have been excellent and I wish you individually and collectively pleasure in your official civic duties.

"I also should like to thank the employes of the city who have cooperated and remained loyal through six years of progress."

He concluded, "My new position will be in California. I am leaving further details, if any, to be released by my new employer."

Mayor Nelson A. Youngs said he was unfamiliar with Webster's new assignment.

# New Airport Work Halted By Weather

Rainy weather halted work on the new Grand Forks airport Monday after similar delays last week on Friday and Saturday, according to Harold Vinje, resident engineer.

Up to the weather delays, however, the Megarry Bros. construction crew had made good progress on stripping and filling runways and improving drainage in the work area on the airport site, located five miles west of the city limits on the north side of U. S. Highway 2.

On the main runway, a 5,300-foot stretch, the work crews had stripped and filled approximately 4,000 feet. Approximately 1,000 feet of the 4,200-foot east-west runway also has been stripped.

The main problem facing the crews operating the big dirt movers is to dry out the earth so it can be worked and compacted properly for the base of the runway. They have been using duck-foot drills and other farm equipment to stir up and aerate the dirt during the filling process.

When the dirt fill for the runways has been completed, it will be several feet above ground level and on this fill the concrete runway will be constructed.

Drainage for the airport is provided by a large ditch extending across the north side of the airport which is being cleaned and reshaped by dragline and bull dozer crews.

The airport is scheduled for completion Nov. 15 this year.

# Opening Of Airport Bids On Agenda

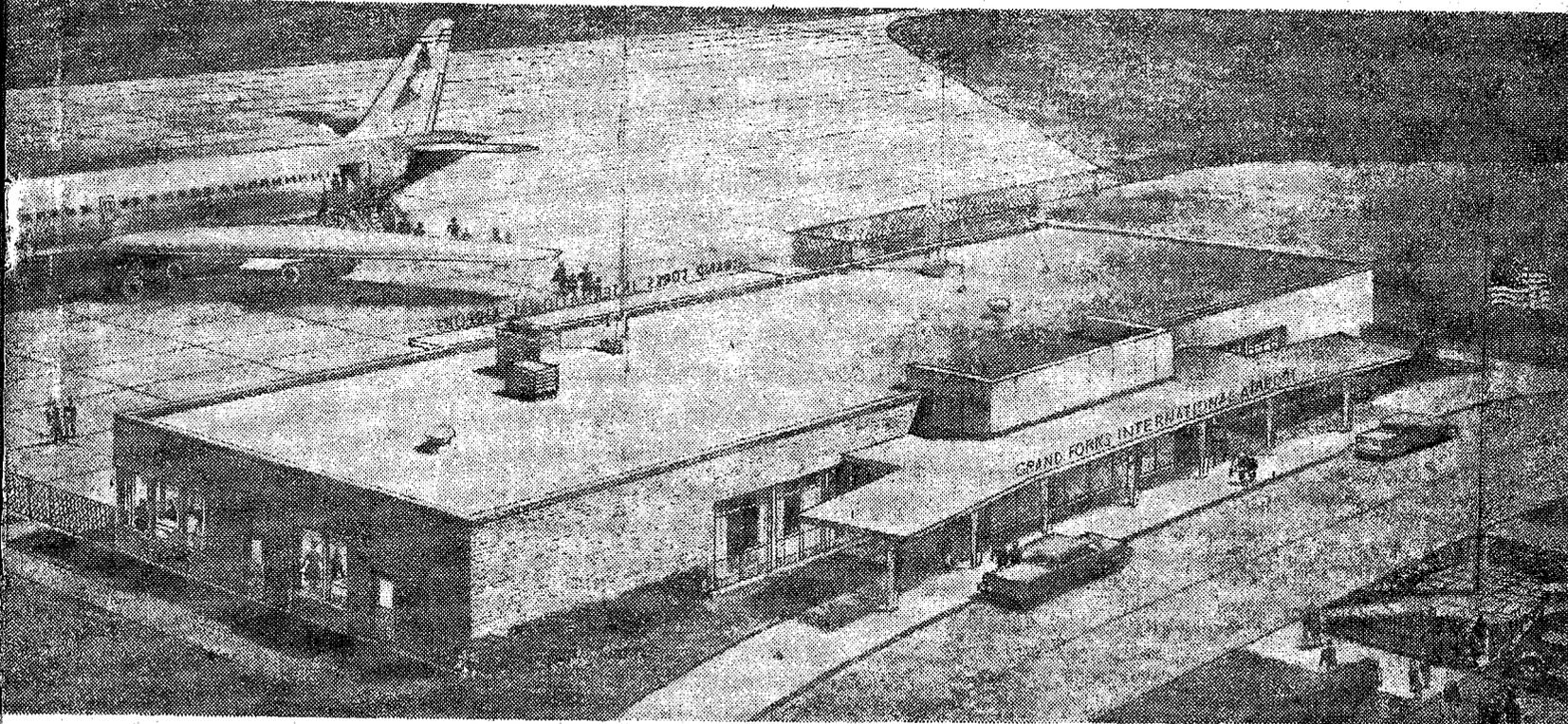
Bids will be opened at the Grand Forks City Council meeting at 7:30 p.m. Monday on construction of the new airport terminal building and for the field maintenance equipment and electrical control building.

The items up for bidding comprise the final stages of the airport construction contracts, excepting arrangements for hangars which are to be made later. Runways are being built at the airport now, with completion of the airport due Nov. 15.

AGENDA 6-16-63

## CITY COUNCIL MEETING MONDAY, JUNE 17, 1963

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
June 3, 1963
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Sealed bids on field maintenance equipment and electrical control building.
  - 3-2 Sealed bids on airport terminal building.
  - 3-3 Communication from City Planning & Zoning Commission relative to Zion E.U.B. Church request for special permit.
  - 3-4 Appointment of members to Board of Budget Review.
  - 3-5 Communication from State Health Department relative to private raw sewage discharges into Red River.
  - 3-6 Public hearing on proposed annexation of Flaats' Sub-division No. 1 and portions of Brown's and Flaats' Additions.
  - 3-7 Application for moving permit by Kenco Painting and Decorating to move frame building from Greenberg Industrial Site to 2600 Skidmore.
  - 3-8 Application for moving permit by Victor Kukowski to move frame building from outside city limits to 1817 11th Avenue North.
  - 3-9 Underpass improvements.
  - 3-10 Communication from Police Magistrate relative to appointment of an alternate police magistrate.
  - 3-11 Re-appointment of two members to Board of Zoning Adjustments.
  - 3-12 Re-appointment of members of Planning & Zoning Commission.
  - 3-13 Communication from consulting engineer re-suggested colors for airport buildings.
  - 3-14 Discussion relative to need for police summer uniforms.
  - 3-15 Communication re-selling of goods on city streets.
  - 3-16 Report from Board of Zoning Adjustments on meetings held.
  - 3-17 Communication from N.D. State Highway Department re. inter-connection of highway traffic control signals at junction of Highways 81 and 2 with flashing light railroad grade crossing signals at intersection of U.S. 81 and railway branch line within the city.
  - 3-18 Recommendation for transfer of funds to Sanitation Bureau.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS AND BILLS:
  - 5-1 Monthly bills for May, 1963.
  - 5-2 Time rolls for May, 1963.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Refinancing of outstanding refunding improvement bonds.
  - 6-2 Re-approval of pledged securities from depositories of public funds.
  - 6-3 Bids for of repairs to building on S. 3rd Street leased to bus company.
  - 6-4 Consideration of lift station to serve Westward Acres Subdivision.
  - 6-5 Notice from Northern States Power of expiration of first 5-year period on overhead street lighting agreement.
  - 6-6 Recommendation from Chamber of Commerce relative to Armory-Auditorium policies.
  - 6-7 Proposal by Eide Auto Sales to lease City property in Blocks 78 and 79, Alexander & Ives' Addition.
  - 6-8 Request for two 15-minute parking zones on southeast corner of Bruce and S. 4th Street intersection.
  - 6-9 Report of action on request to consider stop signs at 8th Avenue N. and N. 25th Street
  - 6-10 Various requests re. annual Crazy Day on Monday, July 15, 1963.
  - 6-11 Request to prohibit parking on portion of N. 25th Street south of 6th Avenue N.



THIS IS AN ARTIST'S SKETCH of the modern terminal building to be constructed on the new Grand Forks International Airport currently under construction west of the city. The building is one of the final items of the airport complex for which runways are being built by Megarry Bros., St. Cloud, Minn., contractor. Constructed of concrete block, with brick facing, the new structure will provide much

larger quarters for the airlines, customs and other offices to be housed in the 153 by 48-foot building. Bids are to be opened this week on construction of the building, which will be located on the airport site five miles west of Columbia Road and one mile north of U. S. Highway 2. The entire airport job is scheduled for completion Nov. 15, 1963.

- 6-12 Matter of request to defer or cancel orders to construct sidewalks. 6-16-63
- 8 COMMUNICATIONS FROM THE MAYOR AND CITY MANAGER:
- 8-1 City Attorney's draft of resolution to annex area north of city.
- 8-2 Report from City Attorney on general activities of his office for the past fiscal year.
- 9 UNFINISHED BUSINESS:
- 9-1 Beer, liquor and miscellaneous licenses.
- 9-2 Selection of jurors names for County Court of increased jurisdiction.
- 9-3 Engineer's tabulation of bids, Project No. 1748.
- 9-4 Engineer's certificate of completion, Sewer Project No. 1736.
- 9-5 Statement from L. W. Burdick for engineering services in connection with airport project.

## Airport Construction 6-18-63 Contracts Awarded

The Grand Forks City Council moved ahead Monday on plans for new airport construction, underpass improvement, refunding of special improvement bonds and annexation of areas to the north and south of the city.

The more than three-hour session also saw action taken at the request of the North Dakota State Health Department to eliminate the discharge of raw sewage into the Red River here.

Allowed a bill of \$842.46 to Engineer L. W. Burdick for engineering services connection with the new airport project.

The council adjourned to July 1 at 7:30 p.m.

Awarding of two airport construction contracts to low bidders was approved by the council, thus clearing all phases of the airport contracts except hangar construction, for which plans are being completed.

Low bidder on the electrical maintenance and electrical control building was Johnson-Gillanders Co. of Grand Forks with a bid of \$89,795. Baukol Construction Co. of Grand Forks had the low bid of \$287,837 for the airport terminal building, with an added alternate bid of \$14,300 for an air conditioning system.

## Runway Work At 6-20-63 Airport Resumed

Runway construction work was resumed on the new Grand Forks International Airport Thursday following a delay caused by recent rainy weather that made the earth too sticky to work.

Megarry Bros. of St. Cloud, Minn., who have the construction contract for the runways, have many machines, including a number of huge earthmovers, on the job.

To date, the work crews have stripped out and filled 4,100 feet of the 5,300-foot-long north-south runway and have worked over 1,200 feet of the east-west landing strip which will be upwards of 4,000 feet long. When the runway fill, rising two to three feet above the surface of the airport, has been finished, the heavy concrete surface will be poured for the two runways.

Meanwhile, the contractor was installing culvert pipes under the crossover taxiway strips and runways and was preparing to start grading for the area of the new terminal building and electrical equipment building.

Harold Vinje is the resident engineer on the airport project.

# 68. Plans To Buy Airport 6-28-63 Here Hang In Balance

A nearly half million dollar Grand Forks Airport purchase deal hung in the balance Friday while Boeing Aircraft Co. considers two alternative plans involving several hundred housing units for Minuteman Missile personnel scheduled to move here this fall.

## 6-24-63 Airport Runway Grading Stopped

Grading of the north-south runway on the new Grand Forks airport has been stopped at the 4,100-foot mark until a jet fuel pipeline between the Great Lakes Pipeline Co. and Grand Forks Air Force Base has been lowered to permit further runway excavation, resident engineer Harold Vinje said.

The underground pipeline runs east to west across the airport runway area and must be sunk further down to allow the ground stripping machines to do their job on the runway.

The 4,100 feet of the runway have been stripped and then filled to grade level over most of its length. Then, when the pipeline has been lowered the work will be extended to the end of the 5,300-foot runway strip.

Staking of the terminal building area is scheduled to be started this week and when that is finished the area will be graded.

Culverts were being installed which will carry excess water to the drainage ditch at the north edge of the airport.

## Increased Airport 6-29-63 Grant Approved

City Manager Alan Webster has been notified of the approval by the Federal Aviation Agency of an increased grant offer of \$111,000 in federal aid funds for construction of Phase 2 of the new Grand Forks International Airport.

The previous grant offer was \$95,000 but action on this offer was deferred previously because construction bids ran higher than the engineer's estimates. The offer will be presented to the City Council for approval.

Included in Phase 2 are the equipment and electrical control building, access roads and utilities. Phase 1 includes the runways now under construction and the terminal building and hangars comprise the final phase.

Boeing officials have proposed to city officials that Boeing move from 200 to 800 trailers into a 65-acre area at the west edge of the city, locating them along the west edge of Stanford Road and on the north and west sides of Lake Agassiz School.

An alternate proposal was made to Boeing by Castle Investments, Ltd., of Winnipeg, which has an option to buy the present municipal airport for \$460,000. Under this plan, Castle would build permanent housing units in the number required by Boeing which "would not be trailer houses but houses with a sustaining value."

Grand Forks Aldermen R. R. Smith and J. H. Endres were in Minot Thursday to study a Boeing trailer housing setup there which would be similar to that proposed for this city. They and other city officials are studying the Boeing proposal with a view to determining under what conditions this city would accept a trailer arrangement.

### Members Named

On the committee with Smith, as chairman, and Endres, are Aldermen H. R. Magnuson, Lloyd V. Hillier and Albert Strand. The committee met Tuesday here with Boeing representatives and now plans to meet the Boeing people again next week. Meanwhile, it is attempting to compile facts and figures on which to base a reply to the missile installers.

City officials noted that a number of factors must be considered in regard to the Boeing trailer proposal.

Boeing representatives informed city officials they would bring in not less than 257 family trailers and possibly 200 trailers for single persons, or the figure might be double that number in both instances, depending on future developments.

### Want Annexation

They indicated they desired the trailer area to be annexed to the city and that it would require the usual city services and that several hundred school children would have to be placed in local schools.

If an agreement were reached between Castle and Boeing to use permanent housing built by the Castle firm, then the latter would have first to take up its option to purchase the airport property. Castle has proposed locating such permanent housing along the west side of 42nd Street (the north-south road at the east edge of the airport) and south of the airport terminal building.

City officials were hopeful Friday that some decision will be forthcoming from Boeing during next week as to which plan they favor.

# 3-Project 'Package' 6-30-63 Moving On All Fronts

By LLOYD C. TINNES

The much talked about and often controversial bridge-highway-airport "package" was moving on all three fronts last week as Skidmore Avenue bridge construction hummed with activity and U.S. Highway 2 improvement in the city and building of the new airport west of town made steady progress.

All three projects are scheduled for completion by Nov. 15 this year and by then or shortly afterward four-lane traffic is expected to be rolling through Grand Forks and East Grand Forks across the stoutly built new Red River span.

### Bridge Deck Poured

As of Saturday, the Walter D. Giertsen Co. bridge builders had just finished pouring the four-lane concrete deck of the bridge on the East Grand Forks approach and heavy steel piling was being driven to hard bottom for the bridge abutment on the Grand Forks side. Footings for some of the bridge piers also have been poured on this side of the river and the North Dakota side piers will be going up in the ensuing weeks.

Meanwhile big steel for the center section of the span continues to arrive on the construction site, located on the East Grand Forks bank of the river, and these huge pieces will be joined later with the bridge approaches from either end.

### Excavate For Underpass

There'll be an underpass of the bridge approach at Lewis Boulevard and excavation for this item already has been completed and installation of catch basins started. The earth cut goes six feet below ground level and actual clearance beneath the bridge approach will be about 14 feet.

Skidmore Avenue between the bridge and the city limits at Columbia Road is a highway jungle at present, a no man's land where earth movers and bulldozers have ripped up the street and now are building a grade on which to lay the new four-lane concrete roadway.

The grade building is proceeding on the piece from the bridge area west to Highway 81. Here the pavement was torn out and hauled away. And from No. 81 on west to Columbia Road, the area also is blocked off and will be ripped up this week preliminary to grading work.

### Local Traffic Squeezed

In this west end area, local traffic has managed to squeeze by to and from business places but no other traffic is possible along the route. Back on the east end of the highway job, there are two places where motorists may cross to and from the Riverside Park area while the work is under way.

Traffic shut offs and other handicaps will continue in varying degrees as the work goes on during the summer. Northern Improvement Co. of Fargo is doing the highway work and Gibbs and Sons of Fargo have done the storm sewer installation in connection with the road improvement.

Outside the city, five miles west of Columbia Road at the north side of Highway 2 is the 1,000-acre site of the new Grand Forks International Airport.

Construction there is in the first phase, with runway work, considered the main item of the job, well under way. About 4,100 feet of the 5,300 foot north-south or main runway has been stripped and filled and this piece is being lined up to "true grade" in preparation for laying a thick gravel coat later.

The east-west runway also has been partly graded and excavation has been started for the new terminal building.

Megarry Brothers of St. Cloud, Minn. is doing the first phase of the airport job.

Construction of the terminal building is the third and final phase of the airport project except for hangar construction for which arrangements are being made.

Weather has been generally favorable this season for construction work and barring unexpected delays, the various contractors hope to wrap up the Grand Forks "package" at the scheduled time.

## To Discuss Boeing Firm Housing Plan

A five-man committee of Grand Forks aldermen is tentatively scheduled to discuss a trailer proposal here this week with representatives of Boeing Aircraft Co., holder of the contract for installation of the Minuteman Missile complex in northeastern North Dakota.

Boeing has proposed to move several hundred family trailer units into the Boyd Addition at the northwest edge of the city, locating them just west of Sanford Road and on the north and west sides of the Lake Agassiz School. Boeing administrative personnel would use the housing.

R. R. Smith heads the committee, which also includes Aldermen Albert Strand, Lloyd V. Hillier, H. R. Magnuson and J. H. Endres, with City Attorney Gordon Caldis as their legal adviser.

Also in the housing picture is an alternate offer made to Boeing by Castle Investments, Ltd., of Winnipeg, holder of an option for purchase of the present Grand Forks airport, which proposed to construct permanent type housing for the Boeing people on the airport land instead of having them housed in trailers. If such an arrangement were finalized, the Castle firm would have to exercise its option, good until Nov. 30, to buy the airport land for \$460,000. The Winnipeg firm proposed to build the housing just west of 42nd Street and south of the present airport terminal building.

City officials are hopeful that this week will bring a decision from Boeing as to its wishes in the housing matter.

## Protest Boeing Plan For Trailers In Boyd's

Thirty residents of Boyd's Addition to Grand Forks voiced unanimous opposition at the City Council meeting Monday to a Boeing Aircraft Co. proposal to move several hundred trailers into the addition to house administrative personnel connected with the Minuteman Missile installation in this area.

First of several spokesmen for

### Site For Boeing Trailers Studied

A Grand Forks City Council committee which met with Boeing Aircraft Co. representatives here Monday is studying the possibility of locating in the nearby local area several hundred trailers to house Boeing administrative personnel connected with the Minuteman Missile installation.

Five different trailer sites were listed as possibilities, including one in the Boyd Addition, which Boeing officials said was their top choice.

Attending the session were all of the committee members, R. R. Smith, chairman; Lloyd V. Hillier, H. R. Magnuson, J. H. Endres and Albert Strand, and City Attorney Gordon Caldis, Auditor Harold Martin, Finance Director R. S. Niles and Engineer Thoburn Peterson. Boeing representatives were Robert Allen, facilities representative; Paul Durand of the Seattle, Wash., Boeing office, and T. P. McElroy, Grand Forks attorney.

Meanwhile Boeing's Seattle office also is considering an offer by Castle Investments, Ltd., of Winnipeg to build permanent housing in any needed amount on the present local airport to house the Boeing personnel.

A Boeing official indicated he expected to know by the end of this week what the company's reaction to the Castle offer may be and that some answer from the City Council regarding the Boyd Addition move in plan is anticipated by about July 15.

the Boyd's delegation was Al Graham, 3412 Sixth Ave. N., who said the group came to the council meeting to secure more information regarding the Boeing proposal, which currently is being considered by a committee of the council, along with an alternate proposal by Castle Investments, Ltd., of Winnipeg, to build permanent housing for the missile personnel on the present city airport.

#### Argue Against Plan

Others who spoke against the Boyd trailer proposal included Richard Frank, who said he planned to build in the addition.

Some arguments advanced against the trailer move-in included that it would halt development of the addition in the ensuing two to three years, cause increased traffic volume and add expense to other Grand Forks residents who must bear the added expense of educating trailer family children in the local schools.

Mayor Nelson A. Youngs, who presided at the meeting, said the Boyd site was under consideration, along with several other alternate sites, but that no decision had been reached by the council committee and added that all possible consideration would be given to the Boyd area protest.

The council accepted a grant offer of \$111,000 by the Federal Aviation Agency for Phase 2 of the new Grand Forks International Airport. Included are the electrical control and equipment building, access roads and utilities. A previous grant offer of \$95,000 was not processed because bids ran higher than expected on this phase of the construction.

#### Webster Thanked

Granted the application of Dakota Sales Co. for a limited wholesale liquor license.

Adjourned to Monday, July 15, at 7:30 p.m.

Before adjournment, Mayor Youngs expressed thanks on behalf of himself and the council for Webster's assistance during his term of office here since 1957 and wished him luck in the future.

Webster responded by saying that "99 per cent of my stay here has been a pleasure and you know about the other 1 per cent."

Council committeemen were R. R. Smith, chairman, who presided; Lloyd V. Hillier, J. H. Endres, H. R. Magnuson and Albert Strand. Other city officials included Niles, Martin, City Attorney Gordon Caldis, and City Engineer Thoburn F. Peterson.

## Discussions On Housing Move Ahead

Officials of the Boeing Aircraft Co. and the City of Grand Forks moved ahead Monday in their attempts to reach a financial agreement covering the housing of approximately 250 Boeing administrative personnel here in the ensuing three years.

Boeing, which has the contract for the Minuteman Missile installation in this area, is seeking a site for its trailers and also an agreement on the amount to be paid the city for the various municipal services which will be required by the trailer personnel. Boeing representatives, a committee of aldermen and several real estate men attended the meeting.

#### Issues Narrowed

The issues were narrowed when Robert Allen, Boeing facilities chief, announced that an offer by Castle Investments, Ltd., of Winnipeg, to build permanent housing on the present Grand Forks airport site had been rejected by Boeing's Seattle office.

Reasons related by Allen for denial of the Castle offer were that the cost would be higher than by using the trailers presently owned by the Air Force, that Boeing must take reasonable and economic steps not to create an unnecessary impact on the community and that the Castle offer contained a legal proposal which Boeing could not accept.

#### Boyd Site Dropped

The committee then decided to recommend to the council that one of four proposed sites for the Boeing trailers also be dropped from further consideration. The one dropped was in the Boyd Addition, which Boeing had proposed as a trailer location, but to which residents of that area have objected, because they felt it would interrupt the present residential development of that community.

Following a 2½-hour discussion, the session was adjourned to permit Finance Director R. S. Niles and City Auditor Harold Martin to prepare further figures on the financial impact of the trailer village on the community. This information was to be used by the council committee in its negotiations with Boeing at a meeting to be held with in the next day or two.

#### Representatives Named

Boeing representatives at the Tuesday meeting included Allen, Paul Durand, Frank E. Bradley, industrial relations chief for the area project, and Grand Forks attorneys Thomas L. Degnan and Thomas P. McElroy.

# Housing Discussions 7-10-63 Move To Washington

A Winnipeg firm's offer to build housing here for Boeing Aircraft Co. personnel which was rejected by Boeing's Seattle office was scheduled to be reconsidered at a meeting Thursday in Washington, D. C., according to R. S. Niles, Grand Forks city director of finance.

And, as a result, "Mr. Smith (Alderman R.R. Smith) Goes to Washington" to represent the City Council at the meeting. Smith is chairman of the council committee which has been negotiating with Boeing representatives here regarding a site on which to house about 250 families of Boeing administrative personnel in charge of installing the Minuteman Missile complex in this area. Smith left for Washington Wednesday afternoon.

### Officials To Attend

Niles was informed that others attending the Washington meeting will include representatives of Boeing Co., U.S. Air Force and M. D. Spivak, president of Castle Investments, Ltd., of Winnipeg.

Castle Investments holds an option, good until Nov. 30, to buy the present Grand Forks Airport land for \$460,000. Spivak's offer to house the Boeing personnel in permanent housing to be built on the airport was rejected Saturday and it was understood by local officials that the Washington meeting to reconsider the matter was called at his request.

### Boeing Men Confer

Grand Forks City officials are interested in the Castle offer because if it were accepted by the Boeing Co., then the Castle firm would have to take up its option

on the airport land at once since Boeing needs housing for approximately 50 of its personnel not later than Sept. 1.

Boeing representatives in Grand Forks have conferred several times with the council committee headed by Smith regarding a site for up to 250 trailers for their administrative people but have been unable to reach final agreement on terms of such an arrangement.

### Trailers Used

The Air Force owns the trailers and Boeing has made use of them in connection with previous missile wing installations at Great Falls, Mont., Minot, N. D., and other areas.

And while Boeing's Robert Allen, Paul Durand and Frank E. Bradley worked with the committee here last week, their Seattle office also was considering the Spivak offer which it rejected Saturday.

### Discuss Trailer Site

The rejection of the offer was announced by Allen at a meeting with the council committee Monday and the talk then turned to the selection of a trailer site and the terms under which it might be set up here, especially as to financial reimbursement to the city for municipal services to trailer occupants.

Now, with the Spivak offer scheduled for another discussion in Washington, Niles said the committee will delay scheduling another meeting with the local Boeing people until it hears the result of the Washington talks. He said he planned, however, to continue discussions with Boeing representatives here in the meantime.

Smith is expected to return from Washington Friday night.

# Boeing Agrees To Study 7-12-63 Revised Housing Proposal

By BILE BROOM  
Herald Washington Bureau

WASHINGTON — Boeing Aircraft Co. officials agreed here Thursday to study a revised proposal for family and bachelor housing of workers on the Minuteman Missile project at Grand Forks, participants at a meeting in Sen. Quentin Burdick's office said afterwards.

Details of the proposal were unavailable from M. D. Spivak, Winnipeg real estate promoter who holds an option on much of the present city airport. He wants to build permanent housing facilities on the airport property to house Boeing personnel during construction of the Minuteman complex.

### No Change Planned

Alderman R. R. Smith, who represented Grand Forks City at the meeting, said the new proposal will not involve any contractual change in the city arrangements with the developer. He said next week's meeting will be for the purpose of informing the City Council about the changes in Spivak's proposal to the Boeing Co.

Reporters were excluded from Thursday's meeting at the request of Spivak. Vague and meaningless replies were given by Spivak to questions afterwards.

To a comment that he was being secretive and vague, Spivak commented "that may be because you've never dealt with a Canadian before."

### Land Affected

He did say the revised proposal he is preparing will require a new arrangement between his firm and the city of Grand Forks, "because it affects the land" on which the proposed housing would be built. He said he will meet with Grand Forks officials on the matter next week.

Smith said "some progress" had been made. He declined to provide further details.

Spivak said he is changing his proposal in response to "information received from Boeing" and added that cost figures in his earlier proposal, rejected by Boeing, were "not in contention."

### Won't Elaborate

Boeing, however, had said the rejection of the first offer was at least partly due to the fact that the cost would be greater than that of using Air Force trailers.

There are indications that the new proposal would bring the city into the deal in a more active way, but neither Smith nor Spivak would elaborate about it.

The new offer will be forwarded to Boeing headquarters in Seattle for evaluation. If found acceptable, negotiations for a contract would be continued.

Participants in the meeting Thursday were Smith, Spivak and Boeing representatives. The Air Force and Burdick sent observers.

# Housing Proposal Opposed

7-13-63

## Units On Airport Land Protested By City Realtors

The Grand Forks Board of Realtors forwarded telegrams to North Dakota's congressional delegation at Washington, D. C., Friday opposing a Winnipeg firm's proposal to Boeing Aircraft Co. to build 300 permanent housing units for temporary rental to Boeing employes on present local airport land.

The proposal was made by Castle Investments, Ltd., of Winnipeg while Boeing officials here were negotiating with Grand Forks city officials to secure a site for Air Force-owned trailers to house Boeing administrative personnel who will direct the Minuteman Missile installation in this area.

### Sent To Congressmen

Copies of the realtors' telegram were addressed to members of the North Dakota congressional delegation in Washington and also Mayor Nelson A. Youngs of Grand Forks and C. A. Kirkey, base activation manager for the Boeing aerospace division in Seattle, Wash.

The telegram contained a copy of a resolution adopted by the Board of Realtors and signed by Grant Jensen, Realtors' secretary, which read as follows:

"Grant Jensen moved that the Grand Forks Board of Realtors go on record to oppose the actions of the City Council to promote and encourage the development of permanent housing on the airport land that could have disastrous effects on the real estate market in approximately three years when Boeing completes their project in the community. And further requests that the City Council cooperate with the Boeing Company in providing city services in areas within or adjacent to the city that would be acceptable to the community and Boeing Company."

### Study New Offer

Meanwhile Boeing's Seattle office is studying the latest version of Castle Investments' offer which was made Friday following a meeting in Washington of Boeing, Air Force, Castle Investment and Grand Forks city officials. M. D. Spivak, Castle president, represented that firm and Alderman R. R. Smith represented Grand Forks City. Castle Investments holds an option to purchase the local airport land which will expire Nov. 30 and previously had announced plans for a large shopping center and housing to be constructed on the airport land.

Representatives of Boeing in Grand Forks anticipate a reply to the Castle proposal "early next week."

Robert Allen, Boeing facilities chief for the area project, has told city officials that Boeing must have housing available for about 50 of its administrative personnel by Sept. 1 and up to 250 families of that group of personnel at the peak of the construction operation.

# Housing Proposal Explained

9-15-63

## Spivak Would Build, Then City Lease To Boeing

By BILL BROOM

Herald Washington Bureau

WASHINGTON — A new proposal for housing families of missile workers at Grand Forks during construction of Minuteman Wing XI in eastern North Dakota, offered at a meeting here last Friday, calls for the city of Grand Forks to enter into a contract with Boeing Aircraft Co.

Under the proposal, M. D. Spivak of Winnipeg would build permanent housing on part of the present municipal airport property on which he has an option, then turn it over to the city of Grand Forks. The city, in turn, would lease the housing to Boeing during the construction of the missile facilities.

Once Boeing had relinquished the housing, the city would turn it back to Spivak.

### Wants Discussion

(In Grand Forks, Alderman Earl Strinden said he would insist upon a discussion of the Boeing housing controversy at a Monday evening meeting of the City Council, although the matter was not on the agenda. He said the public had the right to know what negotiations were going on between Boeing, the city and Spivak.

At the Friday meeting in Sen. Quentin Burdick's office here, Spivak asked that the press be excluded. Afterwards he refused to say what his "new proposal" involved.

Boeing said the new proposal would be studied by its executives in Seattle. An earlier proposal was turned down in favor of using Air Force owned trailers to house the workers and their families, as has been done at five earlier Minuteman wings.

### Regulation Noted

Spivak said Friday that cost was "not in contention," although Boeing had said the first plan was rejected at least partly on the basis of cost. Air Force officials here point out that under procurement regulations, the prime contractor on defense projects must let all contracts at the lowest possible cost to the government.

The Air Force said the trailers have been partly amortized at previous projects.

Members of the North Dakota congressional delegation here now have received protests from the Grand Forks Board of Realtors against any proposal under which Spivak would build new permanent housing for the Boeing personnel.

12.

# Housing 7-16-53 Problem Discussed

## Boeing Trailer Location Issue In Long Session

Boeing Aircraft Co. housing was not on the agenda of the Grand Forks City Council meeting Monday but a post-meeting discussion of its ramifications before a full house of interested persons overshadowed an otherwise routine session of the aldermen.

In the audience, many of whom took part in the talk, were representatives of the Grand Forks Board of Realtors, Boeing Aircraft, Castle Investments, Ltd., of Winnipeg, which holds a purchase option on the present city airport land; attorneys and interested taxpayers.

### Castle Offer Cited

The council discussion came on the heels of a meeting in Washington, D. C., last Thursday at which a second offer by Castle Investments to provide permanent housing for Boeing personnel on the airport land was the topic of discussion.

Boeing representatives previously had sought agreement with city officials on terms for locating 250 Air Force-owned trailers for its administrative personnel here during construction of the Minuteman Missile installation in this area.

And the Boeing-city conferences appeared to be making good progress toward a settlement when M. D. Spivak of Castle Investments offered a revised version of an offer he made earlier for permanent housing on the airport land.

### Meeting Described

As the council met Monday, the Seattle Boeing office was considering the latest Spivak offer, with an answer anticipated to come within a day or two.

The housing discussion popped up immediately after adjournment of the regular meeting when Alderman Earl Strinden called on Aldermen R. R. Smith, chairman of a City Council committee on Boeing housing matters, for a briefing on what happened at the Washington session.

Smith told of the session, held in the office of U.S. Senator Quentin Burdick from 9 a.m. to 7 p.m. Thursday which he had been invited to attend. Representatives of Boeing, the U.S. Air Force, Spivak and Burdick's office attended.

### Reviews Council Action

Smith said the Spivak offer was presented and discussed and that a Boeing man then contacted the Boeing Seattle office on the matter. Smith said he attended as an observer.

Alderman Lloyd Hillier then reviewed the council's part in the housing matter here. He said Boeing men came here some time ago and determined there was not sufficient furnished housing for their needs. They then sought a site for their trailers as they have used at five previous missile sites.

Sewer and water connections were involved in the plans and a council committee headed by Smith was appointed. This committee, he said, has met with Boeing men here several times. Questions to be determined included whether the trailer site should be in or outside the city, what payments Boeing should make for municipal services for the trailers, and others.

### Says Boeing Contacted

He said Spivak then contacted Boeing regarding its revised permanent housing offer and requested that a city representative attend the Washington meeting. He said the Spivak offer is just another proposal for Boeing to consider in securing its housing. He also noted that the University of North Dakota appeared interested in securing additional housing in the future.

Robert Allen, Boeing's facilities chief here, noted that Boeing representatives met more than a week ago with the council committee and the understanding then was that some housing offer by the city to Boeing would be prepared for recommendation to

the council at the Monday meeting.

He said he had worked with City Finance Director R. S. Niles on the possible contents of such an offer and had made progress but the new Spivak offer interfered and was causing the present lull in housing negotiations. In answer to a question, Allen said "Boeing also has had an offer from 'private people' here for housing its administrative personnel trailers."

At the suggestion of T. P. McElroy, Boeing attorney here, Allen gave a rundown on Boeing's search for trailer housing here. He said he contacted the city manager's office as long as four months ago, and again about two months ago. Later, he said, he presented Boeing's needs to representatives of the city, the Chamber of Commerce and local Realtors.

### 15 Trailer Parks Built

The 250 families of administrative people, he said, comprise only about 20 per cent of the total Boeing personnel. "About 750 others also are on our payroll and must provide their own housing," he said. "Possibly 400 to 500 of these will be local workers hired by Boeing for the missile job."

Allen said Boeing previously has built 15 mobile home parks for its personnel at other places and that the trailer park is a "complete identity", of modern design, well managed, and with various facilities for its people. The parks are located where they have "the least impact" on the community.

### November Said Deadline

He said it is unfortunate we are late with our arrangements here and that "We must have something built by November or nothing can be built here" because of weather conditions. "If we were agreed on a site right now, it would take us a month to get started with the project," he said. He said the new Spivak proposal is "holding us up now."

In response to a question by Mayor Nelson A. Youngs, Allen said, "We are willing to pay any impact cost that can be identified due to our being here."

Alderman Albert Strand wanted to know if it were not true that Spivak contacted Boeing regarding his new offer and Allen said it was true. He also answered that the cost of housing to Bo-

ing is a "main factor" in that firm's decision on housing.

Another council member, Mrs. Virginia Rose, said "I'm all for the trailers coming in and I hope the delay will not force Boeing to accept the Spivak plan."

Alderman H. R. Magnuson said the council was not ready at this meeting to present figures on payments for the trailers but he hoped this can be resolved soon.

Finance Director Niles said that should the Spivak offer be turned down, "we probably can accept a Boeing offer on one of three sites" being considered here.

### Statement Denied

Louis Gershman told the meeting he understood that Smith had told the Washington session that Grand Forks people generally favored the Spivak offer, but Attorney Robert Feidler, Spivak attorney here who attended the meeting in the capital, said Smith only answered questions put to him and that he did not hear Smith make such a statement. Smith also denied it.

Gershman also inquired about a report that the University would like to take over permanent housing built on the airport but Feidler said he had only talked to UND President George Starcher informally and nothing had come of it.

# Plan To Discuss Housing Thursday

Officials of Boeing Aircraft Co. and a committee of Grand Forks aldermen are expected to huddle again here Thursday in an attempt to reach a contractual cost arrangement for housing 250 trailers for Boeing administrative personnel here during the installation of Minuteman missiles in this area.

Time of the meeting was not learned but a Boeing representative said he understood the meeting was planned. R. R. Smith, chairman of the committee representing the City Council in the housing negotiations, was out of the city Wednesday, his office said.

The negotiators were hopeful that the Boeing firm's Seattle office will have an answer before the meeting to another offer, made by M. D. Spivak of Winnipeg, to provide permanent housing instead of trailers.

The result of the Spivak bid already has held up the trailer housing negotiations between the aldermen and the Boeing men but some further action in the housing matter, one way or the other, is expected at the Thursday meeting.

## Hold New Talks On Housing

The pressure-packed talks between representatives of Boeing Aircraft Co. and the City of Grand Forks were expected to reach a peak at a meeting scheduled Thursday afternoon at the City Hall.

Boeing's Robert Allen, the firm's facilities chief, has stressed that time is running out on the negotiations and that arrangements must be made promptly for housing approximately 250 Boeing administrative personnel, either in Grand Forks or somewhere else in the area.

The city then made a proposal to Boeing officials based on figures compiled by R. S. Niles, city director of finance, with Allen's assistance. The offer was to charge Boeing a total of \$90,000 for water, sewer and sanitation services on any one of three sites located outside the city limits. Two sites are to the west and a third to the south of the city.

### Other Charges Planned

In addition, to these charges the Boeing trailer settlement would pay approximately \$6,000 to \$7,000 a year during the three-year period of the installation for police and fire protection. The latter charges were worked out on the basis of 8 mills for police and 10 mills for fire protection, or \$14.58 per trailer lot per year.

After the meeting, Boeing headquarters in Seattle, Wash., were contacted by Allen on the telephone and it was learned that further adjustments must be made. So Niles went to work with Thomas P. McElroy, Boeing attorney here, to work out a revised city offer which both the city and Boeing could accept.

### Revised Plan Due

R. R. Smith, chairman of the council committee, presided at the Thursday meeting. Other committeemen present were Lloyd V. Hillier, J. H. Endres, H. R. Magnuson and Albert Strand. Allen and McElroy represented Boeing.

### Confer Many Hours

R. S. Niles, city finance director, has spent many hours with Allen and other Boeing representatives in an effort to identify various items which would come under the heading of municipal services that would be required by Boeing personnel during the three-year construction period of the Minuteman Missile complex in this area.

Both sides in the negotiations expected to receive information vital to any contractual agreement between the two negotiators at the session Thursday.

Expected first is Boeing's formal answer to a proposal by Castle Investments, Ltd., of Winnipeg, holder of an option to buy the present city airport land, to provide permanent housing on the airport for the Boeing personnel.

### Other Topics Listed

If the proposal should be rejected, then the meeting would concentrate immediately on a number of city proposals covering several suggested trailer sites and including costs to Boeing for the various municipal services their people will require.

Thursday's meeting marked another chapter in a series of negotiations between the City Council's committee on housing for Boeing and the aircraft firm's representatives, with Niles assigned the task of digging up figures that can be accepted by Boeing. R. R. Smith is chairman of the council committee, whose other members are H. R. Magnuson, Albert Strand, J. H. Endres and Lloyd V. Hillier.

Niles said Friday he expected to have a revised proposal ready to present to the council committee by Monday. Then, if it is acceptable to the committee as protecting the city's interests, the committee will recommend its adoption by the City Council at its meeting Wednesday.

The text of Allen's letter which was read to those at the meeting follows:

"The Boeing Company as assembly contractor for the Minuteman Program will be centering its operations for Wing VI in the vicinity of the Grand Forks Air Force Base. Our contractor support area will be on the Air Force Base. We plan to establish dispatch stations for our personnel in Finley on the south and Adams on the north.

"In support of our effort, we plan to provide housing for our personnel in the general vicinity of the contractor support area and the dispatch stations. Family accommodations are required for our transferred supervisory and technical personnel. Barracks type quarters are required for our transferred hourly employees.

### Trailer Park Described

"In the majority of cases to date we have provided the necessary housing with transportable type units. These units are placed upon leased trailer pads or upon pads built by Boeing through a local competitive bid to a construction contractor. Our housing parks are designed in the best practice of the industry commensurate with the short term occupancy that the program dictates.

"As you know, the company has received an unsolicited proposal from the Grand Forks Realty Co. acting in behalf of Mr. Spivak. This proposal was carefully analyzed and evaluated and has been rejected by the company. (The Spivak referred to is M. D. Spivak, president of Castle Investments, Ltd., of Winnipeg, which holds an option to purchase the Grand Forks Airport for \$400,000).

### More Discussions Held

"Subsequent to this rejection, we have had further discussion with Mr. Spivak. The company now considers this particular case closed and therefore plans to proceed on expedited basis to provide housing for our personnel.

"The Boeing Company wishes to express its appreciation to those city officials and local citizens who have assisted us in our efforts to provide adequate temporary housing at a minimum cost while meeting local requirements.

### Stress Need For Start

"The proceedings to date have cost us valuable time. If we are to beat the winter season, planning, design, and construction of our facilities must proceed uninterrupted from this date forward.

"Our personnel in the Grand Forks area will be working with local communities to establish agreements satisfactory to both the community and the Company for providing housing facilities for the short term indicated. We hope to reach early understanding with local officials in various communities under consideration so that sites selection can be finalized.

### Decision Awaited

"In order to evaluate the economic characteristics of locating a mobile home park in or adjacent to the City of Grand Forks, should this location be selected, it is imperative that a firm decision be reached by the City of Grand Forks respecting costs and-or charges for services rendered by the City of Grand Forks for a mobile home park and that such decision be arrived at by the time of the conclusion of the City Council meeting scheduled for July 24, 1963.

"The Boeing Company and its employees are looking forward to a favorable association in the communities finally selected for our housing.

"Thank you for your assistance and consideration."

## Work On Housing Proposal

Representatives of the Boeing Company and Grand Forks City were hammering out a proposal Friday which both sides hoped will permit moving to this city approximately 250 Boeing administrative personnel to direct the Minuteman Missile installation in this area.

Negotiations were in the show-down stage following a meeting of Boeing men here Thursday with a City Council housing committee which narrowed the proposed trailer site areas to three, all outside the city, and which was informed that a Winnipeg firm's offer to build permanent housing for the Boeing personnel on the present airport had been rejected.

### Ask Firm Decision

J. Robert Allen, Boeing facilities chief, who represented C. A. Kirkey, base activation manager, at the Thursday session presented a letter to the city representatives that stated "It is imperative that a firm decision be reached by the City of Grand Forks respecting costs and or charges for services rendered by the city for a mobile home park and that such decision be arrived at by the time of the conclusion of the City Council meeting July 24, 1963."

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## O.K. Given 7-19-63 Phases 2, 3 For Airport

The Federal Aviation Agency has given the "go ahead" signal to the final two phases of the new Grand Forks International Airport and the work will proceed at once, according to Harold Vinje, resident engineer for the project.

The first phase, principally the runways, is well under way, and the latest FAA approval is for Phases 2 and 3. No. 2 includes construction of the airport entrance road and water and sewer facilities, with Megarry Bros. of St. Cloud, Minn., as the contractor. Also in Phase 2 is the field maintenance equipment and electrical control building which Johnson-Gillanders Co. of Grand Forks will build.

Phase 3 is the new terminal building and hangars. Baukol Construction Co. has the building job and arrangements are being made for the hangars. Footings were being poured Friday for the terminal building.

Work on the runway portion of the job was slowed up by recent rain which soaked the soil. Machinery was being used Friday to aerate the dirt. The north-south runway has been stripped and filled for about 4,300 feet of its mile length, the stripping and base work is nearly finished for the east-west runway and some stripping and fill work has been done on the taxiways. All of the fill and basework is in preparation for laying the concrete surface later.

Completion of the north-south runway job waits on the current job of lowering a jet fuel pipeline that runs beneath the airport land to Grand Forks Air Force Base. Excavation work has been completed but the crew now must lower the pipeline and case it, also covering the case pipe with concrete in critical areas.

— 7-26-63 —  
The Thursday night rain suspended work on the new Grand Forks Airport, where work was under way on runways, culverts and the early stages of the terminal building and the equipment storage-electrical control building, according to Harold Vinje, resident engineer.

## Some Work At 7-29-63 Airport Resumed

Work was resumed on some areas of the new Grand Forks Airport Monday but it remained suspended on the runway area because the soil still was too damp, according to Harold Vinje, resident engineer.

Sewer and water line installation occupied some crews and work continued on the new terminal building where footings and foundations walls already have been put in.

The concrete plant which will mix the batches for the runways was being set up and materials for the aggregate were hauled to the airport. Two double drum mixers will keep 10 batch trucks going when the mixers are in operation, Vinje said.

The site has been laid out and stripped for the equipment storage and electrical control building and if the ground dries out a little more, a crew will begin spreading gravel for the subbase of the main runway.

8-6-63  
Zoning for the new Grand Forks International Airport also got attention from the Council. It designated the city planning and zoning commission as the airport zoning commission for the purpose of establishing flight approach zones.

The step was proposed by the city attorney who pointed out that townships involved in the airport area had shown no interest in forming a joint airport zoning commission as permitted by law and that in such a case the city can establish its own zoning body.

Establishment of flight zones for the airport would limit the height of buildings in certain

areas surrounding the airport in order to maintain flying safety.

The airport zoning commission must study the matter and then have prepared a proposed ordinance and map which would be presented first to the city planning and zoning commission for the purpose of conducting hearings, and then would go to the City Council for its approval.

## Work Progresses 8-7-63 At New Airport

Preparation of the grade for the runways at the new Grand Forks International Airport has been practically completed, and pouring of concrete is scheduled to be started Aug. 15, according to Harold Vinje, resident engineer.

Vinje said the fill and grading up of the north-south and the east-west runways has been finished and the gravel base is being laid for the concrete. The north-south (main) runway is 5,300 feet long and 150 feet wide and the east-west strip is 4,200 feet long and 100 feet wide.

Work also is progressing on the airport terminal building. The foundation is in and the basement walls will be poured soon. Brickwork on the walls is expected to be started in about a week.

8-8-63  
R. S. Niles, Grand Forks City director of finance, and Harold Vinje, resident engineer on the new city airport project, went to St. Paul Wednesday to confer with Federal Aviation Agency officials regarding payments to be made by the FAA to the city on the airport construction.

8-9-63  
R. S. Niles, Grand Forks City director of finance, and Harold Vinje, resident engineer on the new Grand Forks Airport project, have returned from a one-day trip to St. Paul where they conferred with Federal Aviation Agency officials regarding FAA participation in financing the airport. The FAA is expected to contribute approximately \$500,000 to the first phase, including the runways, of the new airport. Niles said details of the application for this item have been ironed out.

8-9-63  
Gravel sub-base was being laid Friday on approximately half of the 5,300-foot north-south runway of the new Grand Forks Airport preparatory to pouring the runway concrete starting about Aug. 18, according to Harold Vinje, resident engineer. Basement walls were being built for the new terminal building and footings poured for the electrical control and equipment storage building.

8-12-63  
Work crews continued laying the gravel sub-grade Monday on the north-south runway of the new Grand Forks Airport. The work was being done on approximately 4,100 feet of the north end of the 5,300-foot runway. About half of this north area was being graveled and the balance was being fine-graded in preparation for the gravel. Fine grading also was being done on the east-west runway.

8-16-63  
Pouring of concrete for the north-south runway of the new Grand Forks Airport is scheduled to be started Monday, according to a member of the engineering staff on the job. The runway is 5,300 feet long and 150 feet wide.

8-16-63  
Harold Vinje, resident engineer for the new Grand Forks Airport went to his home at Elgin, Ill., for the weekend. He will return Sunday.

## Plans On 8-18-63 Hangars To Be Aired

Plans and specifications for hangar construction at the new Grand Forks Airport and moving hangars from the present airport to the new one are expected to be presented to the City Council at its meeting Monday at 7:30 p.m.

Plans for the new buildings call for two new steel hangars, one 80 by 120 feet and the other 80 by 60 feet, and an eight-place T-hangar with individual stalls and space also for light twin engine planes. It will be about 50 by 180 feet in ground dimensions.

Also in the plans are a flight line office building with about 1,200 square feet of space, an airline equipment storage building for Northwest Airlines, and an aircraft fueling facility.

### Will Be Relocated

Hangars from the present airport which will be relocated include a 60 by 80 foot building and an eight-place T-hangar, also of steel construction.

Tentative plans are to move the old hangars to the new airport about Nov. 1, just ahead of the Nov. 15 airport completion date.

The hangar facility is the final item of the airport project which includes the runways and the airport terminal building currently under construction.

## Concrete Poured At New Airport

8-19-63

First pouring of concrete for the north-south runway of the new Grand Forks International Airport located five miles west of Grand Forks, north of Highway 2, was started Monday.

Harold Vinje, engineer for the airport construction, reported at noon that about 500 or 600 feet of a 25-foot strip of cement had been poured. He explained it will be necessary to make six passes to complete the 150-foot wide runway.

Other phases of the project, such as grading, laying aggregate sub base and construction of buildings for the airport, continue.

## Council OKs Plans For Final Airport Project

8-20-63

Another step toward the completion of the new Grand Forks Airport was taken by the city council at Monday night's meeting when plans and specifications for hangar construction and fueling were approved without discussion.

Bids for the projects must be received at the city auditor's office by Sept. 16.

Three new hangars, an equipment storage building for use by Northwest Airlines, fueling facilities and moving two hangars from the old airport site are covered in this final phase.

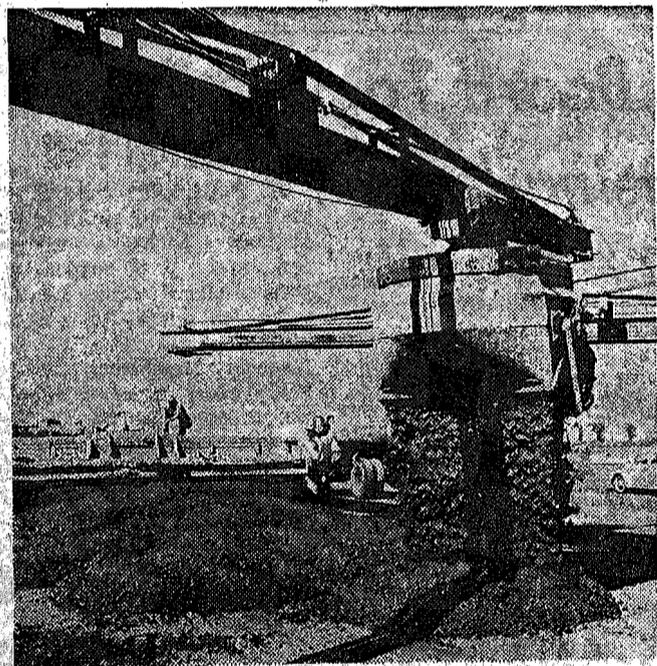
The overall project includes the runways and the airport terminal building, now under construction.

The council also gave its approval to a sewer and watermain project, approximating 1,000 feet, on S. Belmont Rd., to the existing city limits on 32d Ave.

Swingen Construction Co., Grand Forks, was the low bidder in both cases, getting the watermain work for \$12,794.20 and the sewer work for \$13,783.90. Valley Construction Co. Inc., Grand Forks, was the only other bidder.

To handle downtown traffic during the beet hauling season, the council ordered no parking on the south side of DeMers Avenue from Fifth Street to Sorlie Bridge. Mechanics of posting and patrolling were left to the police department. Offenders will be warned but tickets will not be issued under council action. The parking ban will last the duration of the hauling season only.

8-24-63  
Workmen this week completed pouring of 9,000 feet of cement in 25-foot strips for the 5,300-foot north-south runway of the new Grand Forks International Airport five miles west of the city, just north of Highway 2. The east-west runway, on which work has not begun, will be 4,200 feet long and 11 feet wide. Work also continues on airport buildings.



CONCRETE FOR THE RUNWAYS at the new municipal airport four mile west of Grand Forks is poured from a huge boom-mounted hopper as work on the port moves steadily ahead. Concrete work began this week. Leveling equipment may be seen in background. 8-21-63

## 8-25-63 Planning Group Sets 2 Sessions

The Grand Forks City Planning Commission will meet Tuesday in two sessions.

Thoburn F. Peterson, city engineer and secretary of the commission, said that at the 4 p.m. business meeting, the commission will consider a couple of replats and possibly a new sub-division, and will consider safety zones around the new airport, since the City Council has designated the commission as an airport zoning commission.

At the 7:30 p.m. public meeting, James Knight of Minneapolis, planning consultant, will be present. Peterson said he expects further discussions on the proposed zoning ordinance and may get into the capital improvement program.

## NOTICE TO CONTRACTORS CALL FOR CONSTRUCTION PROPOSALS

Notice is hereby given that sealed bids will be received by the undersigned until 5:00 o'clock P.M. on Monday, September 16, 1963, at his office in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock P.M. for furnishing all plant, labor, materials, equipment and other facilities and things necessary or incidental for construction of the following:

1. Airplane Hanger Building complete
2. Hanger Building complete
3. Airline Equipment Storage Building complete
4. City flight line and hanger building complete
5. Disassemble and move existing hanger building from existing airport and rebuild same on new foundation at the new airport complete
6. Disassemble and move existing "T" hanger building from existing airport and rebuild same on new foundation at the new airport.

Examination of Bid Documents: Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota and at the office of Ralph H. Burke Associates, Engineers-Architects, 505 Higgins Road, Park Ridge, Illinois.

Plans and specifications may be obtained by depositing cash or a certified check payable to the City of Grand Forks in the amount of Fifty Dollars (\$50.00) each for the first two sets, which deposit will be refunded upon return of the documents in good condition within thirty (30) days after the opening of bids.

Two sets of contract documents may be obtained on a refundable basis, as indicated. Any additional sets of contract documents desired by the Bidder may be obtained by payment of Twenty-five Dollars (\$25.00) for each set, which amount will not be refunded. All bids, whether obtained on a refundable or non-refundable basis, must be returned to the Engineer within thirty (30) days after the opening of bids. The Bidder shall submit one check for the bid documents obtained on a refundable basis and a separate check for subsequent sets obtained on a non-refundable basis.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bidder's bond in a sum equal to twenty percent of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this State conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten (10) days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid will be read or considered which does not fully comply with the above provisions as to bond and license, and any deficient bid submitted will be resealed and returned to the bidder immediately.

Contractors will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: Bid on Contract No. 5 Hanger Buildings, Grand Forks International Airport, name of person or firm bidding, N. D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by December 1, 1963.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 19th day of August, 1963.

H. E. Martin  
City Auditor

(SEAL)  
(Aug. 22, Aug. 29, and Sept. 5, 1963)

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9-7-63  
Sealed bids will be received by City Auditor H. E. Martin until 5 p.m. Monday, Sept. 16, for furnishing plant, labor, materials and equipment for construction of hangars and storage buildings at the new Grand Forks International Airport. Bids will be presented to the City Council at 7:30 p.m. that day.

## Airport Runway Pouring Continues

9-3-63

Pouring of the final three 25-foot strips of the 150-foot wide north-south runway at the new Grand Forks Airport was started Monday following completion last week of the first three strips.

The latter were poured with 25-foot wide spaces between them and the present work will fill in the complete width of the 5,300-foot long landing strip.

Airport officials said some planes have been noted flying very low over the present concrete strips and that even a touchdown on the strips would be a violation of civil air regulations because the airport is not yet operational. They warned any such action must be avoided and that violators would be prosecuted if apprehended.

Nov. 15 is the scheduled completion date of the airport.

## Funds Transferred To Help Airport Work

9-4-63

The Grand Forks City Council acted Tuesday to cope with progress on the new municipal airport and the Washington Street underpass project and also was informed that traffic from the new Skidmore Avenue bridge can be handled through East Grand Forks before the end of this year.

To help pay for the huge quantities of materials and labor on the fast-moving airport job, the council ordered \$200,000 transferred from the city airport fund to the airport construction fund.

Allowed construction bills totaling about \$350,000 for the new Grand Forks Airport, including \$283,666.85 to Megarry Bros. for runway construction, and \$25,947.12 for water and sewer systems; \$11,466 to Johnson-Gillanders Co. for building the electrical construction and maintenance equipment building, and \$25,582 to Baukol Construction Co., builders of the new airport terminal building.

Decided to bring in an expert to inspect machinery at the Grand Forks Park E-Z building which is in need of repair.

## Investigation At Airport Continues

9-6-63

Investigation was continued Friday afternoon in the case of the damaged runway at the new Grand Forks Airport in which a car was driven over concrete only two hours old, causing heavy damage.

Attorneys for the city, county and Megarry Brothers, the airport runway contractors, consulted with North Dakota Highway Patrol officers who investigated the damaging of approximately 1,000 feet of a 25-foot strip of the runway.

The 25-foot strip was one of six similar strips comprising the 150-foot width of the 5,300-foot long north-south runway. A Megarry representative said if all of the 1,000 feet which was driven over had to be replaced, the cost might run to \$50,000.

An attorney for Megarry Brothers said the car that did the damage was driven by an Inkster, N. D., man. Harry Megarry of Megarry Brothers said he saw a car driving on the runway and notified police. No charge had been filed but the matter was being considered by the state's attorney's office here Friday afternoon.

## \$50,000 Damage Done At Airport

9-5-63

An estimated \$50,000 damage was done to a newly-paved strip of runway on the new Grand Forks airport by a car driver whose name was not immediately announced pending investigation of the case.

Representatives of Megarry Brothers, St. Cloud, Minn., contractor engaged in pouring the 5,300-foot-long north-south runway, informed local officials that the car drove about 500 feet on one of the soft strips, cutting grooves two to three inches deep in some areas.

Engineers here said the 9-inch thick runway paving may have to be torn out and rebuilt.

The damaged strip is one of six 25-foot concrete strips comprising the 150-foot-wide runway. Three of the strips have hardened but the others still have soft areas not yet cured.

The state's attorney's office said it was informed that an attorney for Megarry Brothers will be in Grand Forks Friday to discuss what will be done in regard to repairing the runway damage, how it will be paid for and whether a charge will be filed against the driver who damaged the strip when he drove on it late Wednesday afternoon.

J. L. Donoghue of Ralph H. Burkes Associates, planners of the new Grand Forks airport, arrived here Thursday to confer with city officials and to inspect progress of the work at the airport.

9-5-63

Harold Vinje, resident engineer on the Grand Forks airport project, moved out of his temporary office in an old farm residence building on the airport site Thursday, preparatory to destruction of the building, which is to be burned down. Vinje moved into another building on the site.

## Decision Awaited On Runway Work

9-13-63

A decision is expected to be reached by Monday on just how much of the 1,000 feet of damaged area on the north-south runway at the new Grand Forks Airport must be replaced or repaired, according to Harold Vinje, resident engineer.

An inspection of the damage was made Sept. 5, the day after a motorist, reportedly drove a car through newly-poured concrete on the 5,300-foot runway. The inspection was made by J. L. Donoghue of the airport planning firm; City Engineer T. F. Peterson and Vinje. Since then Vinje has had taken core samples of the runway and a further inspection was expected by Federal Aviation Agency representatives.

Meanwhile, attorneys have been discussing means of adjusting the matter between the car driver and Megarry Brothers, the airport runway builder. No complaint was filed in the case.

Other construction moved ahead rapidly Friday in other areas of the airport. Two 25-foot alternate strips of the east-west runway were poured, leaving two more to pour to finish the 100-foot wide strip.

Steel was going up for the 45 by 65-foot equipment building and brickwork was scheduled to be started by Monday on the terminal building.

NOTICE TO COMMERCIAL AVIATION OPERATORS  
CALL FOR BIDS 9-9-63  
FIXED BASE OPERATION  
GRAND FORKS INTERNATIONAL AIRPORT  
Notice is hereby given that sealed bids will be received by the undersigned until 10:00 o'clock A.M. on Friday, September 27, 1963 in the office of the Director of Finance in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for Monday, October 7, 1963 at 7:30 o'clock P.M. for a Fixed Base Operation on the New Grand Forks International Airport.  
Each bid must be submitted on blanks furnished by the City Auditor and must be accompanied by a bidders bond or a certified check in the amount of \$500.00 payable to the Executive Officer of the City of Grand Forks as a guarantee that the bidder will enter into a contract for performance of such work in case contract is awarded the \$500.00 check or bidders bond to be retained by City as liquidated damages if successful bidder fails or refuses to enter into the contract when requested to do so.  
All bids must be submitted in a sealed envelope upon which there is disclosed the following information: Bid on Fixed Base Operation—New Grand Forks International Airport and the name of the person or firm bidding. A bid submitted without this information on the envelope will not be considered.  
Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. Successful bidder shall under the terms of the Contract, become fully operational, insofar as the Flight School, Charter Operation, handling the aircraft storage hangar facilities and the aircraft fueling facilities on the day the new Grand Forks Airport becomes operational, however, successful bidder shall have until July 1, 1964 for erection and completion of the Aircraft Maintenance Shop Facility which is also a part of this contract, it being understood and agreed that on or before July 1, 1964, bidder shall be fully operational in all commercial aviation activities as enumerated in the Fixed Base Operator Requirements. The tentative operational date for the New Grand Forks Airport has been set for December 1, 1963.  
The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.  
Copies of the contract documents, including the FIXED BASE OPERATOR REQUIREMENTS, may be seen or obtained at the offices of the Grand Forks City Auditor, City Hall, Grand Forks, North Dakota.  
Done by order of the City Council of the City of Grand Forks, North Dakota this 10th day of August, 1963.  
H. E. MARTIN  
City Auditor  
(September 9, 16, 1963)



**ENGINEER HAROLD VINJE** shows some of the damage caused to the north-south runway at the new Grand Forks Airport by someone who drove his car through soft concrete on the 5,300-foot-long strip. Vinje is resident engineer on the project and Megarry Brothers is the runway contractor. The damage was caused Sept. 4 and steps to correct the damage were still being discussed at the weekend. A decision is expected Monday on how much of the 1,000 feet of damaged area must be replaced or repaired. (Herald Photo).

## Work Progresses On New Airport

9-16-63

Many men and machines are pushing the new Grand Forks Airport project towards the final stages of the big job scheduled to be concluded about Nov. 15. Harold Vinje, resident engineer for the project, said Monday that brickwork had been started for the new terminal building, steel was going up for equipment building, an auxiliary sewage lagoon was being constructed to handle excess water from the regular sewage disposal unit and taxiways to the terminal building were under construction.

Also, the road leading north from U.S. Highway 2 past the east edge of the airport was being graded up in preparation for pouring concrete over the mile-long stretch in about three weeks. This paved road will lead from the highway directly into the circular road around the parking area.

All the concrete for the north-south runway has been poured and much of the east-west runway also has been laid out.

About 175 men are employed on the various segments of the airport project.

## To Consider City Regime Organization

9-15-63

A proposed table of organization for the Grand Forks City government will be presented to the City Council at an adjourned meeting set for 7:30 Monday in the council chambers at the City Hall.

The new proposal was worked out by a committee named by Mayor Nelson A. Youngs which mapped a municipal government process to take the place of the city manager form voted out at the special city election last March.

City manager-council government went out at the Sept. 3 meeting by official action of the council and according to law, the city now has reverted to mayor-council government. Committees, acting through designated officials, are expected to govern the city

in the future. The plan will be explained at the Monday meeting.

The council also will receive bids on airport hangar buildings, hear a communication relative to annexation of Highway 81 right-of-way between 24th and 32nd Avenues S. in connection with four-laning of that stretch in 1964 and receive a request for an extension of the lease termination date on city property adjacent to the Washington Street underpass which will be affected by widening of the underpass, also scheduled for 1964.

## Damaged Runway Will Be Repaired

9-17-63

The damaged runway at the new Grand Forks Airport will be repaired starting this week as a result of an agreement announced Monday.

To be repaired is approximately 450 feet of one 25-foot strip of the north-south runway which has an overall width of 150 feet and is 5,300 feet long. The damage consists of one set of car tracks made by a car which was driven over soft concrete. In some places the cut is very slight and in others a bit deeper. The damaged area is not continuous but totals about 450 feet.

The repair job will be done by a Los Angeles firm which is a sub-contractor for Megarry Bros., the runway contractor at the airport. The Los Angeles firm has been doing concrete curing work for Megarry and is specially equipped to do the grinding and sandblasting to make a smooth and uniform surface, according to Harold Vinje, resident engineer for the airport project. The runway concrete is nine inches thick at the end points of heavy stress and seven inches thick at others.

Vinje said the Federal Aviation Agency, the city Engineering Department and Megarry Bros. expressed confidence the required repairs can be made. All the north-south runway has been poured.

## Design For New Span Requested

9-17-63

The Grand Forks City Council Monday night approved the hiring of Forx Stanley Engineering of Grand Forks to make a preliminary design for the proposed new Minnesota Point Bridge.

The bridge would cross the Red River just south of the present old bridge location and the preliminary design cost would be borne 50-50 by Grand Forks and East Grand Forks. The old bridge has been closed to traffic because of its rickety condition since the spring floods of 1962.

### Hangar Bid Accepted

Baukol Construction Co. of Grand Forks was the low bidder among four firms which bid on construction of hangars on the new city airport five miles west of the city and its bid was accepted by the council. The amount was \$241,860. Other bidders were Cosmos Construction, \$268,000; Eickhof Construction Co., \$288,900, and Johnson - Gillanders Co., \$257,200.

The hangar contract includes construction of space for about 46 aircraft, depending on the size of the machines. Three new aircraft storage hangars will be built and two hangars from the present airport will be relocated on the new site. A flight line office will be attached to one of the new hangars, a fueling facility will be built and an airline equipment storage building for Northwest Airlines will be constructed.

## Entrance Road To Airport Graded

The entrance road to the new Grand Forks Airport was graded and ready for gravel base Wednesday, according to Harold Vinje, resident engineer. It will be paved with concrete later. The road extends one mile north from Highway 2.

Meanwhile, Megarry Bros., the runway contractor, was awaiting the arrival of special machinery which will be used for grinding down and smoothing out rough spots caused by a car being driven over a strip of soft concrete on the runway Sept. 4.

Steel continued to go up for the equipment building on the airport and brickwork was under way for the walls of the terminal building.

Preparations are being made for construction of three new hangars and for the removal of two hangars from the old airport to the new one. The hangar area must be graded before the buildings are put on it.

Vinje himself has moved from the old farmhouse on the airport which was burned down recently to a trailer office on the airport. The house was destroyed to make way for new construction and the debris was buried and the ground leveled off.

## Fencing Installed At New Airport

A work crew began enclosing the T-shaped new Grand Forks Airport with 35,000 feet of periphery fencing Monday.

Harold Vinje, airport resident engineer, said the fence is of hog wire with three strands of barbed wire on top and is about four feet high. It is intended principally to keep livestock away from the airport.

Other airport project crews were finishing the pouring of concrete for the 4,200-foot east-west runway and the taxiways between the runways and the apron and setting forms for the mile-long airport entrance road. Concrete is expected to be poured on this stretch this week.

Brickwork is up three to four feet on the new terminal building and now also has been started on the equipment building.

Because of the gradual drop in fall temperatures, all concrete work on the project is being rushed to completion. The only large concrete segment remaining is the entrance road.

Completion of the airport project is scheduled for Nov. 15.

## Work Forges Steadily Ahead On 3 Big Construction Fronts Here

By LLOYD C. TINNES

Hard-driving crews had one eye on approaching colder weather as they forged steadily ahead on three Grand Forks City construction fronts last week.

The new International Airport, the Skidmore Avenue bridge and the U.S. Highway 2 (Skidmore Avenue) improvement all were in advanced stages of construction but considerable concrete remains to be poured and it must be accomplished before the mercury drops too low.

### Finish North-South Runway

Out at the airport, five miles west and one mile north of the city, Megarry Brothers of St. Cloud, Minn., the runway contractor, has completed the gleaming new north-south landing strip which stretches its 150-foot width for 5,300 feet. Practically finished also is the 4,500 foot east-west runway.

Repair work is scheduled this week on the portion of the north-south strip damaged Sept. 4 when a car was driven over soft concrete for several hundred feet. But the contractor expects the grooves in this portion will be neatly ground down and the deeper cuts permanently patched with a "harder than concrete" repair mixture with the next week or two.

### Building Continues

The work will be done with special equipment by a Los Angeles firm which is a Megarry Bros. sub-contractor on the runway job.

Meanwhile, building work goes on at the airport site, where brickwork rises higher daily on the new terminal building and more steel has been erected for the

equipment building. Preparation of the base for the new hangars on the air base also has been started. Three of the hangars will be new and two will be moved from the present airport.

## Rapid Progress Made On New Airport Work

"We've never had it so good," was the comment of Harold Vinje, resident engineer, on last week's summery weather that permitted rapid progress on the new Grand Forks International Airport five miles west of the city.

There was progress in almost all segments of the big airport job including completion of runway and apron work, pouring of the mile-long airport entrance road, erasing grooves cut in a strip of fresh runway concrete, brickwork on two buildings and fencing the airport area.

### Runways Completed

Both the north-south and the east-west runways and the aprons now have been completed, the former runway being 5,300 feet long and 150 feet wide and the latter 4,600 feet long and 100 feet in width.

Fear that Sept. 4 damage to a fresh 25-foot strip of the north-south runway would be difficult to repair vanished when a crew with special equipment went to work to smooth out grooves cut in the strip when a car was driven over it.

According to Vinje, the damaged area consisted of tire tracks for a distance of 400 to 500 feet. They were two to three inches deep in some places but only surface scratches in others.

### Grooves Neatly Patched

To repair the damage, a Los Angeles sub-contractor on the airport project routed out the deeper grooves, leaving rough edges

which then were filled with a specially-hardened concrete mixture. Then a multi-diamond blade saw was used as a "grinder" to smooth off the ridges left by the patches. When the work was finished, the runway was "good as new."

All of the entrance road, extending north from U.S. Highway 2, has been poured, except for the intersection with the highway, and the job of installing 35,000 feet of fencing around the airport area is off to a fast start with about three miles of fence posts already driven in.

### Seeding Started

Seeding and fertilizing of areas adjacent to the north-south runway has been started and will be continued this week.

Brickwork is well along on both the terminal building and the equipment building and all other work including drainage, water lines and sanitary sewer system all are on schedule.

Megarry Brothers of St. Cloud, Minn., is doing all of this work except the terminal building, for which Baukol Construction Co. of Grand Forks is the contractor.

Baukol also has the contract for construction of two new hangars on the new airport and the removal and setting up of two present hangar structures from the old airport to the new one. Ground on the new port already has been graded up to receive the hangars.

Scheduled completion date of the new airport is Nov. 15.

R. S. Niles, Grand Forks city director of finance, was notified Monday that a check for \$179,231.26 as part payment on the first stage (runways and drainage) of the new city airport had been forwarded here by the Federal Aviation Agency. Previously received FAA grant checks on the airport project have totaled \$553,196.88, Niles said.

# Airport Shaping Up Well

10-6-63

Grand Forks new airport is shaping up rapidly, with near-perfect weather helping speed the big job into its final stages.

Resident engineer Harold Vinje reported that concrete work is completed except for finishing touches on the service road in the hangar area and flaring the intersection of the airport entrance road with U.S. Highway 2. The entrance road extends one mile north from the No. 2 intersection at the east edge of the airport area. Both the east-west and the north-south runways have been completed.

Brick work is practically finished on the terminal building and placing of the roof will be started this week. Brickwork is proceeding on the equipment building and footings have been poured for the Northwest Airlines service building.

Excavation and footing work has been started for the airport hangars and nearly seven miles of fence posts, 10 feet apart, have been placed around the airport for the 35,000-foot hog wire and barbed wire fence that will enclose the area.

# Work At Airport In Final Stages

10-16-63

Work on the new Grand Forks Airport has entered the final stages of construction, with building construction, and various installations making good progress, according to Harold Vinje, resident engineer. The job is scheduled for completion in December.

Runway and taxiway lights are being installed and tanks installed for the gasoline pumps. The big job of fencing the entire airport area, a 35,000-foot stretch of fence, is moving ahead.

Buildings under construction include the terminal building, two new hangars, the flight service and airlines equipment buildings. The site is being prepared for re-location of two hangars from the old airport.

Curb and sidewalk work is being done in the terminal building area.

# City Council Adopts Table Of Organization

10-8-63

Responsibilities of former City Manager Alan Webster were officially divided among three key city officials Monday night when the Grand Forks City Council adopted a table of organization.

The new lineup singles out City Engineer Thoburn F. Peterson as city engineer and director of public service, City Auditor Harold Martin with the same title but now directing the operation of the legal, health, fire and police departments, and Finance Director R. S. Niles, also with the same title but with responsibility for purchasing, treasurer's office, Armory management, parking facilities manager, accounting and assessing divisions.

## Work Under Committees

All three chiefs will operate under committees of the City Council, Peterson under the Public Service Committee, Martin under Public Safety, and Niles under the Finance Committee.

The city has operated under the mayor-council form of government since the council officially changed over from city manager form Sept. 3 following Webster's departure July 15 in the wake of the March 18 city election which voted out city manager government here.

Now the organization table sets up the schedule and the assignments.

## Boards Appointed

In addition to the three main governmental divisions, the new table provides for seven boards and commissions appointed by the mayor. These are the Plumbers Examiners Board, Planning and Zoning Commission, Board of Examiners and Appeals, Board of Adjustment, Special Assessment Commission, Civil Service Commission and City Board of Health. Peterson's public service assignments include all of the services ranging through the various phases of engineering, street and sanitation departments the water and sewage division, and airport manager.

Under the city manager setup, such duties as purchasing, the various complaints that stem from city operations, personnel matters and negotiations for such major projects as the new airport, the Skidmore Avenue bridge, sale of the old airport land and a variety of other matters were handled by the manager. These matters now will be handled according to the classifications under which they are listed.

Approved transfer of \$100,000 from the general fund to the airport construction fund.

Approved ground rental rates and a hangar lease arrangement with Jim Montgomery at the new airport.

# On Council's List

10-20-63

opening of bids for an automatic heating control system for the City Hall, an application by Montgomery Aircraft, Inc., for a permit to move a steel frame building from the old airport site to the new airport, and a variety of other items.

10-31-63

City Director of Finance R. S. Niles was notified Thursday that a check for \$70,969 has been mailed to him to cover the city's share of the federal grant for certain facilities at the new Grand Forks airport. The facilities include water and sewer lines, entrance road and electrical equipment building. The check was mailed by the Federal Aviation Agency office at Kansas City, Mo.

**NOTICE OF PUBLIC HEARING**  
 Notice to the Public is hereby given that the Grand Forks City Planning and Zoning Commission will hold a Public Hearing on a proposal to adopt a Zoning Ordinance and Map for the territory surrounding the Grand Forks International Airport located in Sections 27, 28, 33, and 34 of Township 162 N. Range 51 West. Said Public Hearing will be held on November 12, 1963 at 7:30 P.M. in the Council Chambers of the City Building at which time will be heard any and all protests by interested taxpayers and citizens.  
 Dated this 1st day of November, 1963.  
**CITY PLANNING & ZONING COMMISSION**  
 Thoburn F. Peterson, Secretary  
 (November 2, 1963)

# Ordinance For Zoning Discussed

10-30-63

The proposed zoning ordinance of the Grand Forks City comprehensive plan was discussed and tentatively revised at a meeting of the City Planning and Zoning Commission Tuesday night.

Proposed revisions called for extension of the areas in which billboards and advertising signs are permitted, setting of amortization periods for various types of signs and addition of the new Grand Forks Airport to the residence-agricultural (RA) zone.

## Suggestion Made

Commission members suggested that part of the airport area be rezoned later for certain industrial and business uses which would provide income from the airport in addition to rental arrangements now being negotiated.

Provisions of the ordinance were outlined at the meeting by James B. Knight, Minneapolis planning consultant, who has cooperated with city officials in drawing the Master Plan for Future Development.

## Corrections Planned

Corrections of the proposed ordinance and in the zoning map will be made and referred to Knight who will prepare them for presentation at a later meeting of the commission. A public hearing must be held on the ordinance before it can finally be recommended to the City Council for adoption.

Commission members in attendance Tuesday night included William E. Harrie, chairman; G. E. Satrom, J. H. Endres and City Engineer and Director of Public Services T. F. Peterson, the commission secretary.

# Northwest Plans Early 10-27-63 Move To New Airport

Northwest Airlines has announced it will move its flight operations to the smooth and roomy new Grand Forks International Airport about Nov. 15.

H. M. Peterson, local manager for Northwest, said the transfer before completion of its new airport facilities is being made because its heavy Electra prop jets are finding the old airport runway progressively rougher in spite of the best efforts of patching crews.

North Central Airlines, which operates lighter planes, expects to continue in its present airport location until the new airport terminal building is finished, possibly about Jan. 1.

#### Trailer To Be Used

Peterson said a house trailer will be moved to the new airport to serve as a temporary headquarters for its flight services, including weather information by its own personnel and radio and telephone communication with the present airport.

Passengers will be shuttled back and forth between the old and new airports until the new building is ready for occupancy by Northwest Airlines. This is expected to be about the same time as North Central moves in, near the first of the year.

#### To Train Weather Men

The weather information service by Northwest Airlines personnel would be in addition to weather and other navigational aids provided by the Federal Aviation Agency, of which Lon Daharsh is station chief, at the present airport. Airlines personnel, however, will require special training before serving as relayers of weather information.

Daharsh expects his force will

remain in its present quarters until a building has been provided at the new airport and said he did not know when this might be. He said this would be up to FAA headquarters at Kansas City, Mo.

#### Building Jobs Progress

Unofficial information here has it that bids for the FAA flight service building will be called for in December and that the structure may not be completed until late next year.

Other building projects on the new airport are making good headway, with the shell up and roof joists being placed in the terminal building, runway lights practically completed and progress also being made on the electrical equipment building. All runway, taxiway and other concrete strips have been completed, including the entrance road which leads north to the airport from U.S. Highway 2.

#### Building Important

The electrical equipment building is important in connection with Northwest Airlines early move since it will contain the equipment which controls lighting for all buildings, runway and taxiway lights, beacon lights, the wind indicator and other facilities.

Harold Vinje, resident engineer on the airport project, said, however, that barring unforeseen delays, this building and its equipment will be ready for temporary service by Nov. 15, although the building itself will not be finished.

Instrument approach procedures are vitally important for the airlines and the FAA and Northwest Airlines are cooperating in making temporary arrangements for these flight necessities until Northwest can occupy its new airport quarters at the start of 1964.

#### Layout To Continue

Daharsh said the present instrument approach layout for the old airport will continue to serve Northwest Airlines pilots after they move to the new place, but the system will be bolstered to conform to the requirements in the new location.

Meanwhile, as city officials continue efforts to smooth the path toward airport completion, the Chamber of Commerce also is endeavoring to supplement the municipal procedures by stressing to the FAA and state aeronautic officials the need for quick action in perfecting the temporary airlines traffic set-up here. E. J. Hansen, traffic manager for the Chamber of Commerce, said he had contacted both the FAA headquarters at Kansas City and Harold Vavra, North Dakota aeronautics commissioner, in this regard.

AGENDA 11-3-63

## CITY COUNCIL MEETING MONDAY, NOVEMBER 4, 1963

- 1 ROLL
- 2 READING AND APPROVAL OF MINUTES  
October 21, 1963
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS
  - 3-1 Sealed bids for remodeling of Master Sewage Lift Station
  - 3-2 Request for "No Parking - Passenger Loading Zone" in front of Holy Family School on South 10th Street.
  - 3-3 Recommendation from County Bar Association on appointment of Alternate Police Magistrate.
  - 3-4 Request from Edling Electric to sublet work on Street Lighting Project No. 1760.
  - 3-5 Dedication of new Skidmore Avenue Bridge.
  - 3-6 Communication from Planning & Zoning Commission on replat of Block 6, Sunset Acres 3rd Addition.
  - 3-7 Request by Rite Spot Liquor Store to move location from 1823 South Washington to 1901 South Washington.
- 4 REPORTS OF OFFICERS
  - 4-1 Various Reports
- 5 ACCOUNTS, CLAIMS AND BILLS
- 6 REPORTS OF STANDING COMMITTEES
  - 6-1 Negotiated contracts for North Central Airlines, Inc., and Northwest Airlines, Inc.
  - 6-2 Proposed hangar rental fees at new airport
  - 6-3 Proposed alternate route for U.S. Highway No. 2.
  - 6-4 Request by Osco Drug for 5 minute parking zones adjacent to their store.
  - 6-5 Request for portable stop signs on University Avenue at North 21st and 22nd Streets for use on Sundays between 8:00 a.m. and 1:00 p.m.
  - 6-6 Request by the Pillsbury Company to lease City vacant lagoon property to construct pond for disposition of potato solids.
  - 6-7 Disposal of surplus motors and equipment from Air-base Pumping Station.
  - 6-8 Proposed change in City telephone system.
  - 6-9 Suggested requirements for Fixed Base Operator at new airport.
  - 6-10 Plans and Specifications for pedestrian overpass at Skidmore at North 3rd Street.
  - 6-11 Application to move garage from 1517 to 1518 8th Avenue North.

## Opening Of New Bridge, Airport Here Now Scheduled For Nov. 15

Nov. 15 will mark a milestone in construction of the new Grand Forks International Airport and the Skidmore Avenue bridge because both will have an "opening" that day.

The airport will see the start of service on its long slick runways by Northwest Airlines and the bridge will be officially opened for traffic that day.

Northwest is moving to the new airport five miles west of the city because its big Electra prop jets find the blacktop run-

way on the old airport is becoming rougher and prefers to change to the solid and smoother landing facilities at the new airfield.

Except for the Northwest Airlines use, the new airport will not be operational until about Jan. 1, but the airline will function under temporary arrangements at the new location and will shuttle passengers between the old and new airports.

Steady progress on the construction of airport facilities has been reported by Harold Vinje,

resident engineer. As of Saturday, the mile-long concrete entrance road from U.S. Highway 2 was open, hangar construction was proceeding, an oil tank for the terminal building boiler was installed, plumbing and heating fixtures were being laid in and workmen were finishing the roof on the electrical control building. This building will contain the equipment which will operate all runway, taxiway, wind indicator and building lights on the airport and is scheduled to be ready to handle the field lighting requirements of Northwest Airlines when needed.

### New Hangar Framed

A new steel T-hangar has been framed up on the airport and footings have been poured for the other hangar buildings. These include two new storage hangars, one relocated storage hangar, one relocated T-hangar and a small flightline building attached to one of the new storage hangars. The Northwest cropduster Airlines service building is nearing completion and footings have been poured for Jim Montgomery's hangar.

Excavation is proceeding for the new airport's sewage disposal unit and piping to the sewage lagoon is being installed.

## Dedication Of Bridge Discussion Scheduled

A variety of items concerning highway, bridge and airport matters will be considered by the Grand Forks City Council at its meeting at 7:30 p. m. Monday.

Included are discussion of plans for dedicating the new Skidmore Avenue bridge, contracts with the airlines and proposed hangar rental fees at the new airport, and a proposed alternate route for U.S. Highway 2 in the city.

The alternate No. 2 route proposal would send traffic coming from the south on U. S. Highway 81 over Second Avenue N. to Fifth Street and DeMers Avenue. This would save cars traveling to points east from driving all the way to U. S. Highway 2 (Skidmore Avenue), and then coming back on N. Fifth Street to DeMers.

The proposal was made by City Engineer T. F. Peterson, who noted that Second Avenue N. already has been designated

a truck rout. The new plan also has the approval of the North Dakota State Highway Department, Peterson said.

Sealed bids for remodeling the master sewage lift station will be opened and a request will be received from the Rite Spot Liquor Store to transfer its license from 1823 S. Washington St. to a new location across the street at 1901 S. Washington St. Work preliminary to construction of a building already has been started on the new site.

The council also will consider a committee report on the Pillsbury Company's request to lease city vacant lagoon property at the north edge of the city to construct a pond for disposition of potato solids.

Also to be received is a committee report on plans and specifications for a pedestrian overpass at Skidmore Avenue at N. Third Street. The Highway Department has not included an overpass in its Highway 2 improvement plans.

**Hangar Fees Approved**  
Approved negotiated contracts for North Central Airlines, Inc., and Northwest Airlines, Inc.  
Approved hangar rental fees at the new Grand Forks Airport. 11-5-63

## Airport Building Permits Issued

Building permits were issued Friday by the city engineer's office to the City of Grand Forks to build three new buildings and an airlines office building on the new city airport and to move two hangars from the present airport to the new one.

The permits include a new space hangar and flightline building costing \$106,860; a new T-hangar, \$40,000, and another new T-hangar, \$40,000, and an airlines building costing \$15,000.

Permits were granted to move a T-hangar and a space hangar from the old airport to the new airport site.

## EGF Council Moves For City Airport

The East Grand Forks City Council took an initial step Thursday night at an adjourned meeting toward getting a municipal airport for the city.

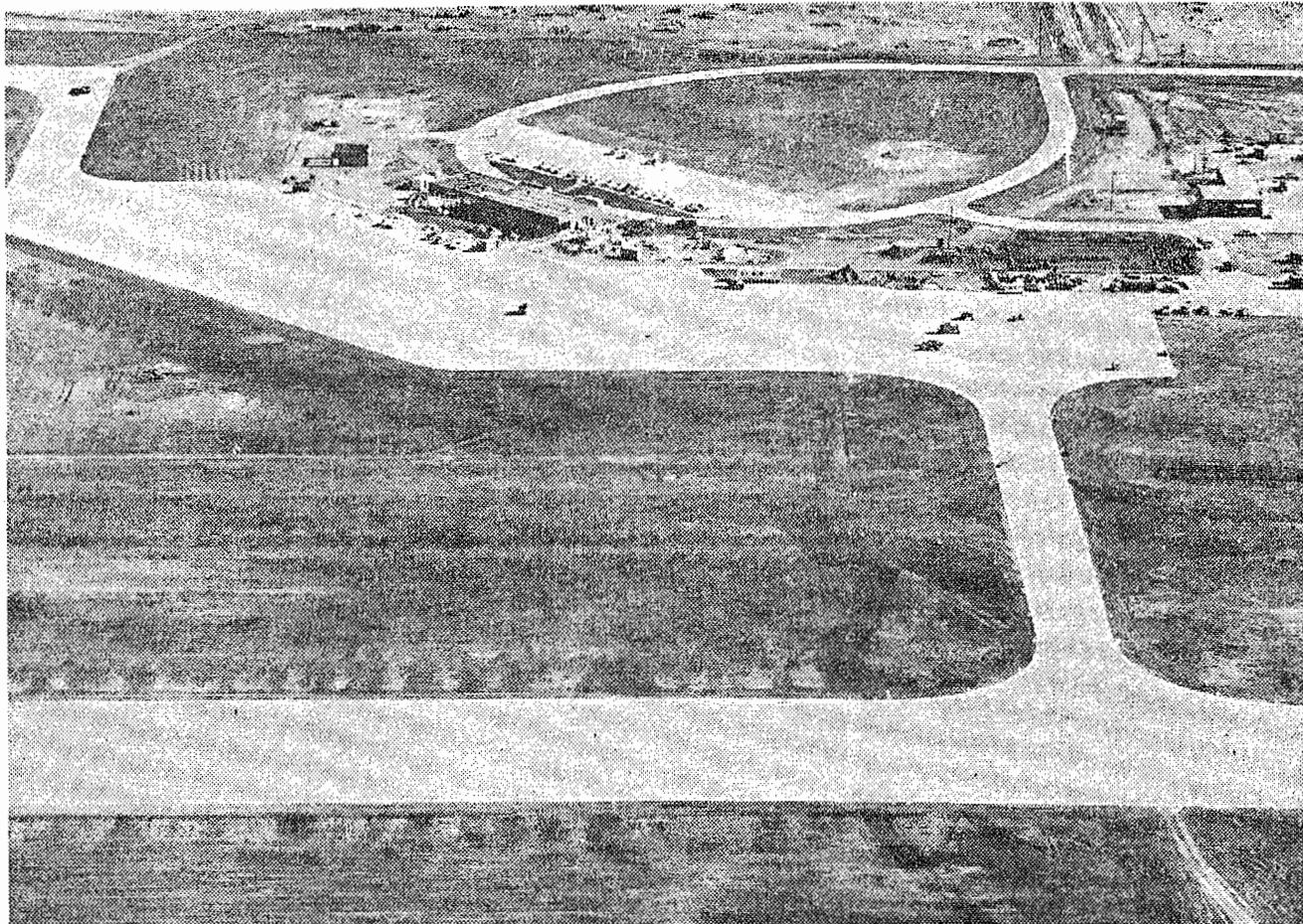
A resolution was passed whereby the city indicates its intentions to establish an airport and applies for government assistance through the Federal Airport Program.

It is not expected that East Grand Forks would be in line for aid for two or three years, but in applying now the council hopes its application would reach the processing stage by the time the city is ready for definite action on the project.

### Aid Ratio Given

Government aid was reported to be based on the following ratio — federal, 50 per cent of land costs and 50 per cent of construction costs; state, one-third of construction costs; local, 50 per cent of land costs and one-sixth of construction costs.

The resolution was passed on a motion by Alderman Mike Jacobs, seconded by Alderman Viggo Nelson.



**THIS AIRVIEW SHOWS** the terminal area of the new Grand Forks airport. At top of picture is the entrance road which leads to the airport from U. S. Highway 2, then circles around the terminal building area. The new terminal building, nearing completion, is shown at upper left center with the wide

concrete apron in front and a taxi strip, at right, leading to the main, north-south runway at bottom of the picture. The electrical equipment control building is in right corner of the picture behind the hangar area which is adjacent to the concrete apron. (Herald Photo).

## Northwest To Open New Airport Friday

By LLOYD C. TINNES

The mile-long main runway of the new Grand Forks International Airport will feel the thud of airplane tires for the first official time Friday when the big Electra prop jets of Northwest Airlines begin setting down on the glistening 150-foot-wide concrete strip.

It has felt airplane tires twice previously in recent weeks, but those times don't count, according to resident engineer Harold Vinje, because one of the erring planes was from Canada and the other from outside this area, both of which landed by mistake and were shooed off the field.

With unusually fine November weather through last week, calendar-conscious contractors have pushed building jobs at high speed and the airport complex is moving rapidly toward the operational stage.

Northwest Airlines manager H. M. Peterson at the weekend was working on final plans for the shift of flight service from the bumpy old airport to the slick new one. He said he is making the early move to the

new place because the old airport runway was becoming too soft for his heavy planes.

Passengers will continue to report at the old airport until about Jan. 1. and will be shuttled back and forth between the two airports by bus.

Then, when the airlines accommodations are finished in the new terminal building, the entire operation will be handled at the new place. North Central Airlines plans to operate its lighter planes from the present airport until the new terminal is finished, moving there at the first of the new year.

Peterson said the Northwest planes will use available approved approach procedures, taking advantage of existing navigational aids, until a terminal variable omni range (TVOR) has been commissioned for the new airport, probably in the fall of 1964. He said the planes will use navigational aids from both the present airport and Grand Forks Air Force Base.

### Procedure Explained

He explained that under this procedure, incoming planes will get signals from the old airport and the air base on two receivers at the same time by tuning in on the airport range and the air base range. The signals will intersect just south of the new airport and by that time a night flying plane could see the lights on the runway.

Under conditions of poor visibility, incoming planes would be handled just as they are now and would turn back to land at another airport.

E. J. Hanson, traffic director of the Grand Forks Chamber of Commerce, cooperated with Northwest Airlines in setting up its temporary arrangement at the new airport. He was informed of the adequacy of the approach procedures by J. M. Beardslee, director of the regional office of the Federal Aviation Agency, Kansas City, Mo.

Vinje said that building work on the new terminal building, the electrical equipment control building, equipment storage building for the airlines, and early work on hangar construction all were making good progress.

The new terminal is roofed and partitioned and terrazzo floor is being laid. The electrical control building is near operational stage and lights probably could be turned on early this week, although the building itself is not completed. The electrical equipment will be ready to light the runways when Northwest comes in, he said.

### Foundations Poured

The hangar operation includes construction of three new hangars, relocation of two others and building a flightline service building attached to the largest of the hangars.

Foundations have been poured for all the hangar structures, and also for a building to be occupied by Crop Duster Jim Montgomery on the new airport.

In addition to a large new space hangar, the flightline structure, a smaller space hangar and a T-hangar, an existing space hangar and a T-hangar will be moved from the old airport to the new one.

#### Planes Ordered Out

Preparations for the relocation job, to be done between now and Dec. 1, already have begun and all planes have been ordered out of the existing space hangar Monday, according to Norman Midboe, airport manager.

The big existing T-hangar will be split in two and moved in two sections to the new airport, Midboe said. He said the mover plans to use the new two-lane stretch of U.S. Highway 2, graded and packed but not paved, for the moving job. Only crossing of present U.S. No. 2 will be opposite the new airport to get to the new location.

## New Airport 11-14-63 To Get First Plane Friday

Northwest Airlines officials were prepared Thursday to start using the slick, concrete runways of the new Grand Forks International Airport Friday morning.

Howard M. Peterson, station manager here for Northwest, said the first of the airlines' big Electra prop jets will glide down on the new airfield at 7:47 a.m. Friday. The plane will come from Winnipeg and leave for St. Paul at 8 a.m. The other five Northwest flights, north and southbound, will follow the opening flight.

Peterson said the airlines three radio operators will be transferred to a temporary trailer office on the new airport. They will handle the airlines' radio and weather bureau information.

Manning the trailer station will be operators Dick Anderson, Robert Butte and Henry Gellerman.

Passenger ramps for use at the new airport were to be moved from the old airport to the new one Friday morning.

Flights to follow the opening southbound flight will be: a northbound plane leaving at 11:35 a.m.; a southbound ship at 2:05 p.m.; and a northbound plane at 7:05 p.m.; south at 9:20 p.m. and north at 11:40 p.m.

Passengers will continue to get their tickets at the old airport and will be moved by bus between the old and new airports.

North Central, which operates lighter planes than Northwest, will move to the new airport about Jan. 1.

Opening of new Grand Forks airport, 7:47 a.m., first airliner landing, Northwest Airlines Winnipeg-St. Paul flight.

Annual income tax conference, University of North Dakota Student Union. 11-14-63

## Northwest Makes 1st 11-12-63 New Airport Landing

Northwest Airlines made its first landing on the new Grand Forks International Airport at 7:40 a.m. Friday, seven minutes ahead of its 7:47 a.m. arrival schedule.

The plane left for St. Paul at 8 a.m.

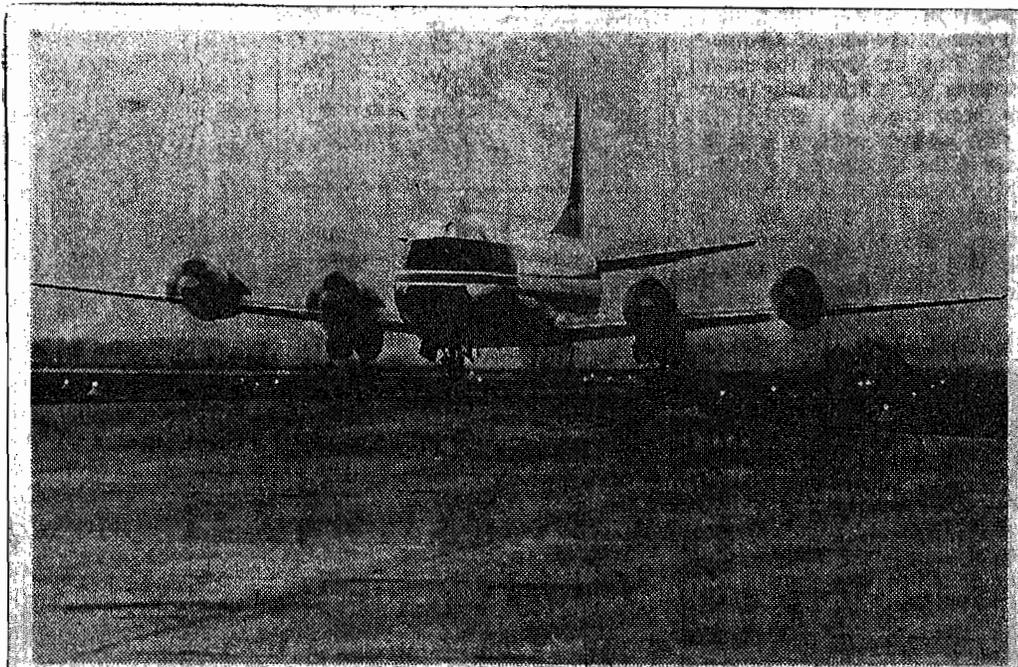
Howard M. Peterson, Grand Forks manager for the Airlines, said the landing and take-off were smooth, with Pilot Charles Doyle, Minneapolis, commenting, "It seems funny to be able to land without holding onto the seat."

Doyle was comparing the operation with that at the present old airport which has become too soft for the heavy, 77-passenger Electra prop jets used by Northwest Airlines.

Henry Gellerman was the radio operator on duty for Northwest when the first plane landed and he helped with the passenger ramp and the loading of 20 passengers on the southbound plane.

Peterson said the flight operation was working well, with the other five north and southbound flights scheduled to move as usual in the daily schedule of six flights.

The Airlines radio operators are working from a temporary house trailer office set up on the airport which will be used until the new terminal building is ready, about Jan. 1.



**NORTHWEST AIRLINES** inaugurated flight service Friday at the new Grand Forks International Airport when this big Electra prop jet landed on the smooth concrete main runway. Other flights followed as the airlines proceeded on its usual schedule of six north and south flights daily. Passengers get their tickets at the Northwest Airlines offices at the old airport and are taken to the new airport by bus. (Herald Photo).

An Editorial

11-15-63

# Goal Achieved

OVER A PERIOD OF NEARLY 30 YEARS GREATER Grand Forks has struggled to attain the goal it will reach Saturday—the opening of a vitally important second interstate bridge connecting the cities of Grand Forks and East Grand Forks.

The 1,260-foot four-lane span and its approaches will be opened formally to traffic Saturday, culminating the long, unceasing struggle to get another bridge over the Red River connecting the two cities.

The new bridge, over which U. S. Highway No. 2 will be routed from Skidmore Avenue in Grand Forks to East Grand Forks, will figure importantly in diverting from the downtown areas of the two cities much of the truck and other traffic with destinations outside the so-called "loop" districts.

\* \* \*

MORE THAN \$1.5 MILLION WAS INVOLVED IN THE construction of the bridge itself, with approaches, etc., bringing the cost to well over \$2 million. This does not include the improvement of highways leading to the bridge, such as the four-laning of Skidmore and construction of new roads in East Grand Forks.

The new bridge is an achievement that should stir the hearts of all residents of Greater Grand Forks, but particularly should it be a proudfest climax for the hundreds of citizens of the two cities who have given freely and energetically of their time and ability over the long years in the struggle to gain the goal now reached.

Not all of those who first took up the task in the '30s can be in on the finish of the struggle, but as they have been removed through death or other causes, their places have been taken by younger men, pouring new and equally determined efforts into the project.

\* \* \*

FOR GRAND FORKS, ANOTHER HIGHLY IMPORTANT civic improvement is nearing completion. This is the new municipal airport, which was opened to limited use Friday and which will have its formal opening in January.

It has taken much less time to get the airport, for it is a replacement of the old, antiquated airport that had become too limited in scope and service for a growing community and the development of air power.

The bridge and the airport, however, had been linked in a single project, along with the highway development south and west of the city, and this joint endeavor had become known as a "package" project.

Now full attainment of that project is in sight, a broad achievement of which Greater Grand Forks can be justly proud. For its part, the Herald congratulates the community as a whole and especially does it applaud those loyal citizens who worked so hard and so long to make this community dream come true.

# Work At Airport Pushed

11-18-63

Construction crews at the new Grand Forks International Airport pushed ahead at full speed Monday, keeping an eye on the late November weather as they moved into the final phases of the big job.

# Council To Air Variety Of Business

11-17-63

A variety of business is scheduled for the Grand Forks City Council at its meeting Monday at 7:30 p.m. touching on financing plans affecting the airport and south side highway improvements, officials' salaries and action on two ordinances affecting the new Elks Lodge building operation.

The two ordinances, one to bring the Elks building within the general business district and the other to include it within the multiple residence area, are expected to be held over until Dec. 2 for final action at that time, the council indicated at its last meeting. Either of the ordinances, if adopted, would permit the lodge to sell beer and liquor as it has always done in its present downtown location.

Other business includes a request to transfer funds to the new airport construction fund to meet current payment needs, a communication from the Airport Zoning Commission on the proposed airport zoning map and ordinance, and a recommended policy for handling accounts receivable at the new airport.

The council also will consider the matter of salary adjustments for the city director of finance, the city engineer and city auditor in view of the changed municipal government operation necessitated when City Manager Alan Webster left the city.

All the outside concrete now has been poured, according to Harold Vinje, resident engineer, and good progress is being made toward finishing up the new terminal building and the important electrical equipment building which controls all electricity at the airport and contains the water pumping equipment.

### Flooring Installed

Terrazzo flooring in the terminal building will be finished this week, partitions have been installed, air conditioning ducts are in and much of the plumbing and heating work has been done.

At the big L-shaped equipment building, the walls are up and most of the partition work is done. Doors and windows remain to be installed.

Hangar work also is making good speed, with foundations and floors completed for all of the new and relocated hangars. One new T-hangar is nearly finished and erection has started for a new space hangar.

### To Move Hangars

And at the old airport, one of the hangars to be relocated on the new airport already was on wheels Monday ready to be moved to the new location Tuesday if weather permits. The other present hangar at the old airport and one owned by James Montgomery are to be moved to the new airport by Dec. 1, Vinje said.

Northwest Airlines continues its flight operations from the new airport since it began using that area Friday and North Central Airlines will continue to use the present airport until its quarters are prepared in the new airport about Jan. 1.

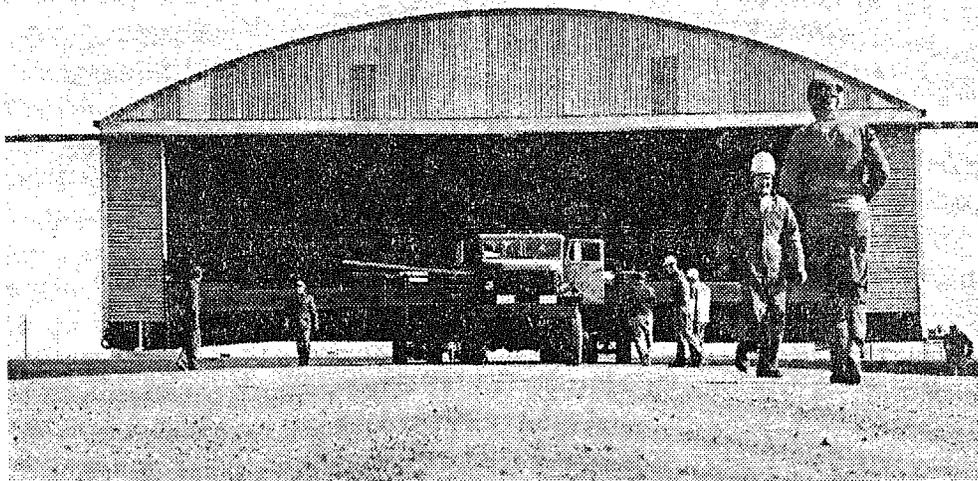
### Engineer To Leave

Vinje plans to return to his home in Elgin, Ill., this weekend, but will return here for inspection as required. Meantime, his assistant, Engineer John Peterson, will supervise the job.

Vinje, a native of Hillsboro, N. D., had his first schooling in Grand Forks, attending Grades one and two at Roosevelt Elementary School, and later graduated in engineering at the University of North Dakota. He lived in Hillsboro between-times.

### Ordinance Introduced

An ordinance regulating and restricting the height of structures and other objects in the vicinity of the new Grand Forks airport and regulating the use of property in the vicinity of the airport was introduced.



**FIRST OF TWO STEEL** hangars to be relocated from the present Grand Forks airport to the new one five miles west of the city is shown en route to its new home. The 60-foot wide by 80 foot long hangar was moved Wednesday on the new two-lane grade of U. S. Highway 2 and then pulled across the present concrete U. S. 2 opposite the new airport. Everson House Moving Co. of East Grand Forks is doing the moving job. Thursday, the hangar was being set on foundations previously prepared for it at the new airport. It has a capacity for nine aircraft. Next to be moved from the old airport to the new one is a 32 by 230-foot long T-hangar which will be taken out in two pieces. (Herald Photo).

## T-Hangar Heads For New Home

12-2-63

The first half of the 230-foot-wide T-hangar from the present Grand Forks airport was scheduled to be located on the new airport five miles west of the city this week.

The remaining half was to be moved out to the new location within a few days and put together with the first segment soon on a new concrete foundation built recently on the new airport.

A Morgan Everson house-moving crew is handling the hangar transportation from the old airport to the new one.

### Move To New Home

The first half was braced up solidly and then hoisted onto multiple wheel trucks which carried the 115 by 35 foot section to its new home Friday. The remaining piece is the same size.

Other construction work at the new airport was moving ahead rapidly, with plans calling for opening it to general use early in January, according to Norman Midboe, airport manager.

At the new terminal building, all materials except the entrance doors were on hand and interior work was proceeding in the structure.

### Canopies Placed

Canopies have been placed over entrances on both sides of the building. Work on lighting, heating and plumbing installations were moving ahead.

And the new electrical equipment building is expected to be finished in about a week or 10 days.

One new hangar, 80 by 60 feet in size, is walled up and the roof is on, and all structural steel is up and walls and roof are started for another 120 by 80 foot hangar.

### 2 To Be Relocated

In addition to these new hangars, there will be two relocated hangars including the big hangar to be placed on its foundation this week and another previously moved to the new airport.

Most of the wall brick has set for the new flight line building, a 40 by 40-foot structure which will serve as an office building for city use and also will have a heated stall which mechanics can use for work on airport maintenance equipment.

11-21-63  
One new T-hanger has been completed at the new Grand Forks International Airport, structural steel is up for another and work has been started on a third, according to Harold Vinje, resident engineer. Two other hangars are being relocated from the old airport to the new one.

## Change To New Airport Continuing

11-26-63

The transition from the present Grand Forks Airport to the new one five miles west of the city continued Tuesday as a moving crew prepared a large T-hangar for transfer to the new location some time this week.

The hangar will be split in two for the move and taken to the new airport in two pieces because of its more than 130-foot width, according to Norman Midboe, airport manager. A space hangar from the old airport was moved to the new site last week. Some time later, a hangar owned by crop duster Jim Montgomery will be transferred to the new airport.

### Large Hangar Remains

Remaining on the present airport in addition to the hangars mentioned is a large hangar used for the storage of private planes. It has a capacity of more than 20 planes.

Out at the new airport, flights were suspended for the day last Friday due to the heavy coating of ice. By Saturday, however, flights had been resumed after the runway had been scraped and heavily sprinkled with cinders and sand. Sanding also was done at the old airport.

### Work Continues

Meanwhile, on the new airport site, building work went ahead with finishing in progress at the terminal building and the electrical equipment building practically finished except for installation of doors and windows and some inside work.

The concrete floor has been poured for the new flight line office building which will be a masonry lean-to structure attached to a large hangar.

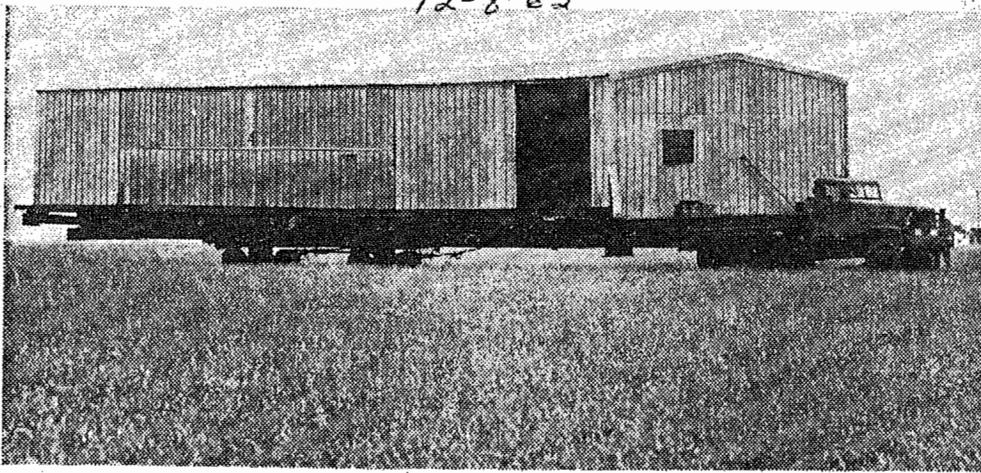
A new C-47 plane landed at the new airport Saturday due to icy conditions on Grand Forks Air Force Base runways, Midboe said.

Some icing due to sleet which fell early Monday morning was reported on the runways of the new and old Grand Forks Airports but planes still were able to land and take off about as usual, according to Airport Manager Norman Midboe.

12-2-63  
One of two sections of the big T-hangar on the old Grand Forks Airport was being braced Monday preparatory to moving it this week to the new airport five miles west of the city. The 130-foot long hangar had to be cut in two for moving purposes.

11-22-63  
Morning flights of Northwest Airlines were unable to land at the new Grand Forks Airport Friday morning because of ice on the runways but sanding work done during the morning was expected to permit resumption of plane landings later, according to Airlines officials here.

Remaining work on the new Grand Forks Airport was being rushed Friday. The jobs include inside work on the new terminal building, structural steel on the electrical equipment building and hangar construction.



THIS 100-FOOT PLUS section, of a huge T-hangar is shown just before it was hauled to the new Grand Forks Airport from the old airport Friday. It was braced up and mounted on three sets of wheel trucks for the moving job and was to be set on a concrete foundation at the new airport. The remainder of the hangar will be hauled to the new location next week. (Herald Photo).

12-15-63

## AGENDA CITY COUNCIL MEETING MONDAY, DECEMBER 16, 1963

- 1 ROLL
- 2 READING AND APPROVAL OF MINUTES  
December 2, 1963
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS
- 3-1 Mayor's reappointment of Robert Masee to the Civil Service Commission.
- 3-2 Mayor's appointment of Ralph Espeland to Planning & Zoning Commission.
- 3-3 Request for amendment of City Ordinance relative to storing of gasoline underground.
- 3-4 Request from Megarry Brothers for reduction of retainage on Airport contracts.
- 3-5 Recommendation for transfer of funds for Airport construction.
- 3-6 Resolution providing for the sale of General Obligation Highway Bonds.
- 3-7 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS
- 4-1 Various Reports.
- 5 ACCOUNTS, CLAIMS AND BILLS
- 5-1 Monthly Bills.
- 5-2 Time rolls.
- 6 REPORTS OF STANDING COMMITTEES
- 6-1 Reapproval of pledged securities by designated depositories of public funds.
- 6-2 Recommendation for razing of Point Bridge.
- 6-3 Protest against the annexation resolution for the area north of the City.
- 7 PRESENTING OF ORDINANCES
- 7-1 Public Hearing and consideration on 2nd reading and final passage of an ordinance amending the zoning map to include portions of Block 1, 2, 9, 10, 11 & 12, Skidmore Addition within R-1 District.
- 7-2 Public Hearing and consideration on 2nd reading and final passage of an ordinance adopting zoning regulations and zoning map for new Airport and surrounding area.

12-15-63

GRAND FORKS AIRMOTIVE Inc., plans to begin operation as a fixed base operator handling all types of airplane sales and service at the opening of the new city airport in January.

Louis Gershman, Grand Forks businessman, is secretary-treasurer of the new corporation, which has been granted a 10-year lease on a site at the new airport, with an option to renew the lease for another five years. Other officers are Harold A. Hoffman, Rochester, Minn., president, and John Jenson, Grand Forks, vice president.

Gershman said the firm will construct a 60 by 50-foot building of steel hangar-type construction as early as possible next year and will operate from temporary quarters in the meantime.

His announced plans call for new and used aircraft sales and service, student instruction, crop dusting, charter and ambulance service and shop facilities for airplane maintenance. He said the firm will have about 10 planes.

### Ordinance Adopted

Also finally adopted was an ordinance adopting zoning regulations and a zoning map for the new Grand Forks airport and surrounding area.

The council also: 12-17-63

Approved transfer of \$100,000 from the sewage fund to the general fund and transfer of \$250,000 from the general fund to the airport construction fund to help finance the new airport project.

### Request Referred

Referred to the city engineer a request from Megarry Bros., general contractors for the new city airport, to reduce the hold-back percentage on airport contracts from 15 per cent to 5 per cent.

### LEGAL NOTICES

12-17-63

#### NOTICE TO RESTAURANT OPERATORS CALL FOR BIDS FOR RESTAURANT CONCESSION ON NEW GRAND FORKS INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received by the undersigned until 10:00 o'clock A.M. on Thursday, January 2, 1964 in the office of the Director of Finance in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for Monday, January 6, 1964 at 7:30 o'clock P.M. for a Restaurant Operator on the New Grand Forks International Airport.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded, the \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession" — New Grand Forks International Airport and the name of the person or firm bidding.

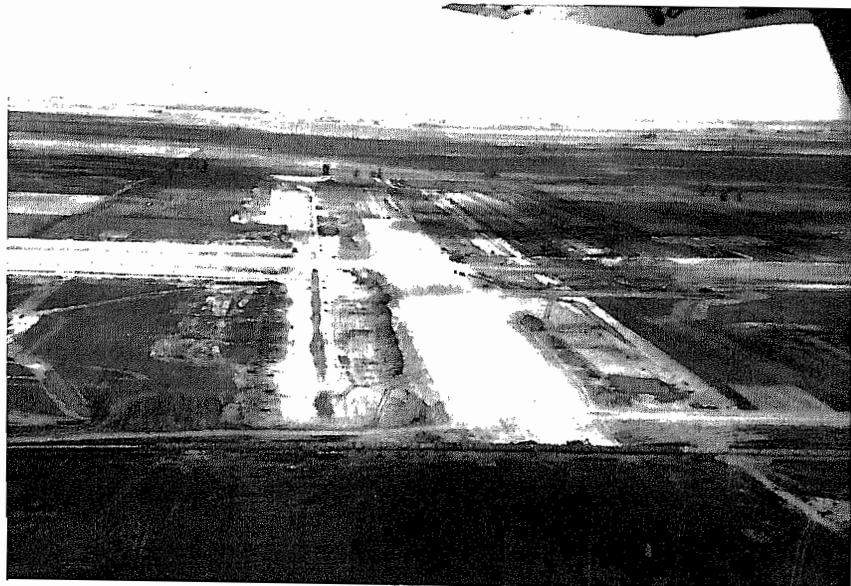
Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession, shall be required to put up a surety company bond in the amount as stipulated in the restaurant operator requirements, within ten days after notice of the acceptance of his bid. If such bond is not so furnished, the concession may be let to the next highest bidder, and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

R. S. NILES  
Director of Finance  
(December 17, 24, 31, 1963)

7-21-63 87  
NEW GRAND FORKS  
INTERNATIONAL AIRPORT



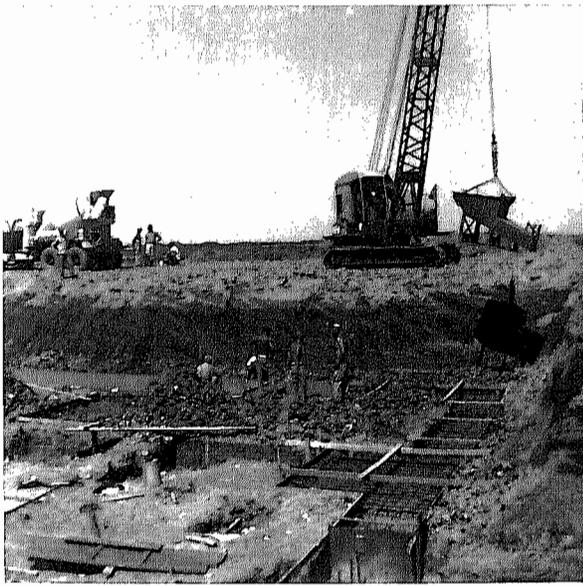
FUEL LINE TO AIR BASE  
BEING LOWERED IN FORE-  
GROUND. GRADING IN  
PROGRESS ON N-S AND  
E-W RUNWAYS & TAXIWAYS.  
PICTURE TAKEN LOOKING  
NORTH.



7-21-63  
AERIAL PHOTO LOOKING  
SOUTH. APRON AREA AND  
TAXIWAY APPEAR UPPER  
LEFT. DRAINAGE DITCH IN  
FOREGROUND



7-21-63



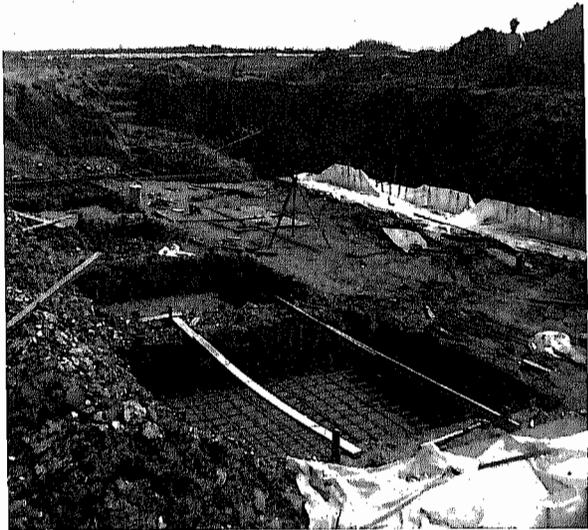
• AUG • 63

7-23-63 POURING FOOTINGS FOR TERMINAL BLDG.



• AUG • 63

7-23-63 HAROLD VINJE-RES. ENGINEER



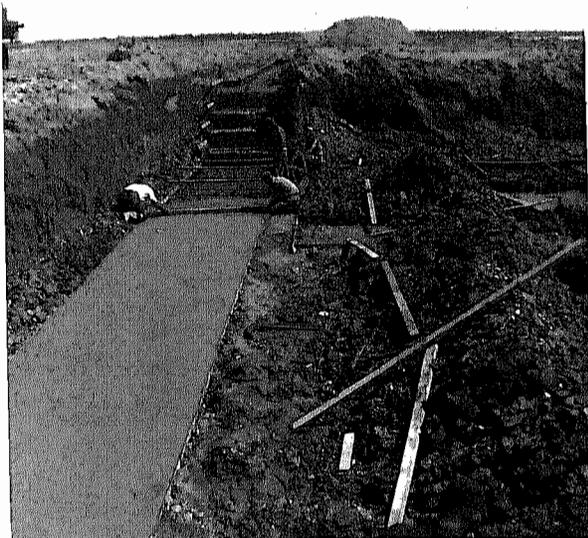
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7-23-63 - EXCAVATION FOR FOOTINGS CENTER OF TERMINAL BLDG.



• AUG • 63

7-23-63 - POURING FOOTINGS



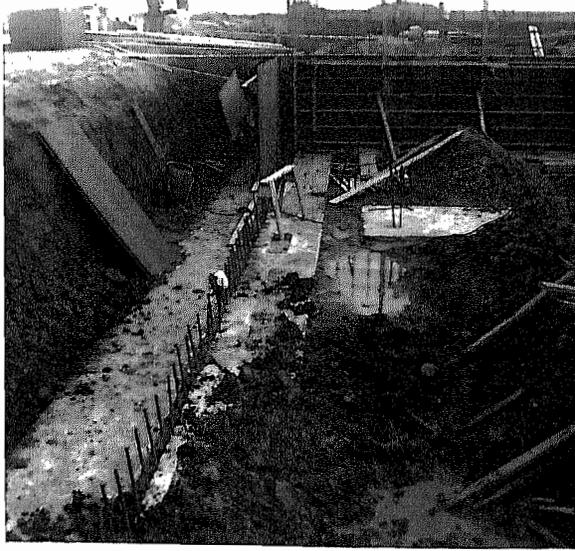
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7-23-63 - FOOTINGS



• AUG • 63

7-23-63 AIR BASE FUEL LINE BEING LOWERED.

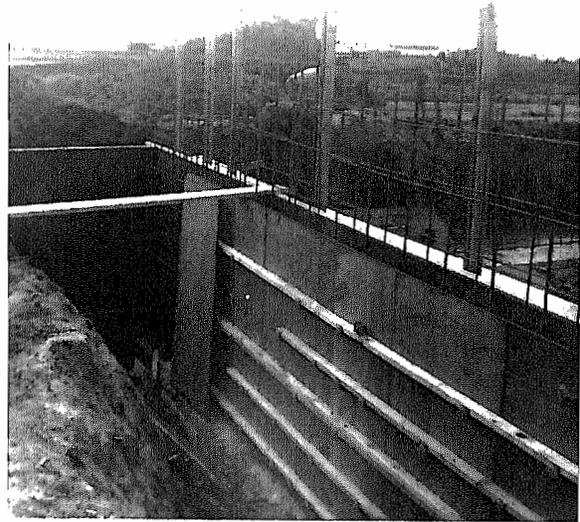


AUG 63

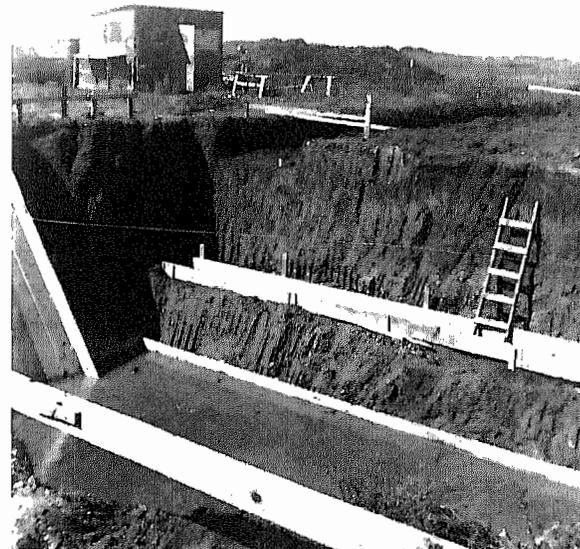


AUG 63

7-30-63 FORMS GOING UP FOR TERMINAL BLDG. BASEMENT WALLS



AUG 63



AUG 63

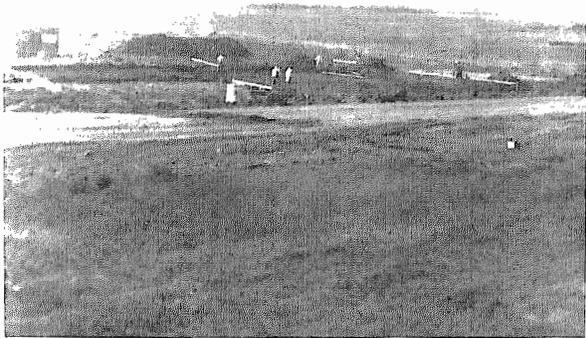
7-30-63 FORMS - BASEMENT WALLS



AUG 63

7-30-63  
ABOVE PICTURE SHOWS  
EXCAVATION FOR WATER  
RESERVOIR AT EAST END  
OF EQUIPMENT MAINTENANCE  
AND ELECTRICAL CONTROL  
BUILDING. CONCRETE FOR  
RESERVOIR FLOOR POURED.  
EXCAVATION FOR BUILDING  
FOOTINGS ALSO COMPLETED.

7-30-63 - TRENCHING FOR WATER & SEWAGE



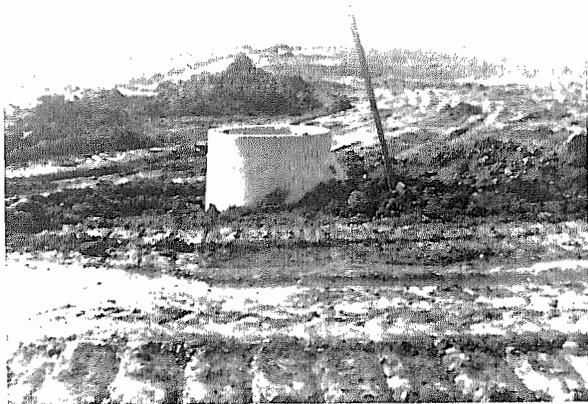
• AUG • 63

8-2-63 SCENE LOOKING SOUTH TOWARDS SITE FOR ELEC. CONTROL BLDG.



• AUG • 63

8-2-63 SCENE LOOKING WEST OVER FUTURE BIG HANGAR APRON & EW TAXIWAY.



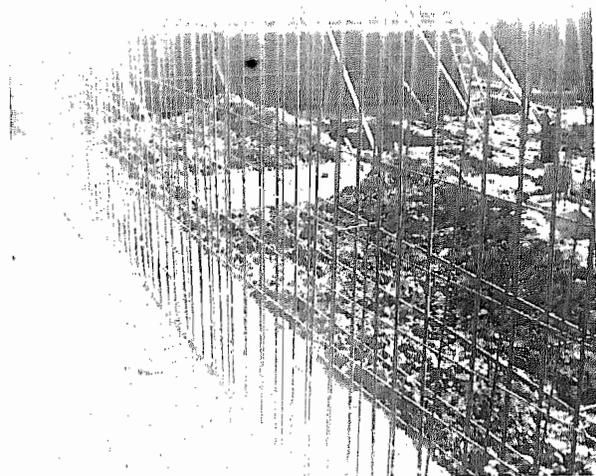
• AUG • 63

8-2-63 MANHOLE FOR SEWAGE SYSTEM IN PLACE SHOWING AMT. OF FILL NEEDED.



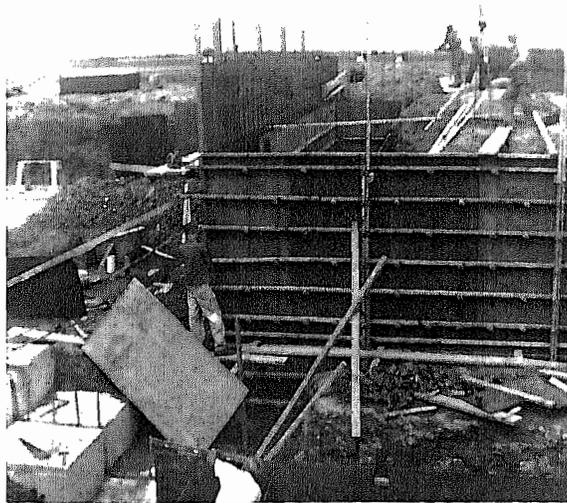
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WATER LINE IN TERMINAL AREA SHOWING T TO EQUIPMENT BLDG.

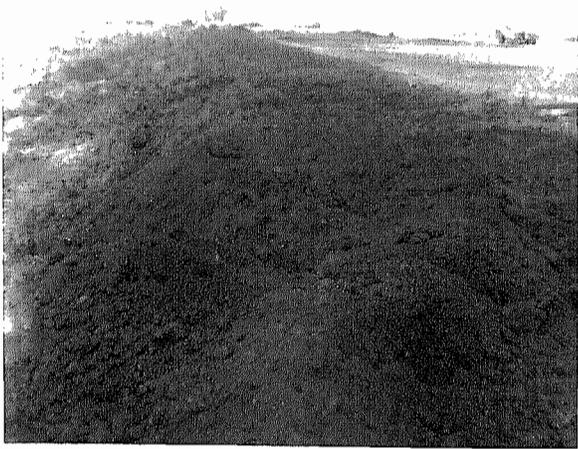


• AUG • 63

8-2-63 REINFORCING RODS AND FORMS GOING UP FOR TERMINAL BASEMENT WALLS.



• AUG • 63



AUG . 63

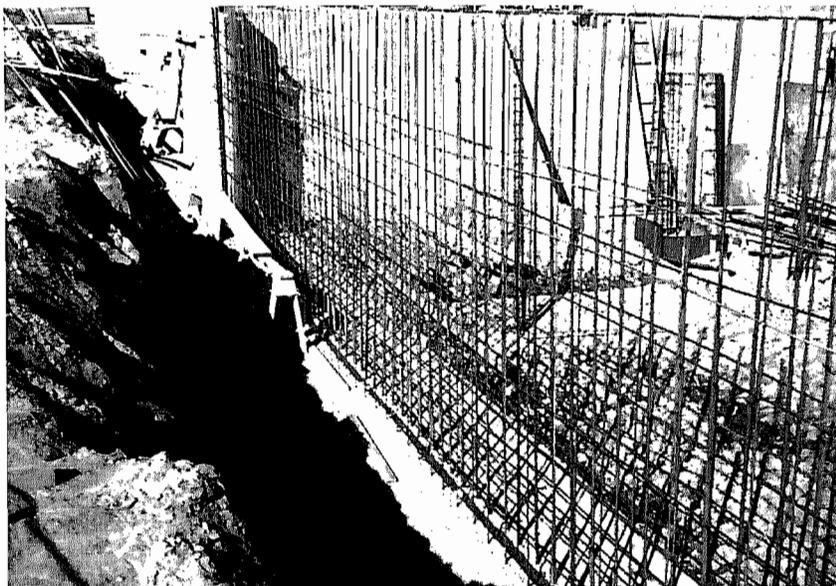


8-2-63 AIRBASE PIPELINE TRENCH FILLED IN.

8-6-63 APRON AREA WEST OF TERMINAL BLDG. BEING DRIED OUT FOR COMPACTION



AUG . 63



8-6-63 HYDRANT IN TERMINAL AREA BEFORE FALL WAS HAULED IN.

8-6-63 TERMINAL BLDG. BASEMENT. WALLS POURED FOR UNEXCAVATED PORTION.



AUG . 63

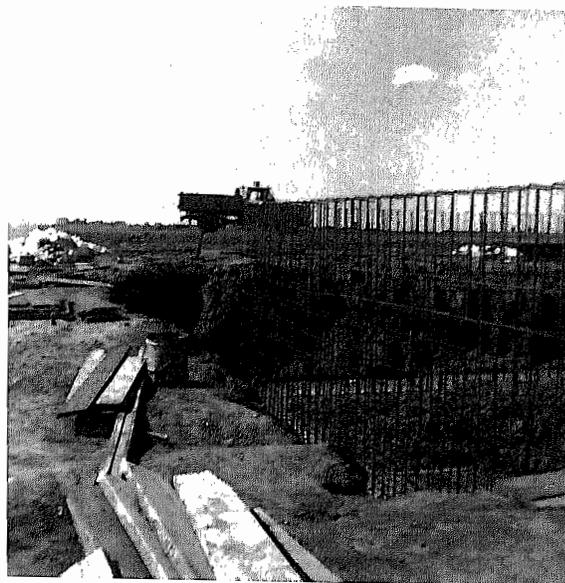


8-6-63 HYDRANT & WATER CONTROL VALVES. VALVE USED BY RES. ENGINEER FOR OFFICE IN BACKGROUND.

8-6-63 TERMINAL BLDG. BASEMENT.



8-6-63 WEST END OF MAIN AIRPORT DRAINAGE DITCH LOOKING EAST. AFTER COMPLETION.

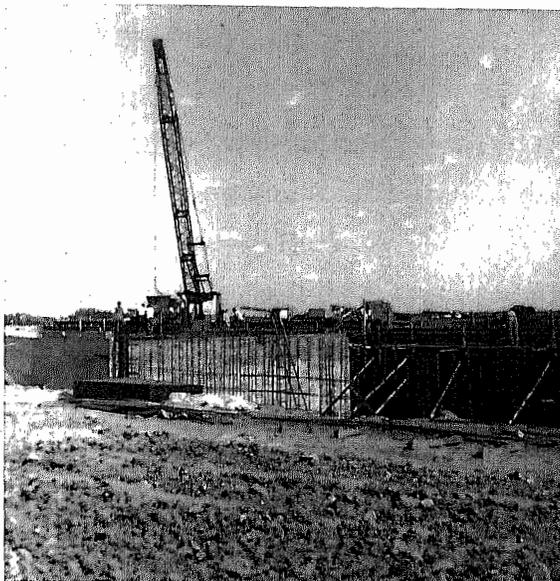


AUG . 63

8-9-63 STEEL WORK - EXCAVATED PORTION OF TERMINAL BLDG. BASEMENT.

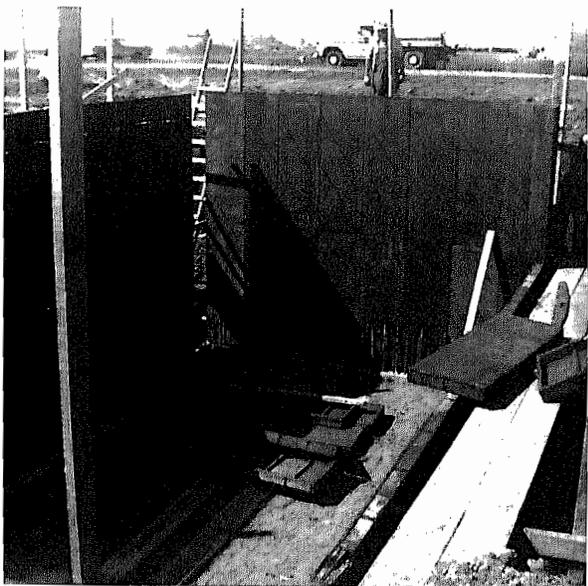


AUG . 63

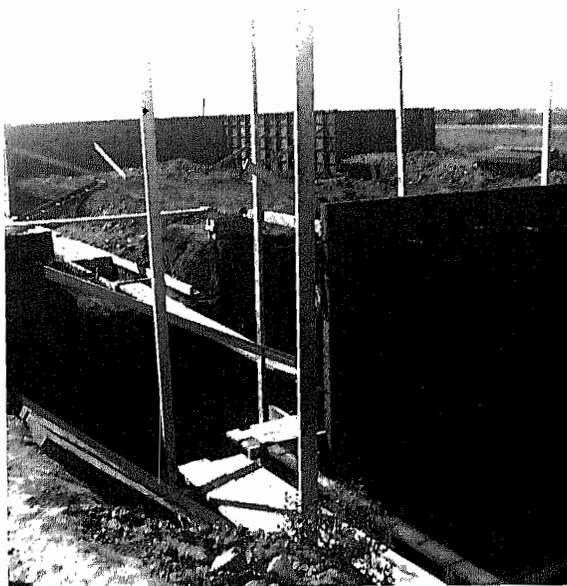


AUG . 63

8-9-63 CONCRETE BEING POURED FOR FOUNDATION WALLS OF TERMINAL BLDG. (UNEXCAVATED PORTION)

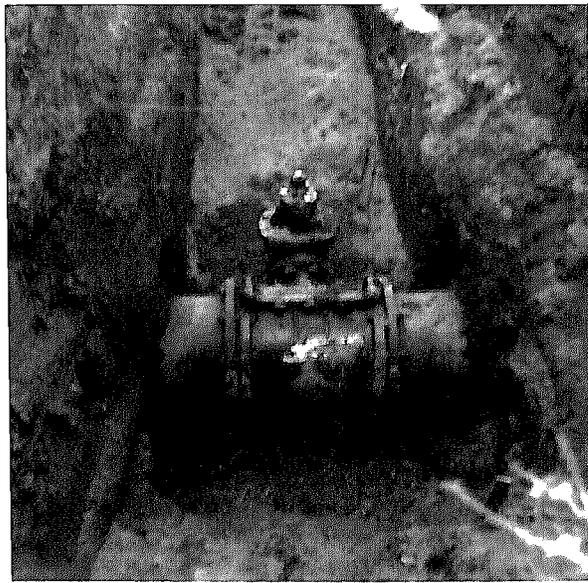


AUG . 63



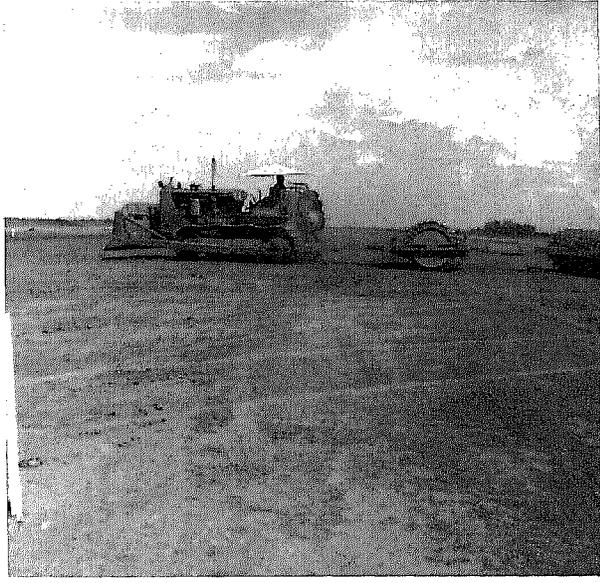
AUG . 63

8-9-63 FOUNDATION WALLS GOING UP - FORMS FOR RESERVOIR AREA OF EQUIPMENT STORAGE BUILDING.



AUG • 63

8-9-63 CONNECTION TO AIRBASE WATER LINE.



AUG • 63

8-9-63 PACKING LAST LIFT ON E-END OF EW RUNWAY.

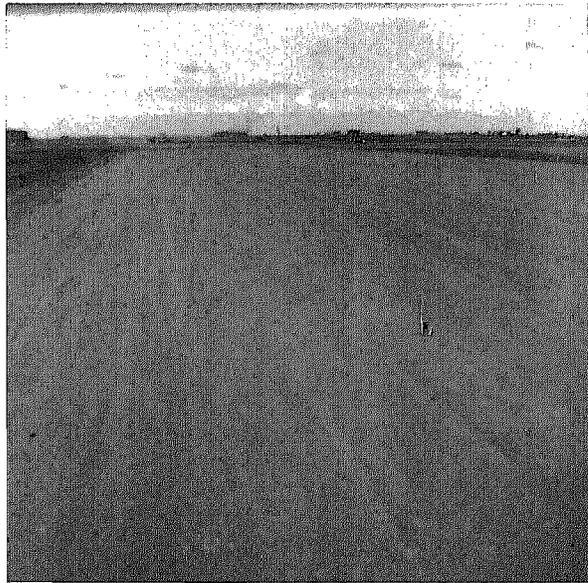


AUG • 63

8-9-63 GRAVEL BASE BEING SPREAD ON NORTH HALF OF N-S RUNWAY

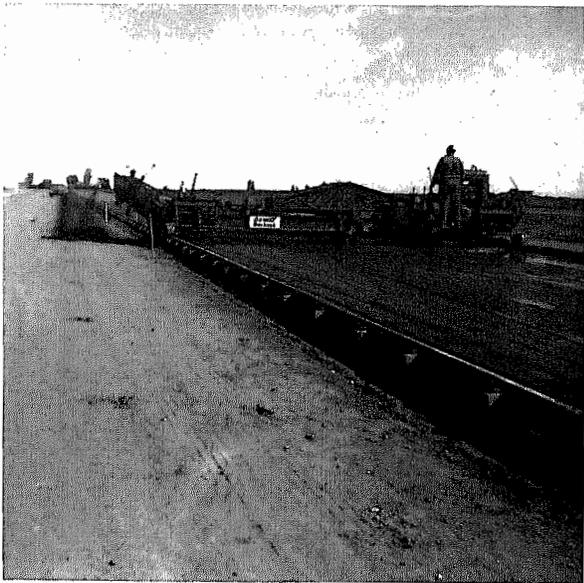


AUG • 63

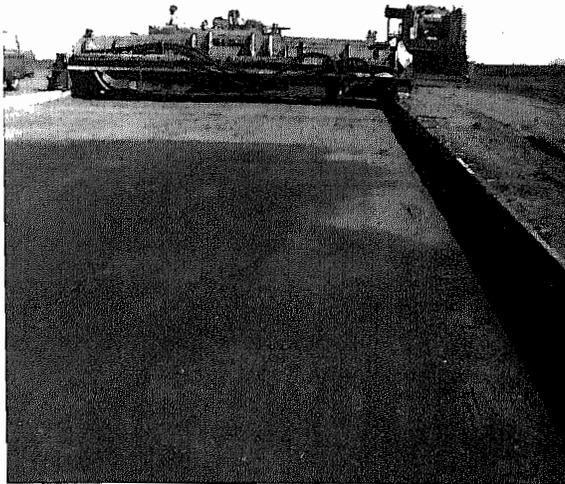


AUG • 63

8-17-63  
EW RUNWAY LOOKING WEST.  
THIS PORTION FULLY COMPACTED,  
FINE GRADED AND READY FOR  
GRAVEL BASE. PAVING MACHINERY  
BEING SET UP FOR PAVING N-S  
RUNWAY BEGINNING MONDAY 8-19-63,  
TRACKAGE ALSO BEING SET UP FOR  
FIRST 25 FOOT WIDE RUN OF  
PAVING MACHINE.



AUG . 63

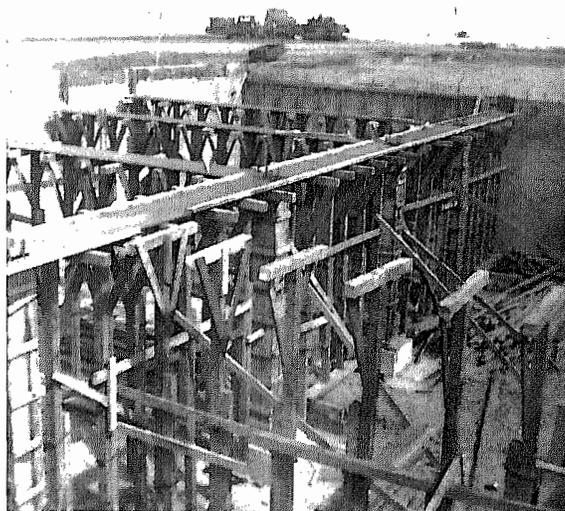


AUG . 63

8-17-63 RAILS IN PLACE FOR PAVING MACHINERY AT NORTH END OF N-S RUNWAY. MACHINE SHOWN USED FOR LEVELING GRAVEL BASE, PAVING MACHINE IN BACKGROUND.



OCT . 63



OCT . 63

8-23-63 BASEMENT FOUNDATION WALLS FOR TERMINAL BLDG. COMPLETED, WORK IN PROGRESS ON CANOPY FOUNDATION POSTS AND SUPPORTS FOR FIRST FLOOR.



OCT . 63



8-23-63 FOUNDATION WALLS COMPLETED FOR EQUIP. STORAGE & ELECT. CONT. BLDG. 8-29-63 NEARLY 3 25 FT. WIDE PAVED STRIPS COMPLETED ON NS RUNWAY. 3000 FT. LENGTH, (LOOKING SOUTH)

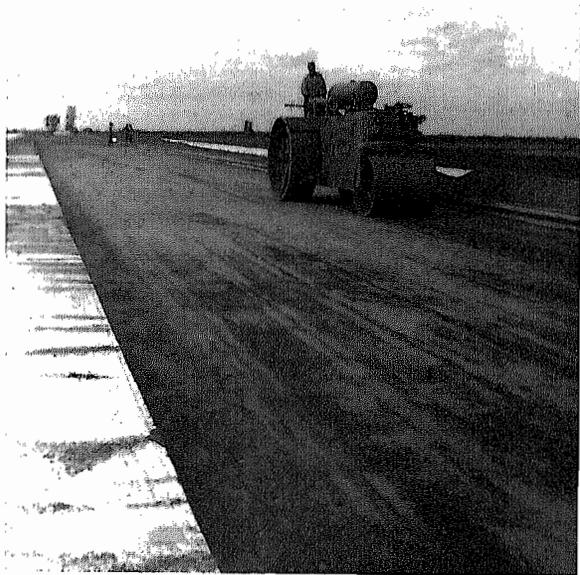


OCT • 63



OCT • 63

8-31-63 PAVING IN PROGRESS ON TERMINAL BUILDING APRON.



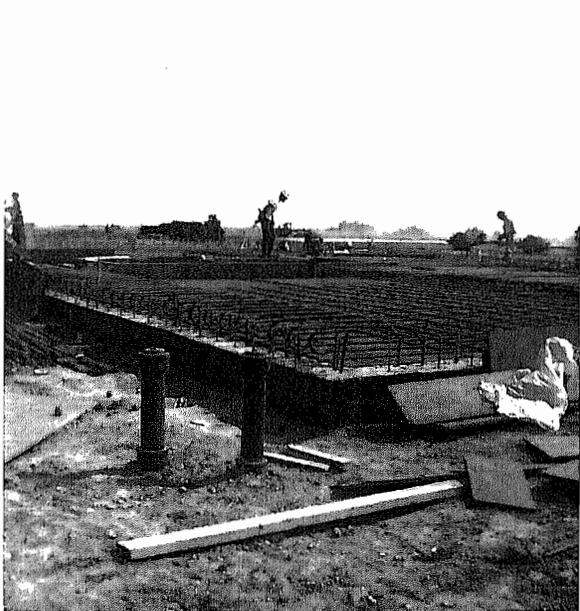
OCT • 63



OCT • 63

9-1-63 PACKER WORKING DOWN GRAVEL SUB-BASE ON N-3 BEFORE PAVING. SHORTLY AFTER POURING AUTO DROVE ON PORTION OF STRIP.

9-4-63 HOLES BEING DRILLED IN EQUIP. BLDG. FOUNDATION FOR ELECTRICAL CABLE PRIOR TO POURING FLOOR.

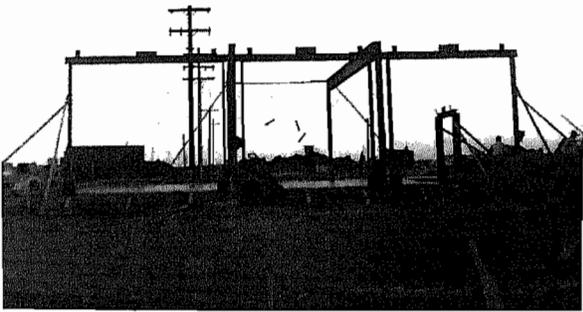


OCT • 63

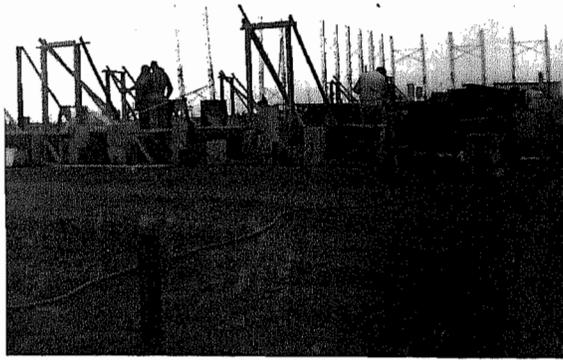


OCT • 63

9-4-63 STEEL WORK BEING PLACED PRIOR TO POURING CONCRETE - 1ST. FLOOR OF TERMINAL.

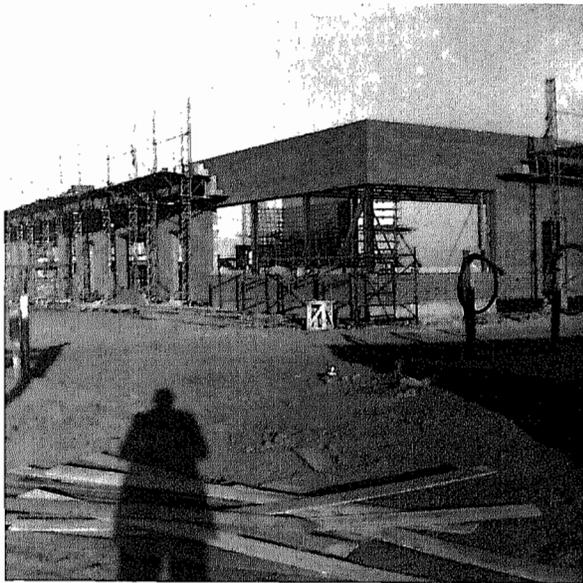


OCT • 63



OCT • 63

9-19-63 STEEL GOING UP FOR OVERHEAD DOORS IN EQUIP. STORAGE BLDG. SOME BRICKWORK ALSO STARTED.



OCT • 63



OCT • 63

9-19-63 TERMINAL BLDG. BRICKWORK LOOKING NORTHEAST.

10-11-63 EQUIP. STORAGE BLDG AND ROTATING BEACON IN PLACE



OCT • 63



OCT • 63

10-11-63 - TERMINAL - WEST SIDE ARCH. CONC. POURED - E-SIDE W-END EQUIP. BLDG. 10-11-63



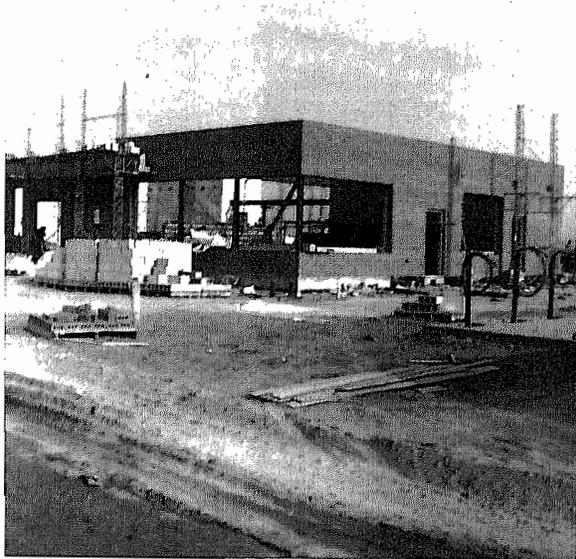
OCT • 63

10-11-63 BRICKWORK ON AIRLINE EQUIP. STORAGE BUILDING.



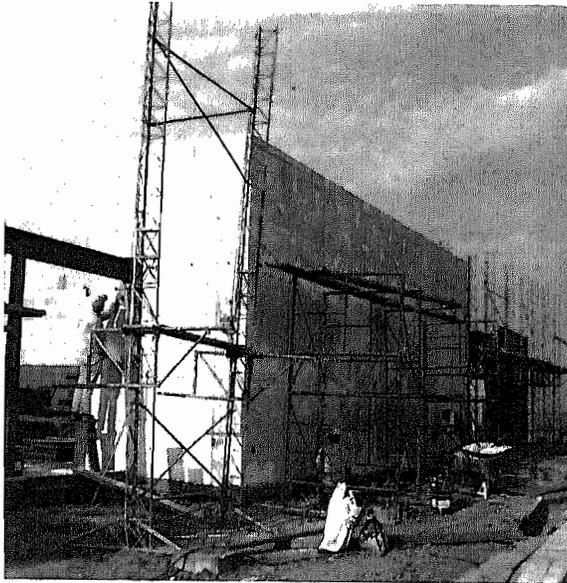
OCT • 63

10-14-63 BRICKWORK ON EAST PORTION OF EQUIP + ELECT. CONTROL BLDG.

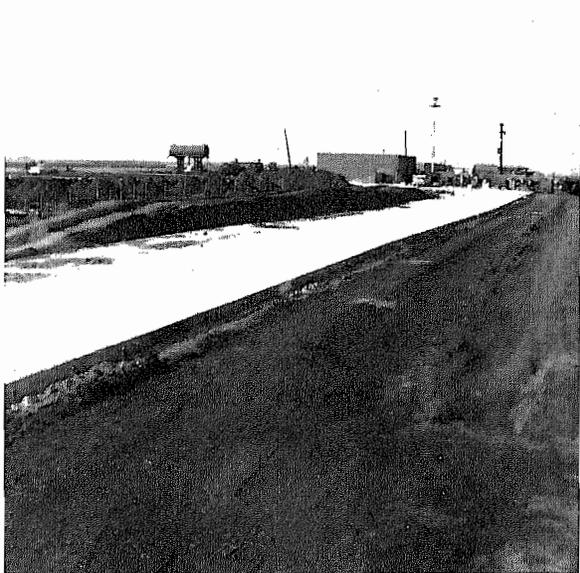


OCT • 63

10-14-63 TERMINAL BLDG. LOOKING NE - ARCHITECTURAL CONCRET UNCOVERED AND WAS UNSATISFACTORY - PATCHING WORK IN PROGRESS.

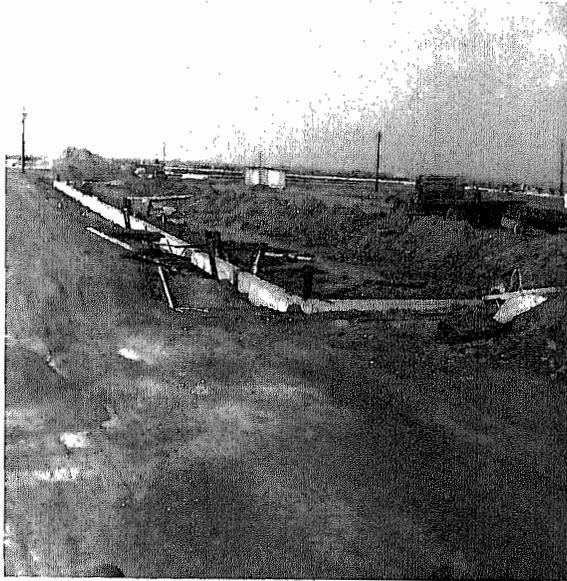


OCT • 63



OCT • 63

10-14-63 TEE HANGAR TAXIWAY LOOKING NORTH.

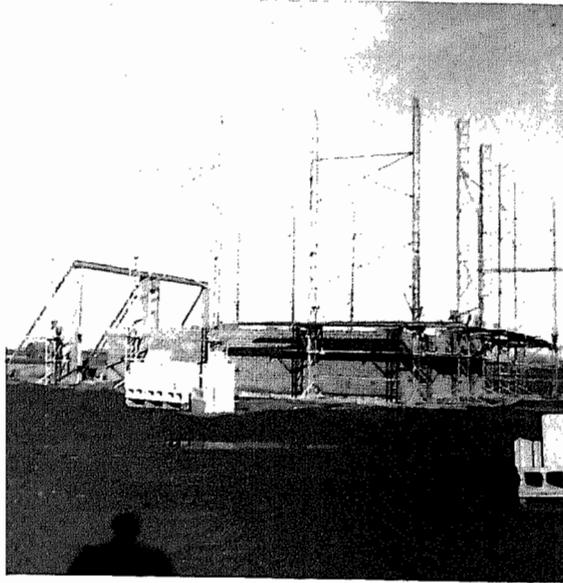


OCT • 63

10-14-63 OLD TEE HANGAR FOUNDATION



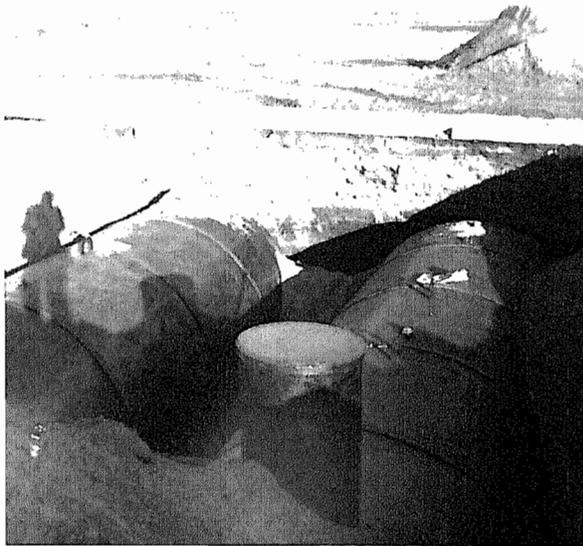
OCT • 63



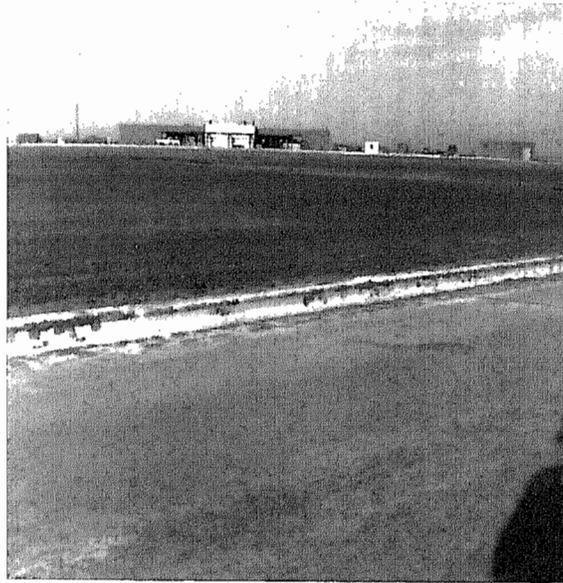
OCT • 63

10-22-63 TERMINAL BLDG. SIDEWALK NOW CONNECTING TERMINAL & HANGAR AREA.

10-22-63 BRICKWORK IN PROGRESS ON AIRLINE EQUIP. STORAGE BLDG.



OCT • 63



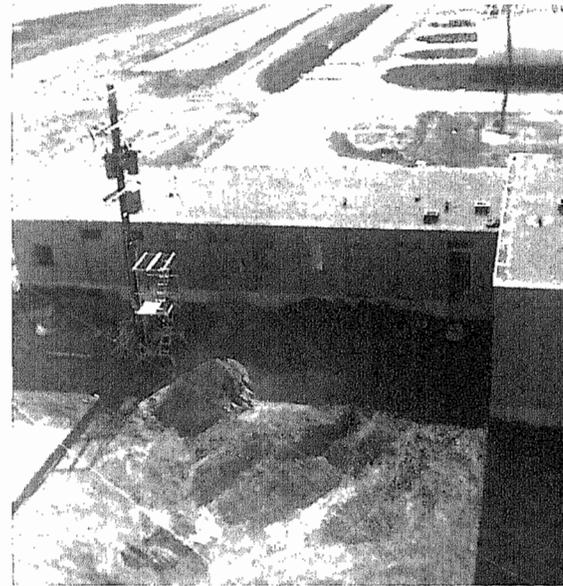
DEC • 63

10-22-63 TWO 12,000 GAL. AIRCRAFT FUELING TANKS IN PLACE

11-3-63 TERMINAL BLDG. LOOKING NW FROM CORNER OF ENTRANCE ROAD.

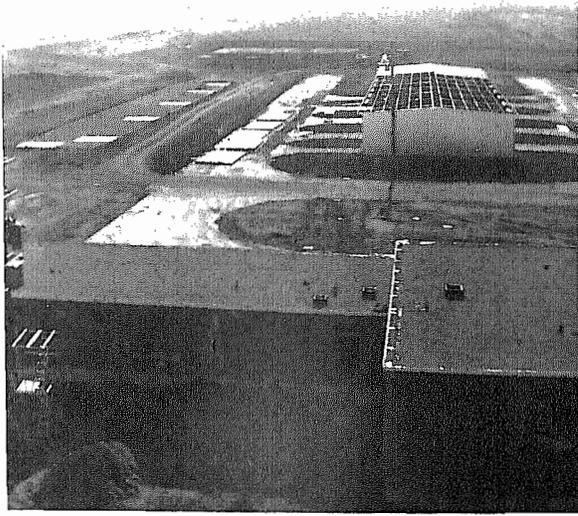


DEC • 63

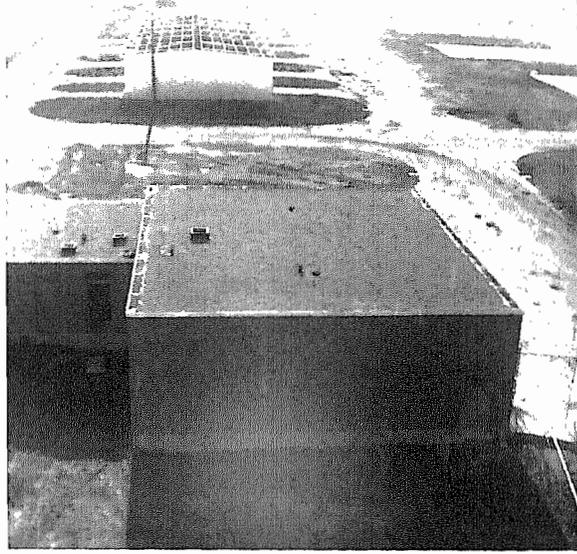


DEC • 63

11-10-63 EQUIP. BLDG. IN FOREGROUND. PICTURES FROM TOP OF BEACON TOWER. ENTRANCE ROAD FROM HIGHWAY TO LEFT. THEN SITE FOR OLD RELOCATED T-HANGAR.



DEC • 63

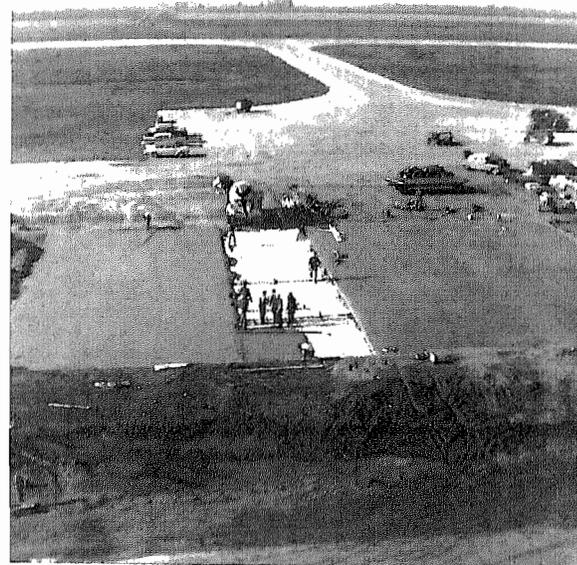


DEC • 63

11-10-63 LOOKING SOUTH OVER EQUIP. BLDG, AND NEW TEE HANGAR BEING BUILT. PART OF ROOF ON NEW TEE HANGAR.



DEC • 63



DEC • 63

11-10-63 FLOOR SLABS IN FOR 60'X80' HANGAR TO BE RELOCATED AND NEW 80'X60'

11-10-63 FLOOR SLAB BEING POURED FOR NEW 120'X80' SPACE HANGAR.



DEC • 63



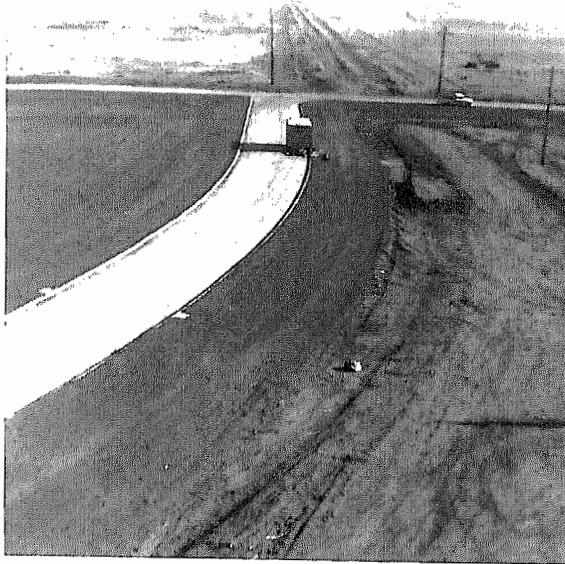
DEC • 63

11-10-63 TRAILER FOR NWA OPERATIONS TO

11-10-63 PARKING LOT AND TERMINAL, WINDOWS & DOORS COVERED WITH PLASTIC.



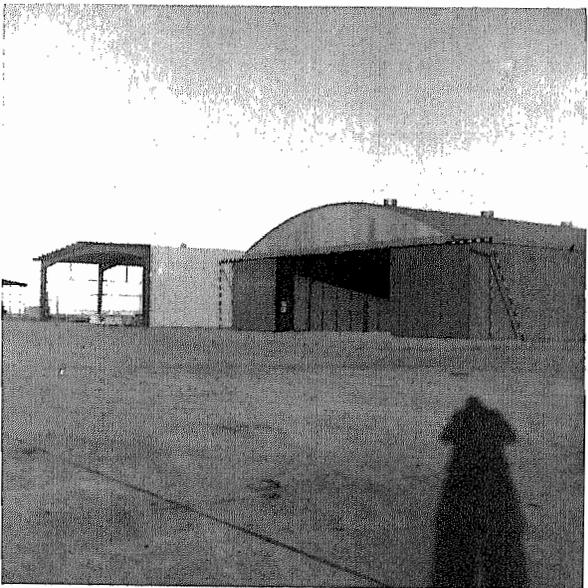
DEC • 63



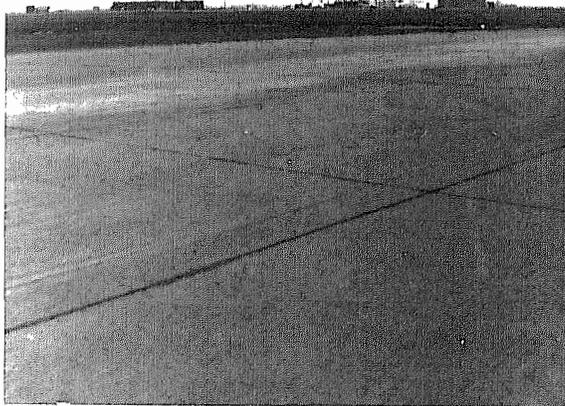
DEC • 63

NWA EQUIP. STORAGE BLDG. IN BACKGROUND AND SITE FOR MONTGOMERY SHOP. 11-10-63

11-10-63 - EXIT PORTION OF TRAFFIC CIRCLE, VINJE OFFICE TRAILOR.



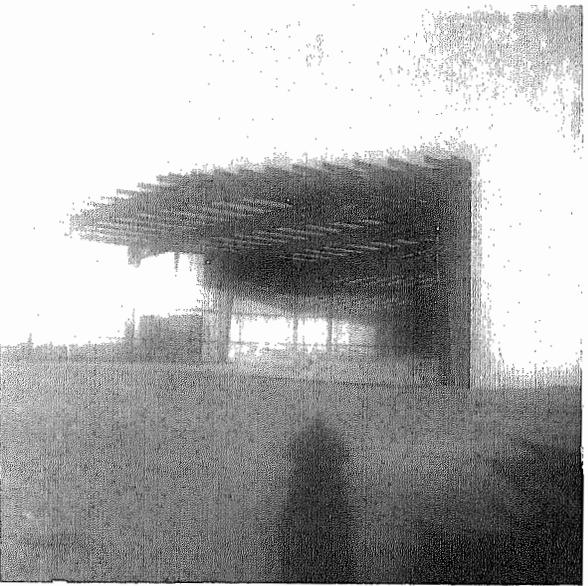
DEC • 63



DEC • 63

11-21-63 60' X 80' SPACE HANGAR AFTER RELOCATION TO NEW AIRPORT, NEW 80 X 60

11-21-63 AIRPORT BLDGS. FROM N-S RUNWAY



DEC • 63

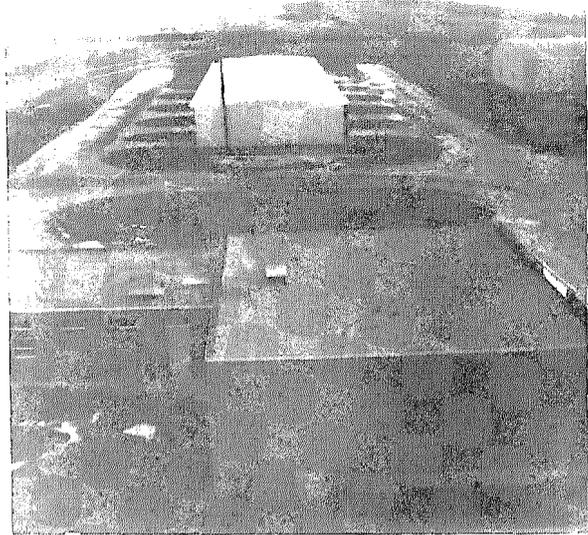


DEC • 63

NEW 80' X 60' HANGAR

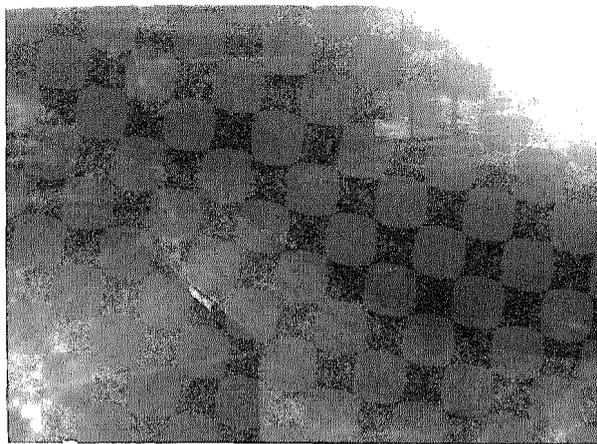
11-21-63

NEW 120' X 80' HANGAR



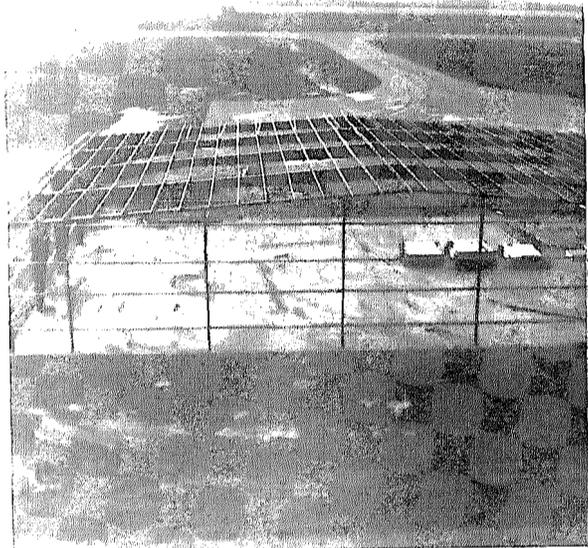
DEC • 63

11-21-63 NEW TEE HANGAR NEARLY COMPLETED



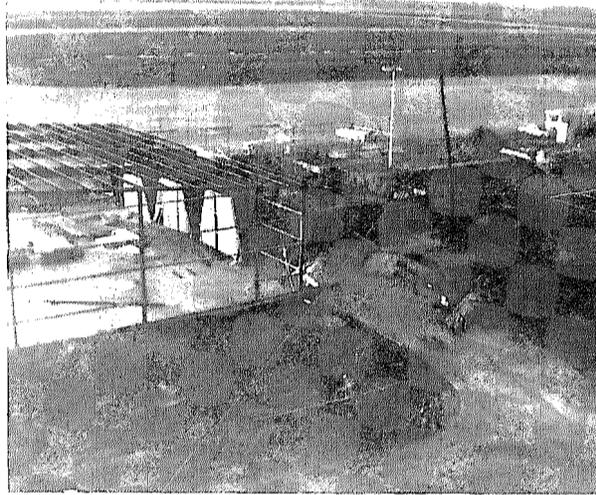
DEC • 63

11-21-63 OLD RELOCATED 60'x80' HANGAR AND NEW 80'x60' HANGAR

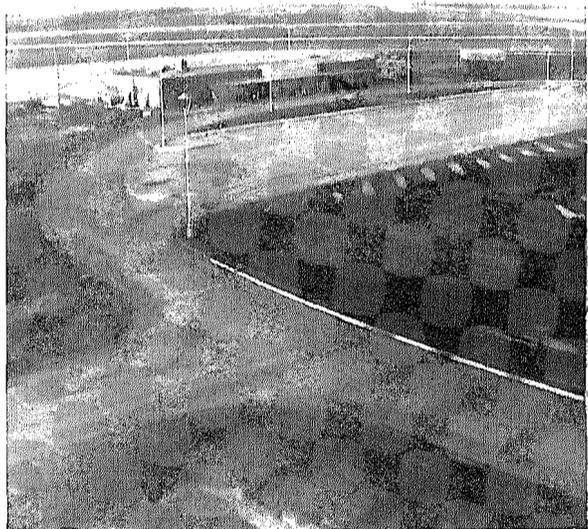


DEC • 63

11-21-63 LARGE 130'x80' HANGAR AND ADJOINING FLIGHTLINE OFFICE. STRUCTURAL STEEL AND SOME SHEETING INSTALLED ON SOUTH WALL. SOME BRICKWORK DONE.

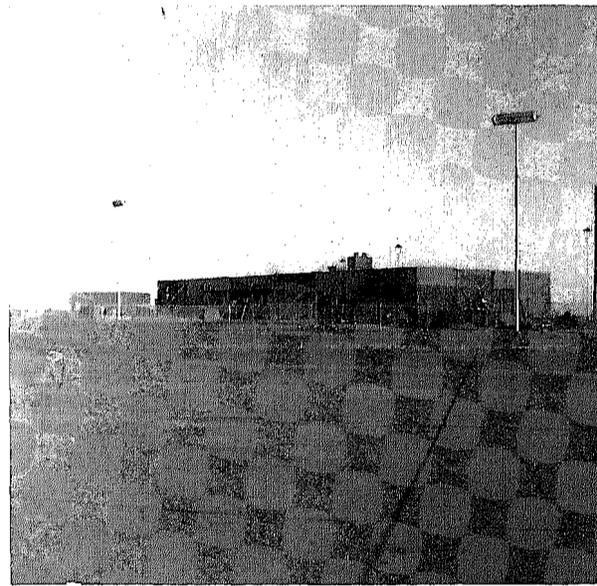


DEC • 63



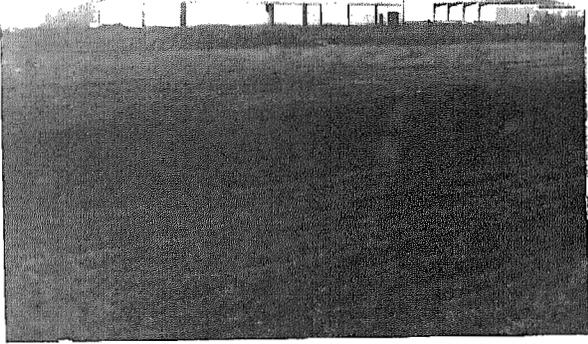
DEC • 63

11-21-63 TERMINAL FROM PARKING LOT SIDE.

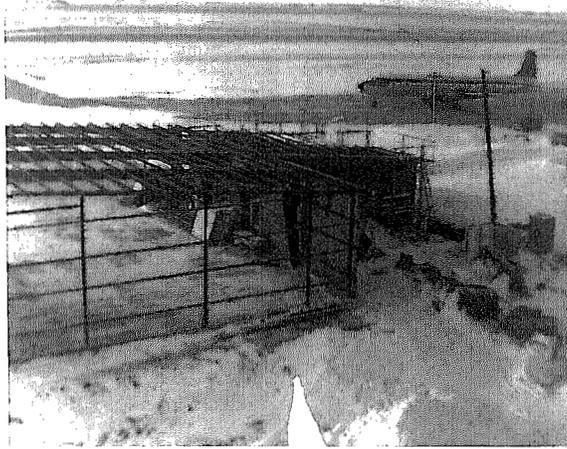


DEC • 63

11-21-63 TERMINAL - APRON SIDE.



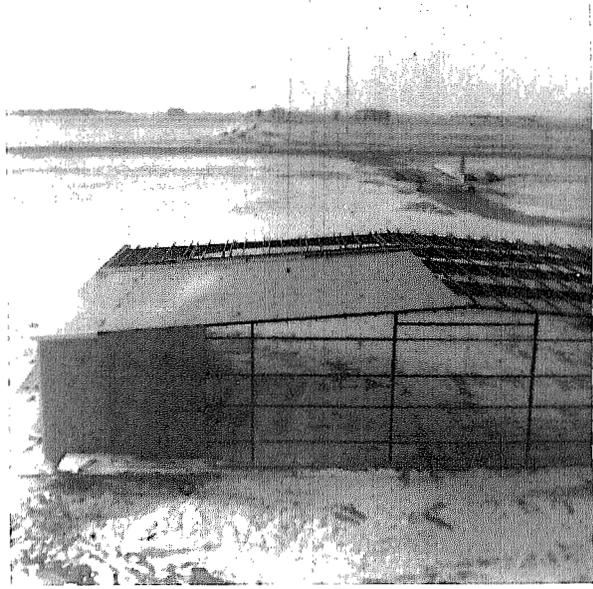
DEC • 63



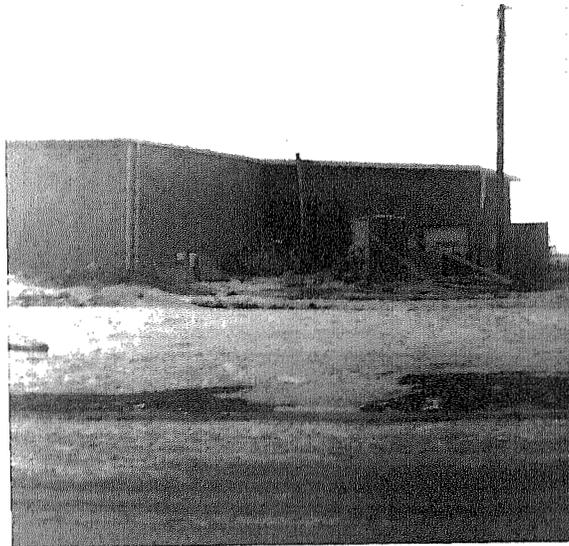
DEC • 63

11-21-63 HANGARS FROM ENTRANCE ROAD.

12-19-63 120'X80 STORAGE HANGAR WALLS COMPLETED FOR FLIGHTLINE OFFICE, NWA FLT.



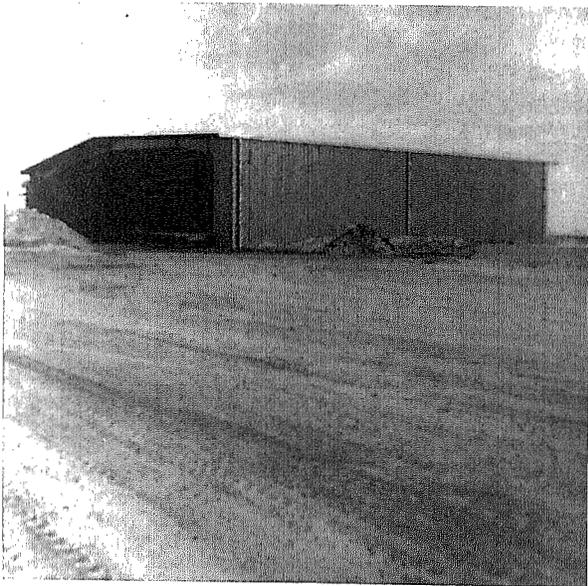
DEC • 63



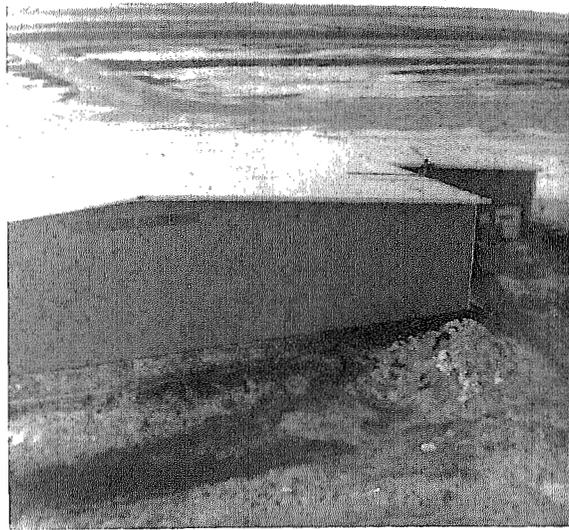
JAN • 64

12-19-63 SOUTH HALF 120'X80' HANGAR. SOME MORE SHEETING INSTALLED. (SNOW 12-2-63)

1-4-64 FLIGHTLINE OFFICE BLDG. ATTACHED TO BIG HANGAR.



JAN • 64



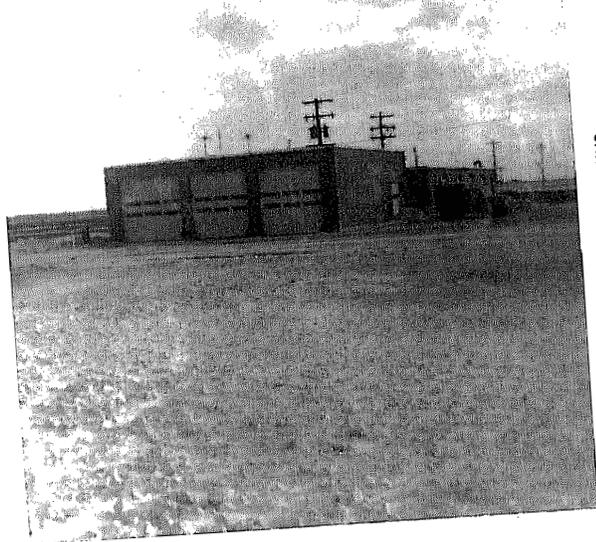
JAN • 64

1-4-64 120'X80' BIG HANGAR. NEARLY ALL SKIN ON, NO DOORS.

1-4-64 REAR OF BIG HANGAR & FLIGHTLINE OFFICE



JAN . 64

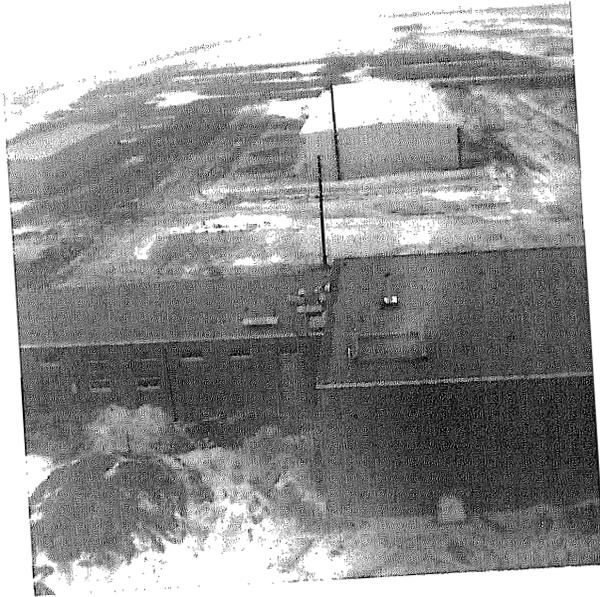


JAN . 64

1-4-64 TWO VIEWS OF EQUIPMENT MAINTENANCE AND ELECTRICAL CONTROL BLDG,  
BARBER COLEMAN DOORS INSTALLED.



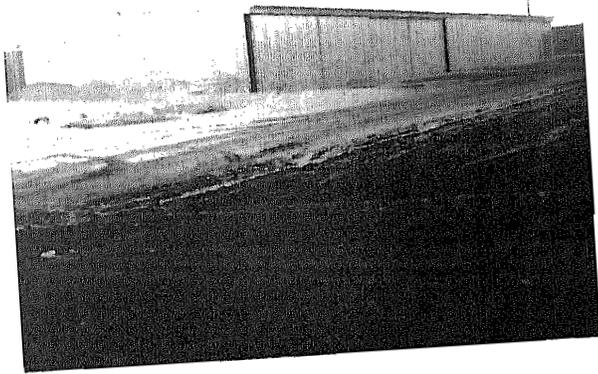
JAN . 64



JAN . 64

1-4-64 - 1ST. HALF OF RELOCATED  
T-HANGAR IN PLACE.

1-4-64. NEW TEE HANGAR. 1ST HALF  
OF OLD TEE TO LEFT.



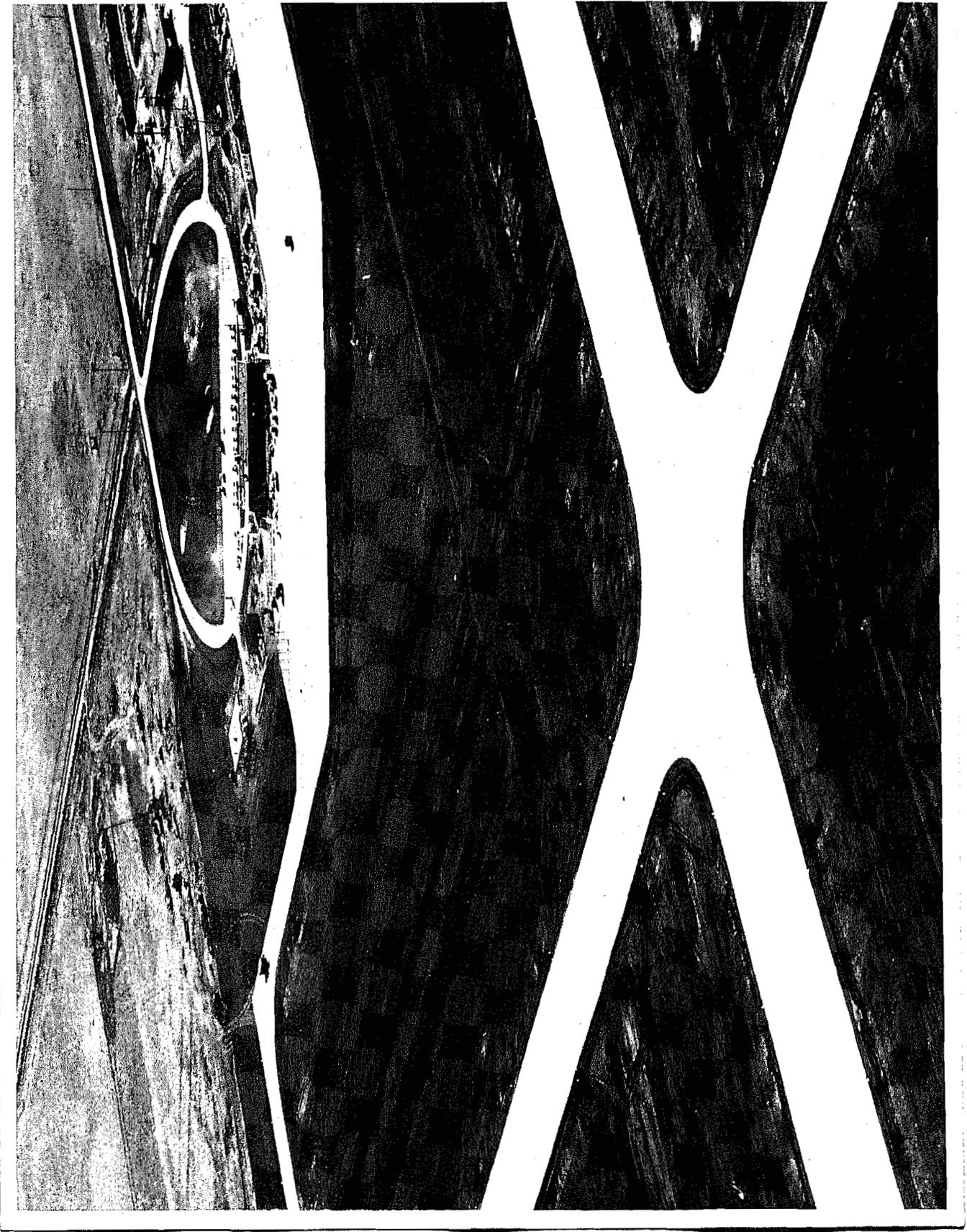
JAN . 64



JAN . 64

1-4-64 NEW T-HANGAR COMPLETED

1-4-64 RELOCATED 60x80' SPACE HANGAR.  
AND NEW 80'x60', NO DOORS YET.



**ORDINANCE NO. 113**  
 AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH AND OTHERWISE REGULATING THE USE OF PROPERTY IN THE VICINITY OF THE GRAND FORKS INTERNATIONAL AIRPORT BY CREATING AIRPORT APPROACH ZONES, TRANSITION ZONES, HORIZONTAL ZONE AND CONICAL ZONE, AND ESTABLISHING THE BOUNDARIES THEREOF, PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES, DEFINING CERTAIN TERMS USED HEREIN, REFERRING TO THE GRAND FORKS INTERNATIONAL AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE, PROVIDING FOR ENFORCEMENT, ESTABLISHING A BOARD OF APPEALS, AND IMPOSING PENALTIES.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND FORKS, NORTH DAKOTA, THAT:

**21-021 Penalties:**  
 Each violation of this Article or any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than \$100.00 or imprisonment for not more than 90 days or both fine and imprisonment, and each day a violation continues to exist shall constitute a separate offense.

NELSON A. YOUNGS,  
 Mayor

Attest: H. E. MARTIN,  
 City Auditor

Introduction and First Reading: November 18, 1963  
 Public Hearing: December 16, 1963  
 Second Reading and Final Passage: December 18, 1963  
 Approved: December 16, 1963  
 Published: December 23, 1963  
 (December 23, 1963)

12-26-63

**FOR LEASE**  
**RESTAURANT CONCESSION**

On new Grand Forks International Airport completely new and modern facility bid forms available in Airport Manager's Office. Interested parties requested to call 774-5011.

Bids will be received until 10:00 o'clock a.m., Thursday, January 2, 1964.

**NOTICE TO RESTAURANT OPERATORS CALL FOR BIDS FOR RESTAURANT CONCESSION ON NEW GRAND FORKS INTERNATIONAL AIRPORT**

Notice is hereby given that sealed bids will be received by the undersigned until 10:00 o'clock A.M. on Thursday, January 2, 1964 in the office of the Director of Finance in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for Monday, February 3, 1964 at 7:30 o'clock P.M. for a Restaurant Operator on the New Grand Forks International Airport.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded, the \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession" - New Grand Forks International Airport and the name of the person or firm bidding.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a surety company bond in the amount as stipulated in the restaurant operator requirements, within ten days after notice of the acceptance of his bid. If such bond is not so furnished, the concession may be let to the next highest bidder, and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

R. S. NILES  
 Director of Finance  
 (January 6, 13, 20, 1964)

1-5-64

**Grand Forks Business News**

The last half of the 230 by 32-foot T-hangar at the present Grand Forks Airport will be moved, probably late this week, depending on weather conditions, to the new airport five miles west of the city, according to Norman Midboe, airport manager. The first half of the hangar has been moved to the new airport and set on its foundation. 12-29-63

**PRELIMINARY 1963 FIGURES FOR NORTHWEST AIRLINES AT GRAND FORKS** showed the station boarding 10,971 passengers and deplaning 11,976, compared with 7,121 and 7,144 in 1962.

In addition, according to H. M. Peterson, station manager, in the period from April 5 through May 20, 579 passengers were transported to Fargo via bus to take their flights there when the Grand Forks airport runways were closed to NWA planes due to the annual spring break-up.

Peterson said 1963 was the first time Northwest had topped the 10,000 figure at Grand Forks and the figure represents an increase of about 90 per cent in passenger business since 1960.

Business for Northwest in North Dakota showed a similar pattern, with passenger boardings reaching 63,200, a 23 per cent increase over 1962. Other 1963 milestones:

A third round-trip flight was added May 26, giving Grand Forks two round-trip Electra Prop-jets and one DC-6B flight daily.

Landings at the new Grand Forks airport started Nov. 15 because of continuous breaking of the runway at the old airport. Passengers are taken from the old field to the new by charter bus until the new terminal building is finished, probably around Feb. 1.

\* \* \*

Harold Vinje, resident engineer for the new Grand Forks Airport, expects to remain here for the next week or two to supervise completion of building construction work on the airport. 12-29-63

1-6-64

Norman Midboe, Grand Forks Airport manager, said Monday he expected the final half of the big T-hangar on the old airport will be moved to the new airport Tuesday. After this move has been made, he said Jim Montgomery's hangar-workshop will be transferred to the new airport which will conclude the building relocations from the old to the new location.

1-5-64

**See Airport Operational About Feb. 1**

Harold Vinje, resident engineer for the new Grand Forks International Airport construction project, said he expects the airport to be operational by about Feb. 1.

By that time, he predicted the terminal, electrical control, hangar and other facilities will be ready for use, although the terminal building cafe may not be open until later.

Northwest Airlines has been using the runways of the new airport since Nov. 15 and operating its flight services, company radio and weather bureau equipment from a temporary house trailer on the airport.

When the new airport is opened, passengers will buy their tickets at the airlines offices, both Northwest and North Central, in the terminal building but until that time they must purchase their tickets at the old airport.

Northwest Airlines currently is using a bus to transport passengers between the new airport and the old one. North Central, which has lighter planes, has continued to use the present airport but will move to the new airport when it is operational.

Meanwhile, the finishing work goes on at the new airport. In the terminal building, crews are plastering, painting and placing acoustic tile and the heating and air conditioning jobs are nearing the final stages. Some windows and doors remain to be installed and the openings have been covered with plastic covering. A temporary heating arrangement is being used.

The 50 by 150-foot, one-story masonry terminal building will house the Northwest and North Central Airlines offices, the U.S. Customs Office, the office of airport Manager Norman Midboe, a waiting room and cafe. In the basement, there will be classrooms for flying students and other space.

The electrical control and equipment storage building also is in the latter stages of construction and should be finished in about two weeks, Vinje said.

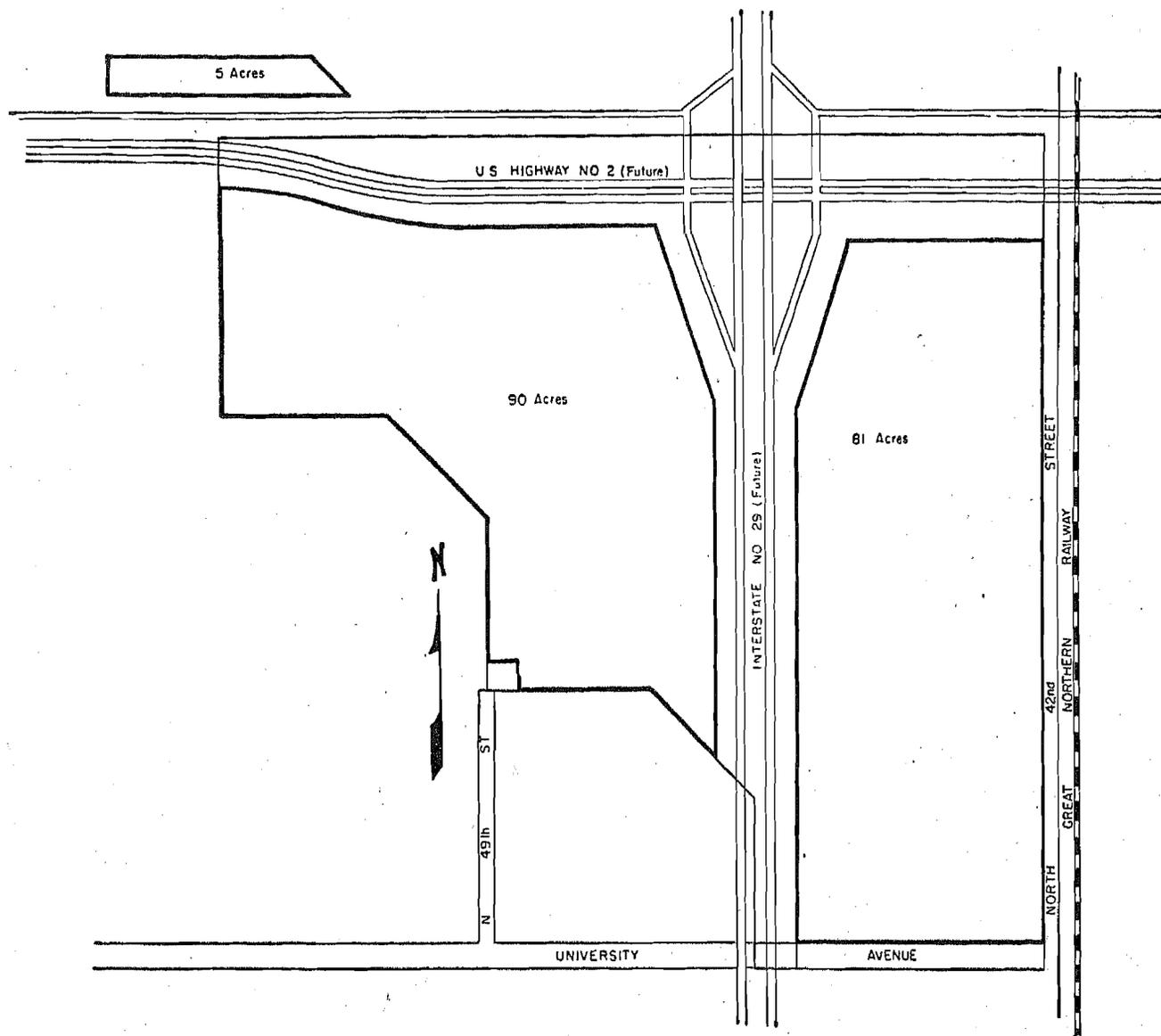
From this building comes the electric power that will operate the airport lighting as well as the water and sewage systems which are approximately ready for operation.

One new T-hangar and two large space hangars have been completed except for installation

tion of the doors and one relocated space hangar (from the old airport) is about ready for use. In addition, the final half of a 230 by 35 foot T-hangar is scheduled to be moved from the old airport to the new one this week.

Only Northwest Airlines is using the new airport's runways to date. This includes the regularly scheduled airline flights and charter flights handled by Northwest Airlines.

1-3-64



## Old Grand Forks International Airport Land For Sale

Three parcels of land totaling approximately 176 acres is the remaining portion of the old Grand Forks International Airport — after deducting the right-of-way for Interstate 29, the right-of-way for U.S. Highway No. 2, the right-of-way for the exten-

sion of University Avenue, and a lot for a proposed future fire station.

Consideration will be given to any offer for all or any part of the three parcels. The City of Grand Forks will subdivide and rezone to suit the requirements of an acceptable offer.

Prospective purchasers may contact Mr. R. S. Niles, Director of Finance or Mr. Thoburn F. Peterson, Director of Public Service for additional information or to submit an offer.

# Bond Sales Get O. K. Of Council

Sale of \$560,000 general obligation highway bonds and \$400,000 airport revenue bonds was authorized by the Grand Forks City Council at its meeting Monday night.

The highway bonds were sold at a net interest rate of 3.00257 per cent and the airport bonds at 4.027 per cent.

Buyer and low bidder on the highway bond issue was a Kansas City, Mo., syndicate of H. O. Peet & Co.; Barret, Fitch, North & Co., Inc., and A. F. Stepp Investments, Inc.

## Helps Pay For Bridge

The issue is to help pay the city's share of the new Skidmore Avenue bridge and Skidmore paving, an additional Washington Street underpass facility and improvement of U.S. Highway 81 and Sixth Avenue S. The underpass, Highway 81 and Sixth Avenue S. projects are scheduled for construction this year.

The airport bonds are to help pay construction costs of the new Grand Forks International Airport. They will mature in amounts of \$25,000 each year starting in 1966. Kalman & Co., Minneapolis investment firm, was the buyer.

## Debt Limit Given

The new airport is scheduled to open about Feb. 1 for general use, although Northwest Airlines has been using it since Nov. 15. Finishing work must be done on several buildings before the airport will be operational.

Sale of the \$560,000 highway bonds brings the bonded indebtedness of the city to \$1,680,448.75 compared with the legal debt limit of \$2,255,000, according to R. S. Niles, city finance director. He said the statute does not include airport revenue

bonds as part of the debt limit figure.

Accepted the low bid of the Texas Co. for aviation gas for airport use. The bid was 18.2 cents a gallon for 80-87 octane gasoline and 20.2 cents for 100 to 130 octane.

The final half of the big T-hangar at the present Grand Forks Airport was moved to the new municipal airport five miles west of the city Tuesday, completing the moving of city-owned hangars to the new location. The new airport is scheduled to become operational about Feb. 1. 1-8-64

Doors for the Terminal building at the new Grand Forks Airport are scheduled to get here about Feb. 25 but it is expected that temporary entrances will be constructed to permit the opening of the airport, now tentatively scheduled for about Jan. 31. 1-17-64

Accepted an offer by the city of Rugby, N.D., to buy the wind indicator on the old airport for \$50. 1-21-64

## New Airport Operational February 1

Airport Manager Norman Midboe announced Wednesday that the new Grand Forks International Airport will become operational Feb. 1.

He said that means that general aviation and building tenants must be moved to the new location by Jan. 31 and be ready to operate the following day.

Among those moving from the present airport to the new one will be Northwest Airlines, North Central Airlines, United States Customs Office, Montgomery Airspray, Grand Forks Airmotive, Inc. and private plane operators. Northwest need only move its offices since it has operated from a trailer office and used the new airport since Nov. 15.

Midboe noted that the new airport, located five miles west of the city, will be a "fairly complete" airport facility on opening day although the restaurant opening will be delayed and temporary vestibules will be used for the front and rear doors because the new doors have not arrived.

But starting Feb. 1, passengers will purchase their airlines tickets from offices in the terminal building on the new airport and incoming passengers on both airlines will arrive there. North Central still is using the old airport but will move at the end of the month.

One facility will remain on the airport for a time. This is the Federal Aviation Agency whose building on the new airport is to be constructed this year and occupied about September.

City Auditor Harold Martin returned Tuesday night from a city bond delivery trip to Minneapolis and Kansas City, Mo. He delivered \$400,000 airport revenue bonds to a Mill City bond buyer and \$560,000 highway bonds to a Kansas City bond firm which bought those bonds. The highway bonds are for the Skidmore bridge, paving and South Washington Street improvement project. 1-29-64

R. S. Niles, city director of finance, notified the North Dakota Highway Department Thursday that the old local airport will be vacated Saturday when the new airport becomes fully operational. The city has been leasing the Interstate Highway 29 strip through the old airport since the fall of 1962, when it sold the strip to the Highway Department for \$440,000. The lease payments will end Saturday. 1-30-64

## Aviation Milestone At Hand

A milestone in Grand Forks aviation will be reached when the city's whole airport complex moves to modern quarters on the new \$2½ million airport five miles west of the city Saturday.

The big move started Friday with Airport Manager Norman Midboe, Northwest and North Central Airlines, U.S. Customs, car rental offices and others setting up for Saturday when the new field becomes fully operational and the present old airport becomes a no man's land for airplane flight operations.

## Runways Cleaned

To prepare for opening day, Midboe has had the long concrete runways cleaned and had crews scraping ice from the aprons near the terminal building and hangars and from the "tie down" areas for planes parked outside hangars.

No formalities have been arranged for the start of the full aviation operation at the new airport because formal dedication ceremonies are planned at a later date not yet set.

Passengers will buy their tickets at the new airport instead of the old one and will use either private car or taxicab transportation to and from the city until some other arrangement is made, Midboe said.

## Building 'Functional'

The big new 153 by 48-foot terminal building still lacks some finishing work but it is functional in all respects and will be fully normal within a few weeks.

The two airlines will begin a 100 per cent operation from the new airport at the opening although Northwest has been using the new runways since Nov. 15. Now, with the opening, North Central also will be in the picture, with both airlines directing their operations from offices in the new terminal.

(Turn to Page 8, Col. 4)

For those who don't remember the flight schedules, Northwest will set down its first flight, eastbound for Minneapolis, at 8 a.m. Following east flights will depart at 2:20 p.m. and 9:20 p.m. and westbound planes will arrive at 11:40 a.m., 6:54 p.m. and 11:30 p.m.

## Plane Times Given

North Central brings in its first eastbound plane at 7:44 a.m. and another east plane leaves at 2:39 p.m. Another plane leaves for Omaha at 3:40 p.m. and the incoming plane from Omaha arrives at 2:30 p.m. Westbound NC times are 12:38 p.m. and 9:48 p.m., both from Minneapolis. Howard Peterson is Northwest Airlines manager and James Butala is manager for North Central.

The new airport lies one mile north of U.S. Highway 2. The entrance road to the airport turns north from No. 2 five miles west of the city limits at Columbia Road. The entrance road leads directly to the new terminal building.

## Make Final Check

Here for the start of full operation at the airport was Harold Vinje, resident engineer, who returned from his home at Elgin, Ill., for the occasion. Vinje, Midboe and City Engineer T. F. Peterson made a final check of the airport buildings in preparation for the Saturday opening.

Beginning Saturday, the old airport will assume a "Field is Closed" status, with big "X"s marking the runways. The Federal Aviation Agency, however, which provides weather and other flight information to planes, will continue to operate in the old terminal building until a new one is built later this year at the new airport.

## Big New Airport Here Becomes Fully Operational Next Saturday

By LLOYD C. TINNES

Grand Forks' new airport becomes fully operational Saturday — and the old airport dies.

In becoming operational, the modern \$2½ million layout will be opened to all airlines and private planes, with its two long slick runways in use instead of the bumpy strips on the old airport.

For the air passengers, there is the new terminal building with its modern facilities ready for use although temporary sheltered door entrances will be used until new doors are received. Opening of the airport restaurant will be delayed about a month.

### To Close Old Field

And any pilots who happen to wing over the old airport at the west edge of the city Saturday or thereafter will see large "X"es, meaning "Field is Closed," on the airfield's three abandoned runways. Time will have run out for the traffic-worn airport and the new aviation center will be the modern layout five miles west and one mile north of the city.

The attractive new one - story light brown and white colored

terminal building is 153 feet long and 48 feet wide, with ample parking space opposite the front building entrance.

Housed in the building will be the offices of Northwest Airlines and North Central Airlines, U.S. Customs, Hertz and National car rental services, offices of Airmotive, Inc., and Montgomery Airspray, and later, other operators. Howard Peterson is NW manager and James Butala manages the North Central office.

Donald Porter is deputy customs collector. Jim Montgomery heads the airspray firm bearing his name and Airmotive's operators include businessman Louis Gershman of Grand Forks.

### To Move Offices

Both airlines will move their office equipment to the new terminal building this week. Northwest has operated its planes from the new flying field since Nov. 15, driving passengers by bus between the old and new airports. North central has continued to operate its lighter planes from the old airport but will have its entire operation in the new location Saturday.

In general charge of the whole airport operation will be Norman Midboe, airport manager, with a staff of nine city employees. Their operation includes plane storage, fueling and oiling planes, snow plowing on runways and general building and field maintenance.

### Assets Described

These are some of the assets of the new airport:

Two hard - surfaced (concrete runways, the north - south one 5,300 feet long and 150 feet wide and the east - west strip 4,200 feet long and 100 feet wide.

Paved taxiways with three times the apron area of the present airport in the terminal and hangar building areas.

Hangar space for 46 aircraft of various sizes of single and light twin engine aircraft.

Five tie - down facilities for 33 aircraft outside the hangars.

Parking in the paved area about the terminal building for 100 cars.

A large rotating beacon for airport location at night, also a night - lighted wind indicator.

With the old airport flying field a "no man's land" under the new airport regime, there will, however, be two lonely operations remaining on the airport to be wound up in the ensuing months.

One is the Federal Aviation Agency under Chief Lon Dharsh which will remain in the old terminal building until completion of a new flight service building for FAA to occupy on the new airport later this year.

### Planes Need Repair

The other is the completion of repairs to a number of private aircraft at the Valley Aircraft building. When these planes are repaired, they will have the unusual privilege of being the only ones permitted to use the old runways, and then only for the purpose of taking off — permanently.

FAA, with a force of 25 men, has Paul Bossoletti in charge of maintenance personnel in the group. It provides weather and other flight information for pilots operating currently at both the old and new airports and beginning Saturday at the new airport only.

### Will Inspect Buildings

Returning this week to check on completion of the airport buildings will be Harold Vinje, resident engineer on the airport project, who lives in Elgin, Ill. Vinje, City Engineer T. F. Peterson and Midboe must accept the airport buildings including terminal building, hangars, electrical control and others before the airport can become operational.

Megarry Brothers of St. Cloud, Minn., built the airport runways and Baukol Construction Co. of Grand Forks built the terminal building, Johnson - Glanders Co. of Grand Forks built the electrical control building.

## New Airport Now Fully Operational

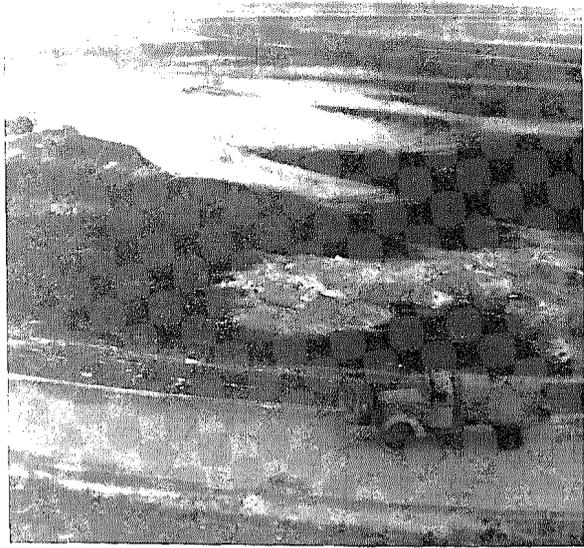
The new Grand Forks International Airport became fully operational this morning as passenger planes of two airlines came and went on schedule before 8 a.m.

It was an aviation "first" in this community since only Northwest Airlines had used the new runways until Saturday when they were joined by North Central Airlines.

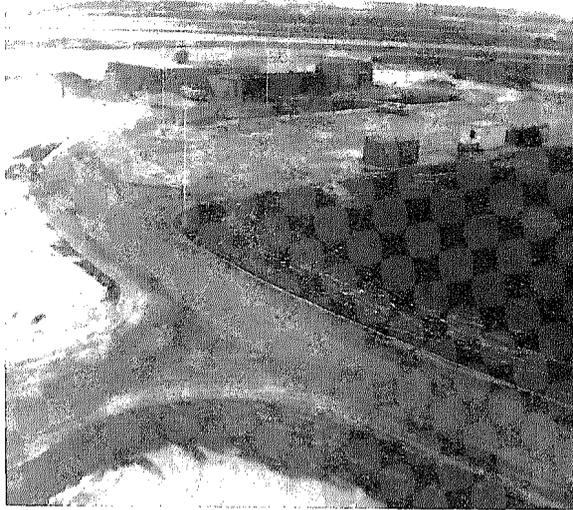
Passenger who boarded the first North Central plane at 7:43 a.m. and the first Northwest plane at 7:47 a.m. went to the new airport by private car or taxicab but it is expected that airport - city limousine service will be set up soon. Both of the first arriving planes were eastbound. Each airline operates six flights daily eastbound, southbound or westbound.

Airport Manager Norman Midboe, Manager Howard Peterson of Northwest Airlines and Manager James Butala of North Central all moved their office equipment from the old airport to the new terminal building Friday. Also moved in are the car rental offices of Hertz and National firms, Donald Porter, U. S. Customs collector and Grand Forks Airmotive, Inc.

Harold Vinje, resident engineer for the new airport construction project, was moving Saturday to an office in the new electrical control building, where he planned to be headquartered for a couple of weeks during the initial operation of the new airport.



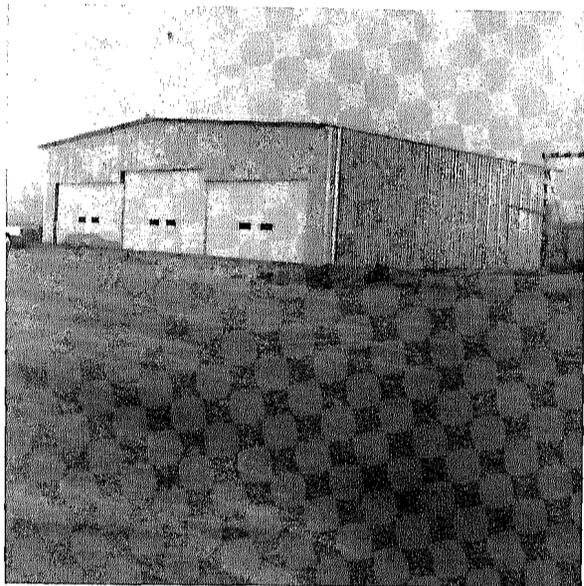
JAN . 64



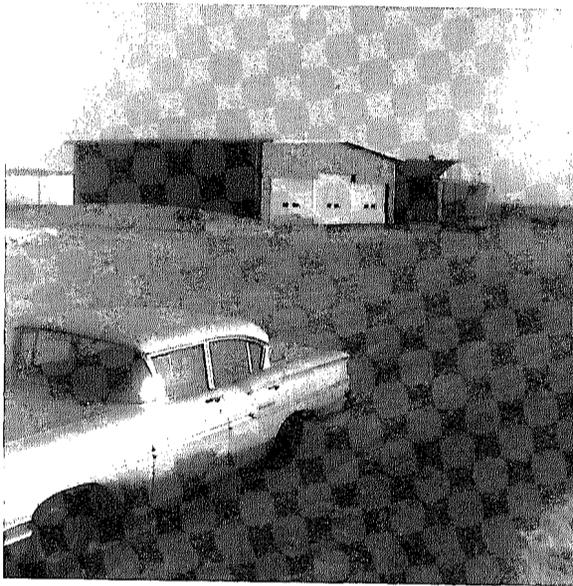
JAN . 64

1-4-64 SNO-GO PARKED ON CIRCULAR TERMINAL DRIVE

1-4-64 TERMINAL BLDG. WITH WINTER FRONTS OVER WINDOWS AND DOORS.

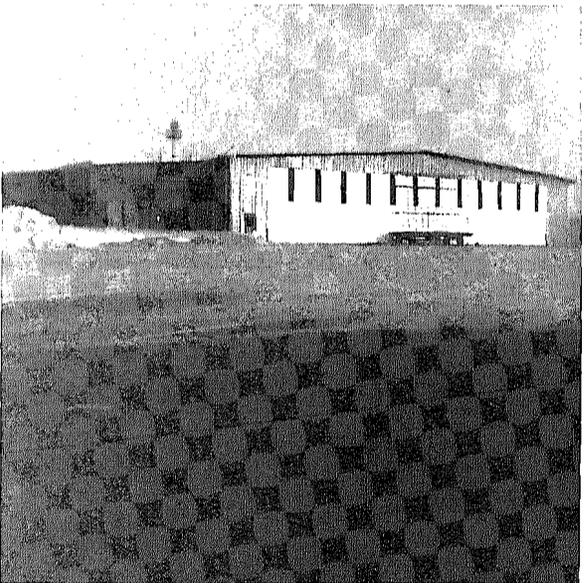


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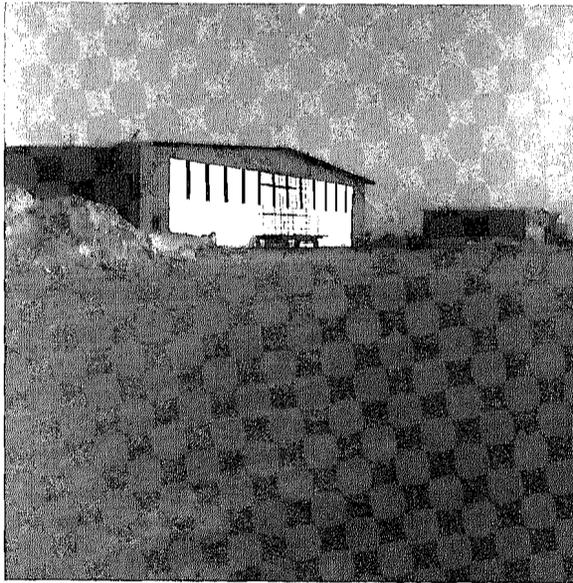


JAN . 64

1-14-64 BARBER COLEMEN DOORS NOW INSTALLED ON 80'X60' SPACE HANGAR. INTERIOR TRACKING BEING INSTALLED FOR THE OVERHEAD DOORS.



JAN . 64



JAN . 64

1-14-64 BI-FOLD ELECTRIC DOORS NEARING COMPLETION ON 120'X80' SPACE HANGAR. MUCH INTERIOR WORK TO BE DONE ON DOOR MECHANISMS



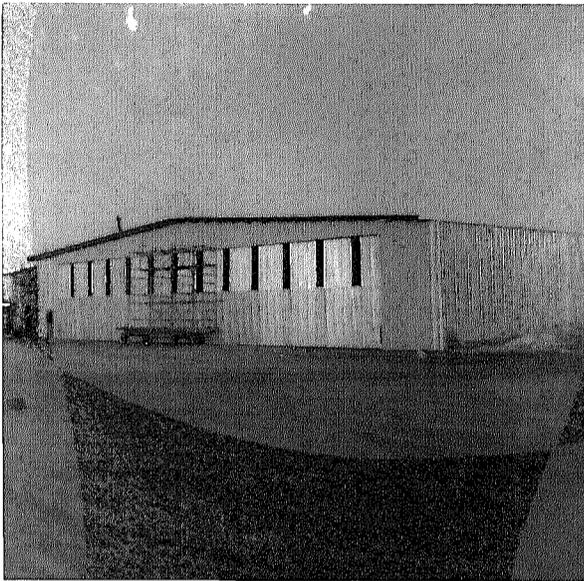
JAN . 64

1-14-64 VIEW TOWARDS NORTH FROM S-END OF W. TEE HANGAR TAXIWAY



JAN . 64

1-14-64 - NEW TEE LOOKING NORTH.



JAN . 64

1-14-64 NEW 120' X 80' BIG HANGAR



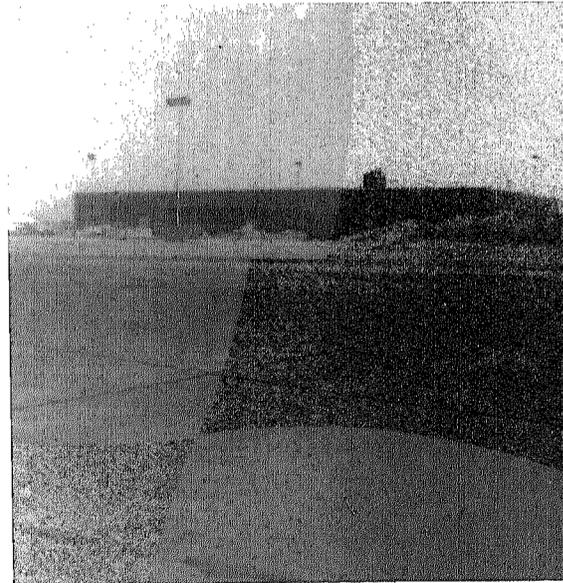
JAN . 64

1-15-64 SECOND HALF OF T-HANGAR IN PLACE.



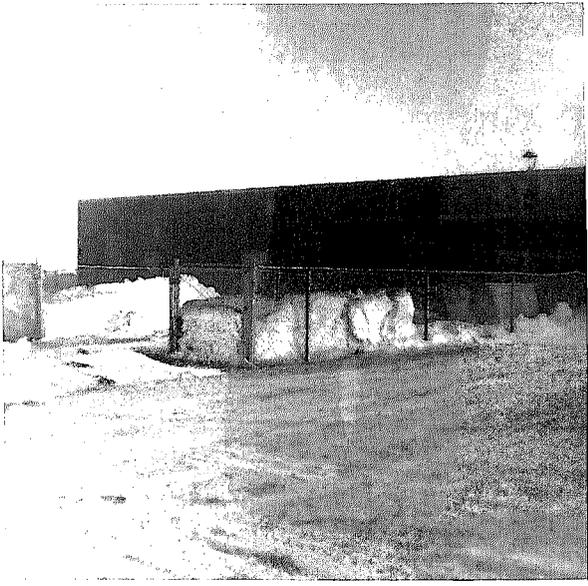
JAN . 64

1-15-64 EQUIP. MAINT. & ELECT. CONTROL BLDG. MUCH INTERIOR WORK TO BE DONE.



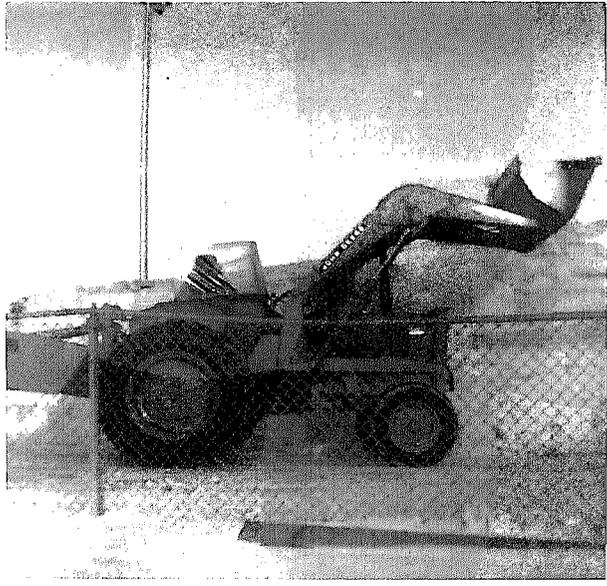
JAN . 64

1-15-64 TERMINAL BLDG. MUCH SNOW IN AREA.



JAN . 64

1-15-64 SNOW PARTIALLY CLEANED FROM  
TERMINAL BUILDING FENCING.



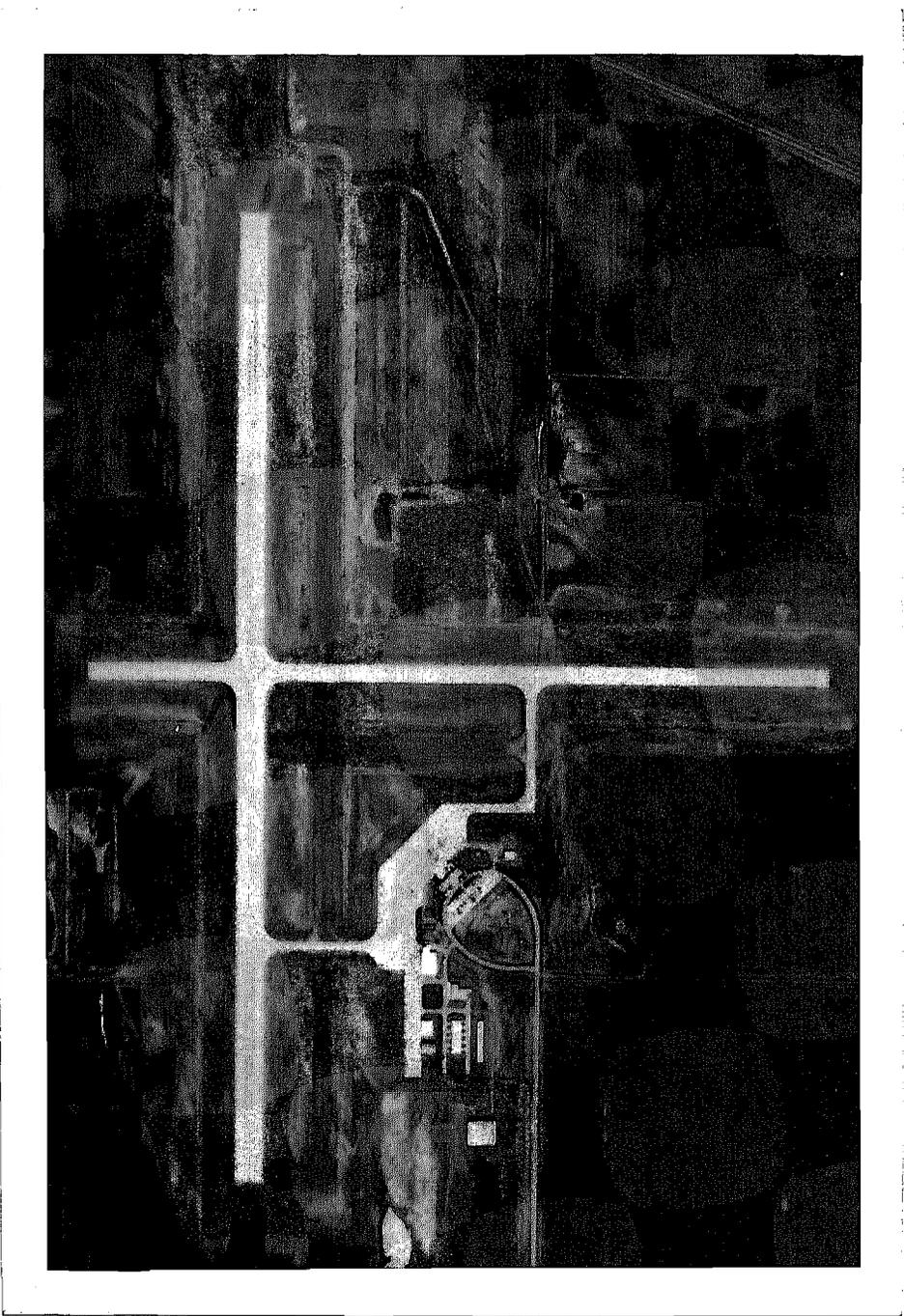
JAN . 64

1-15-64 VIC AT WORK WITH JOHN DEERE  
REMOVING SNOW FROM FENCES.



SEP . 64

AUGUST-1964 FLAW IN EXPANSION JOINT.





**NORMAN MIDBOE, MANAGER** of the new Grand Forks International Airport, is shown in the roomy 104-foot-long waiting room of the airport terminal building as the airport became fully operational Saturday. The waiting room was empty at the time but scores of air passengers came and went during the first day of full operation of the new flying field. (Herald Photo).

## Air Passengers Pleased As New Airport Opens

By **LLOYD C. TINNES**

Smiling air passengers, pleased at the modern surroundings, ushered in a new era of Grand Forks aviation when the city's International Airport, five miles west of the city, finally became fully operational Saturday.

Convenient entry and exit between the spacious new terminal building and the flightline at the rear of the building marked the opening day's air traffic.

### Planes On Schedule

Although certain areas remain unfinished, the new 153-foot-long terminal building was entirely functional for handling passengers, and the planes of Northwest and North Central Airlines arrived and departed on schedule on an opening day with temperatures in the comfortable upper twenties.

So, as of Saturday, the \$2½ million airport project that traveled a long and difficult road to even get started, had finally attained full stature, and everyone seemed happy with the result.

Spread over the wide expanse of the airfield were the 5,300-foot north-south (main) runway and the 4,200-foot east-west airstrip, the roomy one-story and basement terminal building, and all the other buildings that make up a modern airport complex.

These include the large brick equipment maintenance and electrical control building, five steel aircraft hangars, the largest of which includes a flightline office and storage area and a brick airline equipment and storage facility for Northwest Airlines.

### Will Build Other Facilities

Scheduled to be built in the spring are a new building for the Federal Aviation Agency and an aircraft maintenance shop facility for Grand Forks Airmotive, Inc. James Montgomery also has an aircraft maintenance shop facility which will be moved from the old airport to the new one this week.

The terminal restaurant was not yet opened Saturday and there was finishing work to be done around doorways but other facilities were attractive, modern and convenient, and the passenger waiting room with its 104 feet of length provided ample space for even unusually heavy air passenger traffic. The airlines reported that opening day travel was normal or slightly above that figure.

The front entrance of the terminal building faces a large, concrete parking area.

To reach this area from the city, one drives west five miles on U. S. Highway 2 from Colum-

bia Road, then turns north from the highway at the airport entrance road (which is clearly marked) and drives north one mile.

### Drive Under Canopy

Travelers arriving at the building will drive under a 12-foot-wide canopy extending out from the entrance and go directly into the waiting room area.

The waiting room measures 104 by 23 feet. The center front area of the building contains Hertz and National car rental offices, telephone booths and modern washrooms.

Other main floor areas include the airlines offices at the west or rear side of the building, with Northwest Airlines ticker counter at the right, and North Central at the left.

The exit doorway leading to the plane passenger loading and unloading area is directly opposite the front entrance and between the two airlines offices. Each airline office also has a rear exit door for loading baggage headed for the flightline and for receiving incoming baggage. Howard Peterson is Northwest Airlines manager and James Butala is the North Central chief.

### New Office For Manager

Up front at the southeast corner of the main floor is the office of Norman Midboe, manager

of the entire airport operation who is assisted by a force of eight men. The restaurant, located at the southwest corner, will be opened in March.

At the north end of the building are the U. S. Customs Office of Deputy Collector Donald Porter and the Grand Forks Airmotive, Inc. offices in charge of Louis Gershman and Harold Hoffman.

Attractive, pastel colors decorate the terminal waiting room. Walls are a sort of light turquoise except the entrance area and restaurant which has tan colored walls, and the ceiling is a shade of off-white.

The airport project, part of the bridge-highway-airport "package", emerged from numerous, sometimes stormy, public and other discussions before the first phase (principally runways) of the airport was awarded to Megarry Bros. of St. Cloud, Minn., last February. The \$1,484,136 bid was 15 per cent below the engineer's estimate and pleased city officials.

### Started Last Spring

Work started last spring and by March all the finishing touches are expected to be completed. The terminal building was built by Baukol Construction Co. of Grand Forks. The airport was financed with a million dollars federal aid, \$440,000 from sale of the Interstate Highway 29 strip of the old airport, and other money provided by the city.

In vacating the old airport, the city officially turned over to the State Highway Department the Interstate 29 strip purchased by the department, and at the same time continued to offer for sale the remaining 170 acres of the old airport, with several offers already received for the remaining land.

### Old Airport Quiet

The old airport was quiet Saturday, more so than it had been since the first planes landed on sod runways there in the early 1930's.

Only surviving activities were FAA operation in the old terminal building and the machine shop where the few remaining private planes are being repaired for transfer to the new flying field. The FAA will remain in its present location until a new FAA building has been completed on the new airport later this year.

Forty private planes had made their last flight from the old airport by Saturday and were quartered in new airport hangars. Within a few weeks, the remaining 10 or 12 planes also will have flown to the new location. Then all will be quiet in the old airport shops with the FAA office the lone surviving occupant of the old flight area.

Incidentally, it's illegal to land on the old airport now. There are "X"es on the runways to sig-

nal that the field is closed to airplanes and the only future takeoffs will be made by the planes being repaired and to be flown to the new location.

Hundreds of people looked over the newly - operational Grand Forks International Airport Sunday afternoon, according to Airport Manager Norman Midboe. He said the big waiting room of the new terminal building was filled with people most of the afternoon.

—o— 2-3-64

## Terminal Building Doors Due Soon

New doors for the front entrances and rear exit of the terminal building at the new Grand Forks International Airport are expected to be received here about Feb. 25, airport Manager Norman Midboe said.

Restaurant equipment will be installed and in operation some time in March. This will practically complete the interior facilities of the building, Midboe anticipates.

In use since Feb. 1 are the facilities of Northwest Airlines, North Central Airlines, the U.S. Customs, Hertz and National car rentals, and offices of Grand Forks Airmotive Inc., and Montgomery Airspray.

Hangar facilities on the airport are complete except for electrical apparatus on the doors of one hangar. The flightline building, a 40 by 35-foot brick structure, is nearly ready for use. It is attached to a 120 by 80-foot hangar, largest on the base, and will provide gasoline pumping and other services to aircraft.

Montgomery Airspray is putting finishing touches on its aircraft maintenance hangar which was transferred recently from the old Grand Forks airport to the new one five miles west of the city. The business is operated by James Montgomery, who has his office attached to the hangar.

—o— 2-13-64

Harold Vinje, resident engineer for construction of the new Grand Forks International Airport, has returned to his home in Elgin, Ill. but will return at the end of this month to supervise installation of the restaurant facility in the new administration building.

—o— 2-13-64

### Replat Approved

Referred back to the Public Service Committee the matter of rental of office space in terminal building at Grand Forks Airport.

—o— 2-18-64

### O.K. Limousine Service

Temporary arrangements for immediate limousine service between the Grand Forks International Airport and the city were set up when the council granted Louis Pierce of Lake of the Woods Bus Line a 30-day permit to install this service, starting immediately.

The council acted on a recommendation of the Public Service Committee and the matter was referred back to the committee to work out a permanent arrangement after the 30-day period is ended.

## Annexation Item On Council's List

The Grand Forks City Council will hear testimony for and against the proposed annexation of areas lying north of the city at its meeting Monday at 7:30 p.m.

A large part of the area lies north of the Valley Ho Trailer Court and north of Conklin Avenue.

Bids on operation of the restaurant at the new Grand Forks Airport will be considered and a report will be heard from the special salary committee of the Council.

its. Rejected all bids on operation of the new airport restaurant because the restaurant is not ready for operation.

Denied a request by E. Rhonemus for extension of time for his airplane repair operation on the old airport property.

A report on rental of office space in the new airport terminal building was sent back to the Public Service Committee by a roll call vote of 8 to 6 after Jim Montgomery, veteran airplane service operator here, argued that he should have part of the space the city previously had agreed to rent to Grand Forks Airmotive, Inc.

## Offer Made For Rental Of Buildings

A representative of the Wing Six Minuteman Missile contractors has offered the city of Grand Forks \$1,500 a month for the terminal building and a two-year period for rental of large hangar at the old city airport.

J. A. Lilly, project manager for Morrison - Knudsen Co. of the missile contractors' joint venture, appeared at the City Council meeting Monday night in support of the offer. He was accompanied by R. K. Woodhead of the Los Angeles office of Morrison-Knudsen.

### Would Be Headquarters

Lilly said his firm desires to rent the buildings as headquarters for its administrative personnel during construction of the \$121,290,000 launch and launch control facilities for Wing Six. He said that from 100 to 150 persons would be employed at the old airport site if the rental offer is accepted.

Council members immediately expressed their interest in the offer but decided they first must consult with members of the city Park Board, who are interested in using the terminal building and hangar in connection with a proposed future recreation area in the southeast corner of the airport property.

### To Discuss Plan

On motion by Alderman Eugene Lavoy, the council decided to seek an agreement with the Park Board on the basis that the buildings would be available for possible use by the Park Board after the two-year period in which it might be rented out.

The top floor and basement of the terminal is currently occupied by the Federal Aviation Agency on a temporary basis pending construction of a new FAA building at the new airport later this year.

The matter finally was referred to the Public Service Committee and the council adjourned until next Monday night at 7:30 p.m.

## Equipment For Facility Here

Most of the equipment for the restaurant at the new Grand Forks Airport terminal building has been received and the installation crew already is here, according to Harold Vinje, resident engineer, who returned here from his home at Elgin, Ill., to supervise the job.

Letting of the contract for operation of the restaurant has been delayed pending completion of the installation work. Vinje plans to remain here until the equipment has been installed.

The doors for the terminal building still had not been received Tuesday but were expected at any time, Vinje said. Temporary doors are being used in the building until the permanent doors are available.

## Call Council Meeting On Rental Deal

A special meeting of the Grand Forks City Council has been called for 7:30 tonight to act on a committee recommendation concerning the proposed rental of buildings on the old airport for the use of administrative personnel of the Wing Six Minuteman Missile contractors.

The recommendation, terms of which were not announced, will be made by the Public Service Committee of the council, which met Wednesday night to consider an offer by Morrison - Knudsen Co. of the missile contractors' joint venture to rent the buildings for two years at \$1,500 a month.

Buildings involved in the negotiations are the old terminal building, the former equipment building and a large hangar. These buildings would be equipped by the contractor for use as headquarters for up to 150 officials and employes starting in the near future if a rental contract is approved by the Council.

The council also will receive for consideration a resolution for sale of approximately 50 acres in the southeast area of the old airport by the city to the Park Board and School Board for a recreation area.

# Buildings On Old Airport Leased

3-6-64

It was an "all old airport" agenda Thursday night as the Grand Forks City Council leased three buildings on the old city airport for \$2,000 a month for two years and then authorized sale of 50 acres of airport land to the Park Board and School Board for \$48,097.44 for a recreation site.

Meeting in special session at the call of Council President Lloyd V. Hillier, the council acted to lease the old terminal and equipment buildings and a large hangar on the airport site to the contractors for the Minuteman Missile project for use of their administrative personnel.

J. A. Lilly, project manager for the missile installation, who is currently operating from temporary offices at the Dacotah Hotel, expects to move into the airport buildings next week.

The council acted on recommendation of its Public Service Committee, which had reached verbal agreements with the interested parties previously regarding the leasing and the land sale.

Under the leasing plan, the contractor - lessee agrees to pay for all maintenance and utilities and to leave the property in good condition at the end of the lease term.

Included with the buildings in the lease arrangement is 11½ acres of land in the building area.

The Federal Aviation Agency, located on the second floor of the terminal building, is to remain there, with the lessee occupying the main floor and the basement. FAA is presently using the basement for storage but will move out its stored items and house them in a trailer to be provided by the lessee.

The 50 acres sold to the Park

Board and School Board is located in the southeasterly section of the old airport and includes the three buildings leased to the missile contractors, with certain reservations.

One reservation is that if any part of the realty should hereafter be sold, the City of Grand Forks shall be entitled to one-half of the sale price. Another reserves to the city the exclusive possession of the terminal building, hangar and equipment building for the two-year term of the lease made with the contractors.

The city also retains title to the hangar, the same to be considered personal property, and with the right to remove it.

Sale of the airport land stemmed from a previous transaction under which the city deposited with the district court a similar amount of money in payment by the city to the park and school Boards for right-of-way for the extension of Sixth Avenue S. through the present baseball park.

## Project Scheduled

The extension is part of the underpass and Highway 81 improvement project scheduled for construction this year.

Hillier presided at the meeting in place of Mayor Nelson A. Youngs, who was out of the city.

The council previously had set an adjourned meeting for next Monday at 7:30 p.m. and on motion after the special session Thursday, the aldermen agreed to meet Monday at that time and then adjourn to meet as a committee of the whole to consider the report of the council's salary committee.

# Wing Start Set Tuesday

3-9-64

Start of excavation for the \$121,291,000 Wing Six Minuteman Missile project has been tentatively set for Tuesday afternoon instead of Wednesday, project engineer O. I. Paulson said Monday.

Plans for the earlier start were made because heavy machinery for the first earth cut had arrived at Conway, N. D., Monday and was being rushed immediately to the first work site, an area just south of Park River.

Heaviest earth ripping ma-

chinery will be used to cut through the frozen farm land and carve out a 27-foot-deep bowl in a 200 by 100-foot area at the site of the first of 150 missile launchers to be housed in 100-foot-deep concrete silos in a 7,500 - square - mile area lying west of Grand Forks Air Force Base. The deep shaft to house a missile will be bored in the big bowl.

The initial silo will be located in G Flight of Wing Six, a 20 by 30-mile area lying between Park River and Larimore. G Flight is one of five flights in the Wing, each including 10 missile launching units and one control center.

## To Watch Operation

Although no formal ceremony is planned for the event, it will be witnessed by top people of the Morrison-Knudsen Co. of the contractors' joint venture and of the Site Activation Task Force.

J. A. Lilly, project manager for Morrison - Knudsen, was in Cheyenne, Wyo., Monday but was due back in time to go to the Park River earth cut start. Col. John Dacus, commander of SATAF, will be there with other members of his staff, including Col. Henry D. Weston of the Army, Corps of Engineers, who will supervise the construction job on behalf of the U. S. Air Corps for which the missile installation is to be made.

# Start Thursday On Wing 6 Job

3-10-64

Final plans were readied Tuesday for the initial bite into frozen ground southeast of Park River, N. D., which will launch construction of the \$121,290,000 Minuteman Missile Wing Six project at 10 a.m. Thursday.

The starting time for the excavation was changed from Tuesday afternoon after consultation between representatives of the contractors, the Corps of Army Engineers and the Site Activation Task Force (SATAF).

Earth ripping machines of tremendous power and other heavy equipment were being moved to the site of the earth cut to rip and scoop out the dirt covering the site of the first of 150 missile launchers and 15 launch control centers in the 7,500-square-mile Wing Six area.

## Officials To Attend

The official group attending the first excavation will include J. A. (Jim) Lilly project manager for Morrison-Knudsen Co., sponsor of the joint venture which will build the missile complex, his top executives; Col. Henry D. Weston of the Army Corps of Engineers, who will supervise construction of the entire project, and Col. John Dacus, commander of SATAF, who has the overall responsibility for activation of the missile project, and other executives serving with Col Dacus and Col. Weston.

Meanwhile, other segments connected with the missile operation continued to gain momentum in the Grand Forks area.

## Remodel Building

Lilly was supervising the remodeling of the first floor of the terminal building on the old airport for use as his administrative headquarters, and Harold Johnston, project manager for a steel fabricating operation, moved into the entire second floor of the Henry Building at Fourth Street and First Avenue N. Johnston will operate an open yard area at the north edge of Grand Forks employing up to 250 men.

He is with the American Bridge Division of U.S. Steel Corp. and the operation here will fabricate various types of reinforcing steel for all of the 165 concrete structures in the missile complex.

## 2nd Office Opened

Heavy office work and unending telephone calls have forced the Morrison - Knudsen administrative force to open a temporary office in the Northern Construction Co. building at 509 S. Third St. for accounting, payroll and engineering, in addition to their present suite of offices on the Dacotah Hotel mezzanine.

The S. Third Street office will be used until some time next week, when it is expected the force will move into new permanent quarters in the Administration Building at the old airport.

Remodeling of the airport terminal building was being rushed and Lilly and some top officials may move to the building before the end of this week, with the balance of the force coming in the following week.

Among the top administrative people arriving here from Cheyenne was Richard Cornell, concrete engineer for the Wing Six project. Morrison - Knudsen recently completed a missile wing at Cheyenne.

## Offer To Buy Land At Airport

3-17-64

An offer of \$250 for a 120-day option to buy 10 acres of the old Grand Forks Airport land for \$70,000 was referred to the Finance Committee by the City Council Monday night.

The proposal by the Pure Oil Co. concerned land on the west side of the Interstate Highway 29 strip and just south of U.S. Highway 2. The oil company's offer also included its intention to negotiate for an additional 10 acres of the airport land.

## Proposal Referred

Referred to the Public Service Committee a proposal from Ronan Air Spray, Inc. to purchase an old building on the old city airport for \$50. 3-17-64

Approved transfer of \$25,000 from the general fund to the airport construction fund.

## Lease Approved

Approved a proposed lease with the Federal Aviation Agency to cover the site for the new flight service station on the new city airport. The lease plan which was included in a previous grant agreement with the FAA, provides a 25-year lease with an option to renew for another 25 years. 3-17-64

## Doors Arrive For Airport Terminal

4-3-64

The long-awaited doors for the terminal building at the new Grand Forks Airport have arrived and will be installed starting Monday, according to Harold Vinje, resident engineer on the airport project.

Vinje said equipment for the terminal restaurant has been installed. The restaurant will be operated when an operator has been secured through bidding and letting of a contract for its operation.

When the doors, including both front and back doors, have been installed, there will remain only minor outside work to complete the entire airport project, Vinje said. The airport was opened for use by Northwest Airlines Nov. 15, 1963, and for North Central Airlines and full general operation Feb. 1.

Referred to the finance committee was an offer by Attorney George Longmire on behalf of several clients to pay \$1,000 for a 60-day option to purchase 31 acres of old airport land at \$3,000 an acre. The land lies east of the Interstate Highway 29 strip and south of U.S. Highway 2. 4-8-64

The Council also:

Deferred action on bids for sewers, watermains and sidewalks for further checking.

Rented to Grand Forks Air-motive, Inc. the entire office space they requested in the north side of the new airport terminal building, the space to be rented as one office at the full rate.

## SECTION II NOTICE TO RESTAURANT OPERATORS CALL FOR BIDS FOR RESTAURANT CONCESSION ON NEW GRAND FORKS INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received by the undersigned until 10:00 o'clock A.M. on Wednesday, April 15, 1964, in the office of the Director of Finance in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for Monday April 20, 1964, at 7:30 o'clock P.M. for a Restaurant Operator on the New Grand Forks International Airport.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded. The \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession - New Grand Forks International Airport and the name of the person or firm bidding. Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a surety company bond in the amount as stipulated in the restaurant operator requirements within ten days after notice of the acceptance of his bid. If such bond is not so furnished, the concession may be let to the next highest bidder, and if there is no other bidder, to some other party. The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

R. S. NILES  
Director of Finance  
(Legal)  
(April 1, 6, 13, 1964)

## Airport Building Doors On Hand

4-9-64

Doors for the terminal building at the new Grand Forks Airport have been hard to come by but they are on hand now, awaiting installation by a company crew which is due here Monday, according to Norman Midboe, airport manager.

The building has been operated with temporary door installations since the airport became operational in February.

The airport restaurant in the terminal building also needs entrance doors, although the balance of the restaurant equipment is completely installed, Midboe said. These doors also are scheduled to be installed soon.

Meanwhile, bids for the restaurant concession have been called for opening at 10 a.m. next Wednesday at 10 a.m. at the City Hall.

# Organization Meeting

The present Grand Forks City Council will meet for the last time Monday to wind up remaining business, then will adjourn sine die to regroup its election - changed forces for the ensuing two-year period.

Exactly one-half of the present 14 membership and the mayor will bow out after the Monday meeting, and the organization meeting, set for Tuesday, will see a new mayor and seven new aldermen in their seats around the council horseshoe.

Meetings on both nights are scheduled for 7:30 in the City Hall council chambers.

Monday's agenda includes opening of bids on the restaurant concession at the new Grand Forks airport and consideration of ordinances up for second and final reading. These are ordinances to license airport limousine service, speed regulations, use of special garbage and rubbish containers, amending col-

lection fees for garbage and rubbish and providing off-street parking requirements.

At the Tuesday meeting, City Auditor Harold Martin will report on the filing of oaths of office by the new mayor, aldermen, police magistrate and Park Board member.

## Dedication Dates For Airport Set

Dedication of the new Grand Forks International Airport was set for Aug. 22-23 at a meeting late Friday of the Chamber of Commerce committee planning the event, Hugh Robertson, committee chairman, announced.

Robertson said a full program of events is being planned for the two days, including fly-in breakfast for private fliers, ground displays of aircraft, rides in both small planes and airliners, and a formal dedication ceremony.

A nationally famous person with a background in aviation is being sought to make the dedicatory speech, he said.

The late summer date was chosen to permit completion of as much of the facility as possible and to avoid conflicts with other events, according to Robertson.

## Get Airport Restaurant Concession

The Grand Forks City Council Monday night awarded the restaurant concession at the new city airport to Mr. and Mrs. Levi Dufault, 1901 Eighth Ave. N. at the final meeting of the old council before organization of the new one Tuesday night.

The bid submitted by the Dufault's was the only one received on the concession. It calls for a payment to the city of \$106 a month or 5 per cent of the gross receipts of the restaurant, whichever is greater.

### Share Revised

Also adopted by the council was a revised version of the city's agreement with the North Dakota State Highway Department which calls for an estimated city share of \$180,000, compared with the previously estimated \$156,000, for improvement of Sixth Avenue S. and of S. Washington Street from 14th Avenue S. to 32nd Avenue S.

The council approved the transfer of \$50,000 from the new airport operating fund and \$150,000 from the general fund to the airport construction fund to meet unpaid construction items.

Adopted on second and final reading were ordinances:

Relative to licensing of airport limousine service.

Setting a 50 miles per hour speed limit on the entrance road to the new airport.

Tabled were proposed ordinances relating to the use of special containers for garbage and rubbish and amending fees for collection and disposal of garbage and rubbish.

### Signs Ordered

The council also:

Ordered "yield" signs placed on Seventh Avenue S. at the intersection with Cherry Street giving Cherry Street traffic the right-of-way.

Granted an application for a beer license by Walter Lundsten at 715 Seventh Ave. N.

Approved the purchase of verifying equipment costing \$2,566 for the city's data processing division.

Granted the application of Rydell Chevrolet Co. for limousine service between the city and the new airport.

17-Airplanes, Parts 4-26-64

### FOR SALE

New and used Aircraft Repair Parts, Supplies and Shop Equipment. Please contact Airport Manager - Grand Forks International Airport for complete listing and Bid Forms. Bids accepted until 10:00 A.M., May 7, 1964.

LEARN TO FLY 150 Cessna, Twin engine instruction. Grand Forks Air-motive, Inc. Airport, Phone 772-6322

## Install Doors At Airport Terminal

The long-delayed installation of new doors has completed construction work on the terminal building of the Grand Forks International Airport except for incidental items, according to Harold Vinje, resident engineer.

The remaining work includes minor inside finishing and some outside painting, grading and lawn seeding which will be done when weather conditions permit.

Meanwhile, the new restaurant in the building is being readied for opening soon, with Mr. and Mrs. Levi Dufault as the operators.

Vinje was scheduled to leave Friday for his home at Elgin, Ill., but will return later for a final inspection.

The doors installed in the 180 by 50-foot terminal building are two sets of double doors on either side of the front center area of the structure and two sets of double doors at the rear.

5-7-64  
OPENING FOR BUSINESS of Montgomery Airspray, Inc., and Montgomery Aircraft, Inc., on the new Grand Forks International Airport was announced by Jim Montgomery, president and chief pilot of both firms.

Montgomery, who said he has the only privately-owned hangar on the airport, said his firms offer a complete aviation service. Included is a complete shop service for major and minor repairs, as well as aircraft licensing. He is obtaining a Federal Aviation Agency-approved repair station designation.

The Montgomery operations include sale of new and used aircraft, accessories and parts; a flight school of FAA-approved flight courses for private, commercial, flight instructor, instrument and multi-engine instruction; an audio visual ground school; and air taxi in both single and multi-engined aircraft flown by instrument-rated pilots. A fleet of sprayers and dusters for all types of aerial application is available.

The shop personnel includes Bob Hewitt, a local aviation veteran, who holds various mechanic's ratings and who also is an FAA-designated aircraft inspector and commercial flight instructor; Russ Ingaldson, in aviation maintenance since 1949 and who carries all appropriate mechanic's ratings, and Montgomery, who started flying in 1942 with the old Army Air Force, serving a combat tour in the European Theater.

His airman ratings include commercial single and multi-engine land, flight instructor, instrument, instrument instructor, and glider. He also is a former FAA commercial flight examiner and is being reinstated as flight examiner in this area, Montgomery said.

He has an air-conditioned office and waiting room attached to his hangar and plans to add a lounge this summer.

\* \* \*

## To Start May 12 On FAA Building

Excavation will be started May 12 for the new flight service station of the Federal Aviation Agency at the Grand Forks International Airport.

Eickhof Construction Co. of Crookston, Minn., the prime contractor, has the \$117,500 contract to erect the tri-level modern structure, with 175 days specified for completion of the job.

The FAA headquarters are currently located in the terminal building at the old airport, using the building jointly with Morrison - Knudsen Co., contractors for the Minuteman Missile installation. FAA uses the upper floor and M-K has the first floor and basement, along with other building space on the airport.

Approximately 5,000 square feet of floor space in the new brick, metal and glass structure will provide FAA nearly three times the 1,760 square feet available in the old building.

The Grand Forks station is one of more than 300 in the United States providing such vital aviation services as air-ground communications, pilot briefings and airport advisories and handling of flight plans for both general aviation pilots and military pilots. Lon Daharsh is chief of the FAA staff here.

110

5-18-64

## Airport Finishing Work Nears End

Outside finishing work in the new Grand Forks Airport area was nearing completion Monday and a final inspection of the job is expected in June, according to Norman Midboe, airport manager.

Grading of the yard area around the terminal building was started last week the building canopy was plained and other miscellaneous jobs were done. Midboe said the air conditioning system of the terminal building also is in operation now and the restaurant is in full operation.

Harold Vinje, resident engineer on the airport project, is expected to return here next month for a final inspection of the job.

5-19-64

### Contract Awarded

Bradshaw Gravel Supply of Arvilla was awarded the contract for furnishing gravel for surfacing city streets in 1964 on its low bids of \$2.40, \$4.50, \$4.95, and \$2.95 per cubic yard for various types of gravel. The only other bidder was Swingen Construction Co., which bid on only one type of gravel.

The council voted to accept an offer by Mrs. Levi Dufault, operator of the new airport restaurant, to deposit \$1,000 cash in lieu of a surety bond to guarantee payment of rent and any damage to property. Mrs. Dufault had stated she was unable to provide the sum of \$5,000 in negotiable securities which was required in order to secure a bond.

### Amendment Approved

The council also:

Approved an amendment to add 2.1 acres of land to that included in the city's lease agreement covering land in the old airport with Morrison-Knudsen & Associates, Minuteman Missile prime contractors.

5-19-64

## Magnuson's Votes Settle 2 Questions

Mayor Hugo Magnuson had to cast the deciding votes when the Grand Forks City Council split down the middle, 7 to 7, on two issues under consideration at its meeting Monday night.

The first was on approval of a proposed agreement on gasoline and oil service charges for North Central Airlines at the new airport and the other was a proposal that the city's monthly bills should go to the Finance Committee before being submitted to the council for approval.

### Give Payment Schedule

The North Central plan called for payment by the airlines of a service charge of 3½ cents a gallon for the first 10,000 gallons of gasoline furnished, 3 cents for the second 10,000 gallons, 2½ cents for gallons above 20,000 and 25 cents a gallon service charge on oil.

On the first vote taken, the motion to adopt the agreement lost by a vote of 6 for and 8 against but a motion to reconsider was made by Alderman Earl Strinden. Alderman Alvin Austin then moved for adjournment but before his motion was seconded, Alderman O'Keefe seconded Strinden's motion.

### Mayor's Vote Decides

Then, on a motion to adopt the North Central agreement, Alderman Eugene Lavoy, Henry Havig, John O'Keefe, F. C. Bundlie, Strinden, Percy Lilleboe, and Robert Kennedy voted to adopt, with the other seven aldermen casting votes against it. Magnuson's yes vote decided the issue.

On the "monthly bills to Finance Committee" matter, the yes votes were by Myron Molstad, Dennis Hogan, Vernon Freeman, C. O. O'Neill, Mrs. Virginia Rose, Austin and Allen Otto. Magnuson then voted no and the motion was lost.

5-20-64

## Grand Forks - Mill City Non-Stop Air Service Set

First non-stop air passenger service between Grand Forks and Minneapolis will be started here June 1 by North Central Airlines using twin-engined, 44-passenger Convair planes, according to J. A. Butala, local manager.

Butala said the first Convair will leave the Mill City June 1 at 7:15 p.m. (DST) and arrive at Grand Forks at 7:50 p.m. (CST). It will leave here at 8 p.m. and arrive in Minot at 9:05 p.m.

On June 3, the east bound Convair flight will leave Minot at 7:30 a.m., arrive Grand Forks at 8:25 a.m., leave here at 8:35 a.m. and arrive in Minneapolis at 10:57 a.m. (DST).

The present north-south run between Omaha, Neb., and Fargo, N.D., also will be extended to Grand Forks. Beginning June 1, this flight will leave Omaha at 5 p.m. and arrive Grand Forks at 9:21 p.m. The return trip on June 2 will leave Grand Forks at 7:45 a.m. and arrive in Omaha, via Sioux Falls, S.D., at 11:47 a.m.

The new Convairs and the extended Omaha service will be in addition to present North Central daily flights which include two trips to Minneapolis, an Omaha flight, and service to Minot and Devils Lake.

North Central Airlines recently has added two men to its staff, making a total of five agents in addition to Manager Butala. N.C. offices are located in the air-conditioned terminal building at the new Grand Forks International Airport.

Howard Peterson, local manager for Northwest Airlines, also announced an extension of present east bound service. Starting May 24, he said, the Northwest flight leaving here at 7 a.m., which now terminates at Minneapolis, will continue on to Washington, D. C. Stops en route will be made Rochester, Madison, Milwaukee, Detroit and Cleveland. Northwest operates a total of six flights daily here. Three go to Winnipeg and three are east bound flights including the use of Electra prop jets.

5-21-64

## Start Excavation For FAA Building

An Eickhof Construction Co. crew began excavation work Wednesday for the new \$117,500 flight service station of the Federal Aviation Agency at the Grand Forks International Airport.

Matt Lorang is building superintendent for Eickhof, the Crookston, Minn., firm which has the prime contract for the tri-level modern building, scheduled for completion in 175 days.

The new brick, metal and glass structure will have approximately 5,000 square feet of floor space, nearly three times the space available in the present quarters in the terminal building of the old airport.

FAA chief Lon Daharsh and his staff currently share the terminal building with Morrison Knudsen Co. and Associates, contractors for the Wing Six Minuteman Missile project. FAA is on the upper floor and M-K uses the first floor, basement and some other space on the old airport.

5-31-64

## Grading, Seeding At Airport Area Done

Grading and seeding work around the terminal building at the new Grand Forks International Airport has been completed by A. G. Moran, Red Lake Falls, Minn., sub-contractor for Megarry Bros., St. Cloud, Minn., who had the general contract for the dirt work. The other areas adjacent to runways and taxiways were seeded last fall and grass is coming up now. These areas will be re-seeded in the fall, according to Norman Midboe, airport manager.

6-7-64  
**Inspection At New Airport Planned**

A final inspection of construction projects at the new Grand Forks International Airport is scheduled Wednesday, according to Norman Midboe, airport manager.

Here for the inspection will be Harold Vinje, Elgin, Ill., resident engineer, and representatives of the contractors and the Federal Aviation Agency's airport division. Approval of the projects is required before final settlement for the work by the city.

Baukol Construction Co., Grand Forks, built the terminal building, storage hangars, flight line building and the maintenance equipment and storage building and Johnson - Gillanders Co. of Grand Forks built the field maintenance and electrical control building.

Megarry Bros., St. Cloud, Minn., built the runways and did the dirt work including seeding of the areas around the terminal building, the taxiways and other areas.

6-7-64  
Pouring of the concrete foundation for the new Flight Service Building of the Federal Aviation Agency at the new Grand Forks Airport has been partly completed. The building is scheduled for completion this fall. The FAA currently occupies upstairs quarters in the terminal building at the old airport.

6-10-64  
**Final Inspection Made At Airport**

Final inspection of the Grand Forks International Airport was conducted Wednesday by representatives of the city and state, and the contractor.

Approval by the inspectors is required before final payment can be made by Grand Forks City on the new airport facilities except the terminal building which was financed entirely by the city.

Inspected Wednesday morning were the runways, taxiways, aprons, roadways, parking lots, field lighting system and grading.

Scheduled for inspection Wednesday afternoon was the field maintenance and electrical control building.

Taking part in the inspection tour were Harold Vinje, Elgin, Ill., resident engineer; Robert Schoenborn, assistant city engineer; Harold Vavra, Bismarck, state aeronautics commissioner; Kenneth Whitney and James Topp of the St. Paul district FAA office; June Wilson, regional FAA office, Kansas City, Mo.; Norman Midboe, airport manager, and Harry Megarry, representing Megarry Bros., St. Cloud, Minn., the general contractor.

The new \$2½ million airport was opened for general aviation use in February.

6-11-64  
**Finish Inspection Of Airport Work**

Federal Aviation Agency and State Aeronautics Board officials left Grand Forks Wednesday night after completing inspection of the runway and taxiway construction at the new Grand Forks International Airport. These are areas in which there was federal participation in construction cost. Resident Engineer Harold Vinje and representatives of the city and the contractor inspected the new terminal building and hangars Thursday. Baukol Construction Co. built the terminal building.

6-12-64  
Harold Vinje, Elgin, Ill., resident engineer on construction of the new Grand Forks Airport, will return to Elgin Saturday following inspection of the airport Wednesday and Thursday. He said the FAA and other inspectors listed some minor corrections to be made and when these are done he will return to check on their completion.

179  
**Operation Approved**

Approved the Grand Forks Airmotive operation at the new city airport.

Granted a Wright Flying Service request to use the new airport as a crop spraying base.

Approved an amended lease agreement with Grand Forks Airmotive. 6-16-64

The Grand Forks Chamber of Commerce committee planning the dedication in August for the new international airport here will meet at 9:30 a.m. Wednesday at the chamber office, Hugh Robertson, committee chairman, announced. 6-16-64

All three crop spraying firms located on the new Grand Forks Airport were busy Saturday spraying farm fields. Aerial spraying was necessary because fields were too wet for ground spray work. 6-21-64

6-21-64  
**New Airport Keeping Up With Traffic Load**

By LLOYD C. TINNES

The new Grand Forks International Airport, complete with mile long concrete runway and an air conditioned terminal building, is keeping pace with the steady growth of air traffic in the local community.

Fourteen flights of commercial airliners and scores of private planes use the long slick runways daily and practically every service available at the larger metropolitan airports are available at the local airport.

Headquartered in the terminal building are Northwest Airlines and North Central Airlines, headed respectively here by managers Howard Peterson and James Butala.

Each firm has large modern accommodations for plane passengers and is equipped for convenient handling of luggage. Direct telephones connect the terminal building with hotels and cab stands downtown and limousine service also is avail-

able along with two car rental services, national and Hertz. Each firm has a booth opposite the airlines offices.

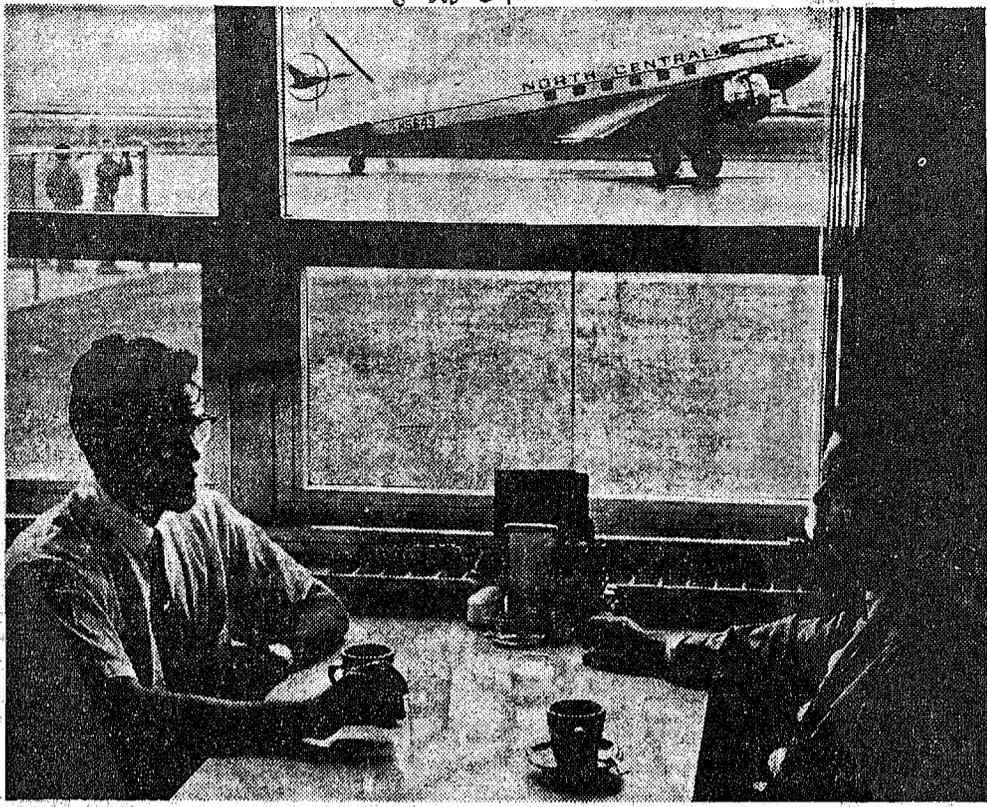
The terminal building has a roomy lobby in its 145-foot by 45-foot interior. At the southwest corner of the building are the offices of Airport Manager Norman Midboe and the modern restaurant operated by Mr. and Mrs. Levi Dufault.

**Two Fixed Base Operators**

In the north end of the building are the U.S. Customs Office, in charge of deputy collector Donald C. Porter, and the headquarters of Grand Forks Airmotive, Inc., in charge of Louis Gershman. Airmotive is a fixed base operator handling charter and air taxi service, a flying school, crop spraying and aircraft maintenance work. The firm has eight planes.

Montgomery Airspray, operated by veteran flier Jim Montgomery, also is a fixed base operator on the new airport. His operation, similar to that of Airmotive, includes aircraft maintenance shop facility, a flight school, charter and air taxi and crop spraying. Montgomery has his office in his own shop.

6-21-64



**AIRPORT MANAGER** Norman Midboe, left, enjoys a cup of coffee with Donald C. Porter, deputy collector of U. S. Customs, in the modern restaurant of the new terminal building. The wide windows of the eating place provide an excellent view of arriving and departing planes, one of which is shown on the flightline at the rear of the picture. (Herald Photos).



**PASSENGERS COMING IN** from the flight line enter the rear door of the shiny new terminal building.

**Many Planes Stored** <sup>6-21</sup>

A third operator is Guy Wright, operator of the Wright Flying Service, which also does crop spraying.

The airport has five hangars for aircraft storage, storing 45 private planes in the hangars, with about 15 other planes anchored to tie downs outside the hangars. Paved tie down space is available for 33 planes. There also is tie down space on the grass for 16 additional privates if required. Midboe said all of the paved tie down space has been used at times.

Private plane traffic has been boosted by use of the airport by planes of the Morrison - Knudsen Co., Minuteman Missile contractors, and by planes of sub-contractor firms in the missile operation. These are in addition to the growing local private plane operation.

**Services Available**

In connection with the storage hangars is a flight line building attached to the largest of the hangars, from which various services are available including sale of gasoline and oil and handling of arrangements for storage. A flightline crew of eight men handles this job. They also do field and building maintenance work, including plowing snow from runways in winter.

The new field maintenance and electrical control building is a large brick structure in which large equipment is stored and where minor maintenance work is done. The rest of the building contains an electric vault for high voltage equipment for the entire building and runway lighting complex. Also in the building is a water pumping system with a 20,000-gallon reservoir with an emergency unit which can be used in case the regular water supply from the air base water line is cut off temporarily.

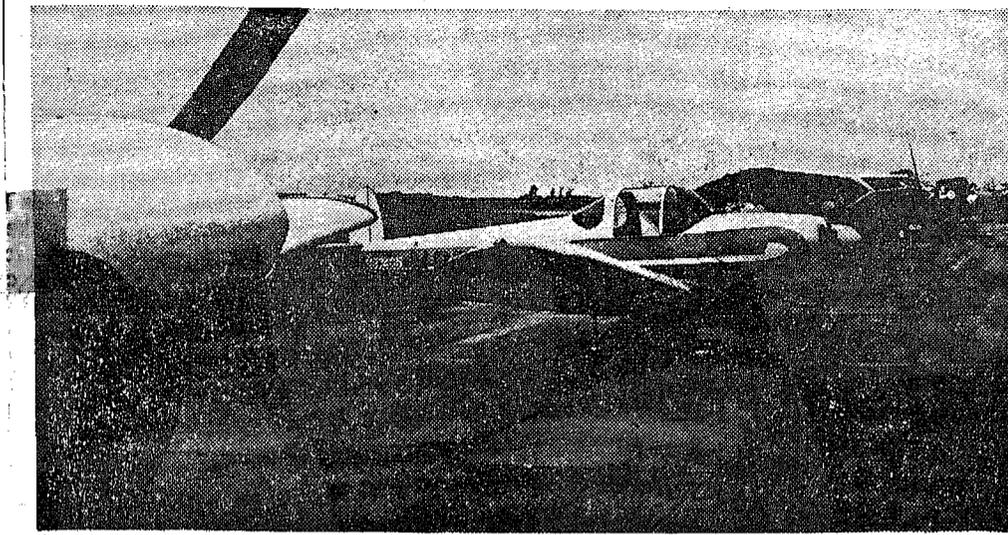
**Emergency Layout Used**

Midboe said the emergency water layout was used once for a week and a half when a break occurred in the air base water line.

Also in this multipurpose building is an auxiliary power plant which can be activated in case of a temporary power failure.

The airport also has its own sewage disposal plant, of the type formerly used by the city, but operated in connection with a small lagoon.

And aside from the city-owned



A FEW OF THE colorful array of 60 private planes quartered at the airport are shown at tie-down stations on a long concrete area near one of the hangars. More than 40 private planes are housed in storage hangars and the others, like those above, are anchored at the tie-down spots outside the hangars.

structures on the airport is the new Federal Aviation Agency's flight service building currently in the early stages of construction. FAA now is located at the old airport, but will move into the new place in September.

Both Northwest and North Central Airlines reported air traffic is definitely up as com-

pared with last year. North Central's non-stop round trip flight recently inaugurated between Grand Forks and the Twin Cities has greatly increased that firm's air traffic, Manager Butala said.

The new airport was built by Megarry brothers of St. Cloud, Minn., at a cost of about \$1½

million. Baukol Construction Co. built the terminal building. The federal government shared in the cost of the airport except the terminal building, financed entirely by the city.

The airport was opened for general use in February, although Northwest Airlines moved in in November, 1963.

## Airport 8-16-64 Event Set This Week

Two-thousand toy gliders will be distributed free to children accompanied by their parents to the two-day open house and dedication festivities at the new Grand Forks International Airport next weekend.

Open House activities are scheduled both Saturday and Sunday, with special events and the formal dedication set for Sunday afternoon. There will be special aircraft displays on the ground both days, including both civilian and military aircraft.

Airplane rides also will be available, both days.

### Fly-in Breakfast Set

The event has been arranged by a special Chamber of Commerce committee headed by Hugh Robertson.

Events Sunday will start with a fly-in breakfast for flying farmers and private pilots from a wide area. They will be served at the airport by members of the Grand Forks Mrs. Jaycees.

Afternoon events will include the brief ceremony, at which Mayor Hugo Magnuson will dedicate the new facility. Dean Thomas Clifford of the University of North Dakota will be master of ceremonies.

### Air Show Planned

The program also will include flyovers by military aircraft and a number of air show events featuring area flyers and skydivers. The events will include both racing and precision demonstrations. They are scheduled at intervals throughout Sunday afternoon.

The new airport has been in use since last winter, but the dedication was delayed for completion of a number of facilities.

8-5-64  
Harald Vinje, resident engineer for construction of the new Grand Forks International Airport, returned to his home in Elgin, Ill., Tuesday after a final inspection of the airport. The inspection was required in connection with the making of final payments to contractors for the job. Vinje plans to return here for the airport dedication Aug. 22-23.

Erection of the walls for the new Federal Aviation Agency's flight service building at the Grand Forks International Airport, has been practically completed and roofing work is scheduled to be started soon. The FAA presently is quartered in the administration building at the old Grand Forks airport.

Hundreds To Be Mailed: 8-18-64

## Special Letters For Airport Dedication

Hundreds of air mail letters will leave Grand Forks this weekend bearing a special cachet signifying the dedication and open house scheduled Saturday for the new Grand Forks International Airport.

The stamped envelopes, either empty or with just a small card to prevent folding inside, were sent by individuals to the Grand Forks Chamber of Commerce over the past several months so that they could be mailed during the dedication ceremony. They will wind up in collections throughout the United States and in a number of other countries.

The special cachet will include a map showing the Red River Valley and Grand Forks location in it in relation to the Canadian, Minnesota and South Dakota borders. It includes the slogans "Grand Forks, Heart of the Red River Valley" and "Gateway to Adventure," in addition to showing the dates of the dedication and open house.

A Navy P2V Neptune anti-submarine plane will be among military aircraft on ground display at the airport both days of the open house. A number of other military planes and a large list of civilian aircraft also will be on display.

A number of air show events featuring area fliers are scheduled Sunday afternoon, in addition to a brief dedication ceremony. There also will be skydiving exhibitions.

The first 2,000 children accompanied by their parents at the two-day event will receive free balsa wood gliders.

# Schedule Announced 8-20-64 For Airport Program

The schedule of events for Sunday's dedication of the new Grand Forks International Airport was announced Thursday by Hugh Robertson, chairman of the committee arranging the event.

An open house is scheduled at the airport both Saturday and Sunday, with numerous military and civilian aircraft on ground display. All facilities of the airport, itself, also will be open for inspection.

The main entertainment program is scheduled Sunday afternoon, beginning with a brief formal dedication at 1:30 p.m. Dean Thomas Clifford of the University of North Dakota will be the master of ceremonies.

Sky-diving exhibitions by members of the Grafton Skydivers Club are scheduled at 1:35 p.m. and 2:30 p.m. F101B Voodoo jet interceptors of the 18th Fighter-Interceptor Squadron at Grand Forks Air Force Base will salute the new facility with a low-level flyover scheduled at 2 p.m.

A colorful aerial spray and dusting demonstration is scheduled at 2:10 p.m. by fliers for two tenant firms at the new airport, Montgomery Air Spray and Air Spray Inc. The final item on the program, at 2:45 p.m., will be a precision flour bomb

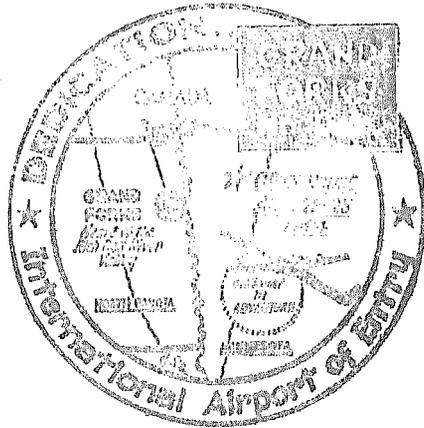
drop contest open to all area pilots.

Two-thousand balsa wood gliders will be distributed to children attending the open house and dedication. The gliders will be given to the first 2,000 children accompanied by parents who attend the Saturday and Sunday events.

A fly-in breakfast for private pilots from a wide area is scheduled Sunday morning. The breakfast will be served by the Mrs. Jaycees organization of Grand Forks.

The Grand Forks Junior Chamber of Commerce and Greater Grand Forks Sertoma Club will operate concessions at the airport both days.

GRAND FORKS CHAMBER OF COMMERCE  
105 NORTH THIRD STREET  
GRAND FORKS, NORTH DAKOTA



*You and your wife are cordially invited to attend  
a Social Hour and Smorgasbord  
in connection with the  
Grand Opening  
of the new  
Grand Forks International Airport  
from 6:30 p.m. to 9:30 p.m., Saturday, August 22  
at the new Airport Terminal Building*

R.S.V.P. Regrets  
772-3471

Hugh Robertson, Chairman  
Airport Dedication Committee

# Base To Add Color 8-21-64 At Airport Program

Nearby Grand Forks Air Force Base will help provide the color for the dedication and open house scheduled at Grand Forks International Airport this weekend, in a salute to its civilian neighbor.

Two base aircraft, a C47 and a U3A, will be on static display at International Airport both Saturday and Sunday, along with a large number of civilian aircraft of various types. A T33 jet trainer also will be added to the ground display on Sunday.

Also scheduled for the static display area during the weekend is a Neptune anti-submarine aircraft from the Naval Air Station at Minneapolis-St. Paul.

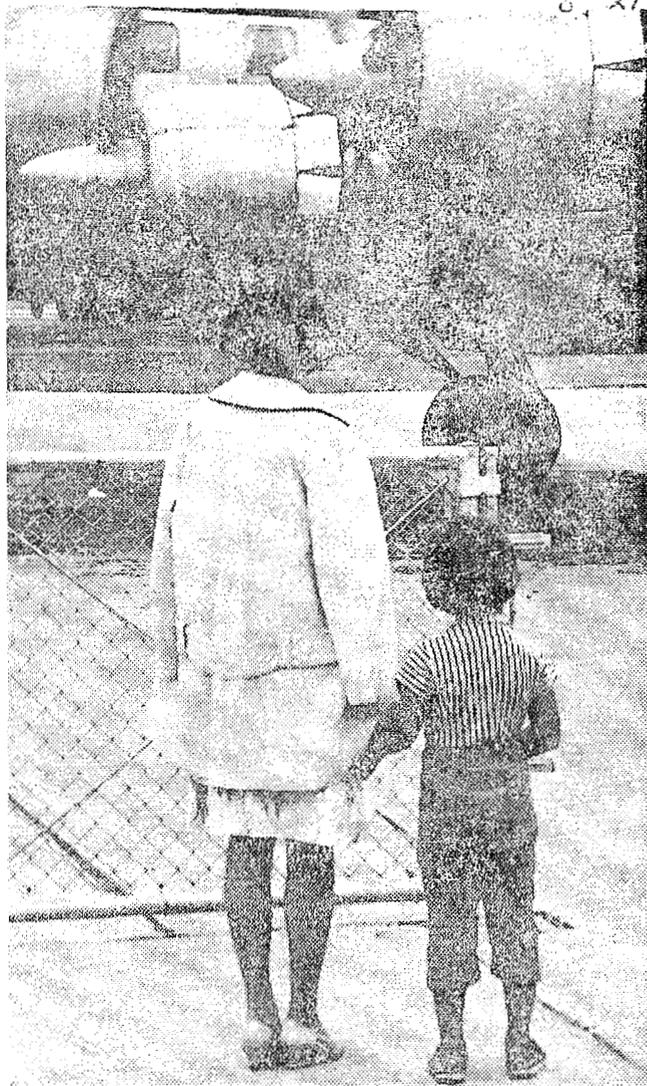
The big Air Force salute to International Airport will come from F101B jet fighter planes of the 18th Fighter-Interceptor Squadron. The supersonic fighters will swoop over the civilian airport in formation during ceremonies at 2 p.m. Sunday.

Also scheduled for showing during the two-day open house is a Minuteman Missile display arranged by the Wing VI Minuteman Site Activation Task force. The display will include a miniature missile and a photographic explanation of the work now going on in northeastern North Dakota in preparation of the most advanced version of intercontinental ballistic missile in the free world's arsenal.

Other events scheduled during the two-day dedication and open house include a colorful crop spraying and dusting demonstration, a precision flour-bombing exhibition, a fly-in breakfast Sunday for private fliers, and distribution of 2,000 souvenir gliders to children accompanied by parents.

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8-21-64



**LARGE COMMERCIAL AIRCRAFT**, always interesting to children of all ages, will be among the planes on exhibition Saturday and Sunday at the dedication and open house for the new Grand Forks International Airport. Two unidentified youngsters got a preview Friday, as shown at left. In photo at right, Airport Manager Norm Midbo is in the cockpit of a Piper Pawnee 235 fitted for aerial spraying. The craft will



spray about 100 acres per load while flying a foot off the ground. The spray boom with nozzles is shown on the trailing edge of the wing. A crop spraying and dusting exhibition is scheduled to be one of the features of Sunday afternoon's dedication program, with six planes from Air Spray Inc., Montgomery Airspray Inc., and the Wright Flying Service participating. (Herald Photos).

# Airport Event 8-22-64 Gets Under Way

Promptly at 1:30 p.m. Sunday, Mayor Hugo Magnuson will climb into a light plane which then will taxi forward, cutting the ribbon holding a cluster of helium-filled balloons before taking off from Grand Forks International Airport.

The ceremony will signify the official dedication of the airport and open a more than 2-hour program of aerial entertainment by area fliers and sport parachutists.

be featured both days of the open house. There also will be a Minuteman Missile display, featuring a model of the missile to be implanted in 150 underground siloes in northeastern North Dakota in the coming months.

### Plane Rides Offered

A two-day open house at the airport opened today, during which its new facilities are being shown off to all comers and airplane rides are available over the city. Four thousand stunt-flying balsa wood gliders are on hand to be given to children accompanied by parents as souvenirs of the event.

Open house hours are 9 a.m. to 5 p.m. each day.

Airplane rides are being offered today and Sunday by local charter service firms. Sunday only North Central Airlines also will offer brief rides in a Con-vaire plane, similar to that which North Central flies on its non-stop Grand Forks-Twin Cities flights.

### Area Fliers Coming

The rides, of course, will not be available during the Sunday afternoon air show events.

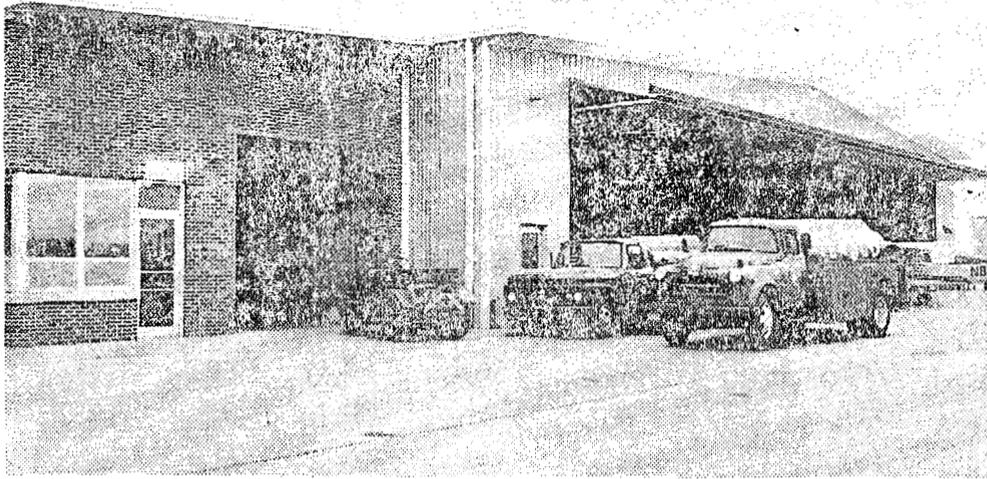
Private pilots from a wide area will fly into Grand Forks International Sunday morning for a traditional "fly-in breakfast," to be served by Grand Forks Mrs. Jaycees. Many of these pilots will stay here to participate in the final event of the air show, a precision "bombing" event in which one-pound sacks of flour are dropped from 500 feet at a target on the airport.

### Skydiving Planned

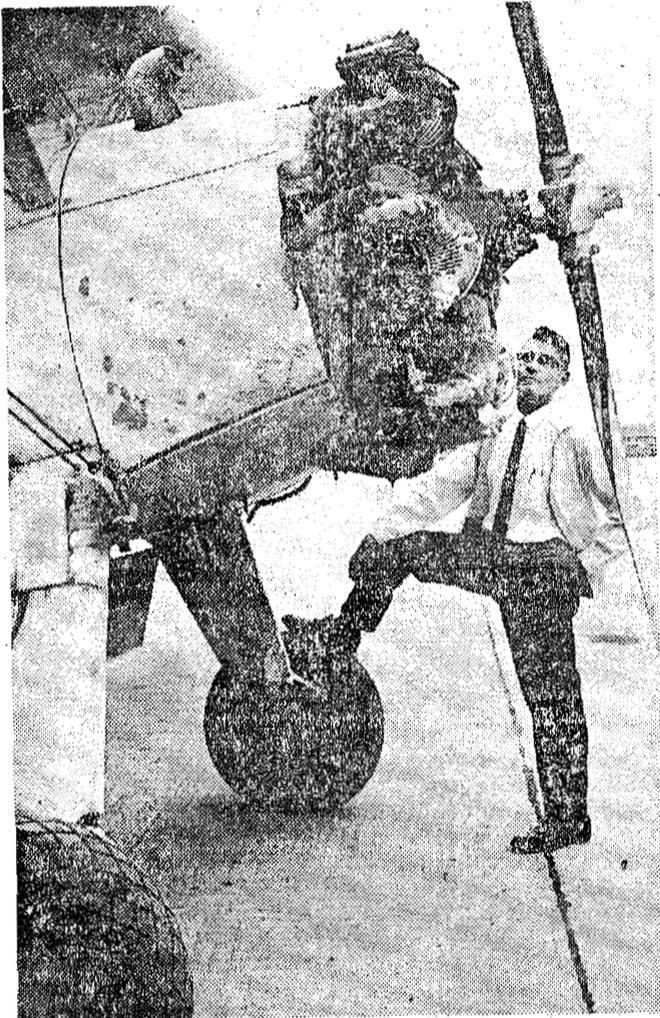
Other events scheduled include two parachuting exhibitions by members of the Grafton Skydivers Club, a low-level fly-over by supersonic jet fighters from Grand Forks Air Force Base, and a "colored water" spraying demonstration by three local crop spraying and dusting firms.

Ground displays of both military and civilian aircraft will

8-22-64



THIS IS THE LINE office and hangar at Grand Forks International Airport which will be the scene of a fly-in breakfast for area pilots Sunday morning, as one feature of the two-day open house and dedication of the new facility four miles west of here. See story on Page 1. (Herald Photos).



NORMAN MIDBO, manager of Grand Forks International Airport and a one-time crop-spraying pilot himself, looks at the radial engine of a Stearman aircraft, a World War II primary trainer now quite often used for crop dusting purposes. A crop spraying demonstration, using colored water, will be one of the features of Sunday's dedication air show.

## Big Crowd Seen For Air Event

8-23-64

Grand Forks International Airport gets its official dedication today, although it has been in use for months handling 16 commercial airline flights daily in and out of the city.

A cluster of helium-filled balloons cut loose by a taxiing airplane in which Mayor Hugo Magnuson will be a passenger will officially signify the dedication at 1:30 p.m. today.

### Air Show Slated

The cutting of the ribbon holding the balloons also will signal the start of an approximately two-hour air show by local and area fliers and sports parachutists. With clearing skies and warmer weather forecast for today, the Chamber of Commerce committee arranging the ceremony expressed hope that thousands of persons will attend the air show and the open house scheduled from 9 a.m. to 5 p.m.

Events on the air show program include two sky-diving exhibitions by members of the Grafton Sky Divers Club, a salute fly-over by jet interceptors of the 18th Fighter-Interceptor Squadron at Grand Forks Air Force Base, a demonstration of crop-spraying techniques using colored water spray, and a "bombing contest" open to area pilots.

### Drop Flour Bombs

In the latter competition, two man flying teams in light planes see how close they can come to dropping a one-pound sack of flour into a 55-gallon drum from an altitude of 500 feet. As each sack breaks on the ground, it will mark the point of impact and the distance from the drum will be measured off.

An announcer will keep the crowd informed about the identity of the fliers and how close they come to the target.

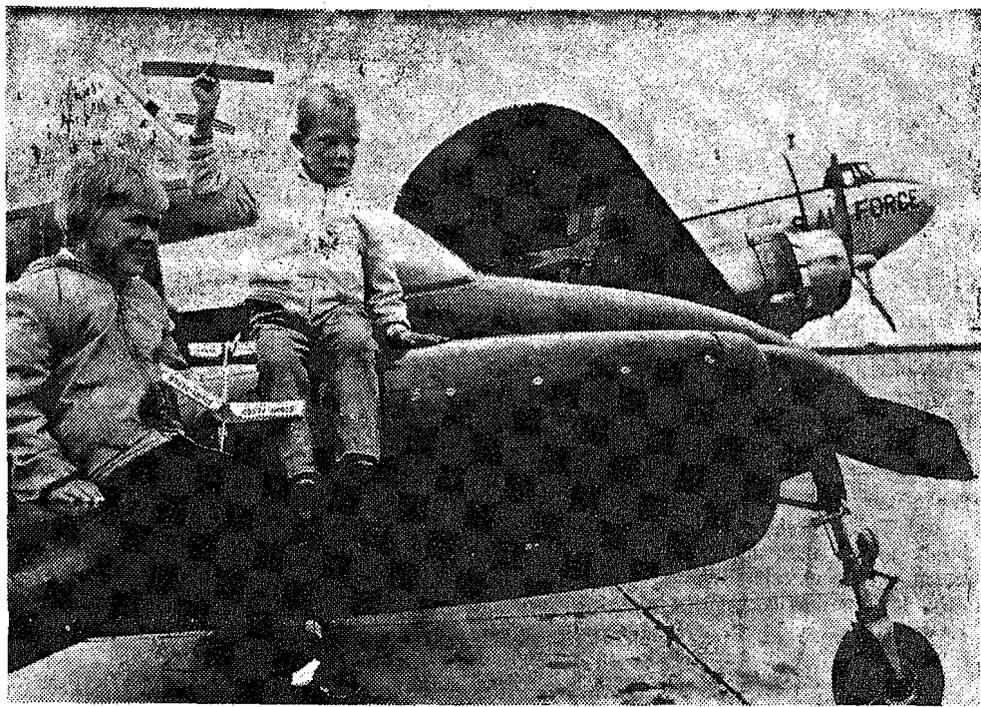
A fly-in breakfast opens today's program, with dozens of pilots from throughout the area expected to come in for a visit to the new Grand Forks International. Many will stay around for the afternoon bombing competition, it is hoped.

### Rides Available

Airplane rides over Greater Grand Forks will be available both in light charter aircraft and in a big Convair airliner flown in especially by North Central Airlines for the occasion.

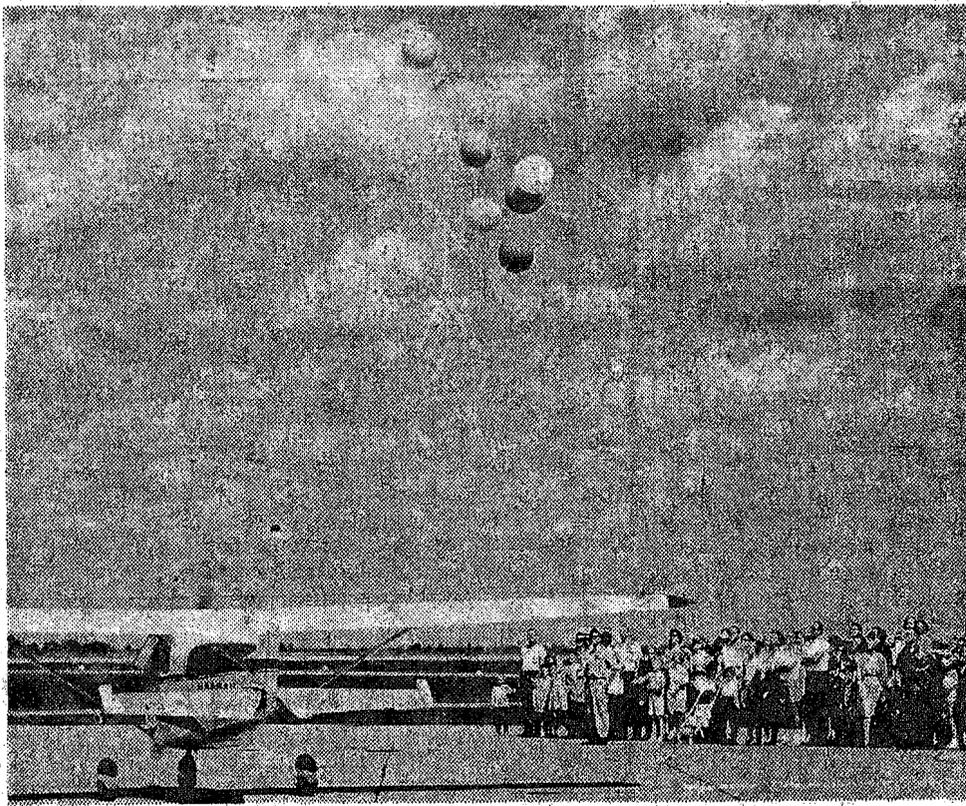
The Grand Forks Junior Chamber of Commerce and the Greater Grand Forks Sertoma Club will operate concession stands at the airport.

Hugh Robertson has been chairman of the Chamber committee which planned the weekend open house and dedication.

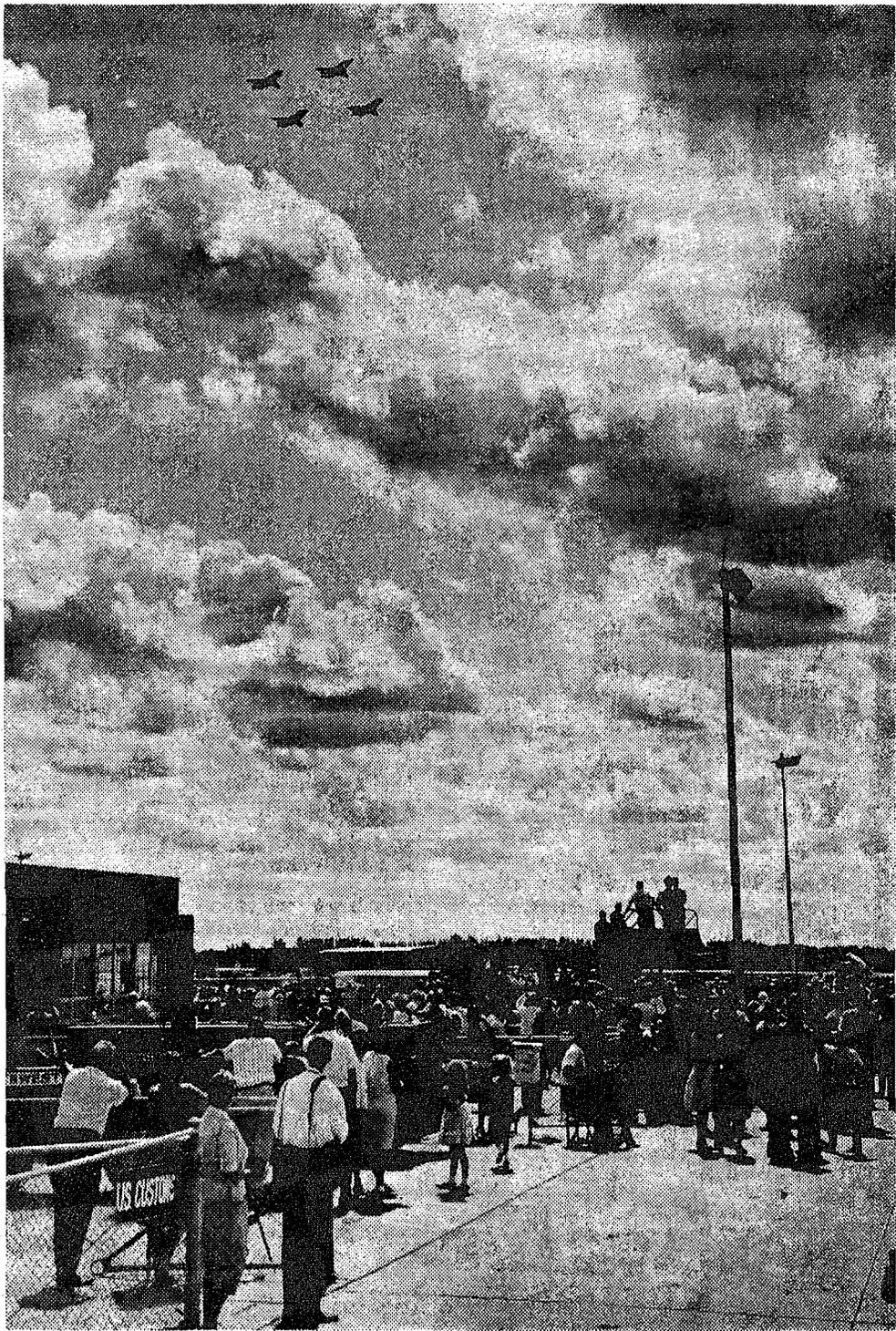


8-23-64

THESE CHILDREN not only got a closeup of real airplanes, they also got toy gliders with which to play airplane afterwards when they attended the open house at Grand Forks International Airport Saturday. Four-thousand of the gliders were to be given away Saturday and today to young airport visitors accompanied by their parents. These children are Wendy, 6, and Tom Bakken, children of Mr. and Mrs. Roy Bakken of Crookston. (Herald Photo).

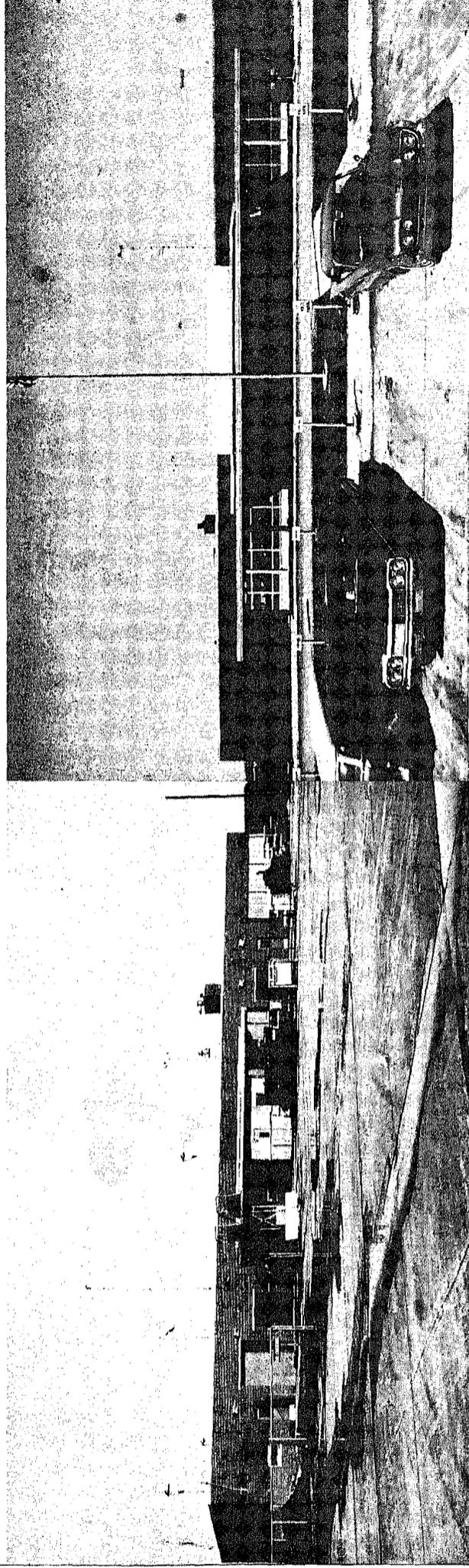


A CLUSTER OF balloons soared heavenward after having been released, above, at Sunday afternoon's dedication ceremonies of the Grand Forks International Airport. Aerial tours followed as more than 15,000 persons attended the festivities. (Herald Photo).



*8-24-64*  
**PICTURESQUE CLOUDS** formed a background for a jet plane formation flyover at Sunday afternoon dedication ceremonies at the Grand Forks International Airport before a crowd estimated at 15,000 to 20,000. (Herald-Photo. Another picture on page 11).

# DEDICATION PROGRAM



## Saturday and Sunday, August 22, 23, 1964

### SATURDAY

- Open House — 9:00 A.M. to 5:00 P.M.
- Free Gliders . . .  
to first 2,000 children  
accompanied by parents

### SUNDAY

- Pilot's Fly-in Breakfast, 8:30 A.M.
- Formal Dedication, 1:30 P.M.  
Mayor, Hugo Magnuson
- Sky Divers, Flying Events, Contests
- Voodoo 101—Jet Flyover

★ All Day, Both Days — Displays of private, commercial, military (Jet-Missile) aircraft    ★ Plane Rides for Public    ★ Refreshments

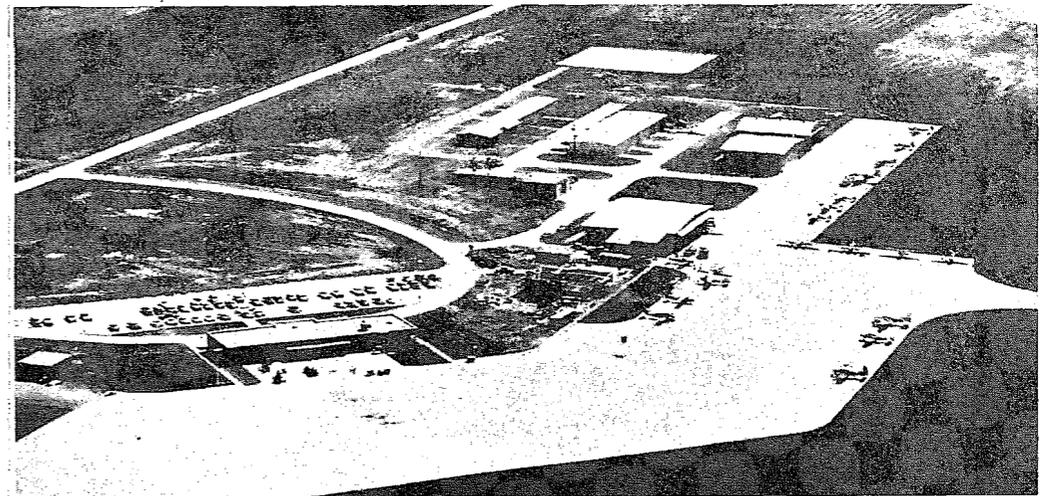
We Dedicate this airport to the citizens of Grand Forks and to the city and community leadership which worked so diligently over the years in planning to make it possible. This new air transportation facility is an example of the progress of Grand Forks, the fastest growing city in the northwest. Sixteen commercial flights a day serve the people from this entire area and the flight services provide charter and ambulance service and flight instruction. Nearly 100 local and area private pilots hangar their planes at the Grand Forks International and fly out of this airport.

Hugh Robertson, Chairman  
Airport Dedication Committee



The Grand Forks International Airport is on a 900-acre site. The north-south runway which is 5,300 feet in length and an east-west runway 4,200 feet long form a huge 'X'. The longer runway is 150 feet wide and the other is 100 feet in width. The runways are paved with portland cement concrete eight inches thick with the last 500 feet (impact areas) of each strip built with 10-inch thick concrete. The taxiways, covering an area of 25,000 square yards, are paved with 11-inch thick concrete.

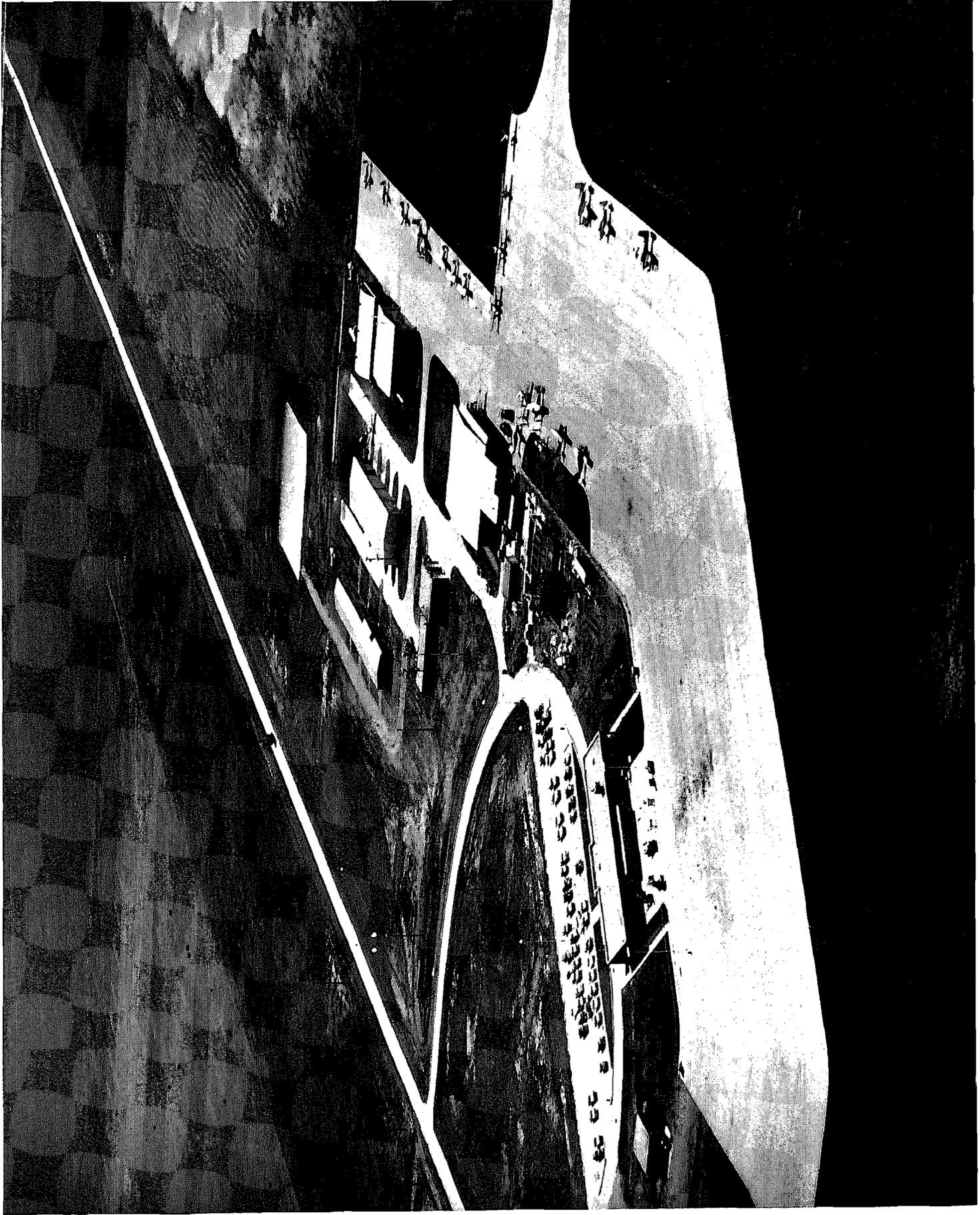
# DEDICATION and OPEN HOUSE



# GRAND FORKS INTERNATIONAL AIRPORT

SATURDAY — SUNDAY

AUGUST 22-23, 1964





NORMAN MUDBOE - AIRPORT MANAGER

DONALD PORTER - CUSTOMS COLLECTOR

# Air Passenger Traffic Here Shows Big Jump

Out at the new Grand Forks International Airport, it isn't only the air passengers who go up — the volume of traffic has done likewise, in fact, it went up about 50 per cent.

Improved service, including a big DC-6 airliner in addition to the Electra prop jets of Northwest Airlines and a new daily round trip and non-stop flight between Grand Forks and the Twin Cities by North Central Airlines, was a big factor in the gain in passenger travel.

Getting down to figures, the 1964 total of air passenger boardings to Sept. 1 was 16,269, compared with 8,910 for a similar period of 1963.

Comparative monthly totals for the two years were announced by the airlines managers, Howard Peterson of Northwest and James Butala of North Central, both of whose offices are located in the new administration building on the airport.

For Northwest, the comparisons for the first eight months of 1964 and 1963, respectively, were: 1964, January, 1,263; 1963 January, 886; February, 1,162 and 831; March, 1,213 and 914; April, 1,271 and 53; May, 1,268

and 369 (1963 totals for April and May are low because Northwest suspended service for about six weeks due to soft runways on the old airport); June, 1,285 and 1,207; July, 1,256 and 1,138; August, 1,301 and 1,214.

## North Central Reports

These are the North Central figures: 1964, January, 301; 1963 January, 281; February, 216 and 249; March, 230 and 233; April, 296 and 396; May, 354 and 377; June, 573 and 279; July, 625 and 224; August, 655 and 259. The big gains in June, July and August were caused largely by the inauguration of the non-stop Twin Cities flights.

Northwest Airlines has two round trip flights with Electra prop jets, 77-passenger capacity, and one DC-6, 68 - passenger plane round trip. Starting Tuesday the latter flight will be made with DC-7 planes, accommodating 71 passengers, and with lower, tourist class only, fares.

## Smaller Planes Used

North Central, operating smaller planes, has a total of eight flights, including six through flights, three west and three east, and two originating flights, south to Omaha, and north from Omaha, stopping here.

NC's new non-stop Twin Cities flight is with a Convair 440, a 44-passenger plane. Other planes are 26-passenger, DC-3s. Installation of the Convair flight boosted NC business about 100 per cent, Butala said.

The airlines managers said many reservations are called in two or three weeks ahead of flight time and sometimes flights are sold out for a week or two ahead. Since businessmen can't always know ahead of time when they must go, the airlines try to handle them as far as possible according to their needs.

# Work Advances On FAA Building

Roofing work has been practically finished on the new flight service building to be operated by the Federal Aviation Agency at the Grand Forks International Airport.

The tri-level 61 by 69 - foot structure will provide quarters for the flight service station now located in the old administration building at the former airport location.

After completion of construction, which is scheduled late this fall, will come the installation of electronic equipment for air-ground communications.

Occupancy of the building is expected some time after the first of the year.

James Henderson is acting chief of the FAA operation here since the transfer to Milwaukee in June of former chief Lon Dahrsh, who assumed charge of the Milwaukee station.

# FAA Station Here Vital In State Setup

The Federal Aviation Agency has announced plans to modernize its flight service station system with savings of \$3 million a year and reduction of station personnel by 500 to 600 persons.

The Grand Forks station, however currently located at the old city airport, remains in the system as one of three "hard core" flight service stations in North Dakota. The others are at Dickinson and Minot.

Grand Forks early next year also will have the added advantage of a new \$120,000 tri-level modern station, now under construction on the new International Airport five miles west of the city.

## To Move In 1965

Some time early in 1965 it is anticipated that the entire flight service station operation will be transferred from the old airport to the new and much larger building.

One FAA station of another type is located at Jamestown. Under the new program, this will be either a manned facility (MANICOM) staffed by several FAA flight service specialists and linked to the nearest hard core station, or an unmanned facility known as Airport Information Desk. Current weather data and other information necessary for safe flight planning would be available at both facilities.

## Give Vital Information

The stations at Grand Forks, Dickinson and Minot provide such vital aviation services as air-ground communications, pilot briefings, airport advisories, handling of flight plans for both general aviation pilots and military pilots, direction finding and flight assists.

The new flight service station here will have 5,000 square feet of floor space in the brick, metal and glass structure, providing nearly three times the present floor area.

The proposed modernization plan will include 154 flight service stations. Compared with the present 297, and 67 combined station - towers against the present 61. Two of the latter type are located in North Dakota, at Fargo and Bismarck.

## Towers Control Traffic

The station - tower layouts control traffic directly at the airport, supervising all landings and take-offs. They also provide weather information but are not set up for airport advisory information such as is handled by the flight service stations at Grand Forks, Dickinson and Minot because their tower controls traffic at the flying field.

Under the modernized arrangement, the flight service stations will form the hard core of the system, operating continuously, seven days a week, 24 hours a day, and would handle all the present en route navigation, communications and terminal services.

James Henderson is acting manager of the Grand Forks FAA station.

# The Nodak Neighbor

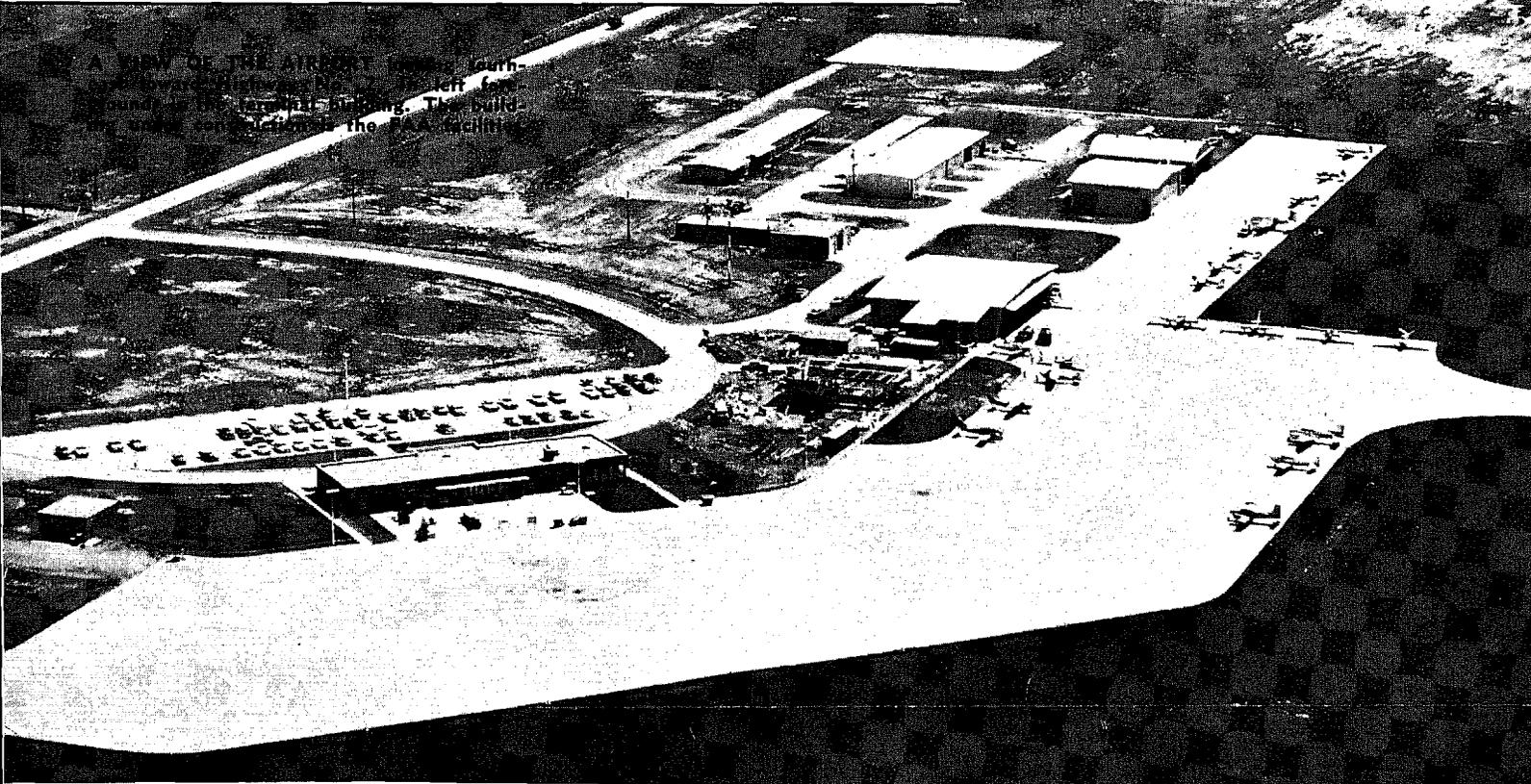
of the Nodak Rural Electric Cooperative, Inc.

VOLUME 13

GRAND FORKS, NORTH DAKOTA, SEPTEMBER, 1964

NUMBER 4

## Grand Forks' International Airport "Formally Dedicated"



Construction of the new Grand Forks International Airport typifies the thinking of progressive community leaders who have faith in the economic growth of this area. Many members of the community worked diligently planning for the replacement of the old outgrown airport. The Grand Forks community is to be congratulated for taking this forward step to provide the entire area with modern airport facilities, planned to permit handling of all future "air age" traffic.

Over 10,000 area residents recently attended the formal dedication ceremonies at the airport. The facilities are built on a 950 acre site located six miles west of Grand Forks. The north-south runway is 5,350 feet long and the east-west runway is 4,200 feet long. Both runways can be expanded to handle the larger jet traffic if required.

Two airline companies, the Northwest and North Central, have a total of 14 daily flights. Norman Midboe, manager, reports that during the past summer months there have been as many as 90 aircraft movements a day.

The facilities consist of the terminal building, hangar rental space (now occupied by 40 private aircraft), outdoor parking space (now occupied by 25 planes), leased space for private related air businesses, the U.S. Custom facilities, and a new FAA building still under construction. (More on back page)



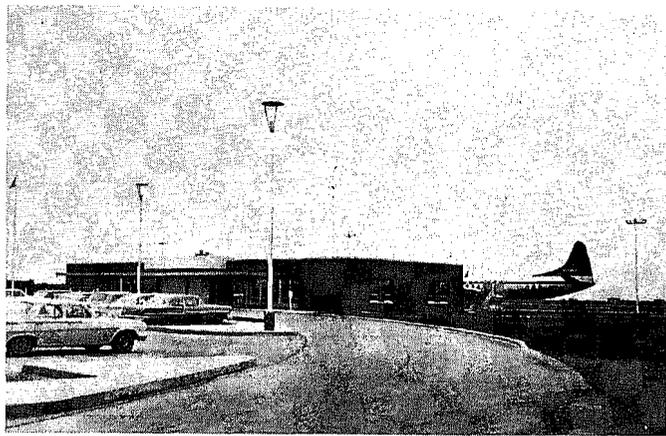
SHOWING THE WAY, day or night. This sign at the junction of the airport road with Highway No. 2 has two mercury vapor Nite Lites which illuminate the sign as well as mark the junction.

## INSIDE: A TAX REPORT

# More About the Grand Forks International Airport

SEPTEMBER - 1964

The Grand Forks Airport (see front cover) is "International" as it contains a U.S. Customs office and serves as a point of entry from Canada. Besides the heavy local air traffic which has been greatly influenced by the defense construction projects in this area, there were 1110 commercial flights and 800 private flights from Canada to be cleared through the customs office at this airport during the past year.



**THE FRONT** of the terminal building with a Northwest airliner loading in background. Nodak installed 16 transformers to serve the overall facilities — with much of the primary, by necessity, installed underground.

Other "air" businesses lease facilities at the airport for their operations. The Montgomery Air Spraying Corporation and the Grand Forks Airmotive Service have flying schools, charter service, aircraft maintenance, and aerial spraying while the Wright Flying Service specializes in aerial crop spraying. Mr. and Mrs. Levi Dufault operate a modern restaurant with a full view of the landing and loading area.

The FAA Flight Service Station has under construction a new building which will operate in conjunction with the airport. This federal agency handles all of the radio communications with the aircraft in the area. They also handle flight planning and disseminate weather information. Future plans include the latest navigational facilities which will include a terminal VOR (Visual Omni Range) for direction of air traffic. Air movement is presently handled through the VOR facilities which are located south of Grand Forks and the VOR facilities at the Air Base.

The parking lot has been equipped with modern mercury vapor lights similar to those used in Nodak's yard lighting program. Adjacent to the main runway, high intensity incandescent lighting has been installed and high intensity fluorescent lighting is used around the aircraft apron.

9-25-64

## EGF Proposed As Airport Site

WASHINGTON (AP) — Congressional sources reported Thursday that the Federal Aviation Agency has issued a new national airport plan recommending construction of 727 new landing facilities and improvements at many other places at an estimated cost of \$1.2 billion over the next five years.

Inclusion of a facility in the plan is the first step toward becoming eligible for federal grants under the federal-aid airport program.

Locations of recommended new landing facilities include:

Minnesota: Ada, Anoka, Buffalo, Caledonia, East Grand Forks, Ely, Glencoe, Granite Falls, Mahanomen, Minneapolis, Northfield, Orr, Preston, Silver Bay, Two Harbors, Waseca, Wells.

North Dakota: Beach, Casselton, Edgeley, Garrison, Kenmare, Luverne, Medora, New England, Oakes, Riverdale, Steele.

—o— 9-30-64

Installation of underground cable for the new Federal Aviation Agency facility on the Grand Forks Airport has been started by the Northwestern Bell Telephone Co. The cable will connect the FAA's flight service building with all buildings on the airport.

—o— 9-30-64

The new flight service building of the Federal Aviation Agency on the Grand Forks International Airport has been enclosed and inside work was proceeding Wednesday. The new building will be opened sometime after Jan. 1 following installation of electronic equipment.

134

Time Extension Asked  
10-6-64

Referred to Public Service Committee a request for a 60-day extension of time for construction of an aircraft repair shop facility by Grand Forks Airmotive, Inc. The firm previously had agreed to finish the building by Oct. 1 but said it was delayed because it was unable to get materials.

Approved the city audit report for the period ended June 30, 1964.

Decided to offer an insurance company \$1,500 in settlement of a claim filed by Jamieson Larimore III for wind damage to his plane on the Grand Forks International Airport. The company paid the \$1,500 and thereafter contacted the city, claiming negligence in handling the plane caused the damage.

### Boys Moved Plane

Airport Manager Norman Midboe told the council that two boys working on a Sunday morning had moved Larimore's plane in order to get another plane out of the hangar and then failed to put it back. The wind came up, tossing the plane on its back and damaging it, he said.

Granted a request by the University of North Dakota Homecoming committee to erect a reviewing platform for the UND Homecoming parade on the street in front of the City Park E-Z and extending six feet back on the sidewalk.

### UND Request Granted

Approved a request by the UND Homecoming committee to put on a fireworks display in the area west of President George Starcher's home on Homecoming night.

Granted a request for a flashing red light at the pedestrian crossing at 24th Avenue S. and Oak Street.

Granted a request by Clifton Jacoby for permission to install a water standpipe at 2317 S. Washington St. for sale of water to haulers.

Approved an offer by Hansen-Ford Sales to rent a 60 by 70 foot area on the new city airport for erection of a 24 by 54-foot car storage building for rental cars.

127

**Purchases Approved 10-20**

Approved the purchase of a portable chipper (for cutting up tree branches) from Chester Olson & Sons, Minneapolis, for \$3,590; a caterpillar motor grader from Butler Machinery Co., Grand Forks, for \$21,750; a sewer rodding machine from Flexible Pipe and Tool Co., Aberdeen, S. D., for \$4,774, less \$1,000 for a trade-in item; a rotary snowplow and truck from Oshkosh Motor Truck Co., Oshkosh, Wis., for \$27,046.50; and a sprayer from North American Pump Corp., Grand Forks, for \$1,079.

Approved extension of time for construction of an aircraft repair shop facility on the Grand Forks International Airport from Nov. 1, 1964, to Jan. 1, 1965, for Grand Forks Airmotive.

**Other Items Handled**

Approved re-subdivision of portions of the airport addition and Block 1 in Flaats Addition.

**City Offered F86L Plane**

11-10-64

The U. S. Air Force has offered to donate an F86L jet plane to the City of Grand Forks for display purposes, Mayor Hugo Magnuson said.

The offer was made in a letter to the mayor from Charles L. Bushey, stationed at headquarters of the 2704th aircraft storage and distribution group, Davis - Monthan AFB, Arizona.

Magnuson said the offer will be considered but had no other comment at this time.

An airport official here suggested that if the offer were accepted, the plane might be displayed at the Grand Forks International Airport.

11-22-64

**Favor Accepting Plane For Display**

The Public Service Committee will recommend to the Grand Forks City Council that it accept a U. S. Air Force donation of a Sabre F86L jet fighter plane for display purposes at the City's new International Airport.

Mayor Hugo Magnuson said the plane was secured for local display through the efforts of Col. Fred Webster, commander of the 18th Fighter Interceptor Squadron at Grand Forks Air Force Base.

The plane is valued at about \$192,000 stripped down, Webster said. It is 37 feet wide, 40 feet long and 15 feet high.

If the council accepts the committee's recommendation, it will make a study of the situation to determine what type of base should be used to display the plane.

The matter first came to the council's attention through Magnuson, who had received a letter from an Arizona AFB regarding display of the plane here. The council referred the matter to the Public Service Committee, which now will recommend the plan.

If the arrangement is accepted by the council, Magnuson said, a dedication ceremony will be arranged to officially launch the display of the plane.

The committee favors displaying the plane in the circle in front of the airport terminal building.

DECEMBER 8, 1964

**City Council Accepts Gift Of Jet Aircraft**

The Grand Forks City Council Monday night accepted the gift of an F-86L jet aircraft from the U. S. Air Force for display at the city's new International Airport.

Col. Fred Webster, commander of the 18th Fighter Interceptor Squadron at Grand Forks Air Force Base, said the only cost to the city would be the installation of the plane at the airport. He estimated this might be about \$250.

Delivery of the plane to the airport will be made on a day mutually satisfactory to the city and Air Force, possibly next spring.

1-4-65

**Applications for the balance of federal aid from the Federal Aviation Agency for construction of the new Grand Forks International Airport were being completed Monday at the office of City Auditor R. S. Niles. One application for \$110,862.54, was for the runways and land, and the other, for \$11,281.47, covered the money for the airport entrance road, water and sewer lines and the electrical control and equipment building.**

1-12-65

**Eligibility registers from which to fill openings for assistant Grand Forks airport manager and two patrolman jobs on the police force were set up Saturday by examinations conducted by the City Civil Service commission. Six names were registered for the airport position and four for patrolmen.**



**THE GRAND FORKS INTERNATIONAL AIRPORT** continues to grow! In the background is the newly completed FFA flight control building. Under construction is the Air Motive flight hanger from which chartered flights will originate. The front entrance of the terminal building is at right.

2-21-65  
**New FAA  
Facility  
Advances**

The new \$117,500 tri-level flight service station on the Grand Forks International Airport will be occupied by the Federal Aviation Agency about the middle of April, an FAA official here said.

Headquarters offices of the maintenance branch of the FAA operation already have been moved to the new structure, although two maintenance employees remained at the station on the old airport to control operation of flight service equipment there.

**Bossoletti Heads Technicians**

Paul Bossoletti of Grand Forks, chief technician of the FAA's maintenance division, heads a staff of six persons including the two remaining at the present headquarters on the top floor of the old airport administration building.

Chief of operations is G. Wesley Campbell, local manager, who has 14 persons and one trainee on his staff.

A staff of five installation engineers from Minneapolis is presently installing the equipment in the new building, with the aid of Bossoletti and his staff. Bossoletti said the installation now is approximately 35 per cent finished and should be done by mid-April and ready for occupancy.

**Give Communications**

The Grand Forks FAA station is one of more than 300 in the United States providing such important aviation services as air-ground communications, pilot briefings and airport advisories and handling flight plans for general aviation and military pilots.

Campbell succeeded acting manager James Henderson at the local station in December, 1964, after former manager Lon Daharsh went to Milwaukee.

Campbell joined the FAA at Detroit in 1938. He has been employed at several stations since, including Dickinson, N. D., from 1950 to 1955, and Vandalia, Ill., 1955-1964. He came here from Vandalia. He lives with his wife at 608 Cottonwood St. They have a son in the U. S. Navy.

2-9-65  
**Dale Sorbo Dies  
Here At Age 36**

Dale Sorbo, 36, 311 Lincoln Dr., died Tuesday at a hospital here following an extended illness.

Funeral services will be held at 2 p.m. Thursday at the United Lutheran Church with Rev. Roger Schlaefel officiating. Burial will be in the Walle Lutheran Cemetery. The body will lie in state Wednesday evening at Hanson - Anderson Mortuary and at the church Thursday for an hour before the service.

Mr. Sorbo was born July 24, 1928, at Thompson, and married Marilyn Miller at Grand Forks July 18, 1954. He was a field attendant at the Grand Forks International Airport.

His wife survives, as do a son, Dean Leonard, and two daughters, Lori Ann and Sue Ellen, all at home; a brother, Neal Sorbo, Thompson; and his mother, Mrs. Lilah Sorbo, Thompson. His father, Leonard Sorbo, died in 1952.

He was a member of the United Lutheran Church and the Civil Air Patrol.

2-10-65  
**Dale Sorbo**

Pallbearers for Dale Sorbo, 36, 311 Lincoln Dr., who died Tuesday, will be Thomas Bretton, Norman Midboe, Dennis

Miller, Russell Hegg, Alfred Johnson and Warren Block. Funeral services will be held at 2 p.m. Thursday at the United Lutheran Church with Rev. Roger



Mr. Sorbo Schlaefel officiating. Burial will be in the Walle Lutheran Cemetery. The body will lie in state this evening at Hanson-Anderson Mortuary and at the church for an hour before the service.

3-9-65  
**City Man On Job Late  
After Crash Landing**

Omar Vein, vice president of the Valley Bank here, crash-landed his four-seat airplane and walked away uninjured after circling the Grand Forks International airport for about two hours Tuesday while crash-equipment was marshalled and an emergency runway was cleared of snow.

The crash landing became necessary when the retractable landing gear failed to let down. Vein, alone in the plane, had no parachute.

"I spent the time trying to sell the plane to the fellow in the control tower," Vein joked later. "We couldn't get together.

er. I wanted to sell it as it was; he wanted to wait until after I had landed."

Vein's wife, Ruth, was waiting on the ground nervously during the last part of the preparations for the landing. She didn't know that when the go-ahead for a landing finally was given her husband was told not to land until the third low-level pass over the grassy area from which the snow had been cleared. "Each time I came in she would close her eyes," Vein said later, "only to have me up in the air again when she opened them."

(Turn to Page 9, Col. 7)

3-9-65  
**CITY MAN**

(Continued From Page 8)

Vein was returning from Fargo about 9:30 a.m. when he discovered as he was touching down that he had no wheels. He pulled back into the air and was ordered to circle while emergency equipment was summoned from Grand Forks Air Force Base. Meanwhile, the off-runway grassy area was cleared for the belly landing.

A helicopter was in the air close at hand as Vein finally made the landing, prepared to blow any flames away as rescue personnel went up to help Vein out if the aircraft burst into fire.

Vein, 529 Harvard St., relatively unruffled by the experience, was back at his bank desk early Tuesday afternoon.

"I was late for work today and I've got a lot to do," he commented.

The propeller and fuselage of Vein's Mooney four-place single engine plane were damaged in the landing but the plane remained upright. Airport Manager Norman Midboe called it a "good landing."

**Gear Fails To Function**

Vein was coming into the airport about 9:30 with plenty of gas in the tank when he discovered that his right landing gear would not function.

Then, with the aid of his two-way plane radio, Vein got a lot of cooperation from various sources including the Federal Aviation Agency, Grand Forks Air Force Base, the Grand Forks Fire Department, airport officials and Jim Montgomery

of Montgomery Airspray on the airport.

Montgomery, using a two-way radio in one of his own planes, kept in touch with Vein in an advisory role, which was concluded successfully after Vein made two simulated approaches and then landed on his first actual try on the sod taxiway which had been cleared of snow by airport employees.

Meanwhile, other help was arriving from all directions. The air base sent two pieces of fire equipment, an ambulance and a helicopter, the city sent a pumper unit and the airport people were prepared to offer anything else that might be required.

As it turned out, none of the equipment was needed but all necessary precautions were taken.



THIS IS HOW Omar Vein's four-place, single engine plane came to rest on an improvised grass runway at Grand Forks International Airport Tuesday after he was forced to crash-land it. The belly landing became necessary when the retractable landing gear would not function. He circled for two hours while snow was cleared from the landing area and crash equipment was summoned from Grand Forks Air Force Base. (Herald Photo).

3-12-65  
 Interviews were conducted Friday afternoon at the Grand Forks City Hall for applicants for two positions as attendants at the City Airport.

**Heads Staff of 14**

Campbell heads the FAA staff of 14 and Paul Bossoletti is chief of maintenance, assisted by three other technicians.

Wires for teletype and radio use of the local FAA station are leased from the Northwestern Bell Telephone Co.

A crew of FAA technicians from Minneapolis handled the installation of electronic equipment in the new building. They started work here in mid-January and their job now is finished, with the final switchover scheduled Wednesday.

Telephone number at the new FAA station is 772-7201.

A formal opening will be held later at the new building, Campbell said.

**New Area Larger**

The new place has about 5,000 square feet of floor space, nearly three times that of the present quarters, located on the second floor of the administration building of the old airport. Construction is of brick, metal and glass. Eickhof Construction Co. of Crookston had the \$117,500 prime contract for the building construction.

The Grand Forks flight service station is among 300 stations in the United States which provide such vital services as air-ground communications, files and handling of flight plans for general aviation and military pilots.

3-30-65  
**FAA Starts Transfer To New Airport**

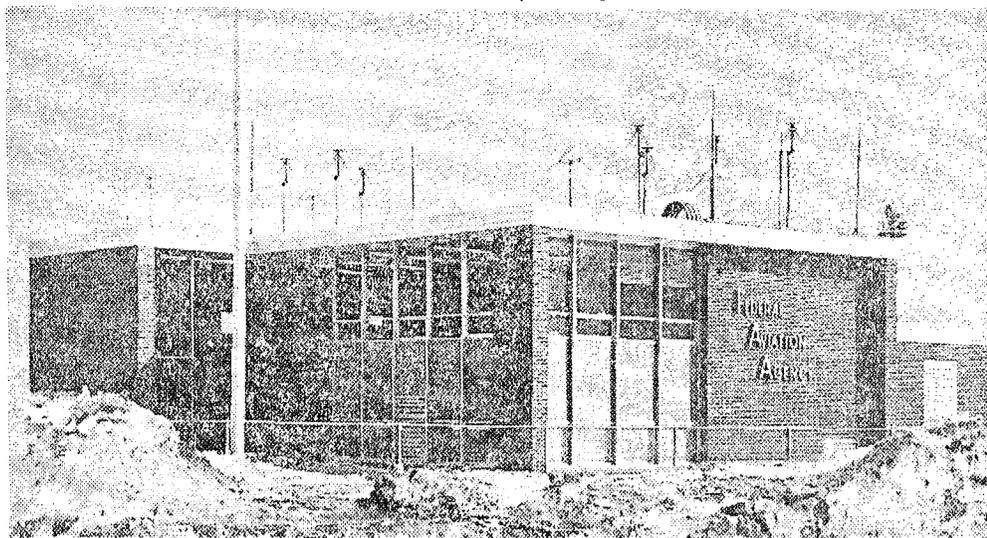
It was moving day Tuesday at the flight service station of Federal Aviation Agency at the old Grand Forks airport.

Transfer of office furniture from the longtime old airport location to the ultra-modern new tri-level building on the new airport five miles west of the city was started Tuesday morning, G. W. Campbell, FAA flight service chief here, said.

Campbell said that cutting in of communications lines to the new location was scheduled to be started at 8 a.m. Wednesday and that he hoped to have the transfer completed and the operation on the new site going by Wednesday afternoon.



CHECKING INSTALLATION of electronic equipment in the new FAA building here are G. W. Campbell (left), flight service chief, and Richard Anderson, installation and materials chief, FAA, Minneapolis.



**OUT AMONG THE LINGERING** snowbanks on the new Grand Forks International Airport, the brand new flight service station of the Federal Aviation Agency has become operational after 11 months of construction work and installation of electronic apparatus. All-important services to pilots such as air-ground communications, pilot briefings, airport advisories and handling of flight plans will be provided from the new location. The \$117,500 building is constructed of brick, metal and glass. Eickhof Construction Co. of Crookston was the general contractor. (Herald Photos).

4-8-65  
**PLANE CRASH**  
(Continued From Page 1)

Dr. G. G. Thorgrimsen, county coroner, was called to the wreck scene at daybreak. He said death was instantaneous and was caused by multiple injuries including head injuries which alone would have been fatal. He said there will be no autopsy.

First report from the FAA was that a "D. Harris" of Newark had filed an instrument flight plan over Minneapolis while en route to Grand Forks. Later he canceled instrument flight procedures.

The FAA reported the pilot contacted the flight service station and said he was unable to locate the airport in the dense fog. The pilot then apparently went back to radar and approach control and was informed he was in the vicinity of the airport. The airport observer couldn't see the plane through the fog but heard the engine quit.

Grand Forks Air Force Base said it observed the aircraft on radar and advised the pilot of his position prior to the impact. The plane did not burn.

Two FAA officials arrived here about 10 a.m. Thursday and began an investigation of the accident. No information was immediately available as to their findings. One of the FAA men here was Lester Severance, chief of the FAA's general aviation safety office, Fargo.

It has been 25 years since the last previous fatal accident at the Grand Forks Airport. That was in 1940, when a flying instructor and two flying students were killed in the collision of two planes over the old airport. Killed were the instructor, Lawrence Douglass, 30, Glenburn, N.D., and the students, T. Theodore Olafson, 22,

Gardar, N.D., and Glen R. Enge, 20, Bismarck, both student fliers from the University of North Dakota.

4-8-65  
**Plane Crash Here Kills 2**

By LLOYD C. TINNES

Death struck swiftly early Thursday in the fog-shrouded area of the Grand Forks International Airport when two Newark, N.D., electric firm officials were killed instantly in the crash of their light plane.

Dead in the 10:40 a.m. crash about one-half mile east of the airport are Glenn Ellis, 40, vice

president of Federal Pacific Electric Co., the pilot, and August Teixeira Jr., a field engineer of the company which is a sup-contractor for Fischbach, contractor on the Wing VI Minuteman Missile project.

**Plane Hit Ditch**

Aviation veterans at the airport who observed the crash area said the plane touched

down on the north side of a section line road which runs east from the airport entrance road in front of the administration building.

They estimated the plane, a twin-engine Piper Apache which cruises at about 160 miles an hour, hit the north edge of the section line ditch at possibly 120 miles an hour, bounced and became airborne again, then crashed heavily in a water-covered field about 200 feet south of the ditch where it first touched the ground.

**Men Hurlled From Plane**

The terrific impact hurled both men from the plane, still attached to their seats by safety belts, and dropped them into foot-deep water about 30 feet from the plane. The plane skewed around and stopped as the men were tossed out. The undercarriage and the entire front end of the plane were destroyed as it crashed into the bog.

Brief cases, papers and other belongings of the two men were flung out of the plane into the water.

Ellis and Teixeira both had visited Grand Forks several times during the progress of the Minuteman project here and were well acquainted with Fischbach, Foley and Howard officials. One of these, Robert Guilbeault, Fischbach project engineer, and Adnan Sadaka, an employe of the Federal Pacific firm, identified the bodies at the Norman Funeral Home where they were taken pending word from relatives at Newark.

The wrecked plane was discovered by a Boeing Company helicopter, flown by Morey Hillis, shortly after daybreak Thursday.

(Turn to Page 11, Col. 6)

4-6-65  
**Resolution Adopted**

The council sent to the Public Safety Committee a request by Northwestern Bell Telephone Co. to locate sidewalk telephones in the downtown area.

A resolution was adopted starting the intent of the city as to disposition of monies received from the sale of property on the old airport.

Noting that the city had terminated operations at the old airport, had sold part of the land and had decided to sell the balance, the resolution declared it to be the intent of the city that all net proceeds realized or to be realized from old airport land shall be utilized for the development, maintenance and operation of the new Grand Forks International Airport.

4-6-65

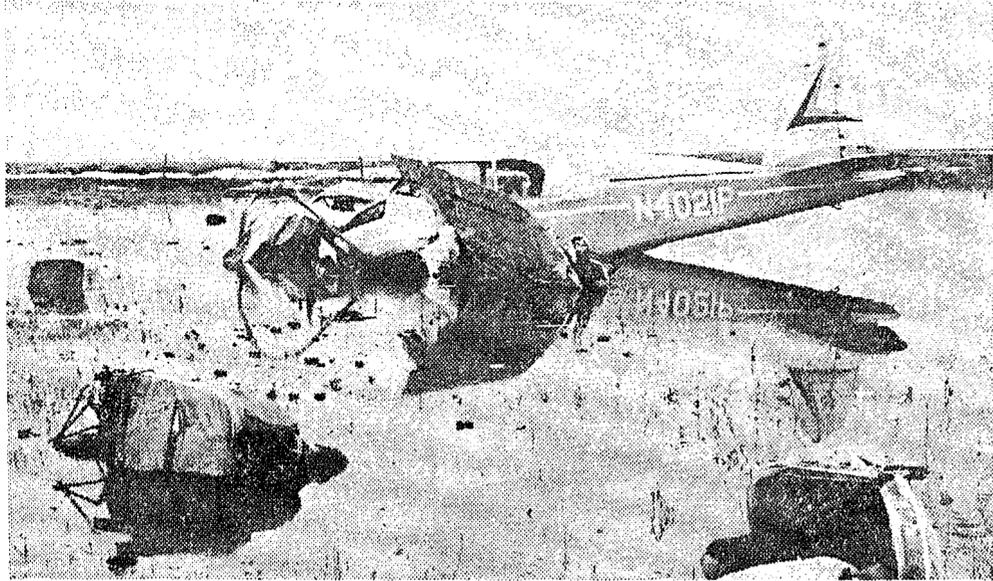
Approved a paving agreement with Montgomery Aircraft, Inc., at the new Grand Forks Airport which added \$125 a year to the previous annual cost of the firm's lease.

4-6-65  
**Planes Delayed**

Local and area bus services continued on schedule but planes were delayed at International Airport until the runways were cleared of one-half foot of snow.

The precipitation here started as rain late Monday, changing to snow about 11 p.m. The University of North Dakota U.S. Weather Station's 7 a.m. reading Tuesday put the precipitation total at 1.12 inches and the snow depth at 5. The temperature at that time was 34 after an overnight low of 32.

4-8-65



**BODIES OF TWO** electric firm officials from Newark, N. J., still fastened to the seats of their plane by seatbelts, lie in this water-covered field where their plane crashed just east of the Grand Forks International Airport early Thursday morning. Glenn Ellis, vice president of Federal Pacific Electric Co. and August Teixeira Jr., a field engineer, were tossed from the twin-engine light plane when it missed the airport in heavy fog and crashed, killing both men. (Herald Photos. Another picture on Page 2).

4-8-65



4-9-65

## Inspectors View Air Crash Scene

Inspectors for the Civil Aeronautics Board and the Federal Aviation Agency Friday viewed the scene of the fatal plane crash near the Grand Forks International Airport in which two electric firm officials died early Thursday.

The nearly - demolished twin engine plane has been kept under guard at the death spot, about one-half mile east of the airport administration building pending completion of the investigation. The crash occurred about 12:40 a.m. Thursday. The inspectors are looking for further information as to what may have caused the crash.

Killed in the wreck were Glenn Ellis, 40, vice president of Federal Pacific Electric Co., who piloted the plane, and August Teixeira, Jr., 27, a field engineer for the company, who lost their way in heavy fog, hit the edge of a section line road, and finally crashed in a water-covered field about 300 feet from the road.

The body of Mr. Ellis was to be flown to Fort Worth, Tex., and that of Mr. Teixeira to Newark, N.J.

Federal Pacific Electric is a subcontractor of Fischbach, Foley and Howard on the Wing 6 Minuteman Missile project and the two officials were on their way here on company business.

## Air Traffic Here Shows Sharp Gain

4-25-65

Sharp gains in air passenger traffic at the new Grand Forks International Airport were recorded for the first quarter of 1965, compared with the first three months of 1964.

Reports by Northwest Airlines and North Central Airlines showed 1965 loadings of the two airlines here totaled 5,938 for January through March this year, against 4,385 in a similar period of the previous year.

Passengers deplaning here totaled 6,118 this year compared with 4,669 in the first quarter of 1964.

Howard Peterson, manager of Northwest Airlines, made the following report:

Passenger loadings, 1965: January 1,373; February 1,190; March 1,348; 1964 loadings, January 1,263; February, 1,162; March 1,213.

Passengers deplaning in 1965: January 1,326; February 1,306; March 1,507; 1964: January 1,382, February 1,277, March 1,334.

Loading totals for the first quarter were 3,911 in 1965 and 3,638 in 1964. Unloading totals were 4,139 for 1965 and 3,993 for 1964.

For North Central, the figures supplied by Manager James Butala showed: 1965: loadings, January 698; February 663, March 666, total 2,027; 1964, loadings, January 301, February 216, March 230, total 747; unloadings, 1965: January 705, February 575, March 699, total 1,979; 1964 unloadings: January 230, February 189, March 257, total 676.

5-6-65

Walter W. Brewer, auditor for the Federal Aviation Agency, is in Grand Forks this week to check city records on construction costs of the new airport. He is making the check in order to clear the way for release of the approximately \$120,000 holdback of federal funds in connection with the government grant of about \$1,200,000 for the airport job here. The government holds back 10 per cent until final clearance is given by the auditor.

## C. A. P. SQUADRON HAS BUSY NIGHT

4-8-65

The Civil Air Patrol Senior Squadron here spent a busy night on a search and rescue mission before the bodies of two men were discovered in a light plane shortly after daybreak Thursday one - half mile east of the Grand Forks International Airport.

Capt. Byron Edwards, commander of the Cadet Squadron, was notified about 1:30 a.m. of the crash, which occurred about 50 minutes earlier.

Members of the Senior Squadron searched in their cars for the plane during the night and

at daybreak five planes manned by CAP members took off. CAP observers John Jenson and Robert Wood were in the Boeing Company helicopter, which discovered the plane.

In addition to Edwards, Jenson and Wood, other CAP members who took part in the mission were Capt. Donald Floan, Senior Squadron commander; Maj. Jack Schull and pilots Jim Montgomery, Guy Wright, Dale Wright, Dale Hillstrom, Ardell Bestland, Ed Burke, Jack Krueger, Ron Holte and Rodney Kroocmo, and cadet Fred Claycomb.

4-25-65

NORTHWEST ORIENT AIR-lines plans to schedule Boeing 727 fan-jet aircraft into Grand Forks starting May 23, according to advance schedules released by the company.

The Boeing 727 is powered with fan-jet engines mounted at the rear of the aircraft. It will seat 69 tourist and 24 first-class passengers as compared with 43 tourist and 34 first - class on the Electra II.

Developed by Boeing specifically for smaller airport operation, the 727 is smaller over-all than the larger 720 or 707 jets but flies at the same speed and provides a passenger cabin the same width as the larger aircraft. Northwest said Grand Forks and Fargo will be the first of the smaller cities on its system to receive jet service.

Flight 415 from Chicago, the Twin Cities and Fargo, currently being operated with jet-prop Electra II aircraft, will depart Minneapolis - St. Paul at 9:45 a.m. (CDT) and arrive at Grand Forks at 10:17 a.m. (CST), departing for Winnipeg at 10:30 a.m.

New flight 550 will depart the Twin Cities at 1:30 p.m. (CDT) and fly non-stop to Grand Forks, arriving at 1:25 p.m. (CST). It will depart at 1:45 p.m. for Fargo, Minneapolis, Chicago, Cleveland and Philadelphia, arriving there at 9:58 p.m. (EDT).

Flight 550 will provide a fourth arrival from the east for Northwest and will replace flight 336, also currently an Electra II, eastbound.

\* \* \*

## Terminate 5-18-65 Plans For Land Use

The Park Board has called off its plans to develop a recreation complex at the old airport site here.

Mayor Hugo Magnuson was informed Tuesday of the action in a two-paragraph letter in which the Park Board broke off negotiations with the city on a land swap that would have given the Park Board and School Board title to the airport property.

The letter, signed by H. G. Ruemmele, president of the board, said in part: "The Board of Park Commissioners has instructed me to advise you that they have chosen to terminate negotiations for an exchange of park district property for the property owned by the city and included in the old airport site."

MAY 7, 1965

### NOTICE TO CONTRACTORS CALL FOR CONSTRUCTION PROPOSALS

Notice is hereby given that sealed bids will be received by the undersigned until 3:00 o'clock P.M. on Monday, June 7, 1965, at his office in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock P.M. for furnishing all plant, labor, materials, equipment and other facilities and things necessary or incidental for construction of the following:

**PAVING PROJECT NO. 1799**  
Portland cement concrete pavement for taxiways and drives at the Grand Forks International Airport, Grand Forks, North Dakota. (The work includes approximately 3,351 square yards of 6" unreinforced concrete.)

And all appurtenances upon the basis of cash payment for the cost of the same. Each bid must be submitted on blank furnished by the City Engineer and must be accompanied by a certified check, cashier's check, or bidder's bond in the amount of \$500.00 made payable to the Mayor of the City of Grand Forks, North Dakota, and an acceptable bidder's bond running to said City in an amount equal to one hundred (100) percent of the bid total, said check and bond to be issued in compliance with statutes governing this class of work.

Contractors will be paid with cash for this work. All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on Paving Project No. 1799," name of person or firm bidding, N. D. State Contractors license number, class of license, and license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by October 1, 1965.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents, including plans and specifications, may be seen or obtained at the offices of the Grand Forks City Engineer, City Hall, Grand Forks, North Dakota.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 4th day of May, 1965.

ARNE E. LOVEN  
Deputy City Auditor  
(SEAL)

(May 7, 14, 1965)

## Northwest Starts Jet 5-23-65 Schedules Here Today

The first regularly scheduled jet passenger plane flights in North Dakota will be launched here today on the Twin Cities-Winnipeg route by Northwest Airlines.

Service will be provided by the new 727 Boeing fan jets, with a capacity of 93 passengers, largest ever used on a scheduled flight serving Grand Forks.

First of two flights will arrive here from Minneapolis at 10:17 a.m. (CST) today, leaving at 10:30 a.m. for Winnipeg. This flight leaves the Twin Cities at 9:45 a.m. (CDT), stopping at Fargo en route, here.

### Other Flights Listed

It flies non-stop from Winnipeg to Minneapolis on the southbound run.

The other flight leaves Minneapolis at 1:30 p.m. (CDT), arriving at Grand Forks at 1:25 p.m. (CST) — flying time 55 minutes. This plane turns here and leaves at 1:45 p.m. for Fargo, then goes on to Min-

neapolis and points east — ultimate destination Philadelphia.

One of the "first flight" passengers on the 1:45 p.m. jet flight from here will be E. J. Hanson, traffic manager of the Grand Forks Chamber of Commerce, who is going to Chicago on business.

### Replaces Electra Flights

The new "big jet" service takes the place of one of the Electra prop jet round trips to Minneapolis, according to Howard Peterson, Northwest Airlines manager here. Northwest also operates two other round trip flights to the Twin Cities.

On an orientation run last week, one of the 727s went to Winnipeg, stopping at Grand Forks on the return trip to check out local personnel on ground handling, opening doors, getting into cargo bins, etc., on the big jets.

## Jet To Go On Display 5-23-65

A U. S. Air Force jet fighter plane will be placed on display soon at Grand Forks International Airport.

Tentative arrangements have been made to move an Air Force Sabre F86L plane Wednesday morning from Grand Forks Air Force Base to the airport.

The big plane will be displayed in the center of the traffic circle east of the airport terminal building. It will be set on a pedestal arrangement with three posts supporting the plane in the position of an aircraft climbing left turn.

The shiny aluminum plane, valued at about \$192,000 stripped down, is 37 feet wide, 40 feet long and 15 feet high. It's a donation by the Air Force for display purposes at the airport and was arranged for this purpose by Col. Fred Webster, commander of the 18th Fighter Interceptor Squadron at the base.

Plans have been discussed for a dedication ceremony later to officially launch the display of the plane but no definite arrangements have been announced.

to any firm agreement on what would be done in this regard.

The School Board interest in the airport property reportedly stems from an old agreement under which it once turned over Municipal Park land to the Park Board with the understanding that if sold, the School Board would share equally in the proceeds.

The land swap proposal involved exchange of the Municipal Park land with the city in exchange for \$48,000 which in turn would be turned back to the city for the airport land.

Ruemmele explained that "with the sports arena not going out to the airport site and indications that possibly the School Board will not put a football field out there, the project is too big for the Park Board to undertake alone."

Supt. of Schools Richard E. Barnhart said the school district received a copy of Ruemmele's letter. Since the land deal was never consummated, Barnhart said, "The only interest we have in it would be an interest in the proceeds from any future sale," of the Municipal Park land.

The Park Board action, will in no way affect the Sixth Avenue S. improvement project, since right-of-way land for that was taken through condemnation proceedings.

### Development Out

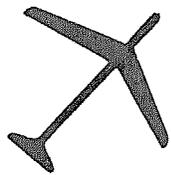
Ruemmele said the action meant there would be no development of a recreation area at the old airport site.

The Park Board earlier had come up with a preliminary plan to develop the 50-acre airport tract. Phase 1 proposed excavation of the entire tract to grade level this year, laying of sewer and water lines and development for use this summer of four softball diamonds. Parking areas were to also be built this year and bleachers from Municipal Park were to be moved to the new site. Later development, proposed a go-kart track, a baseball diamond, picnic areas and tennis courts.

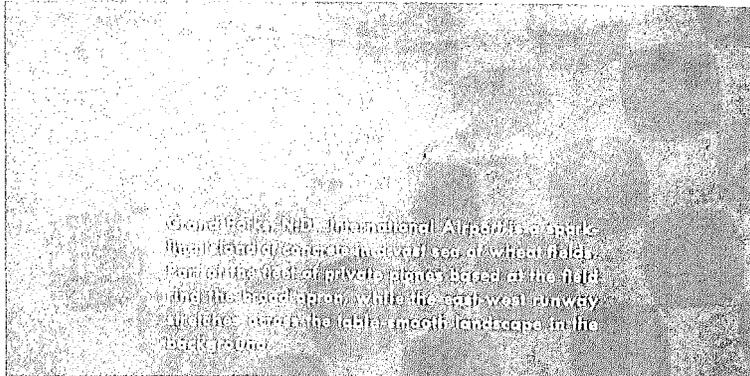
### Projects Discussed

There had been talk of the School Board building a football field and track at the airport site, but the School Board and Park Board had never come

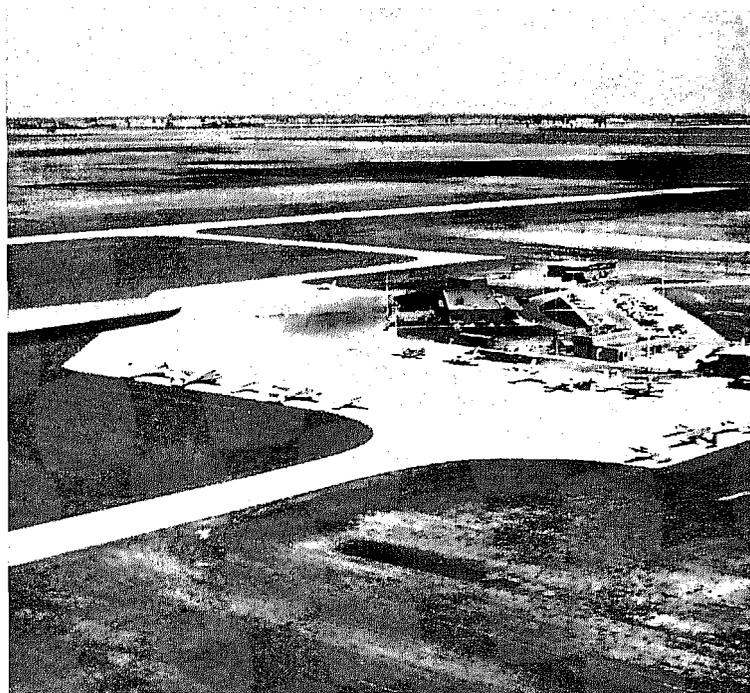
4-18-65  
**GRAND FORKS INTERNATIONAL** Airport is the subject of an illustrated article in "Concrete Paving," a publication which circulates throughout North America. Entitled "New Airport Provides Gateway to the North," the two-page feature article describes the airport, which was officially dedicated last August at a program sponsored by the Grand Forks Chamber of Commerce. The article notes that more than 280,140 square yards of concrete pavement were finished for the two runways, taxiways and parking apron. "Concrete Paving" is issued quarterly by the Portland Cement Association and is circulated to public officials, engineers and planners in the United States and Canada.



*New Airport*  
**PROVIDES GATEWAY  
 TO THE NORTH**



Grand Forks, N.D. International Airport is a stark, flat field of concrete in a vast sea of wheat fields. Part of the field of private planes based at the field and the parking apron, with the east-west runway, are seen across the table-smooth landscape in the background.



In the heart of the rich grain belt of the northwest plains a modern new airport has arisen to serve the needs of a thriving North Dakota community. The city of Grand Forks, self-styled "the fastest growing city in the northwest," officially launched its new international airport last August 22-23. The dedication program included an open house, speeches, flying exhibitions, and aircraft displays for thousands of visitors.

The all-concrete field replaces a smaller, outmoded airport swallowed up by the expanding city. With its U.S. Customs facilities and sixteen commercial flights daily, Grand Forks International anticipates a bustling future as port of entry for travelers from Winnipeg and other Canadian cities.

The airport is located on a 900-acre tract four miles west of Grand Forks. In this flat Red River Valley country, the huge white "X" of its two runways is a focal point for aircraft operating within miles of the city. More than 280,140 sq.yd. of concrete went into the two runways, taxiways, and parking apron.

With the prevailing winds from the north, the 5,300-ft. north-south runway was constructed to meet airline requirements. It was placed in six 25-ft.-wide lanes of

concrete. The lanes were then sawed longitudinally and transversely into 12½x20-ft. panels. The shorter crosswind runway of 4,200 ft., primarily for light aircraft, was placed in four 25-ft.-wide lanes and sawed in panels in the same manner. Both runways are 8 in. thick, increased to 10 in. in critical areas. The 25,000 sq. yd. of taxiways are 10 in. thick. Both runways and taxiways are elevated above surrounding terrain to provide a windswept section similar to a rural highway. This minimizes snow removal problems and also assists drainage.

The airport project also included the construction of a runway and taxiway lighting system, a terminal-administration building, two equipment and maintenance buildings, two large hangars, two sets of "T" hangars, a beacon tower, a wind tee, a sewage disposal system, an oxidation pond, a water pumping system, and placement of thousands of feet of concrete curbing, pipe, electrical ducts, and fencing.

The old Grand Forks International Airport, built 25 years ago, was adequate for the aircraft of its day. However, poorly drained flexible paving on the runways deteriorated under the loadings of DC-6 and Electra landings. Maintenance costs began to skyrocket, and it

...the old airport...  
...the new airport...  
...the old airport...  
...the new airport...

...the old airport...  
...the new airport...  
...the old airport...  
...the new airport...



became apparent that some improvement was necessary. The three short runways cramped the operations of the larger planes. Also lacking was required clearances over neighboring railroads and highways. With only 264 acres of land, there was not sufficient space for expansion.

Further objection to the old airport was its hindrance to expansion of the city which had grown right up to the airport boundaries. This nearness to the city, however, was turned to an advantage. The State Highway Department purchased the land as a right-of-way for I-29, providing the city with some of the funds needed for the construction of a brand-new airport four miles to the west. Most of the land was in soil bank, so the acquisition costs were reasonable.

The new airport is designed for future expansion. When lengthened to the planned 7,200 ft., the end of the north-south runway will be a good safe half-mile from the highway. The east-west runway can be expanded to 5,600 ft. and have adequate clearance over any of the county and township highways in the area.

Northwest Airlines began operations from the new airport on November 15, 1963, contracting with a bus line to transport passengers between the new field and the

check-in counter at the old airport. Both Northwest and North Central Airlines share a busy schedule of daily flights from the new facilities. An aircraft maintenance company and a crop-dusting firm have leased sites at the new field and have built or are planning hangars and shops. Nearly 100 local and area private pilots base their planes at Grand Forks International.

Ralph H. Burke Associates of Chicago were the engineers and architects for the entire project, with Harald Vinje as their resident engineer on the job. Megarry Brothers of St. Cloud, Minn., had the prime contract for the construction of the field, the parking areas, the entrance road, the water and sewer systems.

Key figure in the airport planning and development was Grand Forks' director of public service, Thoburn F. Peterson. Mr. Peterson's efforts, along with those of Mayors Nelson A. Youngs and Hugo Magnuson, and airport manager, Norman Midboe, were acknowledged by Hugh Robertson, chairman at the dedication program. Tribute was given to "the citizens of Grand Forks and the city and community leadership which worked so diligently over the years in planning to make it (the new airport) possible."

5-25-65

## Airport Awaiting 'Flight's' Arrival

A certain U.S. Air Force jet fighter plane will become airborne at about 3 a.m. Wednesday at Grand Forks Air Force Base for a "Flight" to Grand Forks International Airport but it will be a slow trip.

Scheduled to be placed on display at the airport, the plane will be transported there while dangling from the boom of a huge crane.

Cars of the North Dakota State Highway Patrol will escort the jet on its early morning move to the airport, which is expected to require about 1½ hours for the 10-mile trip.

The Air Force Sabre F86L plane has been stripped for display purposes and will weigh about 8,000 pounds. It is being donated to the city for public display in the center of the traffic circle east of the airport terminal building.

Arrangements for the gift to the city of the big jet were made by Col. Fred Webster, commander of the 18th Fighter Interceptor Squadron at the air base.

A dedication ceremony is planned for later.

5-26-65

## Display Plane Moving Delayed

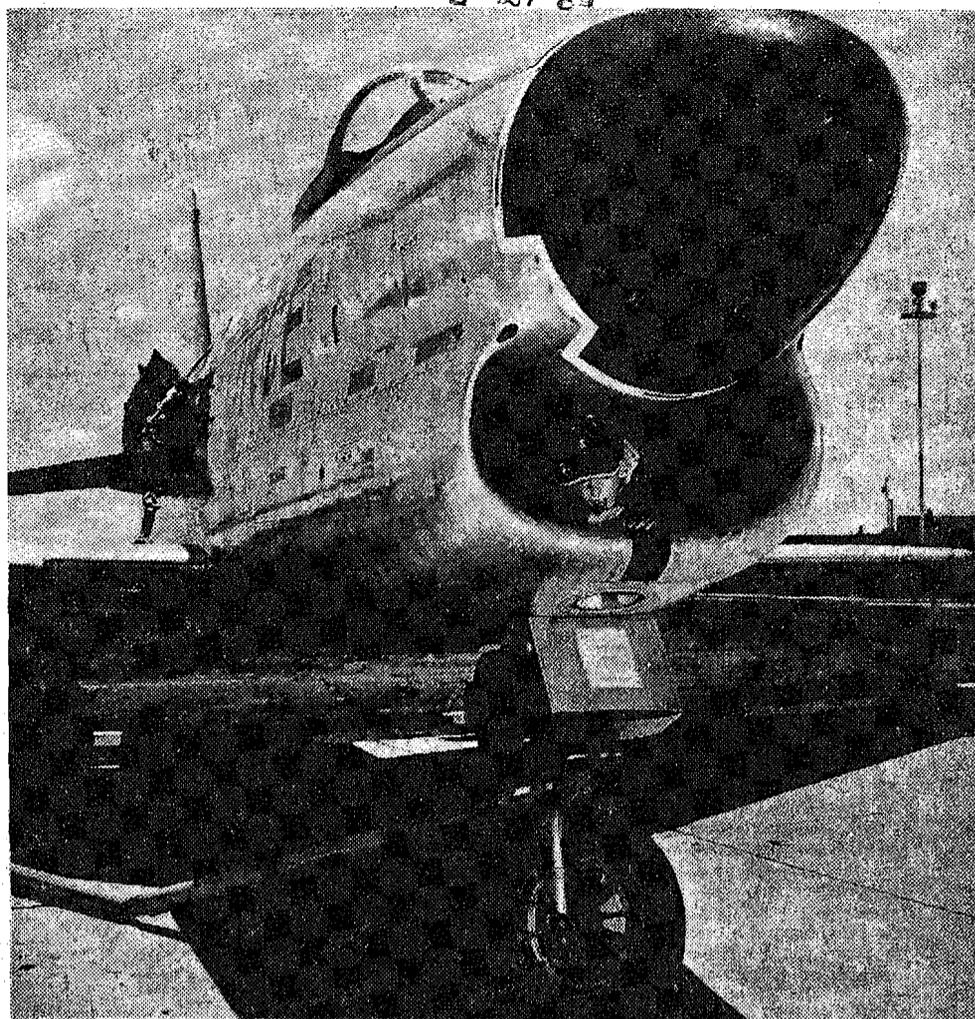
Moving of a jet plane of the 18th Fighter Interceptor Squadron which has been donated to the city of Grand Forks for display purposes has been rescheduled for Thursday morning, Col. Fred Webster, commander of the 18th, said Wednesday.

Col. Webster said the plane transfer from the air base to the Grand Forks International Airport was halted Wednesday morning by 45-mile-an-hour winds.

Arrangements had been made to move the USAF Sabre F86L jet to the airport by using a large crane to pick up the plane and traveling U. S. Highway 2 with a State Highway Patrol escort. The high wind, however, prevented handling the plane.

Col. Webster said the plan is to leave the air base with the plane by 4:30 a.m. Thursday, arriving at the airport about 5:30 a.m. The move will be supervised by Major Lewis Wheeler, chief of maintenance for 18th Fighter Squadron.

The plane is to be placed on display in the traffic circle east of the administration building.



DAVID LANE, 5 MAY feel as though he is peering out from the mouth of a whale but it's really the "mouth" of the Sabre F86L jet which was given to the city this week by Grand Forks Air Force Base for display at International Airport. The plane was stripped of engine and armament so David is in no danger up there. He is the son of Capt. and Mrs. Nelson D. Lane of the air base. (Herald Photo).

5-27-65

## Jet Plane Moved To City Airport

Despite some wind and occasional snow and rain, a big jet plane donated to the city was moved from Grand Forks Air Force Base to the airport about daylight Thursday.

The Air Force Sabre F86L jet, stripped of engine and armament, was hoisted by a huge crane and moved from the air base at 4:20 a.m. The crane rolled into the airport with its load 55 minutes later, at 5:15 a.m.

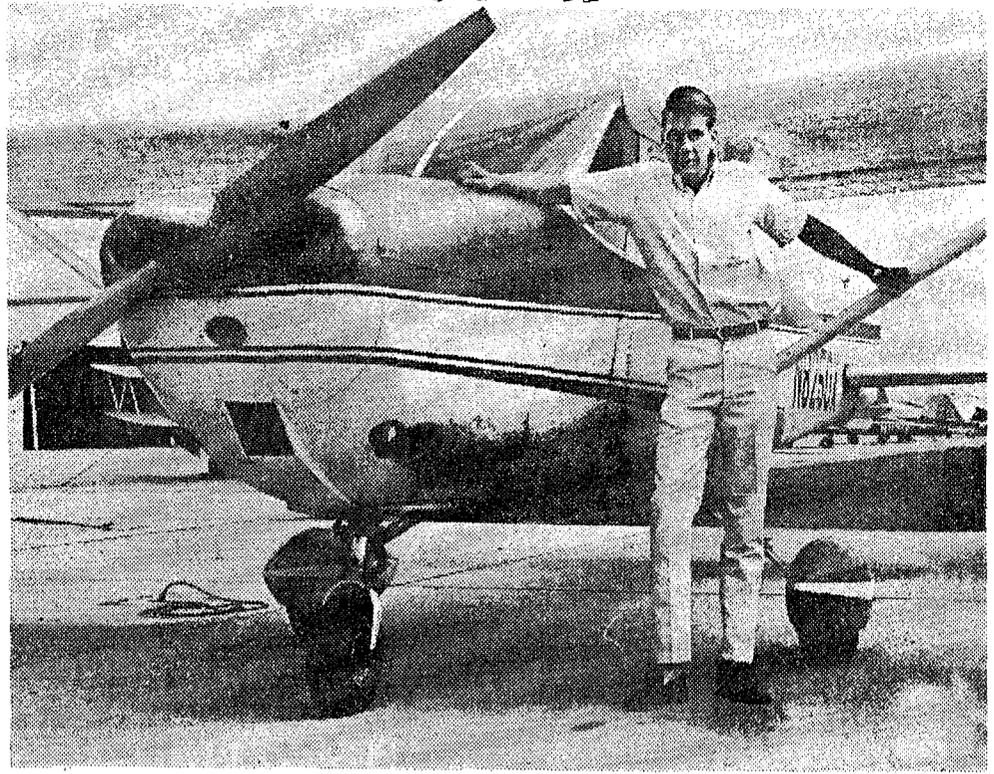
Wind swung the dangling plane a little during the trip but failed to halt the operation, which was supervised by Maj. Lewis Wheeler, chief of maintenance with the 18th Fighter Interceptor Squadron, which donated the plane to the city for display at the airport.

Muddy conditions at the airport, however, prevented mounting the plane on a pedestal prepared for that purpose and the plane was parked at the east edge of the parking circle east of the administration building.

Airport Manager Norman Midboe said the plane will be hoisted to the pedestal as soon as the ground dries sufficiently to permit it.

Later, a public ceremony is scheduled for the purpose of officially accepting the plane from the Air Force.

5-30-65



JUD REGISTER, Bismarck, vice president of the University of North Dakota Flying Club, stands beside the club's four-passenger Cessna 172 airplane. The 90-member group also owns a pair of dual-control two-seater Cessna 150s. (Herald Photo).

## UND Club Offers Fun, Training

By MIKE GUTENSOHN

Sport flying has evolved far beyond the baling wire and chewing gum stage of 30 years ago. It's now a carefully-regulated skill. Present day enthusiasts, however, seem to get just as much kick out of it as their trial-and-error trained predecessors.

As active a group of sport flyers as could be found anywhere is the University of North Dakota Flying Club.

The UND group, a self-supporting club and owner of three airplanes, gets its flying fun from precision maneuvers and cross-country trips, and looks down its nose at the barn-buzzing antics prevalent in days of yore.

### Big Investment

With nearly \$20,000 invested in two dual control Cessna 150 two-seaters and a Cessna 172 four-seater, the club can't afford to be anything but careful.

High in club popularity is just getting off the ground and touring the immediate Grand Forks area, but members rent the planes for several long cross-country flights a year.

In recent years club members have gone to Florida, California and New York. During break from classes this spring a group flew to New Orleans for the Mardi Gras.

Membership is restricted to UND students and faculty members. At present there are 90 books, but faces are always welcome.

### No Experience

Jud Register, Bismarck, vice president of the club, notes that few had any flight experience when they joined.

Register explained that through the low rental charged on the planes a person may win his private pilot's license with a cash output of about \$440, or about half of what it would cost otherwise.

Before one receives his private license, according to Register, he must have six to eight hours dual flight time with a qualified instructor and up to 40 hours of solo including cross-country, instrument and equipment training.

After about 50 hours of flight and training the fledgling pilot must pass government tests before receipts of his license.

When a club member becomes a qualified private pilot he may work toward his commercial license if interested.

High in terms of club interest is precision flying competition. In a recent meet held within

the club, Ray Grandbois was declared winner of the short-field takeoff event, Register won the power-on spot landing event, Bruce Switzer the power-off bombing event and Mike Henrick the time races.

Judging the contests were John Odegaard, Minot, club president and Jim Montgomery of Montgomery Air spray, Inc.

Intercollegiate meets are held each year. This year the mid-west event will be at St. Cloud, Minn., with University of Minnesota, Duluth, University of South Dakota, Macalester and St. Cloud competing.

Although UND has never entered the Midwest event, the club looks forward to competition in the future.

Formed in 1958 with an old Taylorcraft two-seater aircraft, the club has offered more than sport to several former members, as some are now in full-time aviation.

5-30-65

177

## CAP Airlift To Be Held Next Sunday

Grand Forks Civil Air Patrol Squadron will conduct its annual "penny-a-pound airlift" Sunday, June 6, at the new International Airport, five miles west of the city.

Hours of the lift will be from 9 a.m. to 4 p.m., with patrons charged a penny for each pound of weight or a minimum of \$1 per person.

Proceeds of the airlift will be used by the CAP squadron for its search and rescue operations, including the survival equipment used in connection with these operations. Don Floan is commander of the squadron.

During the airlift, CAP cadets will do the weighing of plane passengers, sell tickets and handle the concession stand at the airport.

Senior CAP members will furnish the planes and pilot them for the rides. Eight to 10 planes are expected to be used in the operation. There are about 70 members in the CAP squadron.

6-8-65

## Award Contracts On City Projects

Contracts totaling more than \$160,000 were awarded Monday night to low bidders by the Grand Forks City Council on a variety of paving, watermain and sewer projects.

Remaining after the awards was between \$150,000 and \$200,000 in bids on similar projects which are being tabulated by the city engineer's office. Contracts awarded went to:

Valley Contracting Co., for paving at new airport, \$21,344.

Swingen Construction Co., \$7,909, watermain.

Swingen Construction Co., \$4,263, watermain.

Valley Contracting Co., \$4,392, sanitary sewer.

George E. Hagert, Inc., \$58,391, watermain.

Swingen Construction Co., \$6,885, sanitary sewer.

Swingen Construction Co., \$10,272, watermain.

Swingen Construction Co., \$26,649, sanitary sewer.

Robert Gibb & Sons, \$17,505, watermain.

Swingen Construction Co., \$5,459, watermain.

## 4 Escape Injury In Plane Mishap

6-8-65  
Four persons escaped injury Monday afternoon when a gust of wind caught a Piper Cherokee 245 plane landing at the Grand Forks International Airport and blew it off the runway.

Substantial damage was reported to the plane, piloted by Fridolin A. Duss, a flight instructor for Trans World Airlines at Kansas City. He was landing at the local airport to clear customs on a flight from Winnipeg to Kansas City when the wind caught the plane.

Passengers were identified by the Federal Aviation Agency as Hans Kissner, William Meyer and Kurt Fedier, all of Kansas City.

Bill Robertson of Grand Forks Air Force Base, who witnessed the mishap, said the plane bounced twice in landing and on the third bounce was caught by the wind, coming down on the left wing about 20 feet off the runway.

## Gift Jet Fighter Goes On Display

6-15-65  
A jet fighter plane donated to the city of Grand Forks for display purposes has been placed on display in front of the city airport terminal building.

The F86L plane, a gift from 18th Fighter Interceptor Squadron at Grand Forks Air Force Base, was placed atop three metal posts set in concrete in the center of the parking circle east of the terminal building.

It was set in the position of a sweeping left turn, slanted so that it can be better viewed by airport visitors, Airport Manager Norman Midboe said.

Movement of the plane from the air base to the airport several weeks ago and erection of the plane on its pedestal was supervised by Maj L. E. Wheeler, chief of maintenance for the 18th FIS.

## 7-21-65 Open House Planned At Airport

August 8 will be a dedication and open house day at Grand Forks International Airport, according to Norman Midboe, airport manager.

Planned for the day are the dedication of the F-86 jet fighter plane in front of the airport terminal building and open houses at the new Federal Aviation Agency flight service building and Montgomery Airspray and Grand Forks Airmotive headquarters.

### Plans Meeting Set

Final program plans for the F-86 dedication are scheduled to be made at a meeting of airport officials with the military affairs committee of the Grand Forks Chamber of Commerce Friday, Midboe said.

The flight service station is a modern tri-level, 61 by 69 foot masonry and glass structure, opened for use early this year. It is one of more than 300 such buildings in the United States providing services to the aviation industry. The services include air-ground communications, pilot briefings and airport advisories.

### Handles Flight Plans

The station also handles flight plans for general aviation and military pilots.

Grand Forks Airmotive is a fixed base operator handling charter and air taxi service, a flying school, crop spraying and aircraft maintenance work.

Montgomery Airspray also is a fixed base operator, the operation being similar to that of Airmotive.

## 8-1-65 FAA Plans Open House August 8

Visitors will be welcomed at an open house Sunday Aug. 8, of the ultra modern flight service station of the Federal Aviation Agency at Grand Forks International Airport.

G. W. Campbell, flight service station chief, said members of his staff will be available from 8 a.m. through the day to show people through the tri-level \$125,000 structure which provides vital services to airplane traffic.

The new building was occupied by the FAA staff April 1 this year. The area around the building now has been landscaped.

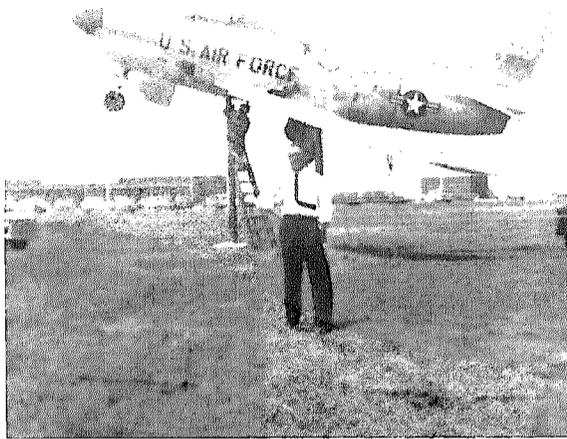
## AGENDA 8-1-65

### CITY COUNCIL MEETING MONDAY, AUGUST 2, 1965

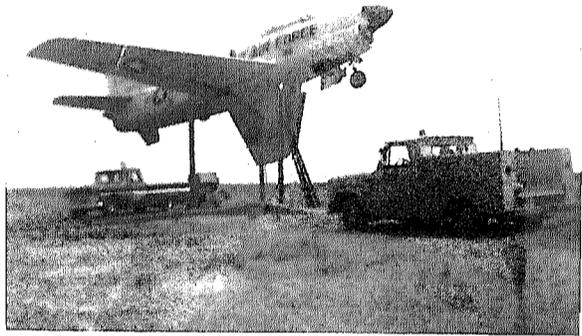
- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES: July 19, 1965.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Request by Sweet Clover Dairy for truck delivery and customer parking behind store at 314 Cambridge.
  - 3-2 Request by Aero-Equipment & Supply Co. for permission to sublease old airport property to Morrison-Knudsen.
  - 3-3 Request for additional traffic signals on 4th and 5th Streets at intersections of University Ave., 2nd Avenue N., Kittson, Bruce and Division Avenues.
  - 3-4 Placing of lighted stop sign at 5th St. and Kittson Ave. back in service.
  - 3-5 Request that the Park Board be asked to plant flowers on University Ave. dividing strip starting at N. 20th St. and on other islands and triangles.
  - 3-6 Matter of nuisance created by noise from automobile races at Fairgrounds.
  - 3-7 Request to eliminate "no parking" restrictions at 5th St. and University Ave.
  - 3-8 Request for one-hour parking restrictions on streets in the area of the Grand Forks Post Office.
  - 3-9 Matter of chairmanships of Council standing committees.
  - 3-10 Request for change in parking restrictions at the corner of 4th St. and DeMers Ave. in front of the First National Bank.
  - 3-11 Request by Don Tinguim for issuance of duplicate payroll check.
  - 3-12 Petition for graveling on S. 20th St. from 11th Ave. S. to 17th Avenue S.
  - 3-13 Request by Richard Anderson to rent office space at the Grand Forks International Airport.
- 9 UNFINISHED BUSINESS:
  - 9-1 Certificate of completion, Project No. 1781, Brezina Homes, Inc., for construction of sewer in Blk. 3 and watermain on Willow Drive in Valley Park Addn.
  - 9-2 Resolution to authorize funds and issuance of warrants, Storm Sewer Project No. 1843.
  - 9-3 Various Engineer's estimates.
  - 9-4 City Engineer's plans and specifications for construction of North Central Airlines equipment building.
  - 9-5 City Engineer's plans and specifications for construction of watermain on South 19th Street and Drees Drive.

Chief Campbell heads a corps of 13 flight service specialists in the new building. Paul Bossoletti is the lead technician for maintenance of the flight service equipment, heading three other technicians.

The Grand Forks flight service station is one of 300 in the United States, providing air ground communications, pilot briefings and handling of flight plans for general aviation and military pilots.



JUNE-1965  
PICTURES ABOVE AND TO THE  
LEFT SHOW F86 FIGHTER ON  
THE DAY IT WAS HOISTED INTO  
PERMANENT POSITION IN THE  
TRAFFIC CIRCLE AT THE AIRPORT.



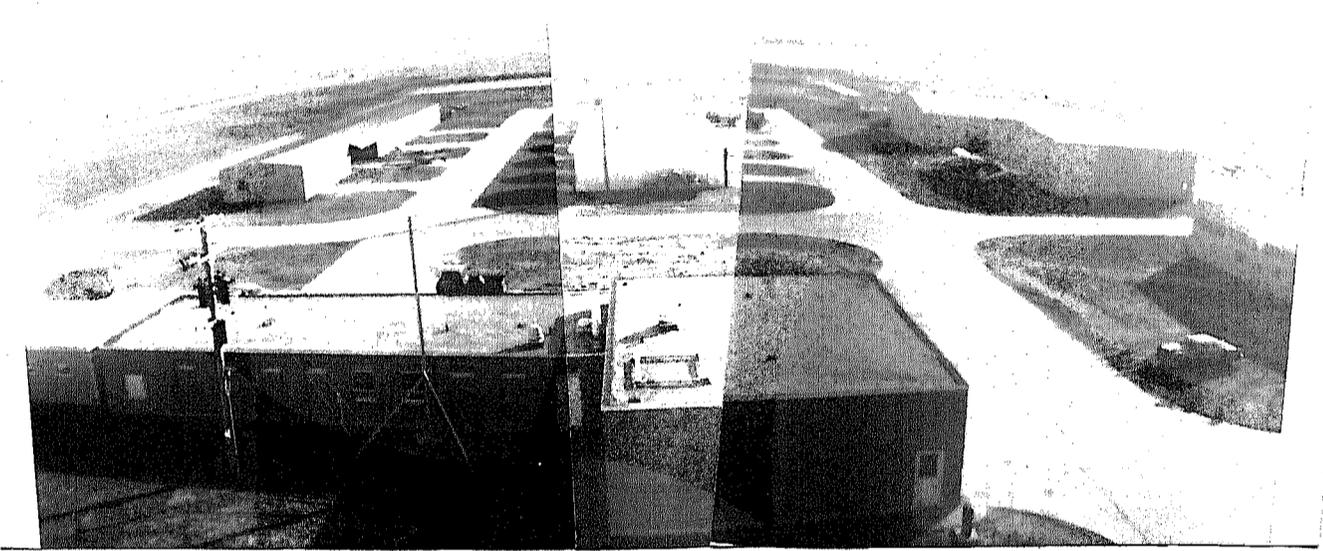
PICTURE AT LOWER LEFT SHOWS  
GRAND FORKS AIRMOTIVE SHOP.

PICTURE AT LOWER RIGHT IS OF  
BIG HANGAR LOOKING WEST. TRENCH  
FOR VOR CAN BE SEEN TO THE  
RIGHT OF TAXIWAY. JOB WAS  
COMPLETED IN OCTOBER-1965



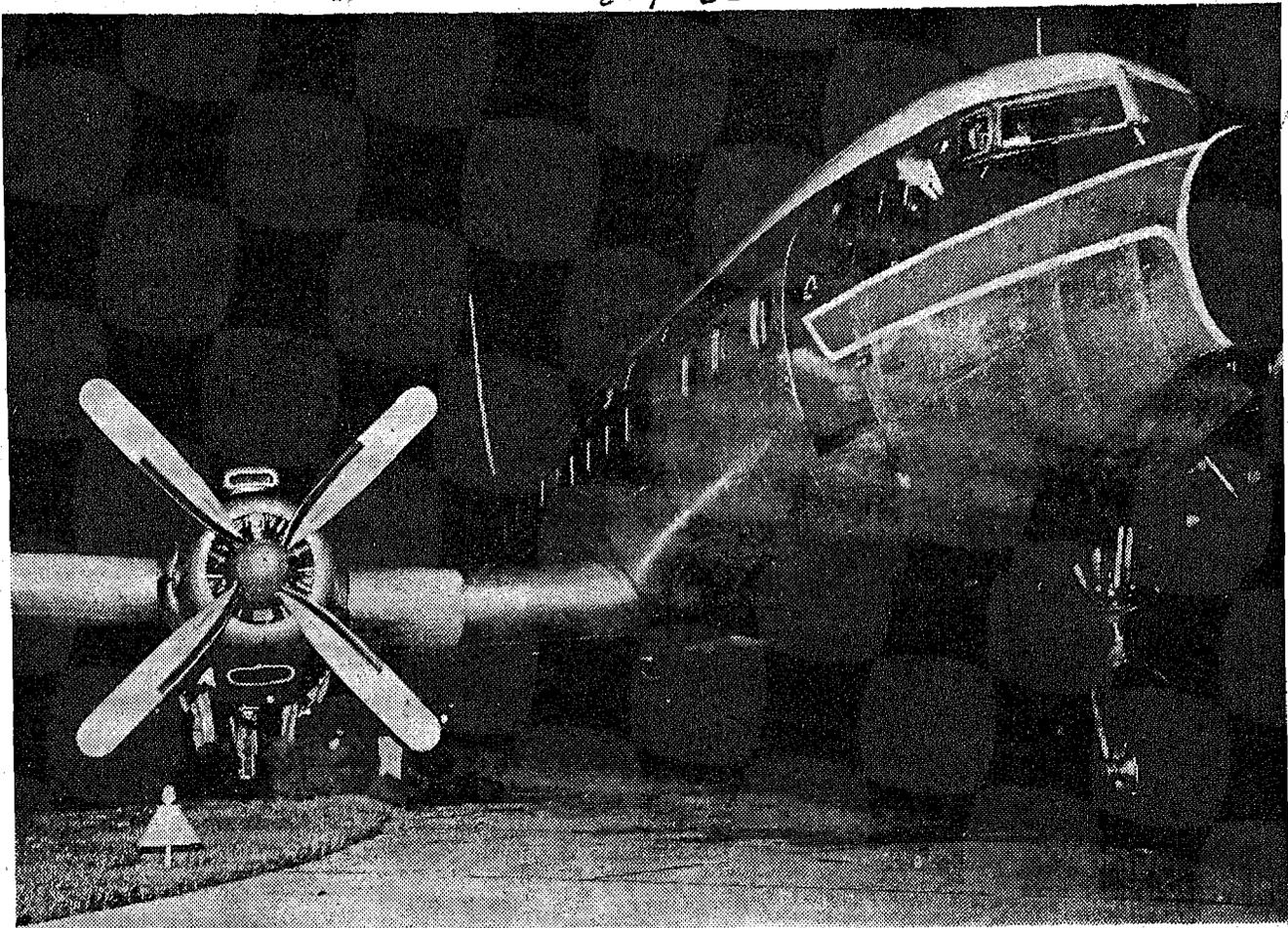


PANORAMIC BIRDS EYE VIEW OF TERMINAL BUILDING AREA IN OCTOBER 1965. NEW CONCRETE ROADWAY AND TAXIWAY CAN BE SEEN (UPPER RIGHT) BETWEEN MONTGOMERY SHOP AND AIRLINE EQUIPMENT STORAGE BUILDING.



PANORAMIC VIEW OF SOUTH HALF OF BUILDING AREA. NEW TEE HANGAR TAXIWAY MAY BE SEEN TO EXTREME LEFT PLUS INDIVIDUAL ACCESS STRIPS TO OLD TEE. (OCTOBER-1965).

8-1-65



**LIKE ANY DRIVER** who gets stuck in the mud, Airline pilot Robert Kramer looks back in disgust. The incident happened at Grand Forks International Airport Friday night when the right wheel of the big airliner slipped off the taxiway and

became mired in rain-soaked ground at the edge. A wrecker finally had to be called to free the big plane from its axle-deep rut. Meanwhile, passengers aboard the plane sat and waited —just like anyone else whose transportation gets stuck in the mud. (Herald Photo).

**Airport  
8-3-65  
Project  
Approved**

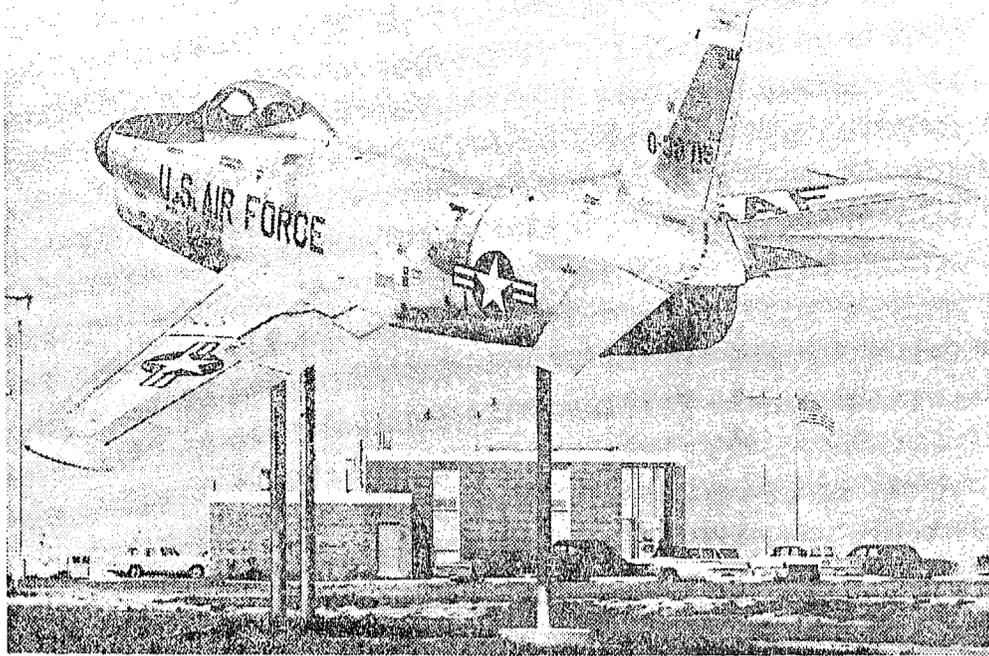
The Grand Forks city engineer's specifications for construction of an addition to the North Central Airlines equipment building at the International Airport was approved Monday night by the City Council.

Estimated cost of the addition is \$9,200. Bids were ordered called for Sept. 9, with completion of the building scheduled by Jan. 1.

A request by Aero-Equipment Co. to sublease a building on the old city airport to Morrison Knutson Co. & Associates was referred to the public service committee. Aero - Equipment holds a lease on the old concrete block building previously used as an airport hangar.

**Terminal Space Requested**

Richard Anderson's request to rent space in the terminal building at International Airport for use as a gift and novelty shop was referred to the public service committee. Anderson, an employe of Northwest Airlines here, asked for use of the space formerly used by Grand Forks Airmotive which has moved into a new building on the airport.



8-5-65  
**Air Show  
 Set Here  
 Sunday**

An air show featuring flyovers by military jet and civilian aircraft, a crop-spraying demonstration and a sky-diving exhibition will feature dedication ceremonies Sunday for an F86 Sabre Jet which has been permanently mounted on a pedestal at Grand Forks International Airport.

**THIS F86 JET FIGHTER** plane, donated to the city of Grand Forks by the U. S. Air Force, will be dedicated officially at a public ceremony at Grand Forks International Airport Sunday. Shown mounted on its high pedestal, in a climbing left turn position, the plane is located in a traffic circle near the airport terminal. The new flight service station of the Federal Aviation Agency can be seen in the background. (Herald Photos).



**CHARLES ALTER, FLIGHT** service specialist for the FFA here, monitors the arrival of an aircraft at Grand Forks International Airport. The FFA provides airport advisory service to airmen approaching the field.



**G. W. CAMPBELL**, chief of the Federal Aviation Agency's flight service station here, is shown at the station's UHF/VHF direction finding equipment. The device locates planes flying in the airport area, then monitors their flights to a landing on the airport. The station will be open to the public from 8 a.m. to 8 p.m. Sunday.

An open house for the new Federal Aviation Agency facilities at the airport is scheduled for the same day. The air show-Sabre Jet dedication program is scheduled between 2:15 and 3 p.m.

**Jetliner To Arrive**  
The sponsoring Grand Forks Chamber of Commerce group suggests, however, that many will want to visit the airport early to watch the arrival and departure of a Northwest Orient Airlines Boeing 727 "Jetliner." This new jet plane has been serving Grand Forks only since May and will be a novelty to many of the airport visitors. It is scheduled to arrive at 1:35 p.m. and will depart at 1:55 p.m. The F86 Sabre Jet is mounted in front of the airport terminal.

It was given to the city by the 18th Fighter-Interceptor Squadron at Grand Forks Air Force Base, which at one time was equipped with the Korean War vintage F86. The 18th now flies F101 Voodoo jet interceptors and will stage a low-level "fly-over" to start the Sunday afternoon program at 2:15.

**Magnuson To Accept**  
Following the national anthem and F101 flyover, Mayor Hugo Magnuson will officially accept the Sabre Jet from a representative of the 18th FIS.

A civilian aircraft flyover and the crop-spraying demonstration are scheduled at 2:45 p.m., following by a skydiving exhibition at 3 p.m.

In addition to the FAA open house following the formal ceremony, facilities of two private aviation firms located on the airport will be open to the public. They are Grand Forks Airmotive and the Montgomery Airspray Co.

Airline type rides over the Grand Forks area will be available during the day on a North Central Airlines Convair "Northliner."

Glenn Douglas will be master of ceremonies for the dedication program.

A device has been invented to permit skin divers to communicate with each other and personnel on their surface boat. The underwater radiophone, perfected by an Italian, has been granted a U. S. patent.

**IN ADDITION**, the basic Sabre Jet provided the backbone of the U.S. Navy carrier fighter strength under the FJ series designation. Sabres of varying types still serve the Air Force of many countries throughout the world.

**THE F-86L PRESENTATION** aircraft is dedicated to the City of Grand Forks by the 18th Fighter Interceptor Squadron. It represents the final variant of the F-86 and a modification of the F-86D. The "Dog Sabre" established several speed marks, culminating in an absolute world speed record of 715,697 mph. Flown by the USAF Air Defense Command on 24-hour alert, the F-86D/L Sabre Jet defended the North American Continent from aerospace attack for fifteen difficult years. It is surely a "bird" worthy of tribute.

speed record of 670,981 mph. The Korean War proved the Sabre's destiny. The F-86F destroyed 163 MIGs for the loss of one aircraft in the final three months of the conflict, thus posting a 13:1 favorable kill ratio.

**DESIGN DEVELOPMENT** and modification of the original F86 resulted in many Sabre variants. The F-86A/E/F were progressive improvements of the air superiority day fighter armed with six .50 caliber machine guns. The all-weather F86D/L interceptors dispensed with fixed guns in favor of all rocket armament, while the "K" model combined intercept radar and four 20 mm cannons.

**WITH THE DEVELOPMENT** of the F-86H fighter-bomber and the photo-reconnaissance RF-86A, the Sabre Series performed every tactical Air Force mission.

**THE SAGA OF THE "SABRE JET"** is one of thrills. The Sabre Jet is possibly the most famous (certainly the most successful) jet fighter of post World War II.

**A PRODUCT OF THE North American Aviation Corporation**, the Sabre was the first aircraft to have swept wings to improve top speed and high-speed handling qualities. It was the first production aircraft to fly faster than sound, established absolute air superiority in Korea, and subsequently became the most widely used jet fighter aircraft in the world.

**EDDIE RICKENBACKER'S FAMED "Hat in the Ring"** 94th Fighter Interceptor Squadron received the first operational F-86A Sabres at March Field in 1949. In September of the same year, a Sabre Jet achieved the world

**Additional A**

- \* Arrival of Northwest Boeing 727 "Jetliner" 2:15 P.M., departure at 2:30 P.M.
- \* Airline-type rides by Grand Forks Airlines Convair
- \* Tours of new Federal Aviation Agency Flight Services building, immediate program.
- \* Display of pilot suit by Lt. Col. Fred Webster, United States Air Force.
- \* Movie "Friendly E" by the City of Grand Forks, Hugo Magnuson, Mayor
- \* Grand Openings enterprises station at Grand Forks Airport.
- \* Concession stands benefit of Grand "Little League".

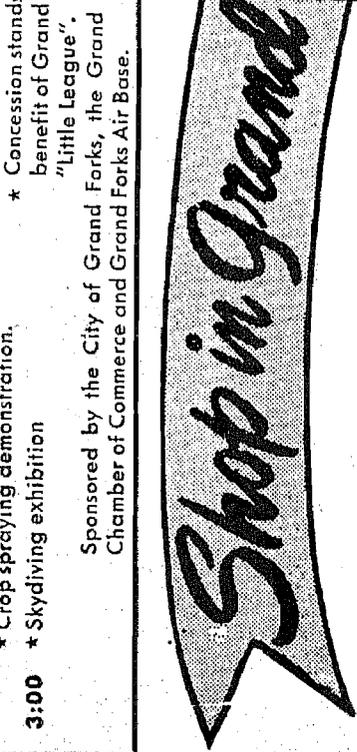
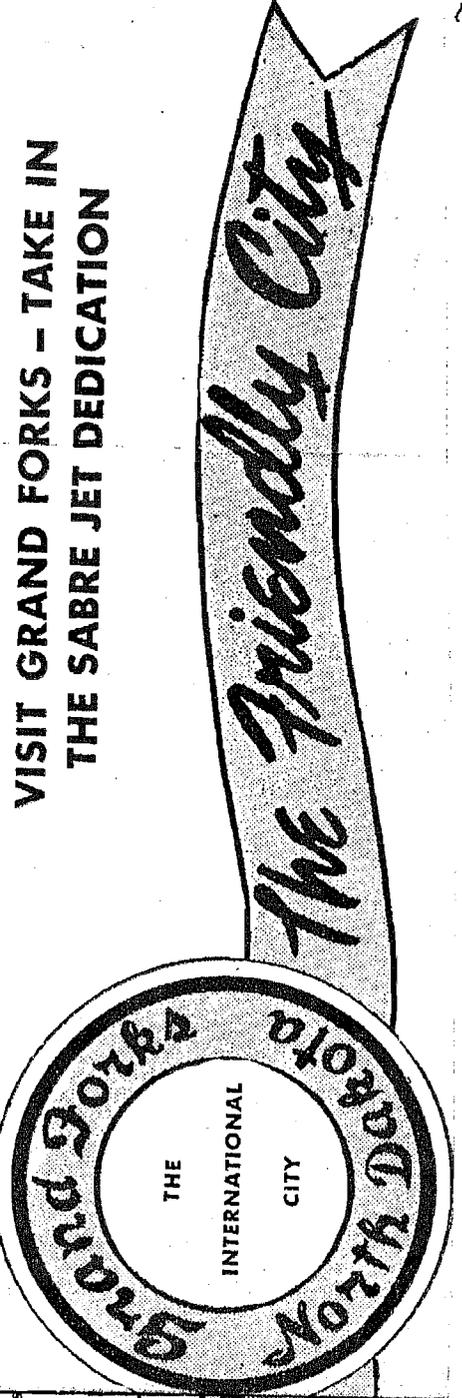
**Program**

**SUNDAY, AUGUST 8, 1965**

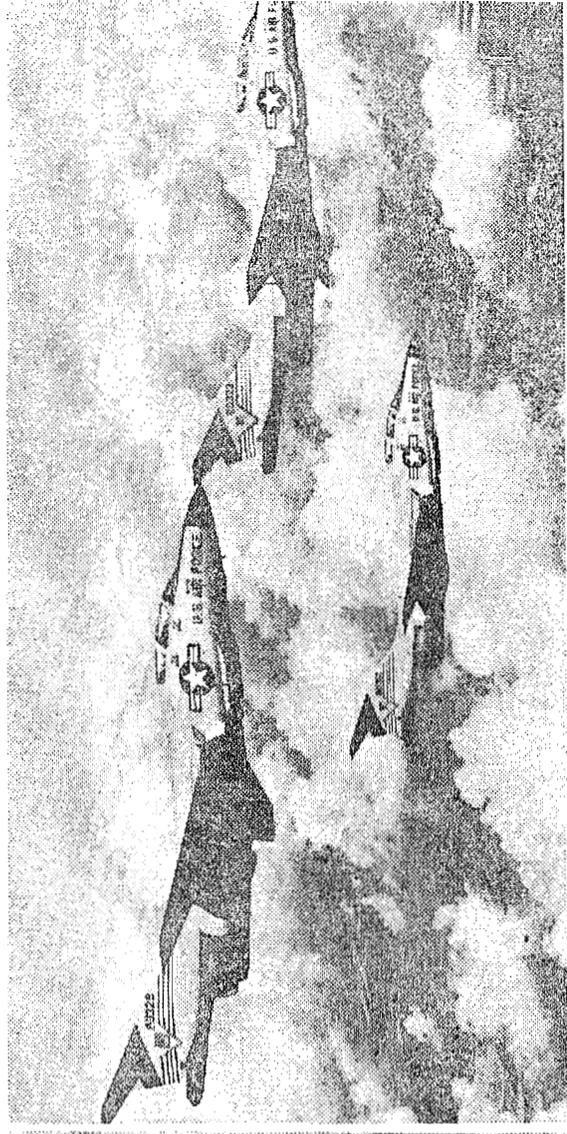
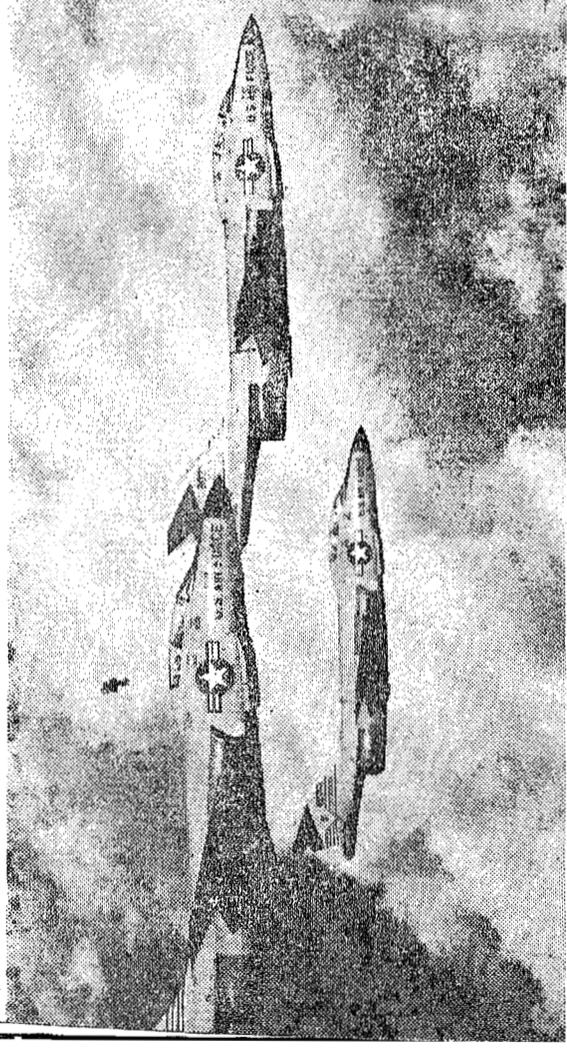
**Glenn Douglas, Master of Ceremonies**

- 2:15** \* Star Spangled Banner
- \* Flyover by Grand Forks Air Base Blue Fox (18th Interceptor Squadron) in F-101 "Voodoo" Fighters, Lt. Col. Fred Webster in command.
- \* Presentation of the F-86 Sabre Jet by Lt. Col. Fred Webster, United States Air Force.
- \* Acceptance of the F-86 Sabre Jet by the City of Grand Forks, Hugo Magnuson, Mayor
- 2:45** \* Flyover of civilian aircraft
- \* Crop spraying demonstration.
- 3:00** \* Skydiving exhibition

Sponsored by the City of Grand Forks, the Grand Chamber of Commerce and Grand Forks Air Base.



**VISIT GRAND FORKS - TAKE IN THE SABRE JET DEDICATION**



F-101B "Voodoo" Jet Interceptors Have Replaced the Sabre Jet as Operational Equipment With the Blue Fox Squadron.

# **Grand Forks Air Base Blue Fox (18th Interceptor Squadron) Dedicated F-86 Sabre Jet to the City of Grand Forks**



8-6-65  
**Program Set For  
Plane Dedication**

The program is all set for the dedication ceremony Sunday of an F86 Sabre Jet which has been permanently mounted on a pedestal at Grand Forks International Airport.

Starting at 2:15 p.m. the program also will include an air show and an open house of new Federal Aviation Agency facilities.

The plane was given to the city by the 18th Fighter Squadron at Grand Forks Air Force Base which at one time was equipped with the F86, which established air superiority in the Korean Conflict.

The program will include a flyover of F101 Voodoo fighters from the 18th Fighter Interceptor Squadron under the command of Lt. Col. Fred Webster.

At 2:45 p.m., there will be a flyover of civilian aircraft and crop spraying demonstration. A sky diving exhibition is set for 3 p.m. Open house also are set at Grand Forks Airmotive and Montgomery Airspray.

***dedication Ceremonies Scheduled Sunday at***

**GRAND FORKS**

**I N T E R N A T I O N A L      A I R P O R T**

LS7



8-10-65

SEVEN F101B JETS of the 18th Fighter-Interceptor Squadron fly overhead as visitors to an open house at Grand Forks International Airport gathered around a big Boeing 727 jet airliner. The open house Sunday marked dedication of a permanently-mounted F86 Sabre Jet at the airport, a gift to the city by the 18th FIS. (Herald Photo).

## Air Show Attracts Many Here

An estimated 3,000 to 4,000 people attended an open house and air show at Grand Forks International Airport Sunday.

Highlights of the program were a flyover by jets of the 18th Fighter - Inceptor Squadron at Grand Forks Air Force Base and formal presentation to the city by the commander of the 18th, Lt. Col. Fred Webster, of an F86 Sabre Jet. The F86 has been mounted on a pedestal at the airport for permanent viewing by visitors.

The Sunday program was designed to dedicate the F86 memorial and to offer visitors an opportunity to tour the new Federal Aviation Agency flight service building and the headquarters of commercial flying services at the airport.

The 18th, now flying F101B Voodoo aircraft, at one time was an F86 squadron. The older model plane was the "hottest" plane in the U.S. air arsenal in Korean war days.

Col. Webster's squadron has compiled an amazing safety record since being stationed at the local air base. It has gone more than five years without a fatal accident.

### GRAND FORKS CHAMBER OF COMMERCE

GRAND FORKS, NORTH DAKOTA

August 12, 1965

Mr. Norman Midboe, Manager  
Grand Forks International Airport  
Grand Forks, North Dakota

Dear Norm:

On behalf of the members of the Military Affairs Committee and citizens of Grand Forks, we would like to sincerely thank you for your excellent cooperation in participating in the F86 Sabre Jet dedication. As you know, the event was highly successful and well received by all present.

Your job especially was difficult since it entailed not only extensive work during the dedication, but much planning and preparation prior to the program. Everyone that attended was very complimentary and seemed to enjoy themselves completely.

Again, let us thank you.

Sincerely yours,

John O'Keefe, Chairman  
Military Affairs Committee

JO:CNS/jh

#### INVITATION FOR BIDS

Sealed bids for construction of an Airline Equipment Storage Building Addition and appurtenances located at the Grand Forks International Airport, Grand Forks, North Dakota, will be received until 5:00 o'clock P.M. on Tuesday, September 7, 1965, by the undersigned in his office in the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock in the evening in the Council Chambers in the City Hall, Grand Forks, North Dakota.

Description of Work:  
18'x32' concrete block with brick face building addition to existing Airline Equipment Storage Building.

Examination of Bid Documents:  
Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of the City Engineer, Grand Forks, North Dakota.

Bids must be submitted on blanks which are included with the above mentioned contract documents and shall be accompanied by a certified check of the bidder on a solvent North Dakota bank, in the amount equal to five (5) percent of his bid to be forfeited to the governing body should the bidder fail to effect a contract within ten (10) days after a notice of an award, or by a bidder's bond in a sum equal to twenty (20) percent of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this State, conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten (10) days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bids as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bids will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any deficit bid submitted will be revealed and returned to the bidder immediately.

Contractors will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: "Bid on Airline Equipment Storage Building Addition", name of person or firm bidding, N. D. State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by January 1, 1966.

The City Council reserves the right to reject any or all bids or to waive any information in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Done by order of the City Council of the City of Grand Forks, North Dakota, this 3rd day of August, 1965.

ARNE E. LOVEN,  
Deputy City Auditor

(SEAL)  
(August 6, 13 and 20, 1965)

FAA Request Approved 8-2-65  
The council approved a request by the Federal Aviation Agency to move a navigational aid device for airplanes from the present location seven miles south of the city to a site on the International Airport.

#### License For Ice Plants

An ordinance providing a \$10 license fee for ice manufacturing plants was introduced.

Also introduced was an ordinance to zone property north of Gateway Drive between U. S. Highway 81 and the cemeteries as service business district instead of no zoning.

Two bids on construction of an addition to the airline equipment storage building at the International Airport were referred back to the city engineer and the Public Service Committee for consideration and report back on Sept. 20. The bids were: Harpster Construction Co., \$12,045 and Johnson Gillanders Co., \$13,850. The engineer said the bids were about \$4,000 above the engineer's estimate.

## 11-4-65 Longer Runway Asked At New Airport Here

The jet age has brought requests for additional runway length at Grand Forks International Airport.

The requests by representatives of the two airlines serving the airport were considered at a meeting attended by city and chamber of commerce officials here Wednesday afternoon and will be studied by city officials.

Northwest Airlines and North Central Airlines officials both said a 6,500 foot north-south runway will be needed within the next two years to accommodate larger jet passenger planes and a passenger traffic load which continues to increase in volume here.

Northwest officials said that airline will need 600 feet more than the present 5,300 foot north-south strip by next summer and that within the next two or three years a 6,500 foot length will be needed.

North Central showed a need

for 6,500 feet by 1968 to accommodate Douglas DC-9 planes it expects to have in operation here by that time.

Widening of the east-west portion of the taxiway to the east-west runway from 50 to 75 feet also was asked by Northwest Airlines.

Money for any extension which might be made would be provided on a 50-50 basis by the federal government and the city. The federal funds already have been appropriated and city officials now will consider the city's financial position and if it seems feasible would take steps to apply for a grant of federal money.

Mayor H. R. Magnuson presided at the meeting which was attended by several members of the City Council, representatives of the Federal Aviation Agency from Minneapolis and Grand Forks and by representatives of the two airlines.

## 11-29-65 Auto Problem Discussed At City Officials Meeting

Problems arising from illegal parking and from abandoned cars and car bodies were discussed Monday morning at a meeting of Grand Forks city department heads with Mayor H. R. Magnuson.

The group was told that illegal parking of hundreds of cars was hampering snow removal in many areas of the city.

The officials also were informed that old car bodies left in many back yards in the city were there in violation of a city ordinance but the city has no place to put them if they are removed. To get such space, it was speculated that the city may have to rent an out-of-town area.

#### Problem Referred

The problems finally were referred to the Public Safety Committee of the City Council for investigation.

Meetings of department heads with the mayor are held every four to six weeks so that each department head may present his problems, and to encourage cooperation with any other department chiefs who may be able to assist in solution of the various matters.

For instance, the mayor said, there was cooperation Sunday between Airport Manager Norman Midboe and City Street Supt. Ray Corbett in clearing badly drifted Columbia Road.

#### Airport Blower Used

For this job, Midboe sent in the airport snow blower which worked with Street Department equipment in clearing the street for traffic use.

Department heads at the meeting were Al Forsman, water and sewage; Robert J. Simons,

city assessor; Fire Chief Lloyd Fairweather; Park E-Z Manager Carl Bergman; Auditor R. S. Niles, City Engineer Robert Schoenborn; Treasurer Inger Ohnstad, Auditorium Manager Kenneth Larson; Larry Fleming, data processing chief; Marvin Dehn, chief sanitarian; Police Chief Duane Knutson and Corbett.

4-2-65  
Bids will be opened at the Grand Forks City Council meeting Sept. 7 for construction of an addition to the airline ground equipment storage building at the local International Airport. Airport Manager Norman Midboe said the present building is used by Northwest Airlines and that the addition will be for North Central Airlines. It will be of masonry construction.

BUILDING PERMITS 11-3-65  
South Forks Shopping Center, shopping center building, 1826 S. Washington St., \$360,000.  
Francis Burke dwellings at 1507 S. 18th St., \$12,000; 1511 S. 18th St., \$11,000; 1002 S. 18th St., \$12,000; 1018 S. 18th St., \$5,000; 1102 S. 18th St., \$12,000; 1106 S. 18th St., \$12,500.  
Grand Forks International Airport, addition to airline equipment and storage building, \$9,300.  
Alex Budzeak, 715 S. 10th St., addition to house, \$1,000.  
Arnold Berg, 1017 Cottonwood St., siding on house, \$1,500.

## Airport Runway Item On Council's Agenda

A request for federal aid on extension of the north - south runway at Grand Forks International Airport from 5,300 to 6,500 feet will be discussed at the City Council meeting Monday at 7:30 p.m.

Under the request filed by the city, the Federal Aviation Agency would share in the estimated \$237,000 cost of the runway extension.

The sharing would be on the basis of 40.7 per cent by the FAA and the balance by the city.

The extension was anticipated in the original plans for the airport and space was provided for it. Lengthening will be required in future years to accommodate the large high speed jet planes which will require more length than the present runways provide.

Principal use of the airport by commercial airliners is on the north - south or main runway. The east-west strip at the airport is 4,200 feet long.

The council also will consider a petition for annexation of approximately two acres of property located just outside the old city airport at its northwest boundary.

An option to purchase land from John A. Croy, East Grand Forks, for construction of a new Red River pumphouse on the Minnesota side will be considered.

One ordinance up for second and final reading would grant additional exceptions for future outside water and sewer services, and another would revise the boundaries of fire zones of five lots in Boyd's Addition located about 1½ blocks south of Highway 2 near 13th Avenue N. and Stanford Road.

In other business, the council will consider bids on a new fire truck, traffic regulations recommended by the Police Department, and a State Highway Department traffic survey of Deters Avenue and Washington Street.

## Airlines Seek Wider North-South Runway

Requests to lengthen the north-south runway at Grand Forks International Airport by 1,200 feet were received from Northwest and North Central Airlines at Monday night's City Council meeting.

Immediately, the city filed a request with the Federal Aviation Agency for \$96,000 in participating funds to complete the \$237,000 project. Further action was referred to the Public Service Committee.

Present airport runway length is 5,300 feet, not sufficiently long enough to permit the landing here of fanjet aircraft, according to airport Manager Norman Midboe. The east-west strip is 4,200 feet long.

In other business the council: Assessed \$2,325 in liquidated damages from Baukel Construction Co. on airport construction, including \$1,550 on the terminal building and \$775 on hangars.

### Carl Amundson

Pallbearers for Carl J. Amundson, 73, 1310 Chestnut St., who died Thursday, will be Lyle Olson, V. E. Peters, Norman S. Midbee, Vernon Ellingson, W. E. Freeman and James T. Pearson. Services are scheduled at 2 p.m. Monday at Calvary Lutheran Church with Rev. Gerrit VanHunnik officiating. Burial will be in Sunset Memorial Gardens. The body will lie in state at Adams-Boettger Funeral Home after 2 p.m. today and at the church Monday for an hour before the service. Mr. Amundson had been manager of the city's airport from 1943 until his retirement in 1960.

## Air Group To Meet This Week

Aviation operators and municipal authorities from Grand Forks and throughout the state will attend a three-day convention of the North Dakota Aviation Operators Association in Bismarck Thursday through Saturday. The first day of the convention was arranged to bring together mayors, members of city governing bodies, airport managers and airport operators in an airport seminar to discuss municipal airport programs and policies.

Approximately 250 North Dakota municipal officials have been invited to participate in the airport seminar, first of its kind in the state.



Caldara

Jack K. Daniels, Williston Municipal Airport manager, will be chairman of the opening session. Seminar speakers include John A. Hargrave and Enoch W. Anderson of the Minneapolis area office of the Federal Aviation Agency, speaking on federal aid to airports, and Harold G. Vavra Bismarck, director of the State Aeronautics Commission, whose topic is airport authorities.

Other speakers will be aeronautics people from Bismarck, Kansas City, Mo., Fargo and Minot.

Friday's program is topped by the banquet speaker, Maj. Gen. Joseph D. (Smokey) Caldara, USAF (Ret.) from New York City, president of Flight Safety Foundation.

Caldara heads a nationwide air safety program for general aviation pilots and aircraft owners.

### Local Men On Panel

Friday speakers will include Robert C. Crockett, vice president of the Greater North Dakota Association and FAA officials from Fargo and Minneapolis.

James Montgomery, veteran Grand Forks flier and crop duster, and John Odegard, president of the University of North Dakota Flying Club, are members of a panel Friday on aviation safety. Montgomery is chairman of agricultural aviation.

All interested pilots and aircraft owners have been invited by the aviation operators' group to attend the meeting.

The convention will end Saturday with election of officers.

# Plans Made For Road, Airport Improvement

1-30-66

Steps toward improvement of highway facilities and expansion of the runway pattern at International Airport loom ahead for the Grand Forks community in 1966

These important items include the proposed construction of a Cherry Street overpass, the letting of first contracts in connection with the building of the new Interstate Highway 29 bypass and the lengthening of the main runway at the airport.

The City Council presently is considering hiring an engineering firm to make a preliminary feasibility study based on the Cherry Street overpass plan provided in the City's Master Plan.

The overpass would provide a link between the city's south side and the central business district by means of a route connecting Interstate 29 with Cherry Street and then across the overpass to DeMers Avenue.

The No. 29 bypass will extend from a junction with U.S. Highway 81, about 3½ miles north of the city, to Highway 15 near Thompson. It will traverse the east area of the old city airport.

Bids are scheduled to be opened in August, 1966, for construction of the Sixth Avenue S. and Great Northern Railway interchange structure, also for three box culverts between Grand Forks and Thompson.

In November, 1966, bids will be opened for the interchange with U.S. Highway 2 west of Grand Forks and in February, 1967, bids have been called for grading northward from a point near University Avenue. Contracts for paving the bypass are expected to be let in February, 1968, with the new four-lane facility to be opened for traffic that year.

The City Council has applied to the Federal Aviation Agency for a grant of \$96,000 in participating funds to complete an estimated \$237,000 project of lengthening the north-south runway at International Airport.

The application was filed after Northwest Airlines and North Central Airlines requested extension of the runway from 5,300 feet to 6,500 feet to accommodate the new fanjet aircraft which will use the local airport in the future.

Room for such expansion was provided in the original plans for the airport, at which traffic has continued to increase.

—0—2-11-66—  
The concrete slab for the \$11,000 North Central Airlines equipment building at Grand Forks International Airport has been laid and work on the superstructure will be started when weather permits. The building is city-owned and is an addition to the present structure leased from the city by Northwest Airlines.

## M-K Suggests Old Airport Leasing Plan

2-11-66

Morrison - Knudsen Co. & Associates, currently closing out the construction phase of the Wing VI Minuteman project has proposed a leasing arrangement on the old Grand Forks airport property to be effective starting March 5, 1966.

M-K currently holds two leases on the airport area which expire March 5 and now offers to lease the property on a month-to-month basis after expiration of the present lease.

### Rental \$2,125

The proposed monthly rental would be \$2,125, providing the same terms and conditions as are provided in the existing leases which became effective March 5, 1964. The proposal provides that termination shall be conditioned upon service of 30 days written notice by either party upon the other party.

The construction firm leased the land and certain buildings in one of the present leases and an additional property known as the Anderson hangar under the other lease.

### Consideration Promised

The M-K proposal was contained in a letter signed by Jack D. Maulin, project manager, to the mayor and City Council.

Mayor H. R. Magnuson said the matter will be considered by members of the council at its next meeting.

Morrison - Knudsen currently has an office force and a small force of field workers engaged in windup office work and in making minor corrections due to work change orders at various Wing VI missile sites.

—0—3-16-66—  
Pilots, aircraft owners and others interested are being invited by Norman Midboe, Grand Forks International Airport manager, to attend an airport flight safety seminar next Monday in the terminal building at the airport.

## Flight Safety Seminar Scheduled At Airport

3-20-66

An airport flight safety seminar will be conducted at 8 p.m. Monday in the basement of the terminal building at Grand Forks International Airport.

The announcement by Norman Midboe, airport manager, included an invitation to all pilots, aircraft owners and other interested persons to attend the meeting.

Midboe said aircraft movements have increased 30 per cent and airline passenger boardings have doubled since the transfer of operations from the old city airport to the new one early in 1965.

### Control Tower Needed

As a result of having updated facilities, Grand Forks now is served by fan-jet airliners.

Midboe added that due to the added traffic and the use of larger and more complex aircraft, there is a need for an airport traffic control tower for controlling this traffic.

The meeting will discuss the traffic increase and means to insure the safety of all pilots and passengers flying in and around the airport and a petition will be circulated for instal-

lation of a temporary control tower.

Speakers will include G. W. Campbell, station chief of the Federal Aviation Agency flight service station; Wayne Peterson, FAA air traffic representative, and Lester E. Severance, supervising inspector for the FAA General Aviation District Office at Fargo.

Campbell will explain services available from the FAA flight service station and Peterson will discuss FAA rules and radio requirements which apply to flying in controlled airspace, general operating procedures operating into and out of controlled airports and fundamentals of radar. Severance will talk on flight safety topics.

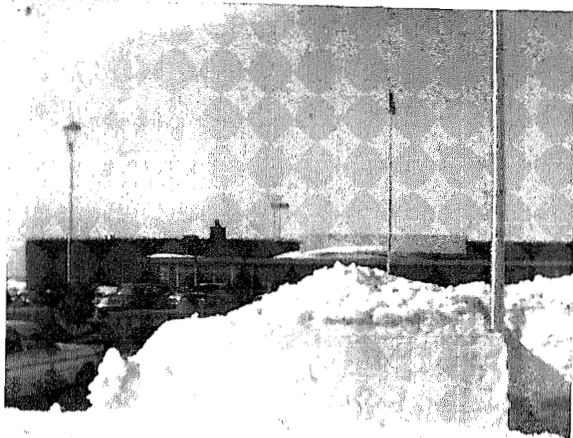
### Film To Be Shown

Movies will be shown relating to the use of radio equipment in aircraft, one of the films concerning VORTAC (all directional radio aid) facilities.

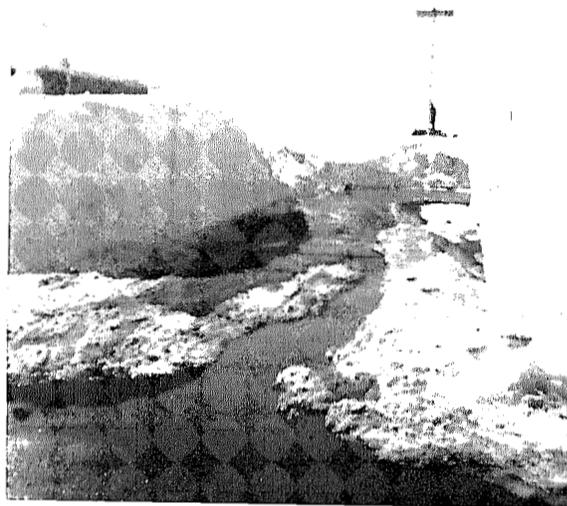
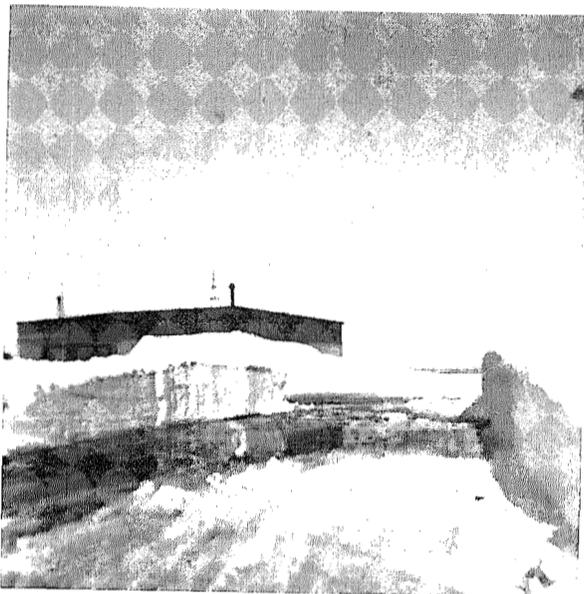
A permanent VORTAC facility is scheduled for erection at the local airport this spring.

Everyone interested in promoting safety in flying is invited to attend the meeting, Midboe said.

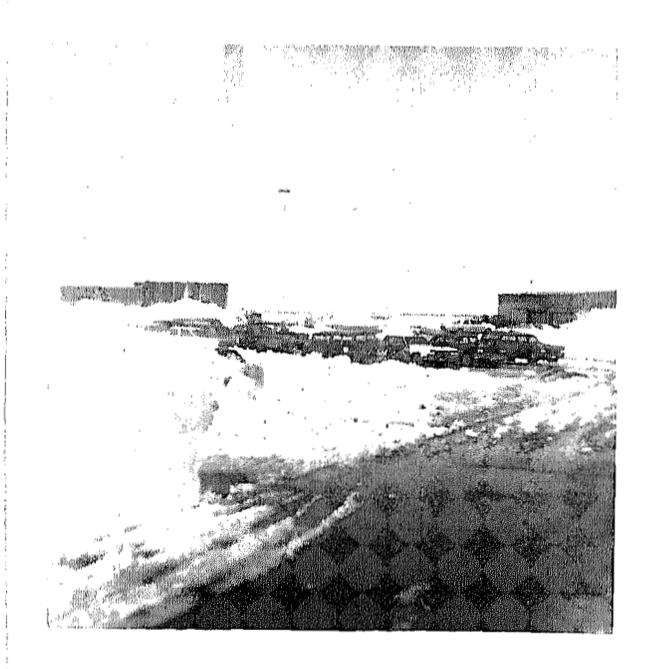
—0—3-21-66—  
An airport flight safety seminar is scheduled at 8 p.m. today in the terminal building at Grand Forks International Airport. Federal Aviation Agency officials will speak and films will be shown. The meeting is open to all interested persons.

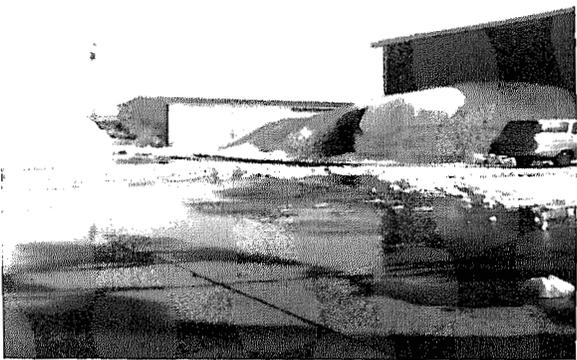


SNOW SCENES AFTER MARCH BLIZZARD IN 1966.

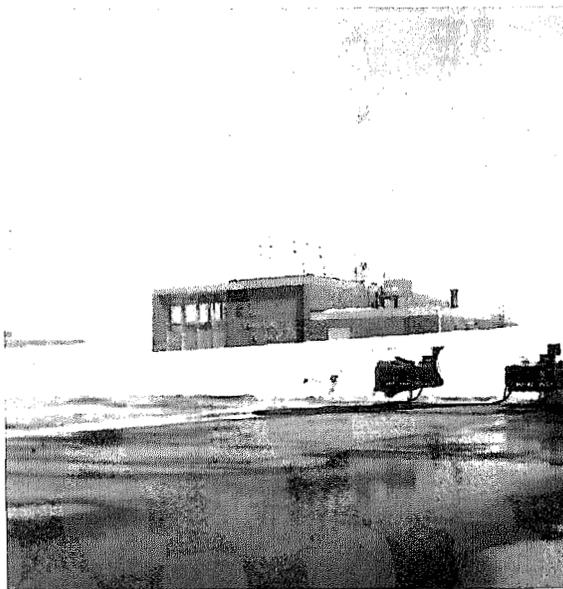


CLEAN UP FOLLOWING BLIZZARD OF MARCH 3-4-5





SNOW SCENES FOLLOWING MARCH BLIZZARD - 1965



I SPENT 30 HOURS ON SNO-GO TO GET THINGS BACK IN OPERATION.



157

## Traffic At 3-24-66 Airport Here Up Sharply

Aircraft movements at Grand Forks International Airport have more than doubled in the past 10 years with a 33 per cent increase since transferring operations to the new airport two years ago.

Norman Midboe, airport manager, reported on this and on the need for a Federal Aviation Agency control tower to control increased traffic at a safety seminar at the airport attended by 90 pilots.

According to the last official air traffic survey made by the Federal Aviation Agency, conducted from Oct. 7 through Oct. 13 last year, the airport now generates 23,821 local aircraft movements and 25,932 itinerant aircraft movements yearly.

### Eligibility Explained

It was pointed out that an airport has to generate 24,000 itinerant aircraft movements three successive years to qualify for a control tower. Therefore if the official count can be maintained above the 24,000 level in the next two counts, the airport would become eligible for a tower facility, Midboe pointed out.

A petition requesting the FAA to install and man a temporary mobile tower facility was signed by nearly all pilots present. Midboe said the facility would be of great assistance in controlling air traffic until the airport becomes eligible for a permanent facility.

### Speakers Named

It was contended that tower facility is needed to facilitate safe arrival and departure of aircraft using the airport.

Speakers included G. W. Campbell, station chief for the local FAA Flight Service Station, who told of services available at the local station; Wayne Peterson, FAA air traffic representative from Grand Forks Air Force Base, who explained FAA rules and radio requirements which apply to flying in controlled airspace, and Lester E. Severance, supervising inspector from the FAA General Aviation Agency District Office at Fargo who discussed the traffic problem at the Grand Forks airport and items related to acquisition of a control tower.

4-1-66

## Candidates Generally For Runway Extension

(Third of a Series)

Candidates for Grand Forks alderman in next Tuesday's election generally favor extension of runways at Grand Forks International Airport to meet the needs of larger jet aircraft.

Here are answers they gave to a question on the subject put to them by the League of Women Voters:

Eugene Lavoy, unopposed for re-election from the First Ward: "Our new airport is experiencing the trend of today: Keeping ahead of and not just in step with progress. I believe it is necessary to our city, citizens and economy to keep ahead."

Myron Molstad, who seeks re-

election from the Second Ward: "I've always been a little opposed to the new airport, in regard to cost and location. I feel now that the runways should be extended."

### Cost Factor Cited

A. C. Thrane, running for Molstad's seat: "I do not think it would bring in enough revenue to offset the cost."

Homer Reese Jr. also opposing Molstad, did not specifically answer questions put to him by the League. He said he would depend upon advice of his constituents in day-by-day contacts in making council decisions.

Harry F. Rice, unopposed candidate from the Third Ward for a seat being vacated by alderman John O'Keefe: "Yes."

Mrs. Virginia Rose, Fourth Ward incumbent seeking re-election: "This I believe has already been authorized."

### Extension Favored

David D. Keely, Mrs. Rose's Fourth Ward opponent: "With the amount of air travel out of Grand Forks and the building of the new city airport and the large number of jets that are used for transportation, and undoubtedly they will be larger, I feel that the runway at Grand Forks International Airport should be extended."

Alvin E. Austin, Fifth Ward incumbent seeking re-election: "There is no question that planners of our new airport failed to see that the jet age would be with us this soon. But the runway has to be expanded now or we will lose the kind of airline service we need and are entitled to. I definitely am in favor of this."

### Citys Growth Noted

Donald Berg, Austin's opponent: "Grand Forks is a growing city and as such must have a first class airport. We must therefore, do these things that large and modern aircraft need to use the Grand Forks facility."

F. C. Bundlie, unopposed for re-election from the Sixth Ward: "As a matter of safety—and the airlines say it is—I would favor extending the runways. The greatest chance of accident is the take-off and landing of aircraft. As the bonds for the airport construction are paid from revenues, it is not part of the general mill levy assessed



TRAIL ON SING GO CLEARING TEE-HANGAR TAXI-WAYS AND APRON SOUTH OF LEAD STORAGE BUILDING.

## UND Flying Club 5-13-66 Receives Award

The University of North Dakota Flying Club entered inter-collegiate flying skills competition for the first time last week and now holds the distinction of being one of the top clubs in the nation.

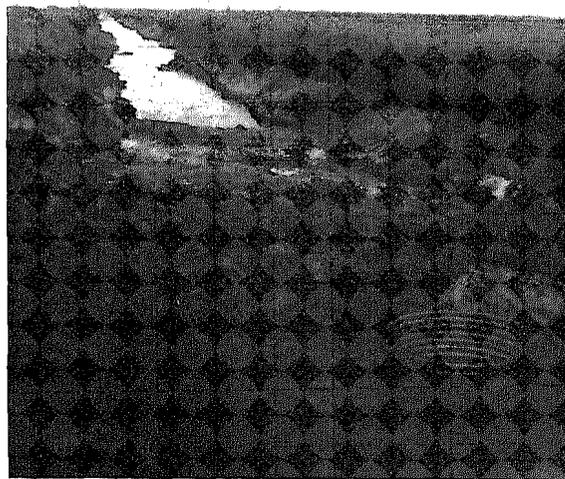
A delegation representing the 150 members of the UND club was awarded the Collegiate Aviation Progress Award for the flying club in the U.S. showing the greatest progress, growth and contribution to general aviation.

Larry Leake of Emerado was named one of the 25 best male pilots in competition involving power-on and power-off landings, navigation and bombing. Kathy McFarland, Minneapolis, was named one of the five best woman pilots.

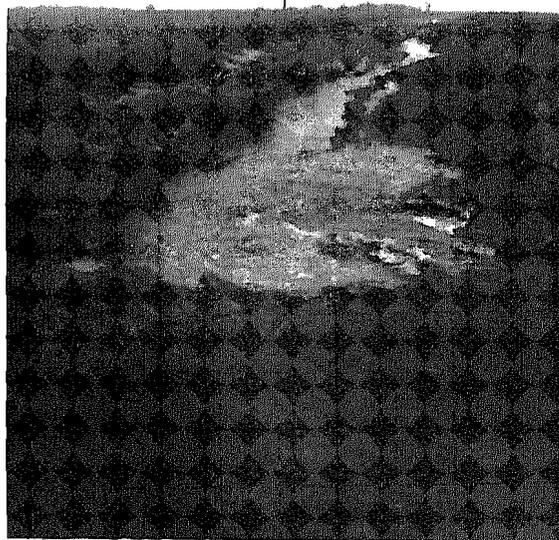
Meet chairman Donald Johnston, Crystal, reported 400 college and university students representing up to 40 clubs across the nation participated in the competition at Boulder, Colo.



SNOW BEING CLEARED FROM AIRPORT DRAINAGE DITCH ON MARCH 22-23-24.

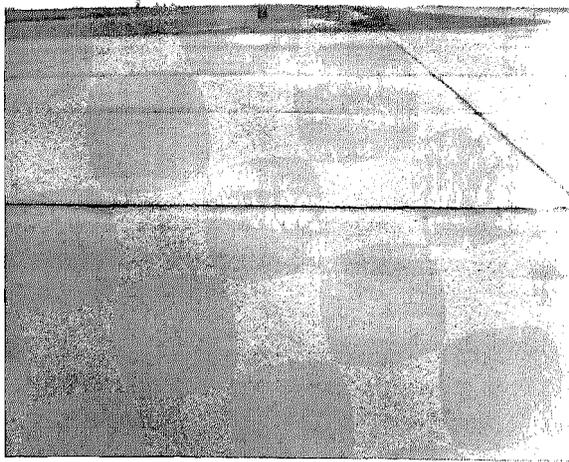


WATER FROM AIRPORT BEGINNING TO RUN THROUGH DITCH ON MARCH 31ST.

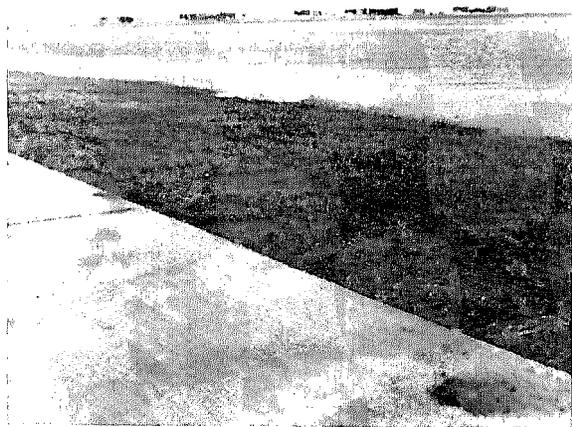


LOOKING WEST

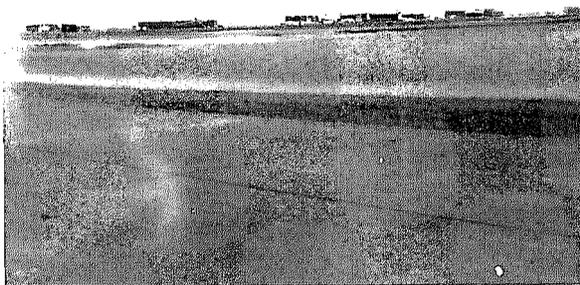
LOOKING NORTH



BACK UP OF WATER ALONG RUNWAYS CAUSED BY PLUGGED DRAINAGE DITCH.



PICTURES OF WATER WITHIN 20 FT. OF RUNWAYS ON MARCH 31, 1966.



LOOKING SOUTH

**CALL FOR BIDS 5-7-66**  
**FOR RESTAURANT CONCESSION**  
**ON GRAND FORKS**  
**INTERNATIONAL AIRPORT**  
 Notice is hereby given that sealed bids will be received by the undersigned until 2:00 o'clock P.M. on Monday, May 23, 1966, in the office of the Deputy City Auditor in the City Hall in the City of Grand Forks, North Dakota, and will be presented to the members of the City Council at their regular meeting scheduled for Monday, June 6, 1966, at 7:30 o'clock P.M. for a Restaurant Operator on the new Grand Forks International Airport.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded. The \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession" - New Grand Forks International Airport and the name of person or firm bidding.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a cash deposit and escrow agreement in the amount as stipulated in the restaurant operator requirements within ten days after notice of the acceptance of his bid. If such deposit and escrow agreement are not so furnished, the concession may be let to the next highest bidder; and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

ARNE E. LOVEN  
 Deputy City Auditor  
 (SEAL) (May 7, 14 & 21, 1966)

# Red Tape Bogs Airport Request

5-15-66

By ART RAYMOND

Tied up somewhere in the maze of Washington's bureaucratic red tape, a request from Grand Forks is awaiting action while the construction season here shortens day by day.

Time is a critical factor in the request for federal aid to help lengthen the main north-south runway at International Airport to accommodate the latest fan jet type planes.

Last week, Norman Midboe, airport manager, said:

"If we don't hear within about a week, we probably won't be able to do the job this year."

### Could Hurt Traffic

This could have adverse affects on air traffic in and out of Grand Forks next winter when snow, slush, ice or rain on runways drastically curtails braking power on already short runways, Midboe pointed out.

The formal request for federal aid was submitted Jan. 13, four months ago. The request was submitted to and approved by lower level offices at Minneapolis and Kansas City and rests now with a federal agency in Washington.

### Officials Contacted

City officials have contacted federal authorities and contacted Rep. Mark Andrews, according to Ray Niles, city auditor, in an effort to speed action on the request.

Estimated cost of the plan to lengthen the runway by 1,200 feet is set at \$237,000. The request for federal support is \$96,000. The city would bear the \$141,000 balance.

"We've got the money," said Niles. "We might even be able to scrape up all the money on our own if the federal people would let us know what they're going to do."

### Find Runway Short

The need for lengthening the north-south runway came about with the start of fan jet service last May. Northwest Airlines, started using the 93-passenger Boeing 727, a fan jet.

After about five months of service, Midboe said, Northwest concluded the 5,300-foot runway was too short for year-round service. In addition, the Federal Aviation Agency revised its criteria for runways and said additional length was needed to offset poor braking action because of winter conditions.

### Plan Same Service

North Central Airlines, now using twin engine DC-3s, and Convair planes, has announced its intention to start us of DC9 fan jet service by 1968.

Midboe said that by 1970 Northwest Airlines plans to be using only fan jet aircraft into Grand Forks.

"Failure to go through with this project," declared Midboe, "could result in a severe curtailment of scheduled air service."

When construction of the airport was approved by the city in 1963, a thorough study of needs was made.

### Growth Explained

In an address to a Grand Forks service club last week, Modboe said:

"To indicate how rapidly the aviation industry is moving, Northwest Airlines informed the engineers that it would not in the foreseeable future use anything larger than the Lockheed turbo-prop aircraft which has a maximum certificated gross landing weight of 96,650 pounds. The engineers, with this in mind, decided that the runways should be designed to accommodate aircraft weighing up to 120,000 pounds.

"It was felt this added strength would take care of our needs for years to come. The turbo-prop aircraft was placed in operation before we transferred operations to the new airport.

"Shortly after moving to the new airport the DC-7s, with a gross landing weight of 111,000 pounds were making scheduled landings at the airport. Last May Northwest inaugurated fan jet service. This aircraft grosses out at better than 25,000 pounds and we have already reached the critical point insofar as our runway load carrying capability is concerned."

Midboe later explained that these planes now approach the Grand Forks runways with a lightened load, around 120,000.

### Need Top Conditions

"At present jet aircraft can land only when runway conditions are near perfect. Any trace of snow, ice, slush or water on runways would make it necessary to pass up Grand Forks. The 1,200 feet of additional runway would give the airlines the additional safety factor needed," said Midboe.

In 1962, the number of passengers boarding commercial airlines at Grand Forks was 11,126. Last year the boardings were 24,623. Midboe predicted that when 1966 boardings have been completed the number will be somewhere near 30,000.

Shipments by air express increased 50 per cent and air freight shipments by 600 per cent in the last four years, he said.

In 1963, the last full year of operations at the old airport, there were 34,842 air "movements," take-offs and landings. Last year the count was 43,666. Of this, nearly 26,000 were itinerant movements, or those not by regularly scheduled commercial air service.

### Count Increases

There are about 55 private aircraft in use at the airport.

In his last annual report to the city, June 30, 1965, Midboe's audit showed an operating profit of \$41,072.59. Niles explained the city can levy up to four mills for an airport fund. These funds are used to pay off a \$400,000 revenue bond floated to help build the new airport and to make capital improvements. It is through this arrangement that the city's share of the project would come.

## Asks Status Of Airport Money

5-10-66

The status of federal funds to help finance extended runway construction and additional lighting at Grand Forks International Airport prompted Mayor H. R. Magnuson Tuesday to call Rep. Mark Andrews in Washington.

Approximately \$95,000 is involved and Magnuson had the assurance of Andrews that an immediate reply would be received.

Over-all costs of extending the north-south runway 1,200 feet and to a width of 150 feet, plus lighting, amounts to \$237,000. The city share is \$141,000.

Improvements are necessary to meet the jet age requirements, according to Magnuson. He said the city's application has been approved by all agencies and was submitted in Washington months ago.

Norman Midboe, manager of the Grand Forks International Airport, described operations at the airport and cited the continuing gain in passenger traffic in a talk at the Lions Club meeting here Wednesday.

16

## Airport 5-17-66 Allocated \$95,682

The Federal Aviation Agency has amended its fiscal 1966 program to include extension of the main runway at Grand Forks International Airport, members of the North Dakota Congressional delegation reported Tuesday.

Federal funds totalling \$95,682 were allocated to assist the city in financing the improvement. The estimated total cost of the project is \$237,000.

Drawing of plans and specifications for the work was expected to be started in a week to 10 days and airport officials hope to have the new areas in use by this fall.

Airport Manager Norman Midboe had said last weekend that unless the federal funds were promised within a week, it might be impossible to undertake the project during the current construction season.

The major portion of the project is a 1,200-foot extension of the north-south runway, from 5,300 feet to 6,500 feet. The project also includes grading of the corresponding taxiway and widening of the east-west taxiway and lighting the runway extension.

Rep. Mark Andrews, to whom the city had directed an urgent request for assistance in making the federal funds available, said from Washington that he was happy that it had been possible to find funds available so that the Grand Forks project could be inserted into the fiscal 1966 program. Had it been left for the fiscal 1967 program, starting July 1, Grand Forks would have had to compete with the requests of hundreds of other cities for funds from the catch-all appropriation, Andrews said.

Senators Quentin N. Burdick and Milton R. Young also reported the action in allocating the funds.

# Council Accepts Offer For Site Of 5-17-66 Million Dollar Holiday Inn Here

The Grand Forks City Council cleared the way Monday night for construction of a million dollar Holiday Inn here when it accepted a \$125,000 offer for a site.

Inn Operations, Inc., holder of the Holiday Inn franchise for Grand Forks, bought the block of land located just east of the Interstate 29 right-of-way and immediately south of U.S. Highway 2 in the Airport Addition. Inn Operations, had been negotiating with the city for the past year for purchase of a Holiday Inn site. The price of the land was approximately \$17,580 an acre.

Construction of the modern motel will be started before July 1 and will be scheduled for completion in February, 1967, Brock has informed city officials. He was represented at the council meeting by Attorney Paul Benson of Grand Forks.

Plans for the 112-room Inn include a large restaurant, cocktail lounge, meeting room for

250 to 300 persons and a large outdoor heated swimming pool.

Benson said an application would be made later for a liquor license.

Holiday Inn has franchised motels in many parts of the United States.

All 11 aldermen present voted to accept the \$125,000 purchase offer. Council members absent were Mrs. Allen Otto, Harry Rice and Myron Molstad, who arrived after the vote was taken.

### Plant Site Discussed

A request by the Grand Forks Chamber of Commerce regarding a 20-acre site as a proposed location for a federal lignite research development plant here was discussed. Such a site would be in the area of the old city airport and adjacent to the University of North Dakota campus.

The council decided that a committee of the whole or a special meeting of the council should be held, with University officials and lignite test plant representatives present, to explain the needs and potentialities of the proposed plant which was described as an important local development, if carried out.

Morrison-Knudsen & Associates, construction contractor for the Wing VI Minuteman Missile complex, served notice on the city that it will terminate its leases on land and buildings at the old airport June 6. The first lease of the old administration building and adjacent land was approved March 5, 1964, before Wing VI construction work began in eastern North Dakota.

5-19-66 — 0 —

A special meeting of the Grand Forks City Council at 7:30 p.m. today will consider retaining an engineering firm as consulting engineer in connection with extension of the International Airport runways and taxi strips. Also up for consideration will be a Chamber of Commerce request that the city offer a land parcel in the Airport Addition as a possible site for a proposed lignite research pilot plant.

## Open House Arranged 5-22-66 By FAA For June 11-12

The Federal Aviation Agency, on which pilots of big and little aircraft depend for their safety, is building its Grand Forks facilities to match those of the new International Airport.

And to show off its modern year-old flight service station, the FAA has arranged an open house for June 11-12, according to G. W. Campbell, station chief.

At the open house, scheduled during the June 12 Air Show at the airport, the public is invited to view the tri-level brick, metal and glass structure, with FAA men on hand to guide them and to explain the various facilities so vital to fliers' operational safety in the airport area.

### New Facility Due

There's an old variable omnirange (directional control) facility nine miles southeast of Grand Forks which was decommissioned last October and replaced with a temporary truck-mounted facility at the new airport.

The temporary device, in turn, will be succeeded this fall by a brand new facility, housed in a modern structure in the north-west airport area between the north-south and east-west runways.

Equipment from the old omnirange building has been removed and the building itself is being dismantled. A concrete slab for the new building on the airport will be poured soon and construction of the new building will be directed by Thomas Wilson, FAA supervisor for construction, who arrived here recently.

### Flight Plans Handled

The omnirange facility and the flight service staff work hand in hand to provide air-ground communications, pilot briefings and airport advisories and handling to flight plans for general aviation pilots.

Campbell heads a staff of 11 persons in the flight service station and Paul Bossoletti is chief of a staff of several technicians in charge of maintenance of the operating equipment.

To enhance the appearance of the flight service station area, U.S. Park Service men have surveyed the grounds preliminary to landscaping which will include a number of large trees and a variety of shrubbery.

The landscaping work is expected to be started soon.

# Engineers Hired For Airport Job; Action Delayed On Coal Plant Site

The Grand Forks City Council, meeting in special session Thursday night, hired a consulting engineering firm for runway extension at the International Airport but postponed action until Monday on selection of a proposed site for a low ash pilot coal plant here.

Action on the pilot plant site will be considered at a special meeting of the council set for 8 p.m. Monday.

The Grand Forks firm of Webster, Foster and Weston, consulting engineers, was chosen to draw plans and specifications, supervise construction and provide engineering and survey crews for the airport project.

The job includes a 1,200-foot extension of the 5,300-foot main runway, lighting for the new strip and widening of the taxiway strip to facilitate turning of larger type planes.

For this work, the engineer would be paid 7 per cent of the construction contract price paid to the contractors.

Total construction cost has been estimated at \$237,000, with the federal government providing \$96,000 and the city the \$141,000 balance.

Donald Lindgren, president of the Chamber of Commerce, opened the discussion of a proposed site for a pilot coal plant.

He said it would cost about \$5 million and that Grand Forks had a good chance of getting the plant if a site could be made available and other conditions met to the satisfaction of the government.

Gulf Oil Co. would operate the plant under a contract with the government and it was stressed that if he plant were located here, there was a possibility that a commercial plant costing about \$250 million might also be located here in the future.

Prof. D. E. Severson of the chemical engineering department at the University of North Dakota said the U.S. Bureau of Mines plant at the University has had many years experience with lignite coal testing and would be a suitable choice to conduct an expanded program of testing.

The program would seek processes by which coal could be reduced to a solvent, then converted finally into a hard substance providing 16,000 BTUs to the pound. Such a product, he said, would be suitable for combustion power as a substitute for diesel fuel and for other potential uses.

## Would Build In 1967

Tests would be continued over a 4 to 5-year period. The plant would be built in 1967 and would employ about 65 persons.

James L. Lamb, chairman of the chamber's Industrial Committee, proposed that the city grant an option on a land parcel of about 20 acres in the old airport property. The option would be for the year or until the property is leased, whichever is the shortest time.

Lamb said this site was deemed suitable because it is available to trackage, water, sewer, and electricity and because of its proximity to the University. The site lies north of University Avenue extended and west of the Great Northern spur track and east of the Interstate 29 right of way.

## Hearing Arranged

Lamb said Sen. Quentin Burdick, D-N.D., has arranged a hearing the week of June 6 before Secretary of the Interior Udall at which a local group will present its proposal that the pilot plant be located in Grand Forks. Information in support of the proposal necessarily must include a suitable site.

Because of the time urgency, Mayor H. R. Magnuson set the special meeting for Monday.

## Others Address Meeting

Others who addressed the meeting included Wayne Mensing, Northern States Power Co., Minneapolis, who discussed preparation of site data; Thomas J. Clifford, dean of the College of Business and Public Administration at the University, and Alderman Henry Havig, who is a member of the council's Finance Committee and of the Planning and Zoning Commission.

Havig said he believes the council should consider the effect of providing an airport location on the city's zoning arrangement before granting an option.

## FAA Man Aids In Airport Project

A. W. Carlson, a representative of the Federal Aviation Agency, Minneapolis, was in Grand Forks Thursday to assist in preparations for construction of a 1,200-foot extension of the main runway and other improvements at International Airport.

Carlson conferred with the consulting engineering firm of Webster, Foster and Weston here regarding plans and specifications for the project, which includes the runway extension, lighting of the new strip and widening of the taxiway strip to facilitate turning of larger type planes.

He also met with Mayor H. R. Magnuson and City Auditor R. S. Niles to assist them in preparing a project application for \$95,682 federal aid in the airport project. The city would provide the \$141,000 balance of the estimated \$237,000 cost.

Completion of the lengthened runway was deemed essential by city officials to prevent interruption of service by the large fan jet planes during the fall and winter months when weather conditions may require a longer landing strip.

## FAA Ready For Open House

The Federal Aviation Agency grounds at the Grand Forks International Airport have been landscaped in preparation for the FAA's open house at its new flight service station next Saturday and Sunday, June 11-12.

Trees, a variety of shrubs and rose bushes have been set out on the grounds around the building, and the job is expected to be completed by the end of this week, according to G. W. Campbell, station chief.

Meanwhile, construction work has been started on a modern

variable omnirange (directional control) facility building in the northwest area of the airport.

A concrete floor slab has been poured and a 100-foot concrete roadway approach from the north end of the airport runway to the new variable omnirange (VOR) facility is being completed.

The VOR is the facility on which pilots depend for flight information while operating in the airport area or when approaching the airport from a distance. This function currently is being

handled by a temporary truck-mounted facility on the airport. The old VOR building, located south of the city, was decommissioned last fall.

## Jaycees, U Air Club Plan Show

The University of North Dakota Flying Club and the Grand Forks Jaycees will co-sponsor an air show at the Grand Forks International Airport June 13.

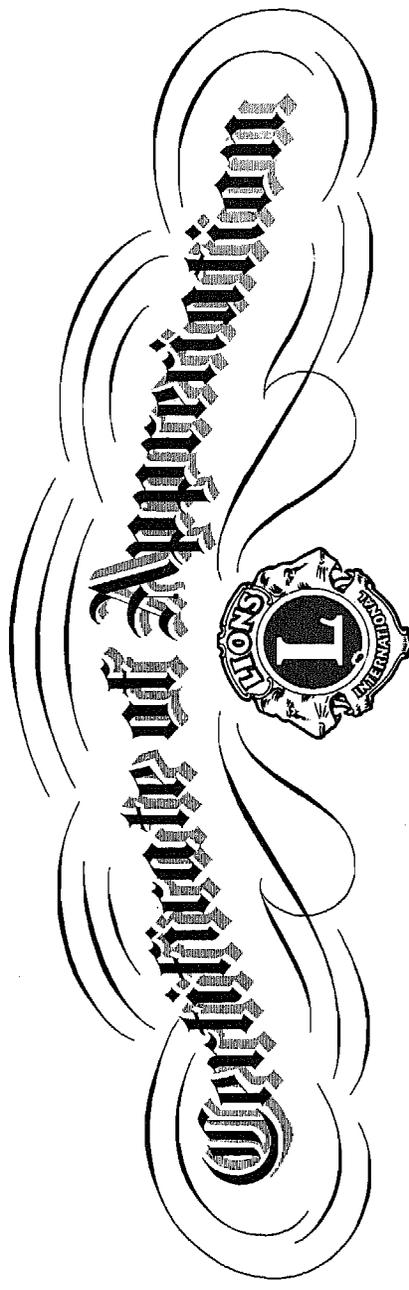
The show will include local participation and a nationally-known flying troop.

The Flying Club chairman for the show, Gregory Lewis, Valley City, said, "We want to make this a day of family entertainment and provide an opportunity to learn more about the fast-growing area of aviation."

Events will include a fly-in breakfast, sky diving by area parachute clubs, exhibits and demonstrations of general aviation aircraft by a number of manufacturers, a fly-over of military planes and a display of military aircraft. Lewis said there will be concession stands, aviation films and rides available on planes, gliders, and helicopters. Exhibits will be shown from 9 a.m. to 5 p.m.

The main event will be a two-hour display of aerobatics and stunt flying by pilots of the Bill Sweet Air Show. The Flying Farmers organization will conduct its annual meeting in conjunction with the air show. Farmer-pilots will attend from North and South Dakota, Minnesota, Montana and Manitoba.

Lewis said that more than 250 aircraft are expected at the airport the day of the show.



May it be known that

Norman Midboe

Was the Guest Speaker at the  
Grand Forks Lions Club

on May 1 1966

As an Expression of Appreciation for Courtesies  
extended to this Club, we hereby present this Certificate.

J. L. Hayward  
Secretary

Charles M. Norman  
President

THE UNIVERSITY OF NORTH DAKOTA

GRAND FORKS

DEPARTMENT OF GENERAL INDUSTRIAL ENGINEERING

May 12, 1966

Mr. Norman Midboe  
Manager, Grand Forks Airport  
Grand Forks, North Dakota

Dear Norman:

Please accept the sincere thanks of the Lions Club for the scholarly presentation which you made last Wednesday.

One of the members commented quite extensively to me about the manner in which you attacked the problems concerning the future of our airport, and he was most impressed with the whole program.

Sincerely yours,



Alan H. Meldrum

jrs

*Saw*

NORTH DAKOTA AVIATION NEWSLETTER

PUBLISHED BI-MONTHLY IN THE  
INTEREST OF AVIATION

NORTH DAKOTA  
AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA  
MAY - JUNE, 1966

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UNIVERSITY FLYING CLUB & JAYCEES SPONSORING BIG A I R S H O W at Grand Forks,  
June 12, 1966  
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John D. Odegard, President of the University of North Dakota Flying Club and R.L. McDaniels, President of the Grand Forks Jaycees announced their sponsorship of the "National Air Show" at the Grand Forks International Airport on Sunday, June 12th beginning at 1:30 p.m.

The UND Flying Club is sponsoring a early morning "Fly-In" breakfast at the Grand Forks Airport from 8:00 a.m. to 12:00 noon to be held in the main hangar.

During the morning, new aircraft will be displayed and demonstrated by Cessna, Mooney, Piper and Gyrocopter. Movies in the morning for children.

In the afternoon of June 12th, the UND Flying Club will raffle off a bright and shiny Cessna 120 airplane to the lucky number. Tickets for the airplane are available at \$1.00 each or \$10.00 for a book of 12 from the University of North Dakota Flying Club.

Admission charge to the Air Show is \$1.50. Included with each Air Show ticket is a chance for an all expense paid trip to the Twin Cities for the Twins-Chicago White Sox game on June 18-19th in Minneapolis.

The National Air Show has 35 years experience producing the finest in world championship air show entertainment. The National Air Show is the USA Championship Gold Cup award winning group. It has won the coveted Champion of Champions Trophy three times. It has been featured on the CBS television network Sunday afternoon "Sports Spectacular", also on the NBC-TV on "Danger is My Business".

The Air Show is scheduled to start at 1:30 p.m. and will continue until 3:30 p.m. with a break at 2:30 p.m., when the Cessna 120 will be raffled off.

A temporary control tower will be operated by the Federal Aviation Agency at the GrandForks Airport from 6:00 a.m. to 6:00 p.m. on June 12th. The FAA will provide transmitting and receiving capabilities on 120.7 Mc and receiving only on 122.7 Mc. A traffic control light gun will be available to provide visual signals for aircraft without radio.

Bill Sweet of Columbus, Ohio, famed as the "Voice of the Skyways" will describe the action and color of the Air Show. The ace aviation sporting events director-commentator appears in Zack Mosley's comic strip, "Smiling Jack", as "Sill Sweet", is a show all in himself with his machine gun tempo chatter about the Sky Champions.

Bill Sweet also writes a feature column, "Cruising with Bill Sweet", which appears monthly in the Flyer Magazine. The show has its own 250 watt HI-FI Public address system.

Harold Krier flies European style championship aerobatics with a Krier Kraft stressed to 12 G's, including such maneuvers as "The Lomcevak" end-over tumble somersault; "The Avalanche"; "The Jack Hammer"; "The Centrifuse"; "The Cobra Roll"; "Fan Tail Stall"; "Yankee Doodle Loop" and others.

Harold Krier is the world's premier precision aerobatic flying expert. He holds the Champion of Champions Trophy and is a three time winner of the National precision aerobatic contests, flying against the toughest competition in the world of aviation. In 1964, he was the USA Aerobatic team member that represented the U.S. in World Aerobatic Competition in Spain.

Lee O. Gensrich, Hatton, President of the North Dakota Flying Farmers and Ranchers announced that the group will hold its annual convention Saturday and Sunday, June 11 and 12th at Grand Forks at the Westward Ho Motel. Gensrich said the convention dates were set earlier this year to permit a full day of activities at the Grand Forks International Airport on Sunday, June 12th in connection with a Flight Breakfast and Air Show being sponsored by the University Flying Club and the Grand Forks Jaycees.

The convention will be kicked off with a Fly-In to the Grand Forks International Airport for registration on Saturday. Gensrich said the registration will include a complete convention package for two days, including a banquet Saturday night at the Westward Ho Motel; tickets to the Flight Breakfast Sunday at the Airport including a smorgasbord at the Airport Sunday noon and tickets to the National Air Show Sunday afternoon.

Saturday afternoon, the Flying Farmers will conduct their annual business meeting, election of officers and election of the women's auxiliary.

Saturday night will feature the crowning of a Flying Farmer Queen for 1966; a feature speaker, as well as numerous door prizes.

Gensrich said that because of the added attraction of a major Air Show on Sunday afternoon, that invitations would be extended to Flying Farmers from western Minnesota and Manitoba, Canada.

\* \* \* \* \*

6-5-66

ROTARY: Norman Midboe, manager of Grand Forks International Airport, will be the speaker at the weekly meeting at 12:15 p.m. Tuesday at the Ryan Hotel.

## Flying Farmers To Meet

6-10-66

The North Dakota Flying Farmers and Ranchers Association will hold its annual convention Saturday and Sunday here at the Westward Ho Motel.

Lee O. Gensrich of Hatton, president, said invitations have been set to flying farmers from North Dakota, western Minnesota and Manitoba, Canada.

The convention will kick off with a fly-in to the Grand Forks International Airport for registration Saturday morning.

Saturday afternoon, members will hold their annual business meeting and election of officers at the Westward Ho Motel.

The second day of the convention will include a full schedule activities at Grand Forks International Airport, in conjunction with the air show sponsored by the University of North Dakota Flying Club and the Grand Forks Jaycees.

Featured event at the Saturday night banquet will be the naming and crowning of a North Dakota Flying Farmer Queen for 1966. Master of ceremonies for the banquet at the Westward Ho Motel will be John Odegard of Grand Forks. Welcoming the group will be Grand Forks Mayor Hugo R. Magnuson.

Prizes will include awards to the oldest and youngest flying farmer and the flying farmer from the greatest distance.

Sunday morning, the group will meet at Grand Forks International Airport to participate in a flight breakfast and demonstration of new aircraft. The Flying Farmers will have a barbecue lunch Sunday noon at the airport.

The North Dakota Flying Farmer convention committee includes Lee O. Gensrich, Hatton; chairman; Rudolph Johnson and Leonard DeSautel, Grafton; Carl Redmann, Crystal, and Harold G. Vavra, Bismarck, who also is secretary of the organization.

Registration of Flying Farmers will be handled by Mrs. Lee O. Gensrich, Hatton; Mrs. Rudolph Johnson, Grafton, and Mrs. Frances Shaw, Minot.

## Thousands Watch Aerobatics Show

6-13-66

Several thousand turned out Sunday to view the precision aerobatics of Bill Sweet's National Air Show at the Grand Forks International Airport.

The all-day program also featured a flyover by Grand Forks Air Force Base jet-interceptors, a fly-in breakfast and several aircraft exhibits.

Skydiving and some of the more spectacular stunts were called off because of strong wind gusts.

Highlight of the air show was a cross-wind landing with no power by aerobatic ace Charlie Hillard Jr.

Top-rated Harold Krier, who has won the U.S. aerobatic championship three times, thrilled the crowd by flying upside down through two loosely-placed poles while his aircraft was only 20 feet off the ground.

Another crowd-pleaser was the transfer of a man from a moving vehicle to an aircraft flying overhead.

The event was sponsored by the University of North Dakota Flying Club and the Grand Forks Jaycees.

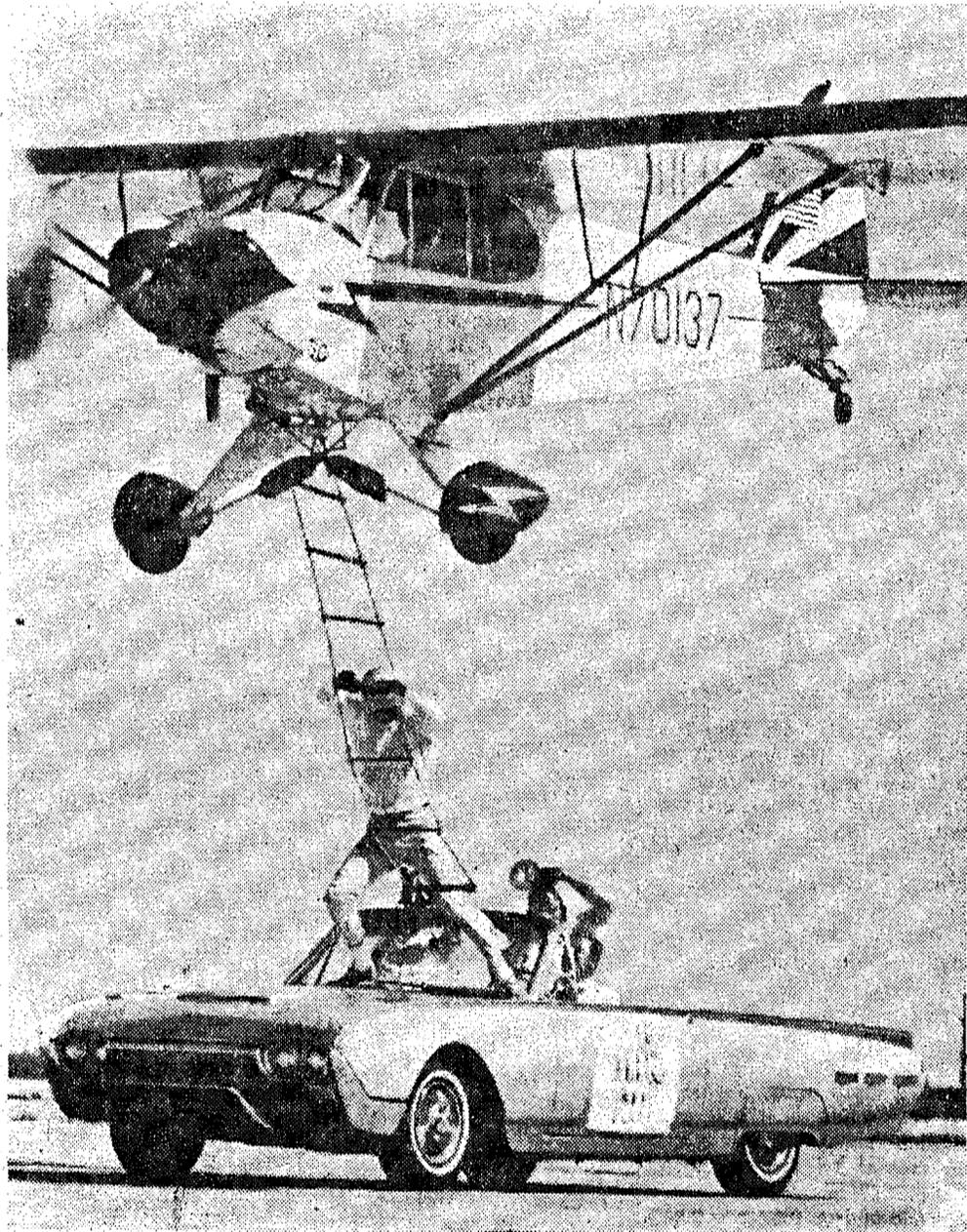
THE ENTIRE FAMILY WILL BE THRILLED!

BILL SWEET'S NATIONAL

# AIR SHOW

GRAND FORKS INTERNATIONAL AIRPORT

## SUN., JUNE 12



**ACROBATIC FLYING** champions will team up for this exciting stunt, a feature of the Bill Sweet National Air Show scheduled at 2 p. m. Sunday at Grand Forks International Airport. Above, tv-movie stunt man Reds Didget is seen transferring from the hood of a new high-speed convertible to a 12-foot rope ladder swung below a "souped up" aerial hot rod flying overhead at 100 miles an hour. Sponsors of the show are the University of North Dakota Flying Club and the Grand Forks Jaycees.

### Air Show Schedule

Fly-in breakfast . . . . . 8:00 p.m.  
Exhibits open . . . . . 9:00 a.m.  
Demonstrations start . . . 10:00 a.m.  
Air Force Flyover . . . . . 1:30 p.m.  
Bill Sweet Air Show . . . . . 2:00 p.m.

**DEMONSTRATIONS**—Aircraft manufacturers will have a host of private-owner types of aircraft on display!

**RIDES** will be available in conventional planes, gliders, helicopters!

**MILITARY** aircraft on display, with a thrill-packed flyover and demonstration by the 18th FIS in their supersonic 101B Voodoos interceptors!

**EXPERIMENTAL PLANES.** home-builts and antiques will be on display!

**SKYDIVING** by several area clubs!

**BILL SWEET AIR SHOW**—the world's most skillful stunt and aerobatic pilots!

**COMPLETE FACILITIES** — for parking planes and cars. Baby sitting service by the Girl Scouts and Mrs. Jaycees. Several concession stands and full restroom facilities at the airport.

**TICKETS** are available at the Chamber of Commerce, Club Cigar Store, Colborns and Popplers. Adults, \$1.50. Students, \$1.00. Children under 10, free.



# Rotary Club of Grand Forks

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&  
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GRAND FORKS, N. D.  
58201

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UNIVERSITY STATION  
GRAND FORKS, N. D.  
58202

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GARRY A. PEARSON

**SERGEANT-AT-ARMS**  
PAUL OLANDER

June 10, 1966

Mr. Norman Midboe  
2015 Second Avenue North  
Grand Forks, North Dakota 58201

Dear Mr. Midboe:

Thank you so much for speaking at our Rotary meeting this last Tuesday. We thought you had an excellent collection of facts and you gave them in a most satisfactory way. We do not think you should spend any time being concerned about whether or not you are able to convey your thoughts properly. To us, you did an excellent job.

We know you are in a fascinating field being concerned as you are with the many developments in aviation.

Good luck to you in the years ahead.

Sincerely yours,

A handwritten signature in cursive script that reads "E. Lander".

Edward K. Lander  
President

EKL:ml

*Service Above Self  
He Profits Most  
Who Serves Best*

**CITY COUNCIL MEETING  
MONDAY, JUNE 20, 1966**

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
June 6, 1966.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Remarks and prayer by Rev. Butz, pastor of the First Methodist Church.
  - 3-2 Presentation of name plates by Jaycees.
  - 3-3 Opening of bids on the following projects:
    - a. North end lift station remodeling, Project No. 1813.
    - b. Painting of two 500,000 gal. water tanks, Project No. 1867.
  - 3-4 Receive bids for sale of fire truck pumper.
  - 3-5 Plans and specification and call for bids on airport runway extension.
  - 3-6 License applications for the following:
    - a. dance halls
    - b. hide and junk dealers
    - c. liquor
    - d. beer
  - 3-7 Request for stop signs and crosswalks on Belmont Road and 13th Ave. S.
  - 3-8 Request by State Purchasing Div. for duplicate check.
  - 3-9 Letter of appreciation from the 82nd Convocation of the Episcopal Church.
  - 3-10 Request by the Church of Jesus Christ of Latter Day Saints for vacation of sewer easement, Block 1, Sunset Acres 3rd Addn.
  - 3-11 Appointment of members to Board of Budget Review.
  - 3-12 Board of Health report on Riverside Park area sanitary condition.
  - 3-13 City Planning & Zoning Commission communication as follows:
    - a. Replat of Lots 1 and 2, Auditor's Subdiv. No. 4, and Lot 2, Blk. 1, Bartholomew's Addn.
    - b. Plat of Sunnyside Terrace Addn. in the N 1/2 of Sec. 22, T 151 N, R 50 W.
    - c. Replat of Lots 2 and 3, Blk. 3, Sunset Acres 2nd Addn.
    - d. Replat of Lots 8 and 9, Blk. 3, Sunset Acres 2nd Addn.
  - 3-14 Petition for four-way stop signs at 17th Ave. S. and S. 17th St.
  - 3-15 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS AND BILLS:
  - 5-1 Monthly bills for May, 1966.
  - 5-2 Time rolls for May, 1966.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Request for extension of bus franchise.
  - 6-2 Consideration of bids for rental of vehicles.
  - 6-3 Consideration of re-valuation of City owned property by Marshal and Stevens, Inc.
  - 6-4 Request for temporary stop light at intersection of Highway 2 and Columbia Road.
  - 6-5 Request for loading and unloading zone at 5th St. YWCA entrance.
  - 6-6 Request for elimination of one bus length parking space at DeMers Ave. and 4th St.
  - 6-7 Request for shorter interval between "walk" lights on the traffic signals at Demers and 5th St.
  - 6-8 Request by U.N.D. for City to pave Northwest Drive.
  - 6-9 Request for water and sewer to serve Sprucewood Ct.
  - 6-10 Petition against the construction of sidewalk at N. 15th St. from 4th Ave. N. to 10th Ave. N.
  - 6-11 Problem of no parking place for camping trailers.
  - 6-12 Petition for extension of sewer and water service to serve Valley Park 3rd Addn.
  - 6-13 Consideration of option to purchase strip of land necessary for drainage at the airport.

# Bids Asked July 18 On Runway Lengthening

To meet the jet age demands, the Grand Forks City Council Monday night called for bids July 18 for lengthening the north-south runway at International Airport by 1,200 feet.

The additional length would increase the runway's dimensions to 6,500 by 150 feet. The cost would come to \$270,000, with federal participation. The May balance in the city's airport fund was \$259,906.

—0— 6-22-66  
Norman Midboe, manager of the Grand Forks International Airport, will discuss the past, present and future operations of the municipal airport at the Monday noon meeting of Exchange Club in the Golden Hour Restaurant.  
—0—

7-7-66

## NWA Prepared To Shut Down Here

Northwest Airlines at Grand Forks will quit operations and lay off its station personnel if a strike set for 6 a.m. Friday takes place, Station Manager Howard Peterson said Thursday.

He said the first Northwest flight to Minneapolis is scheduled to leave at 6:35 a.m. Friday and that he hoped this flight could be made even if the strike occurs.

Meanwhile, Peterson said Northwest is accepting reservations for Friday and later flights because any other action would be "premature."

A few persons, he said, changed their departure time from Friday to Thursday because of the strike threat.

Eleven station employees would be affected by a strike but no mechanics are stationed here, Peterson said.

Northwest has three flights eastbound to Minneapolis daily and two daily northbound flights to Winnipeg. There also is an evening flight from Minneapolis that terminates here.

The threatened strike is by the AFL-CIO International Association of Machinists which has informed its 35,000 member mechanics to be prepared to strike five airlines — Eastern, National, Northwest, Trans World and United — if no wage agreement is reached.

The strike - threatened airlines carry 66 per cent of the

nation's total air traffic, Peterson said.

The dispute involves increases which have been requested in wages, overtime and holiday pay and changes in the pension program.

7-7-66

Contractors are completing the roof construction of the new flight direction control building at Grand Forks International Airport. The building will contain apparatus for the guidance of pilots flying in the airport area. The present facility is a temporary one, located in a truck trailer on the airport.

7-7-66

## Airport Runway Repairs Required

Runway repairs, due largely to some cracks in the east-west strip at Grand Forks International airport, will be required to comply with requirements of the Federal Aviation Agency, according to Norman Midboe, airport manager.

Midboe said the cracks did not appear too critical and that they were caused by last spring's frost. Most of the cracks are in the east-west runway, with some also in the main north-south strip.

The runways were checked three weeks ago by FAA inspectors and the matter now has been referred to the Public Service Committee of the City Council.

Plans also are being made to widen the drainage ditch at the north edge of the airport to improve drainage runoff from the flying field.



# Certificate of Appreciation

Presented to

NORMAN Midboe

*in recognition of your address before*

*The Exchange Club Of*

**Grand Forks, North Dakota**

*Our Club is deeply appreciative of your contribution to our program. We hope this certificate will serve as a memento of this pleasant occasion.*

Date June 23, 1966

Don Hill  
PRESIDENT

Jim Gillmore  
PROGRAM CHAIRMAN

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# Board To Review Budget Thursday

7-17-66

Grand Forks City's preliminary budget comes up for review and approval by the City Board of Budget Review at a board meeting set for 7:30 p.m. Thursday at the City Hall.

At that time the board also will have before it for approval the school and park budgets.

The 1966-67 city budget showing a grand total of \$3,828,415.55 is \$984,918.51 higher than that for the previous year. The overall city tax levy will be \$1,296,000, compared with \$1,250,000.

The increases stemmed largely from new major items of expense for waterworks and sewage improvements, a new fire station and runway extension at the Grand Forks International Airport.

### Must Certify Budget

The new budget must be certified by the Budget Board before it can be finally adopted by the City Council at its meeting July 27. The same applies to the park and school budgets.

The board has authority by law to approve or disapprove any item of the budgets. It may lower but not raise any item or the total of the preliminary budgets and the action of the board is final.

Representatives of the city, School Board, Park Board and members at large comprise the Budget Board, which will be presided over by Alderman F. C. Bundlie, chairman.

### Budget Items Explained

Principal items in the nearly \$1 million increase of the preliminary budget over the previous year were explained by Auditor R. S. Niles.

High on the list of increased expenditures was \$617,682 for the airport, a hike of \$293,377 over the 1965-66 total. Reasons included a \$268,500 item for extension of runways, \$19,000 for a new jet fuel facility and \$66,000 for jet fuel to be purchased for resale, the three items totaling about \$354,000. The city, however will be refunded \$111,000 later by the Federal Aviation Agency but the city first must put up the money during the present fiscal year.

7-17-66

## Council To Get Airport Job Bids

Bids on extension of the north-south runway at Grand Forks International Airport will be opened at the City Council meeting set for 7:30 p.m. Monday.

The project calls for lengthening of the runway by 1,200 feet to a length of 6,500 feet. The width is 150 feet. Estimated cost is \$270,000 with federal participation.

### AGENDA

## CITY COUNCIL MEETING MONDAY, JULY 18 1966

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
July 5, 1966
- 3 PUBLIC HEARING, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
- 3-1 Bids on the following:
  - a. Extension of north/south runways.
  - b. Project No. 1870, watermain to serve parts of Flaats and Sprucewood Addn.
  - c. Sewer Project No. 1871, part of Sprucewood Addn.
  - d. Watermain Project No. 1842, Sunset Acres 3rd Addn.
- 3-2 Public hearing on petition to vacate portion of alley between Blk. 25, Cox's Addn. and Blk. 7, Hvidston's Subdiv.
- 3-3 Applications for permit to connect fire alarm detector units by Whalen's Inc.
- 3-4 Application for dance hall and roller rink license.
- 3-5 Request for one-way traffic on alley between 7th and 8th Aves. N. from N. 3rd St. to N. 4th St.
- 3-6 Request for study of traffic hazard caused by trees at intersection of 17th Ave. S. and Walnut St. and request for sidewalk on north side of 17th Ave. S. where trees are now located.
- 3-7 Request by Aquatics Club to sell pop and ice cream in front of Bray-Buttrey's on Crazy Day.
- 3-8 Request by Grand Forks Public Library Board for bond issue for new library.
- 3-9 Communication from Board of County Commissioners re. study committee for County Health District.
- 3-10 Letters of appreciation.
- 3-11 Report from Board of Adjustments.
- 3-12 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS AND BILLS:
  - 5-1 Monthly bills for June, 1966.
  - 5-2 Time rolls for June, 1966.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Jet fuel facilities at airport, purchase of jet fuel and rate schedule for servicing Northwest Airlines, Inc.

ADVERTISEMENT FOR BIDS  
GRAND FORKS INTERNATIONAL AIRPORT  
GRAND FORKS, NORTH DAKOTA  
NOTICE IS HEREBY GIVEN by the City Council of the City of Grand Forks, North Dakota, that the City Auditor will receive sealed bids no later than 5:00 P. M. Central Standard Time, July 18, 1966 and the said Council will be in session on the 18th day of July, 1966, at the hour of 7:30 P. M. Central Standard Time, at the council chambers in the City of Grand Forks, North Dakota, to receive sealed bids for the furnishing of all labor, tools, material and equipment necessary to pave a 120'x150' extension of the N-S Runway and widen the south side of the E-W Taxiway (25'x300') connecting the apron to the E-W Runway, including marking, lighting, and grading, for the Grand Forks International Airport, Grand Forks, North Dakota.

Plans and specifications are on file in the office of the City Auditor, Grand Forks, North Dakota. Copies of the plans and specifications and other bidding and contract documents may be obtained by depositing \$25.00 with the City Auditor or WEBSTER, FOSTER & WESTON, CONSULTING ENGINEERS, 316 Cambridge Street, Grand Forks, North Dakota 58201, for each set so obtained. Ten dollars of the deposit will be returned to those who return the documents in good condition to the Engineer ten (10) days after the date set for opening of bids.

The work consists of the following approximate quantities:  
Schedule A: 85,000 c. v. Unclassified Excavation; 6,950 c. v. ARRG; gate Base Course; 8,608 s. v. 11" Portland Cement Concrete Pavement; 11,667 s. v. 9" Portland Cement Concrete Pavement; (Alt.) 11,667 s. v. 10" Portland Cement Concrete Pavement; 35 acres Turfing; 180' 25"x16" Corrugated Metal Pipe Arch; 2 pc. 25"x16" Corrugated Metal Pipe Arch End Section; and Runway Markings.

Schedule B: 12 ea. L819 Light-New-Runway; 8 ea. L819 Light-Green-Relocated-Threshold; 2,900 ft. Cable Trench; 3,000 ft. 5KV Cable in Trench and Duct; 3,000 ft. Counterpoise Cable in Trench and Duct; 81 ft. Underground Electrical Duct; and Identifier Type (REIL) Lights-Relocate.

All proposals and bids offered shall be accompanied by a certified check or cashier's check payable to the City for an amount which shall not be less than five (5) percent of the aggregate of the proposal.

The work on the improvement is required to be started on a date to be fixed by the City Council of the City of Grand Forks, North Dakota, notice of which will be given to the contractor ten (10) days in advance and such work is to be completed within sixty (60) consecutive calendar days from the date of order to commence work.

The City of Grand Forks, North Dakota, reserves the right to hold all bids for a period of thirty (30) days after the date set for opening thereof and to reject any or all of the bids and waive defects and to accept any bids should it be deemed for the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the City.

Bidders will be required to comply with the REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY OF THE SECRETARY OF LABOR AND THE ADMINISTRATOR OF THE FAA, paragraphs 1 - 17 as contained in the Specifications.

Each bid should be marked on the outside of the envelope, the nature of the proposal and the name of the bidder. Contractor's state license number and class must be shown on the bid and outside of the envelope.

DATED this 20th day of June, by order of the City Council of Grand Forks, North Dakota,  
R. S. NILES  
City Auditor

(SEAL) (June 24, July 1, 8, 1966)

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# Fargo Firm Has Low Bid On Airport Project

7-19-66

Northern Improvement Co., Fargo, was the apparent low bidder on extension of the north-south runway at Grand Forks International Airport when bids were opened Monday night by the City Council.

Northern's bid was \$289,462 for construction of the 1,200-foot extension of the present runway which will bring the total length from 5,300 to 6,500 feet to facilitate use of heavy new jet planes. Northwest Airlines presently uses a fan jet type of plane and North Central will start using jets here within the next year or two.

### To Install Facilities

The council adopted a committee recommendation for installation of jet fuel facilities at the airport and for purchase of jet fuel and a rate schedule for service to Northwest Airlines.

The recommendation adopted was that Texaco, Inc., prepare plans and specifications and supervise and inspect the installation of jet fuel facilities, including two 15,000-gallon jet fuel storage tanks. The facilities would cost about \$18,000 to \$19,000, with the city permitted to pay the cost over a five-year period.

Service would be provided to Northwest Airlines planes at 3 cents a gallon for the first 15,000 gallons, 2½ cents for the next 15,000 gallons, 2 cents a gallon for the next 20,000 gallons and 1¾ cents a gallon for fuel supplies exceeding 50,000 gallons in a monthly period.

### Price 18 Cents

The agreement calls for purchasing the fuel from Texaco, Inc., for 18 cents a gallon under a five-year contract. The city already has an agreement regarding regular aviation gasoline which was extended for two years.

Apparent low bidders on other projects were: Edling Electric, Inc., \$13,094 for lighting the 1,200-foot runway extension; Swingen Construction Co., three projects, watermain in Sunset Acres Third Addition, \$8,609; watermain in parts of Flaot's and Sprucewood Addition, \$6,164, and sewer line in Sprucewood Addition, \$2,914.

# Airline Strikers May Vote

7-19-66

WASHINGTON (AP) — The striking machinists union said today it will call for a vote Wednesday by its members on five strikebound airlines on the management's latest offer if there is no agreement by then in the 12-day-old walkout.

James J. Reynolds, assistant secretary of labor, announced the latest development after a joint meeting with negotiators for the airlines and the AFL-CIO International Association of Machinists. He emphasized that the union's move was not by agreement with management representatives.

Reynolds said it would take three to five days to conduct a vote among the 35,000 striking machinists of Eastern, National, United, Northwest and Trans World Airlines. Reynolds declined to say where negotiations stood at the moment.

The union is asking a 53-cent an hour increase spread over a 36-month contract. The last reported offer of the airlines was 48 cents over 42 months.

Monday, Reynolds had reported a new stalemate in the negotiations. The five struck airlines which carried more than half of the nation's commercial air passenger and freight traffic are Eastern, National, United, Northwest and Trans World.

The struck airlines agreed last August to bargain jointly with the union.

# Bids On Runway Job Are Rejected

7-20-66

Letting of the construction contract for a 1,200-foot extension of the north-south runway at Grand Forks International Airport has been delayed because the low bids were considerably above the engineer's estimates.

The low bid of \$289,461 submitted to the City Council Monday night by Northern Improvement Co., Fargo, was approximately \$72,700 above the estimate and the runway lighting bid of \$13,094 by Edling Electric was about \$1,900 above the estimate, City Auditor R. S. Niles said.

Federal aid also is involved and the bids must be approved by the Federal Aviation Agency before any federal funds can be made available. The government would share 50 per cent of the costs.

# Final Budget Approval Due Wednesday

7-24-66

Grand Forks City's budget for 1966-67 will be presented to the City Council for final approval at the annual budget meeting at 7:30 p.m. Wednesday.

The budget with a grand total of \$4,813,334 was approved last week by the City Board of Budget Review and now comes before the aldermen for a final O.K.

Another possible item of business for Wednesday is the airport runway extension project for which an apparent low bid of \$289,462 was submitted by Northern Improvement Co. of Fargo.

The bid, which ran considerably above the engineer's estimate, was referred to a consulting engineer for tabulation and report back to the council.

But before the council can award a contract, it first must have the approval of the Federal Aviation Agency because the federal government will provide an estimated \$100,000 of the cost.

If word is received from the FAA by Wednesday, the runway matter will be discussed.

A 1,200-foot extension of the north-south runway to a total length of 6,500 feet is planned to accommodate the needs of the big jet planes.

# Runway Bids Being Given FFA Scrutiny

7-29-66

Before agreeing to pay half the cost of the runway extension project at Grand Forks International Airport, the Federal Aviation Agency is analyzing the \$80,000 gap between city estimates and the low bid for the work.

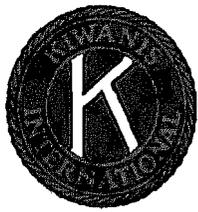
City officials and FAA representatives met Thursday with Northern Improvement Co., Fargo, to find out why that firm's bid, the lowest of three competitive bids submitted, exceeded the city engineer's by some 38 per cent.

Northern Improvement, which is now widening Highway 2 west of the city, explained that, among other things, the unusually wet soil and high water table in the Grand Forks area complicate construction and boost expenses.

The FAA will consider the matter and return its decision within a few weeks. Without the FAA grant, Grand Forks will be unable to finance the \$289,462 extension, said City Auditor R. S. Niles.

Federal authorities have already approved the project itself, which will lengthen the 5,300-foot north-south runway to 6,500 feet. Without the extension, airlines are reluctant to land jets at the airport under less than perfect conditions, Mayor Hugo Magnuson explained.

In view of the city's recent decision to install jet fueling facilities at the airport, the loss of jet flights could entail a significant loss of revenue, Magnuson added.



# Certificate of Appreciation

*Presented to*

**NORMAN MIDBOE**

*in recognition of your address before the*

**KIWANIS CLUB OF GRAND FORKS, NORTH DAKOTA**

*Your contribution to our Club is deeply appreciated. We hope this certificate will serve as a lasting memento of this pleasant occasion.*

*Ray Boston*  
PRESIDENT

*[Signature]*  
PROGRAM CHAIRMAN

August 1, 1966

Date

PRINTED IN U. S. A.

## Old Airport Proposed 8-2-66 For Police Department

Transfer of the Police Department from downtown to the terminal building at the old airport was suggested Monday night to the City Council by Chief Duane Knutson.

And Knutson had the facts to support his proposed switch, economically and operationally.

Knutson cited lack of space downtown and said that the airport buildings are not in use since Morrison - Knudsen missile contractor, which rented the facility, left some time ago.

It would take only a minimum of cost to try out the change, whereas the cost to build a new department building would be \$250,000 to \$200,000, and the city is in no position to absorb that cost presently, Knutson pointed out.

Since the city has been offered considerably less than \$300,000 for the airport site, Knutson said he feels that the department, including the jail, could be moved and operated from there. Meanwhile, the City

Hall quarters could be utilized, particularly by the Health Department with the advent of medicare.

"We're primarily a dormitory type housing for prisoners," Knutson explained. Prisoners are moved to the county jail daily.

There is garage housing, also, he added, and a hangar which might be used for storing Fire Department equipment, if necessary, as a north side station.

He suggested that traffic court could be held either downtown or at the airport, depending on the situation. Knutson mentioned that the city treasurer's office might handle parking ticket collections.

Knutson also figured he could use his patrol cars more effectively from the airport base.

Several aldermen have inspected the airport with Knutson.

The council appeared receptive, although no immediate action was taken.

## Airport Runway 8-2-66 Cracks Discussed

Closer inspection of runway construction at Grand Forks International Airport would have prevented some of the concrete cracks which are requiring repair, according to City Engineer Robert Schoenborn.

It cost \$300 in repairs a year ago.

He told council members at Monday night's session that runway cracking "wouldn't have happened but for a lack of inspection."

**SERTOMA:** Norman Midboe, manager of Grand Forks Inter-speaker at the weekly meeting at 12:15 p.m. Tuesday at the Golden Hour Restaurant.

# FAA HIKES AIRPORT GRANT

The city, with financial assistance from the Federal Aviation Agency, intends to lengthen the north-south runway from 5,300 to 6,500 feet. The cost will exceed \$150,000.

Schoenborn said runway joints were faulty and not sawed soon enough nor deep enough. He explained there was only one inspector on the entire project.

It will cost the city to have its inspectors do the work but the benefits aren't readily seen, Schoenborn said, advising his department to assist with the inspection when runways are extended.

## Strike Hits Taxpayers Locally

8-10-66

The strike grounding five airlines is hitting the Grand Forks taxpayers' pocketbooks to the tune of about \$1,000.

The \$1,000 lost normally is realized in landing fees paid to the city, Norman Midboe, Grand Forks International Airport manager, said Tuesday.

"We're probably losing about \$800 a month," Midboe told the Herald. On that basis, of approximately \$200 a week, the figure in lost landing fees is now nearing \$1,000.

### Pay Landing Fees

Landing fees are paid by airlines as a concession for use of runways and facilities at the airport. These fees go into the fund for operation and maintenance of the airport.

If the money is not realized through paid landing fees, it must be made up from other sources of public funds.

The strike affects only Northwest Airlines here. North Central is not struck and continues its operations.

### Lobby Empty

"The lobby is awfully empty out here," Midboe said. "There are not too many people around. It also has affected operation of the restaurant to a certain extent."

A year ago in July, Northwest Airlines emplaned 1,731 passengers at Grand Forks. At the same time, North Central boarded 880 passengers at the Grand Forks terminal.

James Butala, local manager for North Central, said his line now has more passengers than it can handle.

"We're booked solid several days in advance," he said. "We're sold out four or five days in advance."

In June North Central emplaned 758 passengers. In July the number jumped to 1,310. "We could have had many more but did not have the space," Butala said.

"I suppose we won't know how many we've inconvenienced," Midboe said. "I imagine they're traveling by rail, car or bus—or not traveling."

He pointed out that even with the sharp increase in traffic on North Central planes, the total passenger load emplaning at Grand Forks was still some 1,600 below the anticipated July total of nearly 3,000.

### Closes Early

The restaurant at the airport formerly was operating its business from 6:30 a.m. until about 9 p.m. With the strikebound Northwest not flying its late evening flight, the restaurant now closes its doors at about 4 p.m.

Midboe listed another factor, not hitting local taxpayers' pocketbooks, but affecting the Customs Service.

Customs fees on Sundays and holidays are prorated among all aircraft which land at the airport. With Northwest not landing any planes for the past five weeks, this sharply increases the amount other planes going through custom must pay.

## Runway Extension Assured

### Federal Share Of City Project Now \$177,000

Mayor H. R. Magnuson was notified Friday that the Federal Aviation Agency has authorized additional funds which will permit extension of the north-south runway at Grand Forks International Airport.

Rep. Mark Andrews, R-N.D., told the mayor he was advised by FAA headquarters in Washington that the authorization for the extension had been raised some \$64,000, which Magnuson said would permit acceptance of the low bid for the extension.

### Early Receipt Expected

A grant offer from the FAA was expected to be received soon, hopefully before the City Council meeting Monday night, so that the contract for the extension job may be let at that time.

Authorization of the additional \$64,000 brought the FAA's participation to \$177,000, which approximately equals the government's 50 per cent participation in the runway cost.

The low bid which was submitted by the Northern Improvement Co., Fargo, was \$289,462.94 for a 1,200-foot concrete strip which would lengthen the runway from the present length of 5,300 feet to 6,500 feet.

### Requirement Explained

The greater length is required, according to Airport Manager Norman Midboe, to permit landing of large jet planes in practically any type of weather or runway conditions. He explained that if the runway were not extended the big jets such as those used by Northwest Airlines likely would pass up the Grand Forks airport if the runway was slippery with ice or from other unfavorable conditions.

At 6,500 feet, he said, landings probably would be made except under very severe conditions of runway or weather.

City Auditor R. S. Niles estimated the overall cost of the extension, including engineering and contingencies at about \$354,000.

### Cost To Be Split

The FAA would cover half of this amount with its new authorization of \$177,000 and the city would foot the balance of the bill.

Northwest Airlines, when operating here, use all jet driven aircraft, some being of the turbo prop type and the others being the larger fan jets. North Central Airlines, which continues to operate while Northwest is idled because of the mechanics' strike, uses propeller type planes of the DC-3 and Convair type.

If the FAA's grant offer is received before the council meeting, the council is expected to accept the offer, which then becomes a grant agreement. Then the council can proceed to let the contract.

Weather permitting, city officials hope the extension job can be completed this year.

1714  
**Agenda** 8-14-66  
**City Council Meeting**  
**Monday, August 15, 1966**

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
July and August 1, 1966.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES  
AND COMMUNICATIONS:
- 3-1 Opening of bids on the following projects:
  - a. Expansion of water facilities.
  - b. Sewer Project No. 1803, Airport Addn.
  - c. Watermain Project No. 1873, Airport Addn.
  - d. Sewer Project No. 1877, Valley Park 3rd Addn.
  - e. Watermain Project No. 1878, Valley Park 3rd Addn.
- 3-2 Consideration of airport runway extension.

8-15-66  
**Will Act Tonight**  
**On Runway Job**

Deputy City Auditor Arne Lovén said the grant agreement for federal aid on the runway extension project at Grand Forks International Airport was received this weekend and will be acted on by the City Council at its meeting at 7:30 tonight at the City Hall.

Extension of the north-south landing strip from 5,300 feet to 6,500 feet to provide all-weather landing availability for large jet planes is called for the project for which Northern Improvement Co. of Fargo submitted the low bid of \$289,462.

Letting of the contract had been held up pending receipt of the grant offer of federal aid for the job. Now, if the offer is accepted by the council, the contract can be awarded and the work can proceed. The Federal Aviation Agency participates 50 per cent in the runway cost.

Also scheduled at the meeting tonight is the opening of bids for expansion of local water plant facilities to double the supply to Grand Forks Air Force Base. The present maximum supply to the base of 1¼ million gallons daily would be doubled by the new construction of a water plant addition and other facilities, with the government footing the bill.

—0— 8-19-66  
Construction of the new permanent directional facility at Grand Forks International Airport has been completed and installation of electronic equipment will be started following final inspection of the structure. The facility provides directional information to airplanes in the airport area.  
—0—

8-17-66  
**Runway**  
**Contract**  
**Awarded**

The contract for lengthening the north-south runway at Grand Forks International Airport was awarded to Northern Improvement Co., Fargo, by the City Council at an adjourned meeting Wednesday noon.

Northern's low bid of \$289,462 had been submitted at the July 18 meeting of the council but the award had been delayed while certain legal modifications were made to conform to requirements of the Federal Aviation Agency.

The main sticker was a paragraph contained in a contract between the city and Grand Forks Airmotive, Inc., a fixed base operator at the airport.

**Objection Removed**

This objection was removed and the way cleared for letting the contract when Louis Gershman, secretary-treasurer and principal owner, of Grand Forks Airmotive agreed to deletion of the paragraph in question.

The paragraph read as follows:

"Lessor (the city) agrees that it shall not enter into a lease with any new tenant under conditions and terms more favorable than those herein set out and as requirements in the fixed base operator rentals governing leases to fixed base operators, nor shall a contract be entered into with a similar type of tenant if it is obvious that the presence of an additional competitor would result in operating losses for the fixed base operators then in business on the Grand Forks International Airport."

**Change Agreed On**

The FAA agreed to the contract provision change which now makes the city eligible to receive approximately one-half of the cost of extending the runway from 5,300 to 6,500 feet to facilitate large jet plane operation. The total cost of the project including engineering fees and other contingencies was estimated at \$354,000. The airstrip is 150 feet wide, a continuance of that width in the present runway.

The council also agreed to a requested extension of the license period for the portable VOR facility at the airport from the expiration date of Aug. 31, 1966, to Nov. 30, 1966. The facility provides directional information for planes in the airport area. A new facility is being constructed to replace the portable one.

8-18-66  
**Northwest**  
**To Resume**  
**Monday If—**

Northwest Orient Airlines will resume service at Grand Forks Monday if the airline mechanics' strike is settled Friday, the company's St. Paul office announced.

A vote by striking union members was scheduled Friday in the long interval since Northwest suspended service after the mechanics left their jobs July 8.

First flight service to be resumed will be Flight 459, terminating at Grand Forks at 11:14 p.m., upon arrival from Chicago, Madison, Rochester, Minneapolis-St. Paul and Fargo.

The following flights at Grand Forks will be resumed Tuesday:

Flight 423, from Chicago, Madison, Rochester, Minneapolis-St. Paul and Fargo, arriving at 12:29 o'clock noon, will depart Grand Forks at 12:55 noon, non-stop to Minneapolis-St. Paul.

Flight 334 will originate at Grand Forks, departing at 6:35 a.m. for Fargo, the Twin Cities, Rochester, Madison, Milwaukee, Detroit and Washington, D.C.

Northwest's complete schedule pattern will be resumed August 27 with the following Grand Forks flights added on that day:

Flight 505, from Cleveland and intermediate cities, leaving for Winnipeg at 11:10 a.m.

Flight 437, from Chicago and intermediate cities, leaving for Winnipeg at 5:45 p.m.

Flight 486, from Winnipeg, departing for Fargo, Minneapolis-St. Paul at 8:05 p.m.

**Conference Held On**  
**Runway Building**

A pre-construction conference was opened Friday noon at Grand Forks International Airport concerning construction of a 1,200 foot extension of the north-south runway. In attendance were representatives of the Federal Aviation Agency, airlines, the consulting engineer, flight service station and others. The project will extend the 5,300-foot air strip to 6,500 feet. Northern Improvement Co. has the runway contract and Edling Electric of Moorhead, Minn., has the contract for runway lighting.

# Airline Operations Head Toward Normal

8-20-66

NEW YORK (AP) — The air-travel industry and businesses dependent on it moved quickly toward normal operations Saturday in the wake of an agreement ending the biggest airlines strike in history.

Mixed with the long-absent roar of jets in many cities were sighs of relief from businessmen weary of rows of empty restaurant tables, half filled hotels, slowed deliveries and transportation bottlenecks.

The five major airlines shut down for 43 days by a Machinists union strike resumed service smoothly during the morning hours. Little crowding was reported, although reservations were heavier than usual for a Saturday.

The agreement approved by 35,400 striking workers Friday at better than a 2-1 majority shattered White House guidelines designed to limit wage hikes to 3.2 per cent a year.

Benefits in the new three-year contract include an estimated 6 per cent or more annual wage increase totaling 15 per cent over three years, plus a cost-of-living guarantee against sharply rising prices that could be worth up to six cents more per hour in the final year.

As top-rated mechanics, whose average \$3.52 an hour will jump to at least \$4.07 within three years, counted their benefits, businessmen across the country, particularly those in or directly affected by the tourist industry, began to add up their losses.

Hardest hit appeared to be the cities that count heavily on summer tourist trade or summer conventions. The New York Convention and Visitors Bureau estimated a half-million-dollar loss to the city each day during the strike's first week, and three-quarters of a million each day thereafter.

Hotels were hit with 25 per cent of the loss, the bureau estimated, retail stores absorbed another 25 per cent, 20 per cent was restaurant losses, 20 per cent in the sightseeing industry, and the rest was spread among

theaters, nightclubs, transportation and other pleasure-oriented services.

The Hawaii Visitors Bureau estimated the island state's losses at a minimum of \$13 million and said there was a loss of 22,000 visitors in August alone.

Miami, which was looking forward to a best-ever summer tourist season, estimated losses in the metropolitan area alone at \$2 million a day.

Other seriously affected cities included Chicago at \$900,000 lost each day, Minneapolis at \$165,000; Kansas City at \$1 million, including payroll losses from the struck airlines, and Columbus, Ohio, which reported an estimated \$1-million daily loss due largely to grounded executives and slowed freight deliveries.

Similar reports came from Detroit, where the auto industry views air travel as a convenience rather than a necessity; and Los Angeles, where one of the largest chunks of its \$617,000 daily loss resulted from blocked shipments of perishable goods, principally foods and flowers.

The five struck airlines — Eastern, National, Northwest, Trans World and United — have estimated their daily losses in passenger revenue, mail and freight at \$7.9 million. Their striking and furloughed employees — a total of 66,000 — have lost an estimated daily total of \$1.6 million in wages.

8-20-66

**NOTICE TO CONTRACTORS  
CALL FOR CONSTRUCTION PROPOSALS**

Sealed bids for Repair and Joint Sealing of the Airport Runway, Project No. 1879, will be received and opened at 2:00 o'clock p.m. on Monday, August 22, 1966, by the undersigned in his office in the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council at their regular meeting scheduled for September 8, 1966 at 7:30 o'clock in the evening, in the Council Chambers of the City Hall, Grand Forks, North Dakota.

**Description of Work:**  
Routing Joints and Cracks 3600 l.f.  
Joint Sealing 4000 l.f.  
Patching Spalled Concrete 60 s.f.

The plans and specification as prepared by the City Engineer are on file at the office of the City Auditor and the City Engineer.

Each bid shall be accompanied by a certified check of the bidder on a solvent bank of North Dakota, in the amount equal to five percent of his bid, to be forfeited to the governing body should the bidder fail to effect a contract within ten days after a notice of an award, or by a bidder's bond in a sum equal to ten percent of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this State, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute a contract in accordance with the terms of his bid and a contractor's bond as required by law.

All bidders must be licensed for the highest amount of their bid as provided by Section 43-07-05 of the North Dakota Century Code, as amended.

No bid shall be read or considered which does not fully comply with the above provisions as to bond and licenses and any deficient bid submitted will be resealed and returned to the bidder immediately.

Contractor will be paid with cash for this work.

All bids must be submitted in a sealed envelope upon which there is disclosed the following information: Bid on Repair and Joint Sealing of the Airport Runway, Project No. 1879, name of person or firm bidding, North Dakota State Contractor's license number, class of license, date license was issued or renewed. A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within fifteen (15) days after the date of opening of the bids. The work shall be completed by October 15, 1966.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Dated this 17th day of August, 1966.  
A. LOVEN,  
Deputy City Auditor  
(SEAL) (August 19, 26, 1966)

## Works Starts On Runway Project

Work on the runway extension project at Grand Forks International Airport has started with grading of an access road to the work site and excavation for the extension is scheduled to begin Monday.

Northern Improvement Co., the runway contractor, moved earth moving equipment to the site and was grading the access road Saturday from the airport entrance road to the construction area.

The 1,200-foot extension of the main north-south runway will provide 6,500 feet of airstrip which is considered sufficient for the large jet planes in practically any type of flying weather.

The extension will be on the south end of the present runway.

Edling Electric of Moorhead, Minn., the electrical contractor, will remove runway lights from the south end of the runway this week so that the excavators can work up to that point. Meanwhile the excavators will work in areas away from the present runway limit.

Plans call for completion of the extension project this fall and contractors expect to do so, weather permitting.

## NW Airlines 8-22-66 Ready For First Flight

The Northwest Airlines office at Grand Forks reported Monday that advance reservations were building up steadily for the resumption of east-west passenger here in the wake of the 44-day mechanics strike settlement.

First flight scheduled was No. 459, the overnight plane from the Twin Cities arriving here at 11:14 p.m. Monday. This flight returns to St. Paul as flight 334 at 6:35 a.m. Tuesday.

North-south service between St. Paul and Winnipeg is scheduled to be resumed Saturday. This will complete resumption of Northwest Airlines schedules following the Friday settlement of the strike.

Northwest was one of five major airlines which expected to be back in service Monday.

The other four lines — Trans World, United, Eastern and National — reported normal or near-normal service Sunday.

Northwest said more than 50 per cent of its service has been restored but did not expect full service until Seattle-Honolulu flights will resume later in the week.

Some 1,600 American tourists stranded in Europe began streaming home aboard transatlantic flights. Trans World's first overseas flight brought 145 passengers to Kennedy Airport from Shannon Airport in Ireland. Trans World said it was one of a dozen flights bringing stranded persons back to the United States.

The scheduled start of excavation for the 1,200 foot north-south runway extension at Grand Forks International Airport was postponed Monday because of soggy ground conditions following the weekend rain. Contractors were ready to start work immediately, however, when drier conditions prevail. Northern Improvement Co. has the runway contract and Edling Electric has the runway lighting.

## Runway Job Excavation Proceeding

8-25-66

Excavation for the 1,200-foot extension of the north-south runway at Grand Forks International Airport was proceeding in high gear Thursday.

Crews of the Northern Improvement Co. of Fargo made good progress as the ground

dried out following the weekend rains and had scooped out 700 feet of the 1,200 feet.

Meanwhile, Edling Electric of Moorhead, Minn., the electrical contractor, had set back the lights on the present runway 600

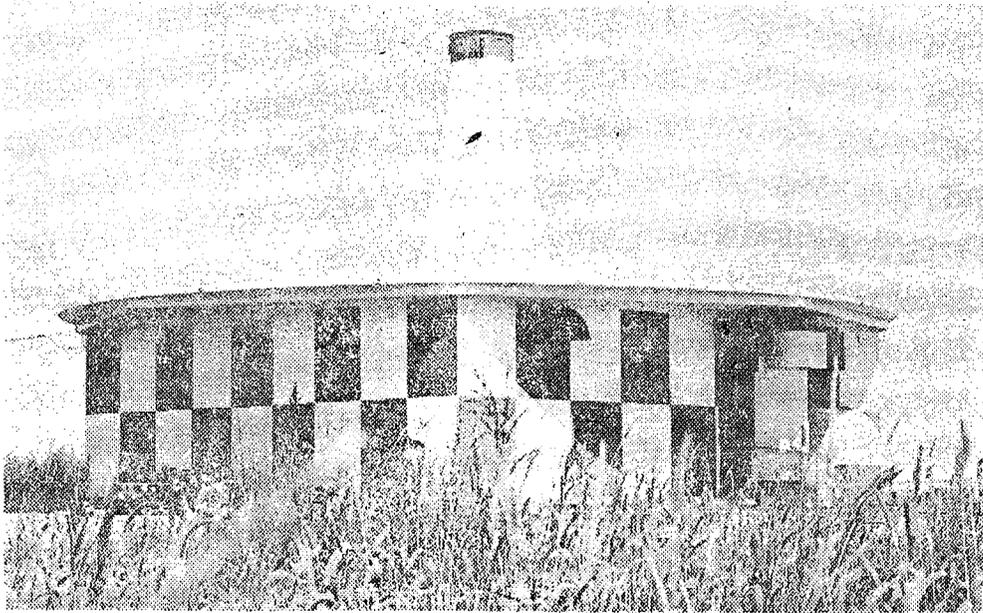
feet to clear the way for the construction machinery working on the excavation job.

The excavation includes stripping off the top black dirt which is stockpiled for future use.

Clay fill material will be placed in the runway excavation and firmed up with compaction machinery before a final cushion of gravel is laid on it. Concrete then will be poured for the airstrip and the black dirt will be hauled from the fill piles to place along the edges of the runway.

The extension will bring the overall runway length to 6,500 feet from the present 5,300 feet. Width of the runway is 150 feet.

The contract price for the extension was \$289,462, with \$13,094 for the lighting job. The overall cost, including engineering and contingencies, was estimated at \$354,000. The Federal Aviation Agency finances 50 per cent of the runway cost.



THIS IS A VIEW of the new VOR ground station at Grand Forks International Airport which will be placed in operation soon in place of the temporary truck-mounted facility now in use. The VOR provides bearing information to aircraft in all directions around the airport station. (Herald Photo).

## New Airport Facility Being Built

8-28-66

Installation of electronics gear in the new VOR facility at Grand Forks International Airport has been started and a tentative operational date of Sept. 26 has been announced for the facility.

Station Chief G. W. Campbell said the new station will provide pilots with both direction

and distance from the station. Only direction information had been available from the old VOR station south of Grand Forks and from the temporary, truck-mounted facility which took its place at the airport.

The distance information will give additional aid to airlines and military and executive planes, although it will not be required by light craft, Campbell said. Pilots can read the distance from the station by merely referring to a dial on their instrument board.

Government inspectors will check out the new station before it is placed in operation. It then will take over the function of the temporary unit now in use. The VOR is the backbone

of the federal airways navigation system. VOR is the abbreviation for Very High Frequency Omni-directional range.

Very high frequency in this case means 109.4 megacycles, which is in the radio frequency spectrum between 108 and 118 megacycles (million cycles per second).

Omni-directional means that the VOR ground station provides bearing information to aircraft along an infinite number of courses; in other words, usable bearings in all directions around the station.

The present temporary VOR, which has 111.2 megacycles, will be decommissioned when the new unit goes into action.

Finishing work on the new building was completed recently

and an access road has been built to the VOR station.

Funds provided by the Federal Aviation Agency built the station here. It is located in the northwest corner of the airport.

Campbell is station chief and Paul Bossoletti is chief of maintenance, assisted by three technicians. The FAA staff includes 14 persons.

## FAA 'Air Safety' Drive Scheduled

The Federal Aviation Agency has planned an "air safety" campaign for the Labor Day weekend.

FAA says the campaign is directed to a special audience — pilots — and that it is not a "scare" campaign but a positive approach with the theme "Flying is Safe — Let's Make it Even Safer."

Cooperating with the aviation industry, the FAA asks all pilots to be especially alert during the Labor Day holiday period. They are asked to watch for other aircraft, use checklists, fly safely and land safely.

An analysis of general aviation accidents during the Friday through Tuesday Labor Day weekends for 1963, 1964 and 1965 showed there were 307 accidents in the 15 days, 30 of which were fatal crashes with 47 dead counted.

The greatest number was caused by failure to maintain adequate flying speed, resulting in stalls and loss of control in the approach phase.

The second greatest factor indicated loss of directional control on the ground through misuse of brakes and or flight controls.



**HUNDREDS OF WHITE BIRDS** hover over the area in which huge graders and earth movers are stripping the black dirt cover from the site of the 1,200-foot runway extension at Grand Forks International Airport. Northern Improvement Co.,

Fargo, is doing the job, which will extend the north-south runway from 5,300 to 6,500 feet. When the excavation is done, clay will be filled in and compacted before concrete is poured for the 150-foot wide runway. (Herald Photo).

SECOND SECTION

SEPT. 12, 1966

## Runway Extension Job Progressing Rapidly

The runway extension at Grand Forks International Airport and two road projects in the immediate local area being prepared for paving within a short time.

At the airport, compaction of the clay fill for the 1,200-foot extension has been finished and now is ready for laying of a gravel sub-base preliminary to pouring concrete.

Work crews have begun grading a gravel haul road to bring in the gravel.

Concrete pouring may get under way some time next week if weather continues favorable.

The taxiway strip paralleling the north-south runway is being extended to bring it alongside the new runway extension.

With favorable weather, the runway extension could be in use within a month and a half, it was anticipated by those in charge.

The extension brings the present 150-foot wide runway from 5,300 feet to 6,500 feet in the length.

Meanwhile, other paving preparations were pushed ahead at the Washington St. underpass and the two-mile stretch of U. S. Highway 2 west of Columbia.

A gravel cushion was being laid at both sides and paving will follow.

### Airport Replat Approved

Adopted on final reading was an ordinance amending the street and highway plan to include public rights of way on the Replat of the Replat of the Airport Addition dated May 2, 1966. The ordinance was adopted to help clear the way for sale of property in the old airport area which will be bisected by new Interstate Highway 29.

The council approved a plan to move the large hangar from the old airport to the Grand Forks International Airport at a cost of about \$48,000.

The low bid of \$1 per cubic foot, submitted by Northern Improvement Co. for dirt fill on a site for the hangar on the new airport was accepted. The hangar move is expected to be made in a few days.

Location of the site for the building on the new airport came under discussion and the matter of location was referred to the public service committee and the airport manager.

## Runway Paving Reduces Flights

Contractors at Grand Forks International Airport expect to begin pouring the 1,200 foot, north-south runway extension early next week.

About one half of the gravel fill had been laid Wednesday. During the construction work, the north bound fan jet flight of Northwest Lines to Winnipeg and the non-stop return flight have been discontinued. The flights are to be resumed when the runway is finished. Other Northwest Airlines service is by turbo-jet planes, which have been continued in service. There has been no change in the North Central Airlines operation.

North Central uses propeller planes.

Gravel hauling for the sub-base of the north-south runway extension at Grand Forks International Airport was completed Monday and the stretch will be prepared this week for paving as soon as possible. Airport Manager Norman Midboe said.

Stripping of black dirt from the north-south runway extension site at Grand Forks International Airport has been finished and clay fill is being placed and compacted in the runway area and the taxiway extension, Norman Midboe, airport manager said. The present 5,300-foot runway is being lengthened to 6,500 feet. Work crews worked through Saturday and Sunday to take advantage of the warm, dry weather.

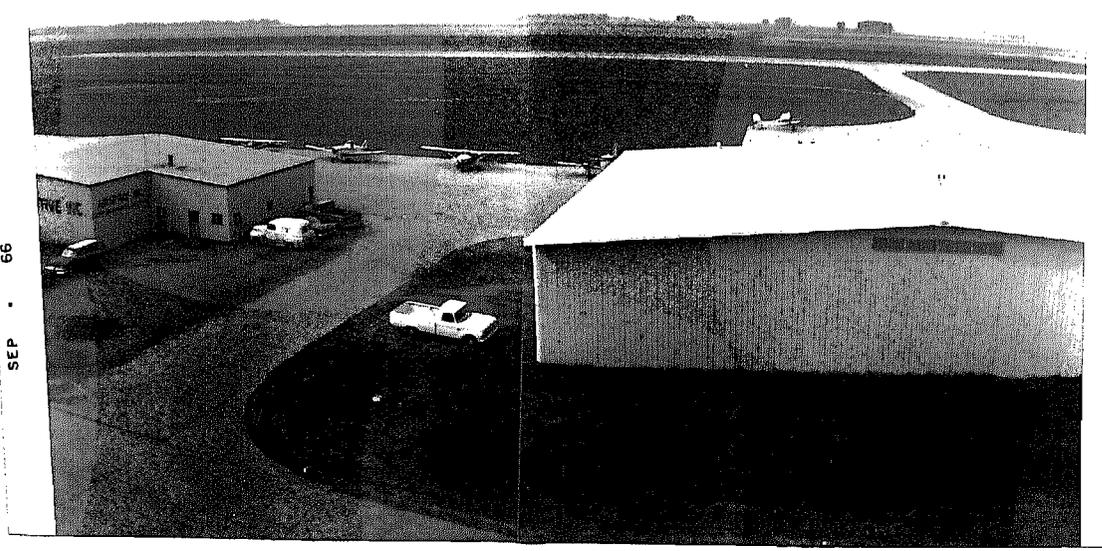
Approximately 750 feet of the 1,200-foot runway extension being constructed at Grand Forks International Airport has been excavated, filled and compacted, according to Norman Midboe, airport manager. Gravel for the sub-base will be added following completion of the compaction work and pouring of concrete for the runway will follow. The north-south runway is being extended from 5,300 feet to 6,500 feet.

Preparations for final grading and laying of a sand cushion before pouring concrete were being made on the runway extension project at Grand Forks International Airport Wednesday. Clay fill work has been completed on the 1,200-foot extension which will bring the north-south runway to 6,500 feet in length.

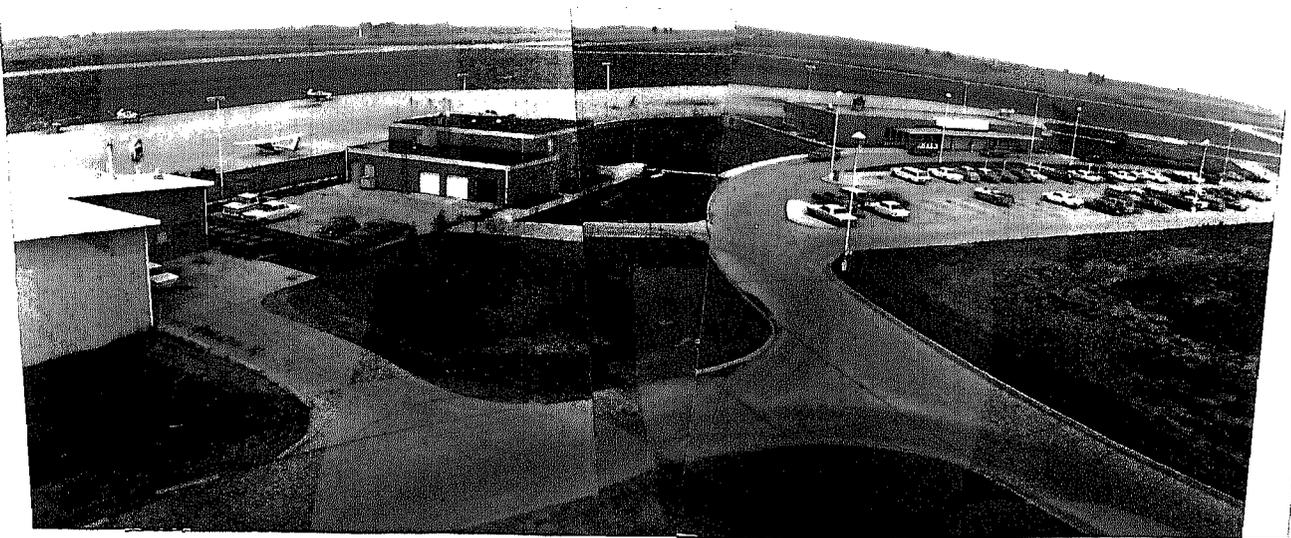
BUILDING AREA AT AIRPORT AS IT APPEARED FROM  
TOP OF BEACON TOWER AUGUST 30, 1966.



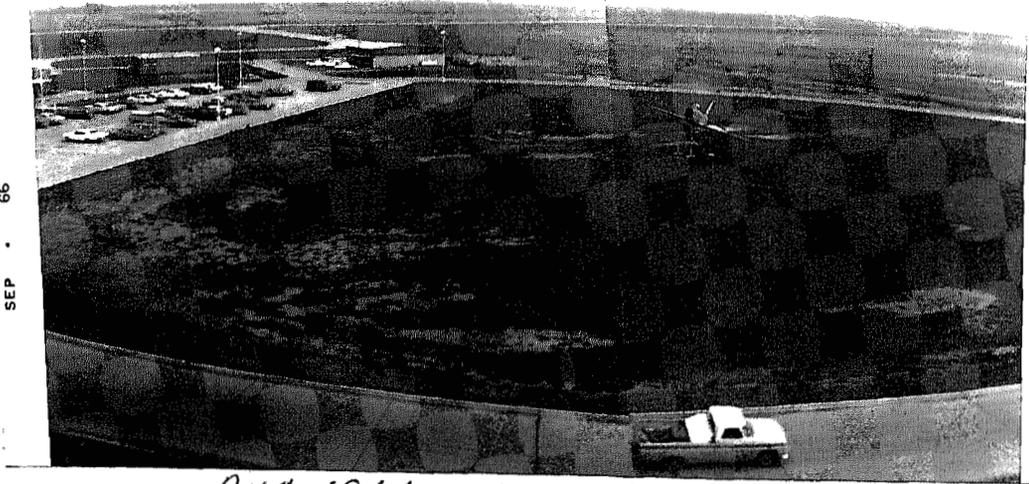
ABOVE PICTURE SHOWS WORK IN PROGRESS  
ON 1200' RUNWAY EXTENSION (UPPER RIGHT).  
(LOOKING SOUTH)



(LOOKING WEST)



LOOKING NORTHWEST



SEP • 66

AUG-1966 - LOOKING NORTH



SEP • 66

BORROW PIT AREA - GROUND SOFT.



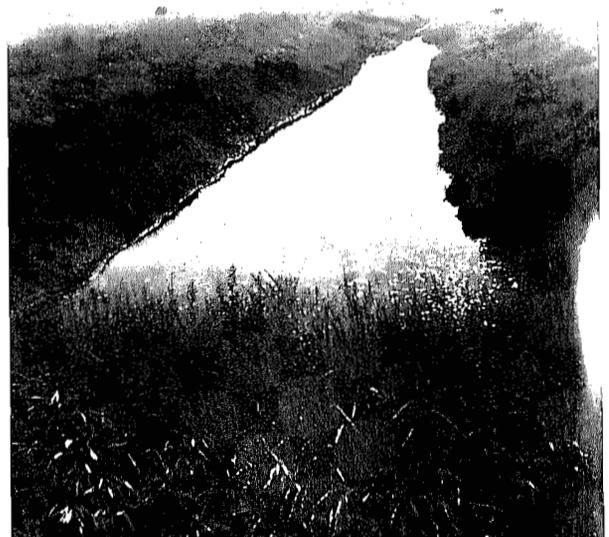
SEP • 66

EQUIPMENT WORKING ON RUNWAY EXTENSION - AUG. 30, 1966



SEP • 66

CONDITION OF DRAINAGE DITCH NW OF AIRPORT, AUG. 1966.



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SEP • 66



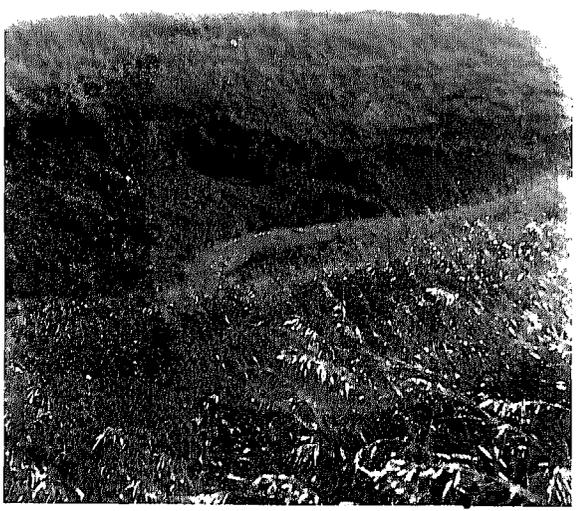
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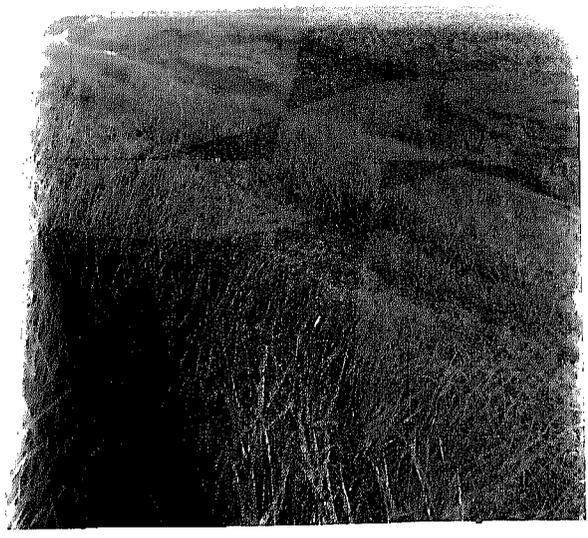
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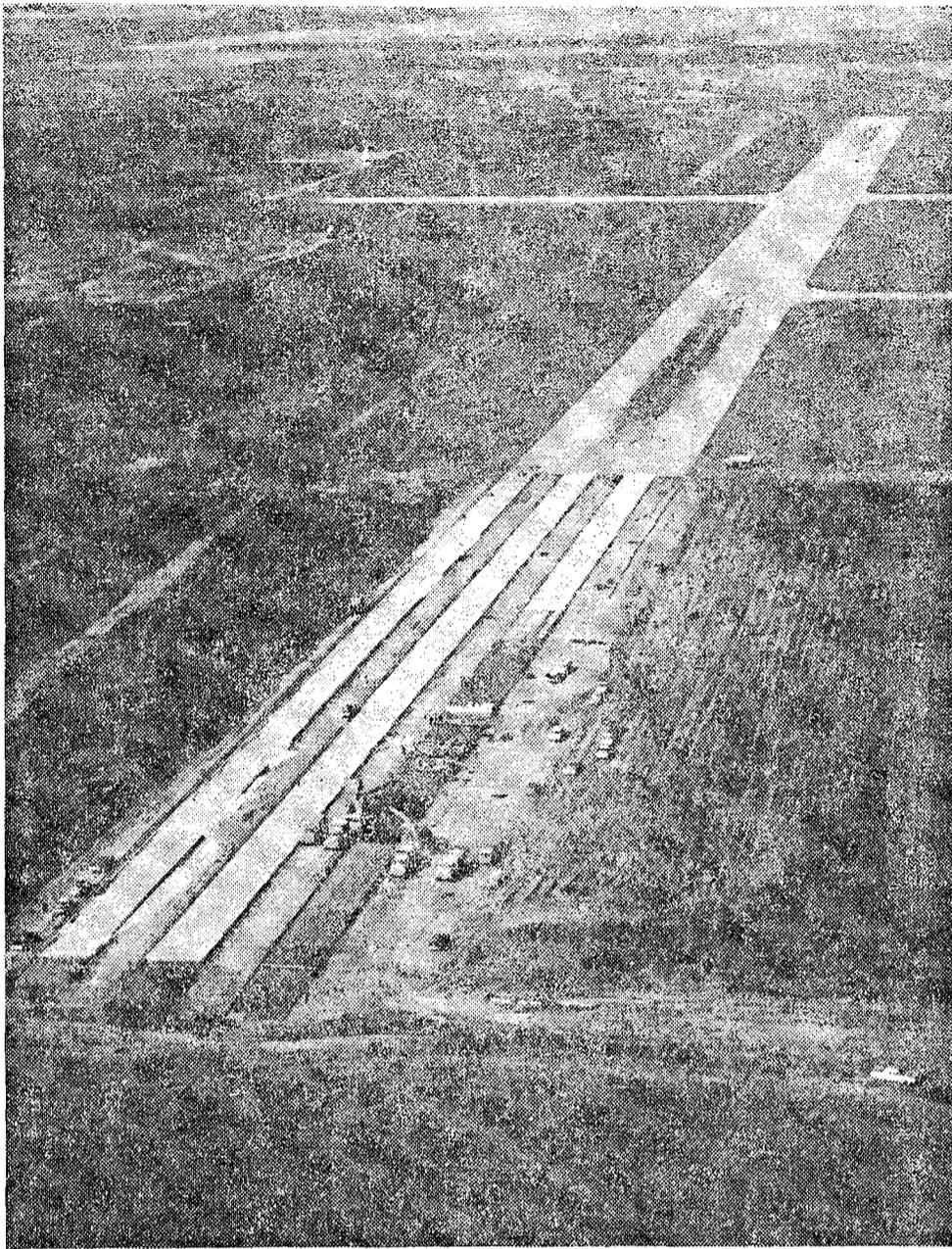
SEP • 66



SEP • 66



PICTURES ON THIS PAGE, SHOW HOW AIRPORT DRAINAGE DITCH NW OF AIRPORT HAS SLUFFED OFF DIRT FROM ROAD SIDE AND FIELD SIDE. TEMPORARY REPAIRS MADE BY VALLEY CONTRACTING 1ST WEEK IN OCTOBER - 1966.



**THIS VIEW SHOWS** progress on the 1,200-foot extension of the 5,300-foot north-south runway at Grand Forks International Airport. The extension will bring the total length to 6,500 feet of 150-foot wide concrete. Three strips, 25 feet wide each, had been poured when this view was taken. Three additional strips of that width will be poured when the present concrete has cured sufficiently to permit operation of heavy machinery on them. Then the new strips will be poured, two between the present three strips and the other on the east side of the extension. (Nagle Studio).

10-9-66

## Weather Aids Airport Runway Job

Favorable weather has speeded construction of the 1,200-foot extension of the main runway at Grand Forks International Airport, with the job now 50 per cent completed, according to Lloyd Weston, local consulting engineer on the project.

The half-way mark in pouring concrete was reached last week and a two-week waiting period now is effective while the cement is curing.

When the concrete is suffi-

ciently hard to bear the weight of heavy machines, the remainder of the runway extension will be poured.

Northern Improvement Co. of Fargo, which is doing the concrete work, poured the first three 25-foot strips in three days. The extended runways, with a total length of 6,500 feet, are 150 feet wide and will contain 1½ million pounds of concrete mix.

The runway extension was re-

quired to accommodate the larger size jet aircraft and is particularly needed in winter when snow and ice conditions prevail.

While the first strips of cement are curing, runway lights will be installed.

The total cost of the project, including engineering and contingency fees, is \$354,000, of which the federal government share is \$177,000.

With favorable weather, the extension is expected to be open for use in mid-November.

# Full Jet Operation In Prospect For Airport Here

## Directional Facilities Modernized

By LLOYD C. TINNES  
Wings over Grand Forks — jet powered and guided by ultra modern directional facilities for pilots — have entered the picture at International Airport here.

It's a long trail yet to full jet operation here but airlines chiefs say it's coming, within two to three years, depending on jet engine priorities for the armed services.

Right now, a brand new VOR facility, commissioned in October, is providing directional aids to pilots entering the airport area and soon will offer added

assistance to indicate the distance of planes from the airport.

Other advantages, available now, or to come later include a 150-foot, north-south runway extended to 6,500 feet in length and due for service this month, jet fuel facilities to be installed this fall, UNICOM (voice communication) station operated by city employes which will provide such special services as hotel reservations, taxicabs etc. to incoming pilots.

Add to these a remodeled 150 by 200 foot hangar from the old city airport to be moved to the new airport, and then top it all with an expected gain in passenger traffic in 1967 for both Northwest and North Central Airlines.

### Airline Business Gains

Both airlines managers, Howard Peterson for Northwest, and James Butala for North Central said this year's passenger business exceeded that of 1965 and that the gains will be larger still as the conversion to jet service proceeds.

The new VOR facility has replaced a temporary truck-mounted station which served during construction of the new building. It's important function is an all-directional radio, sending signals which can be heard from any direction (omni-range) which aids the pilot in locating the airport.

### Can Exchange Talk

Voice communication also is available to the pilot through either the VOR facility or the flight service station of the Federal Aviation Agency at the airport. The flight service station enables the pilot to talk back and forth with its personnel and to get whatever flight informa-

tion it has available. Both the VOR and the flight service station are part of the FAA's nationwide system.

Distance measuring equipment presently is being installed in the VOR and soon will be available to pilots.

Cable has been installed for the 1,200-foot extension of the north-south runway and light fixtures are being installed. If weather permits, the runway will be striped with center and threshold stripes. The latter stripes consist of a series of stripes parallel with the runway which indicate the location of the end of the runway for the guidance of pilots landing on the airstrip.

The move of the hangar from the old airport must be made on hard frozen ground and will be done during December or January, according to Norman Midboe, airport manager. Earthwork for the ground area of the hangar has been completed and also for an apron in front of the hangar.

A contract will be awarded soon for installation here of jet fueling facilities to serve the increased numbers of jet planes expected to serve this city. Two 15,000-gallon tanks will be emplaced for this purpose.

The fuel is called AVjet, which actually is a highly-refined kerosene burned by the big planes. Northwest Airlines previous-

ly had arranged to purchase jet fuel here after its jets begin operation at the local airport. First of the NW jets will be a fan jet north-bound plane on the St. Paul - Winnipeg flight. On the return trip, this plane flies non-stop from Winnipeg to St. Paul.

Peterson of Northwest said that airline has arranged to gradually replace its Lockheed Electra prop jets with Boeing 727 full jet planes as they become available and for use here as business volume indicates. He said four Electras which previously stopped here had been sold and new fan jets ordered but the conversion to jets has been slowed by national defense

orders which take priority over commercial jet orders. Delivery time on these orders has been cut from one to three months, he said.

North Central's Butala said NC has begun converting its gas-powered planes to turbo jets and has ordered DC-9 full jets for use later. He said the NC operation was expected to be converted to DC-9 full jets and Convair 580 turbo props in about two years.

# 2 Additional Facilities Requested For Airport

11-11-66

Mayor H. R. Magnuson has contacted district and area officials of the Federal Aviation Agency with a view to securing a traffic control tower and instrument landing system for Grand Forks International Airport.

In a letter to Edward C. Marsh, FAA director, Kansas City, Mo., Magnuson said:

"We understand that just a few days ago you completed the survey indicating that Grand Forks can qualify for an air traffic control tower as well as an instrument landing system. Without the instrument landing system, aircraft very often have to pass up Grand Forks International Airport."

The mayor told Marsh that "We have just completed a 1,200-foot runway extension plus other improvements to our taxi area and now feel that with the addition of the tower and instrument landing system jet planes could land at our Grand Forks International Airport with very little interruption."

He said he hoped "that you will analyze the surveys that have been completed as soon as possible. Our need for this traffic control tower and instrument landing system is very urgent

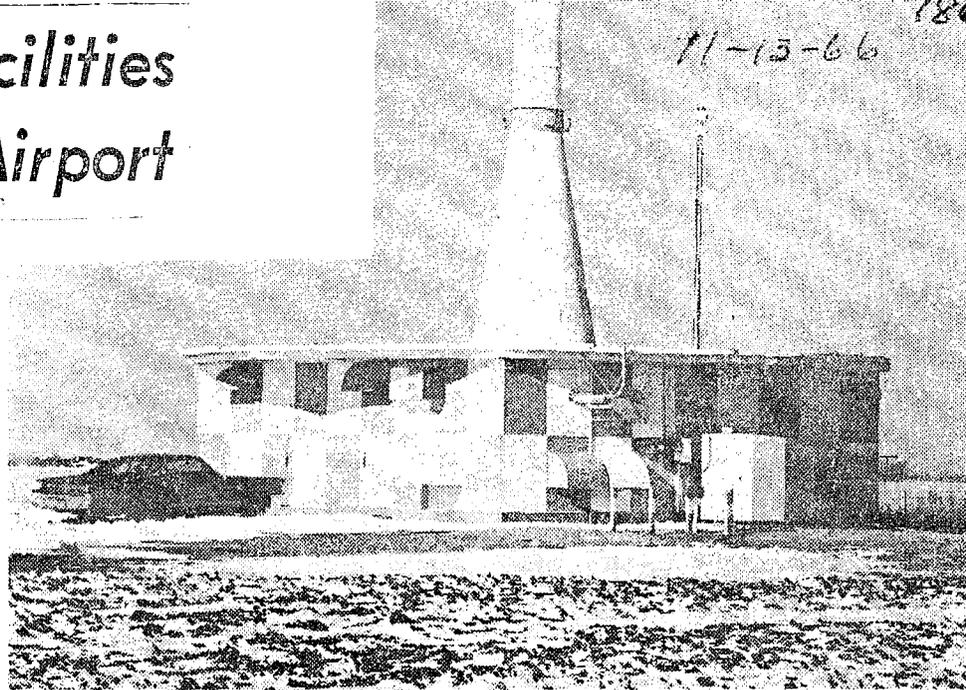
and we respectfully request that you interpret these surveys in the most favorable light."

A copy of the letter was sent to Lyle K. Brown, FAA area manager, Minneapolis.

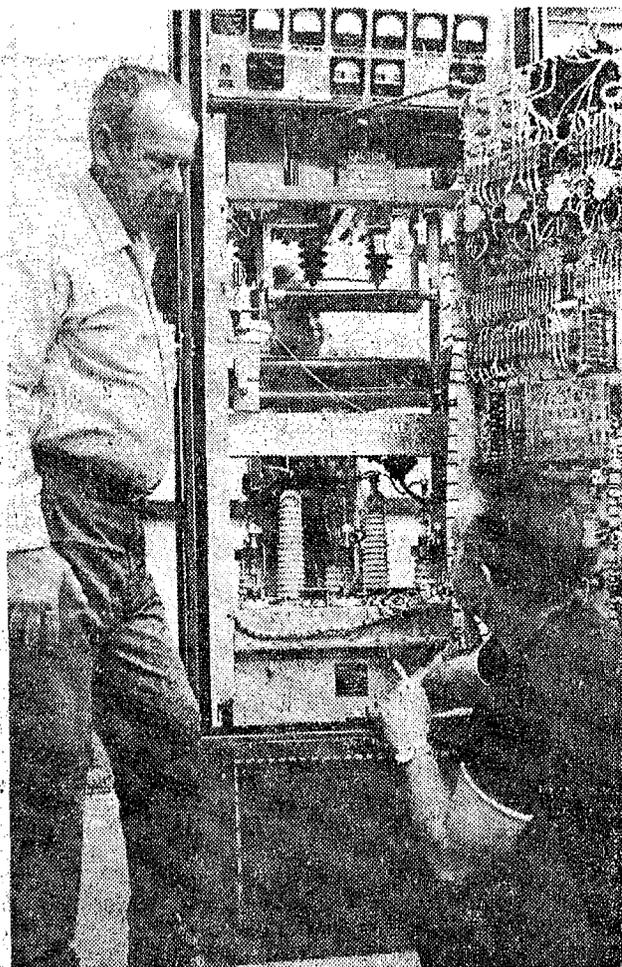
Three surveys have been made at the local airport to determine the minimum number of flights per year. Flights counted in the surveys include landings and take-offs in flights of 25 miles or more.

One fan jet flight will be stopping at the local airport as soon as the newly-poured runway extension is sufficiently cured and lighting has been installed for the extension, Airport Manager Norman Midboe said. He said he hopes this might be by the end of next week but weather conditions might affect the time of the opening.

The flight scheduled to stop here is a northbound flight from the Twin Cities to Winnipeg. Within the next two years or so, both North Central and Northwest Airlines expect to operate additional fan jet and prop jet planes here.



THIS IS THE new VOR (omni-range) facility at Grand Forks International Airport which provides vital information to pilots entering the airport area and helps direct them to a safe landing. The tall cone-shaped tower above the main building houses the antenna for directional guidance and distance measuring equipment. The former enables a pilot to point his plane toward the airport and the latter measures the distance to the airport. Operation of the facility is supervised by Paul Bossoletti, who has charge of the airways facilities system at the airport. G. W. Campbell is station chief at the flight service building on the airport which operates in connection with the VOR facility to provide a variety of information for pilots. Both the FSS and VOR are part of the nationwide system operated by the Federal Aviation Agency. (Herald Photo).



CHECKING OVER PART of the vast electronic system comprising the VOR operation are Paul Bossoletti, airways facilities supervisor, right; Ted Kiesow, electronics installation installer, left, and Ray Peterson, electronic engineer, both of the Minneapolis FAA area, not visible at rear. The gear shown in the picture is comparable to radar and provides the distance measuring operation.



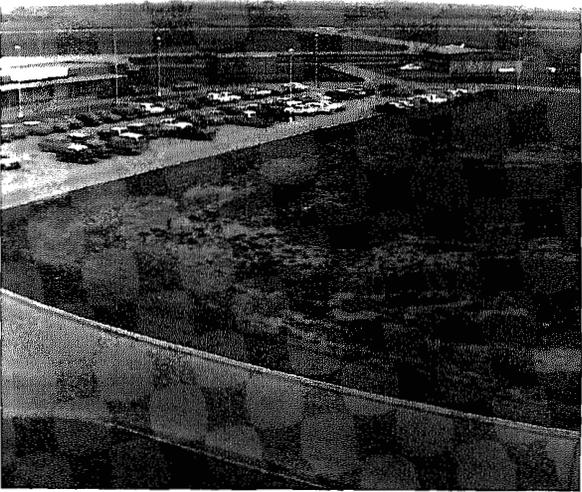
JUL

EQUIPMENT IN BACKGROUND WORKING ON 1200' RUNWAY EXTENSION PAVING - OCT. - 1966



JUL

EQUIPMENT WORKING ON TAXIWAY WIDENING NE OF TERMINAL BLDG. IN OCT. 1966,



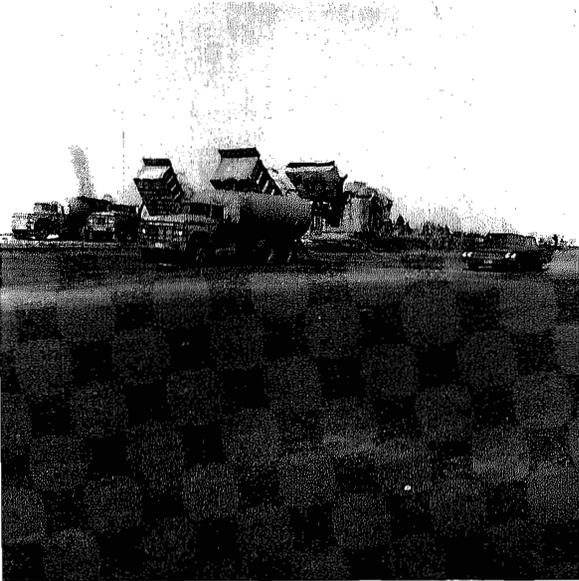
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TAXIWAY WIDENING N-E OF TERMINAL



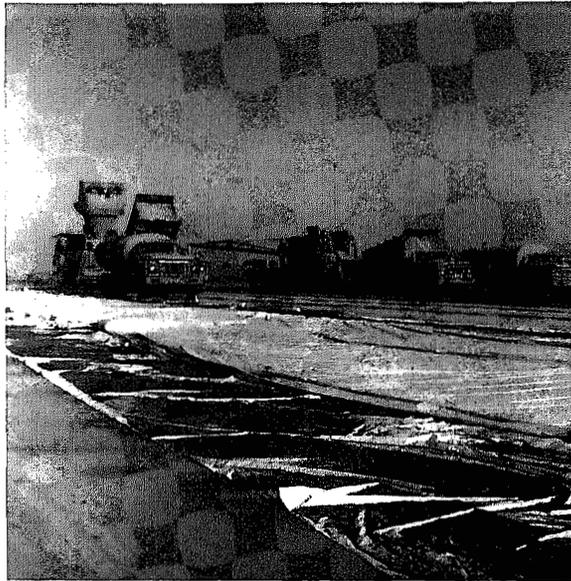
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PAVING IN PROGRESS ON 1200' RUNWAY EXT.



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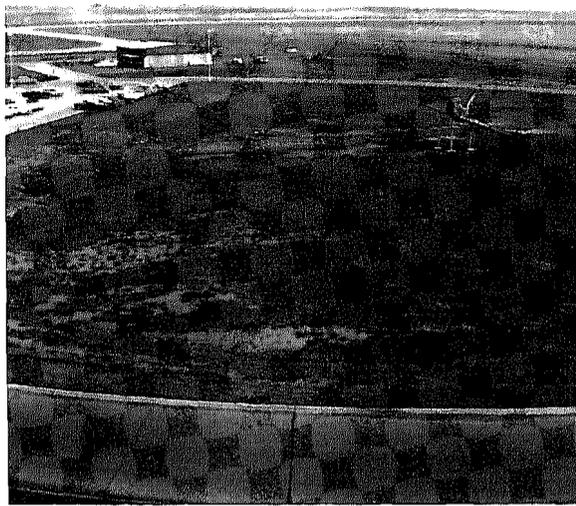
PAVING MACHINERY WORKING ON 1200' RUNWAY EXTENSION IN OCTOBER - 1966,



JUL



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1200' RUNWAY EXT. COMPLETED - NOV. 1966.

AREA EAST OF MONTGOMERY SHOP BEING FILLED FOR BIG 158x108 HANGAR IN OCT. 1966.



JUL



JUL

FILL DIRT BEING HAULED IN TO BRING BIG HANGAR SITE UP TO GRADE.



JUL



JUL

LARGE 15,000 GAL. STORAGE TANKS FOR JET FUELING FACILITY DROPPED OFF IN NOV. 1966

167

## Airport 12-12-66 May Get Facilities

Grand Forks International Airport will be considered for establishment of a control tower and instrument landing facilities Mayor H. R. Magnuson was informed by Edward C. Marsh, Central Region director of the Federal Aviation Agency, Kansas City, Mo.

Marsh said an October traffic survey "indicated we should expect 25,080 itinerant operations at Grand Forks during calendar year 1966." A location having 24,000 annual itinerant operations is a candidate for control tower service.

When the next budget recommendations are prepared, careful consideration will be given to establishing the service at Grand Forks, Marsh said.

"We will also consider recommending establishment of an instrument landing system during the next budget preparation," Marsh stated.

To qualify as a candidate for an instrument landing system, an FAA tower location must have had 700 annual instrument approaches over three continuing periods. Grand Forks met this requirement for the last two periods — calendar year 1965 and fiscal year 1966.

"It appears," Marsh said, "that Grand Forks will meet the three-year counting requirement for candidacy in January, 1967. However, the prerequisite tower will not yet be available.

"When a determination is made regarding the tower, we also plan to recommend the instrument landing system in the same program year, providing it does meet this counting requirement as anticipated."

12-23-66

## City Airport Request To Get Consideration

The national Federal Aviation Agency will consider including in the new budget Grand Forks' request for a control tower and instrument landing facilities at International Airport here.

Mayor H. R. Magnuson has been so informed by U.S. Sen. Milton R. Young and Rep. Mark Andrews of North Dakota, who said they will do everything they can to have funds approved for the new facilities.

Grand Forks airport officials said they understand a control tower would cost possibly \$500,000 or more and that instrument landing equipment might cost near the same amount.

An airport location having 24,000 annual itinerant operations is a candidate for control tower service and Grand Forks already has met this requirement, according to Airport Manager Norman Midboe.

Previously, E. C. Marsh, Central Region director of the FAA, Kansas City, Mo., said it appeared that Grand Forks will meet the three-year counting requirement for candidacy in January, 1967.

He said that when a determination is made regarding the tower, his office would recommend the instrument landing system in the same program year.

### LEGAL NOTICES

INVITATION FOR BIDS 1-31-67  
PROJECT NO. 1882  
Sealed bids for construction of moving a hangar will be received until January 16, 1967, at 5:00 o'clock P.M., by the undersigned in his office in the City Hall, Grand Forks, North Dakota, after which time they will be presented to the members of the City Council.  
Description of Work:  
Moving a 100 foot by 153 foot hangar from the old airport to the New Airport.  
Examination of Bid Documents:  
Plans and specifications are on file and may be obtained at the office of the City Auditor, Grand Forks, North Dakota, and at the office of the City Engineer, Grand Forks, North Dakota.  
ARNE E. LOVEN  
Deputy City Auditor.  
(SEAL)  
(December 24 — 31, 1966)

1-1-67  
The large hangar on the old Grand Forks Airport will be moved to the new International Airport this winter as soon as arrangements for the move can be completed, Airport Manager Norman Midboe said. The laminated wood building is 150 by 100 feet in size.

1-30-67

## City's Airport Facility Request Sidetracked

Grand Forks City's request for an airport tower facility and instrument landing system at International Airport here was not included in President Johnson's new budget, according to word received here from Sen. Milton R. Young and Rep. Mark Andrews of North Dakota.

Mayor Hugo Magnuson said the information stated that Young and Andrews had been informed by William F. McKee, Federal Aviation Agency admin-

istrator at Washington, that "budget restrictions for the next fiscal year do not permit our including these facilities in our current budget request."

McKee said, "The competing demands on the federal budget have been outlined by the President . . . particularly in the area of construction starts. As a result, there are no requests for new air traffic control towers or instrument landing systems in the current budget estimates."

1-17-67  
The Monday blizzard blew down a wood and plastic shelter built around a work area at Grand Forks International Airport. Inside the shelter, workmen were preparing to begin installation of jet fuel facilities. The equipment for the facilities had been stored on the base ready for the job to start as soon as possible. Included were pumps, filters, piping and other items. Another shelter must be set up if any installation work is done this winter.

The facilities, however, were said by McKee to be "part of our long-term construction plan and you may be assured will be considered in our budget request at such time as the overall fiscal constraints permit."

The two facilities had been estimated to cost about \$1 million and would bring the airport here to a high level among similar installations in cities of this size in the nation.

1-17-67

## 'Leftovers' From Storm Take Off

Eight Northwest Airlines passengers, "leftovers" from the Monday blizzard, took off in clear, cold weather Tuesday morning after being stymied by zero visibility in their attempted take off the previous day.

The passengers boarded the plane Monday for a southbound flight when the storm suddenly became thicker, with increased wind velocity.

The pilot taxied the big plane to the apron within 150 feet of the terminal building. But the passengers couldn't see the building for flying snow.

So a couple of station employees made their way to the plane and led the passengers back to the terminal building. It wasn't easy — in the high wind with no visibility — but they made it.

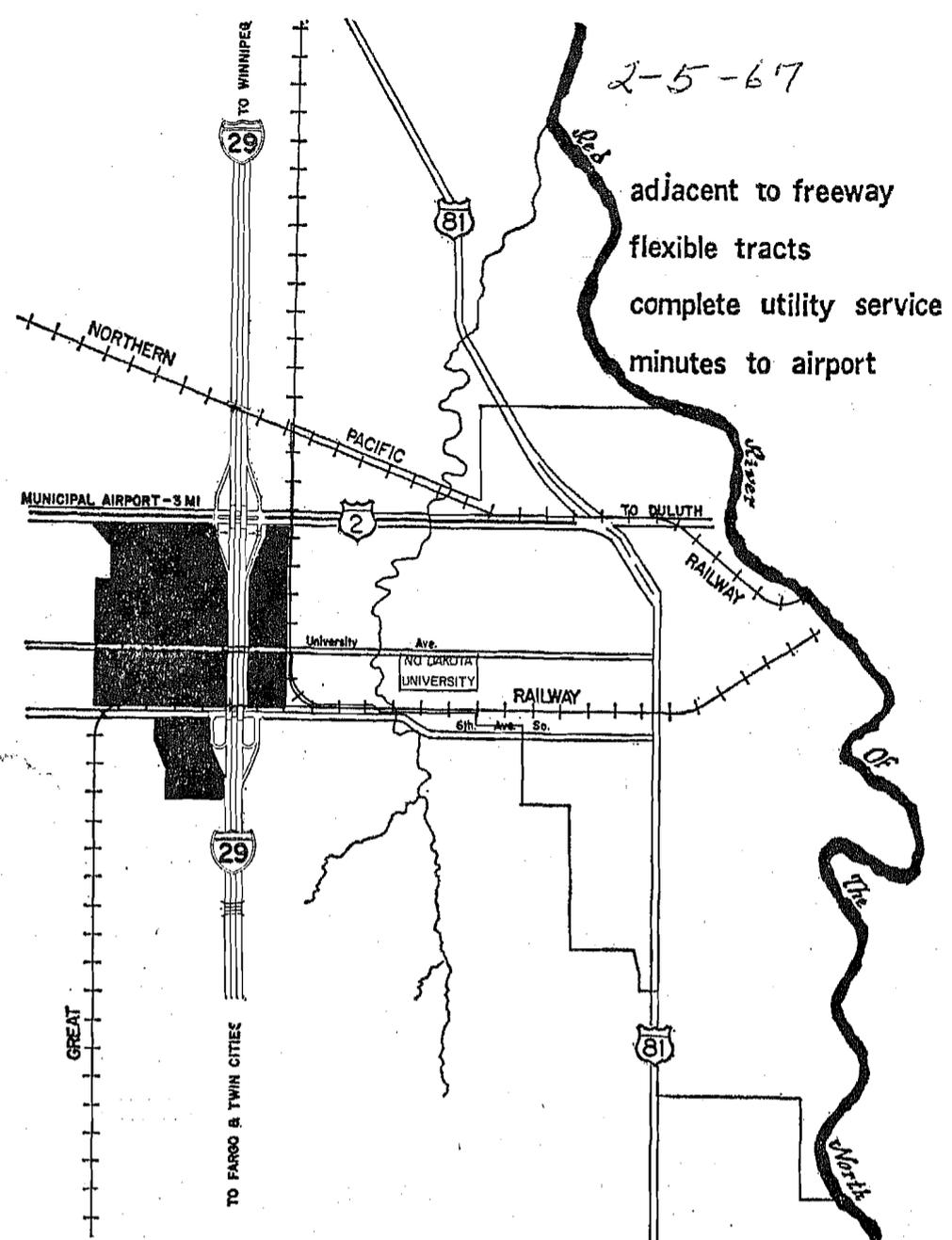
Airport Manager Norman Midboe manned a snowplow until midnight Monday to help clear the runways of drifted snow. They were clear Tuesday and both Northwest Airlines and North Central Airlines had no runway problems as flights went off as usual.

1-21-67  
The council awarded to the low bidders the contracts for building footings for a hangar on International Airport and for moving the large old hangar on the old airport to the new airport and placing it on the footings.

Hangar Contracts Awarded  
The successful bidders were James Walford, Grand Forks, \$10,443 for the footings, and R. P. Swangler, Grand Forks, \$28,500 for moving the hangar.

The footings will be built next summer and the hangar will be moved next winter.

A stop sign on Fifth Avenue S. at the old Municipal Park alley was ordered removed because it has no further use since the old grandstand was taken down and a new road was laid through the ball park.



DARK AREA SHOWS OLD AIRPORT LAND OFFERED FOR SALE

# 400-Acre District At Old Airport Now Up For Sale

About 400 acres of the old Grand Forks Airport has been named West Park, a district which hopefully may become a self-sufficient segment of the city with facilities complete unto itself.

And it's for sale, right now, to the highest bidders on the variety of city areas which have been platted and placed under the rules laid down by Grand Forks' new zoning ordinance.

The Finance Committee of the Grand Forks City Council has invited proposals for the purchase and development of West Park in platted segments.

Desirable residential, commercial and industrial use lands are available in a planned district convenient to the University of North Dakota, Interstate Highway 29 which slices directly north and south through the area, and major rail trackage.

All sales are subject to approval by the City Council. An attractive brochure of in-

formation and maps of West Park has been published and has been mailed or furnished to numerous business firms and other interested persons.

The brochure is available without charge at the office of the city auditor at the City Hall to persons interested in purchase or development of the West Park area. The area is located immediately south of U.S. Highway 2 and west of the Great Northern Railway tracks and Sixth Avenue S.

Sale of the land already has begun and many inquiries have been received. The first sale was made to Holiday Inn, which bought 7.11 acres in the northeast corner of the area for \$125,000. It was a choice location adjoining U.S. Highway 2 on the north and Interstate Highway 29 on the west. Two other parcels were reported in the process of being sold.

Other industrial land, located just south of the airport property, also is available through the Grand Forks Chamber of Commerce.

The brochure already has been mailed to real estate firms, banks, savings and loan institutions, builders, developers and others who may be interested in acquiring property for purposes of business, industry or multi-unit housing.

### Adequate Parking Shown

Adequate parking has been designated in the land plat and water and sewer lines already have been laid through the north area of West Park to serve Holiday Inn and others who may locate in the district.

Other water and sewer lines will be laid this summer to serve the balance of the area. Estimated cost of the service lines is \$369,000 plus.

### Land Areas Designated

The land for sale breaks down into approximately 165 acres owned by the city and about 235 acres owned by the Great Northern Railway Co., all of which is being offered for sale by the Finance Committee of the council.

Acreage assigned to various areas includes: Service businesses, 22.07 acres; limited business 29.85; multiple family residence (high density), 11.28 acres; service business and business compatible with light industry developments, 55 acres and 10.6 acres, shopping center business district, all in the city-owned portion. The railway-owned segment includes 33.61 acres of limited industrial area and 236.54 acres for general industry.

# Seminar Scheduled At Airport

4-30-67

A pilot seminar at the Grand Forks International Airport terminal building May 18 will "kick off" the summer flying season here.

Rules and safety while operating on and in the vicinity of the airport will be the program theme, according to Norman Midboe, airport manager and seminar organizer.

Program Chairman Wayne Peterson, Grand Forks Air Force Base air traffic representative, has arranged for the following speakers:

Henry LaBore, air traffic controller from the Fargo airport tower, discussing control tower operational procedures,

TSgt. Harry Dunkerton and SSgt. James Greene, air traffic controllers at Grand Forks Air Force Base, reviewing Air Force flying activities and control procedures at the air base and radar control approach services provided by the USAF at the base here.

Harold Nordstrom and Lyle Wicken, Grand Forks airport flight service specialists, reporting on direction finding equipment and its use.

Les Severence, Federal Aviation Agency, Fargo, discussing flying safety.

Panelists Severence; Wes Campbell, chief of the Grand Forks flight service station; Lt. John Blanchard, USAF tower; Jim Hanten, Fargo, and Peterson will answer questions after speakers have concluded.

All pilots and aviation interested persons are invited. Refreshments will be served during an intermission of the two-hour program.

# Airport Project Work Advances

6-19-67

Work on several projects at the Grand Forks International Airport has progressed in the past week although it was slowed up by rain Monday, according to Norman Midboe, airport manager.

Forms have been set for the foundation of the big hangar which will be moved to the new airport from the old city airport. Footings were poured previously.

Cable has been laid for the flashing identifier lights at the end of the new extension of the main runway. The lights were moved from the previous limit of the runway to the end of the extension.

Some ground work was done last week beyond the runway extension to provide drainage.

The new National Car Rental garage, a six-stall affair, has been practically completed. It is a 24 by 60-foot metal building. The rental operation is handled by Rydell Chevrolet.

# Jet Fuel Facility Complete-

5-31-67

Installation of a jet fueling facility at the Grand Forks International Airport has been completed and the facility will be placed in use after testing has been finished, according to Norman Midboe, airport manager.

The facility includes two 15,000 gallon underground storage tanks and pumping equipment.

Fuel will be provided by the facility for the jet planes of Northwest Airlines.

The fuel tanks are buoyant when empty or partly filled and to counteract this floating tendency, a thick concrete shield was laid over the tanks, Midboe said.

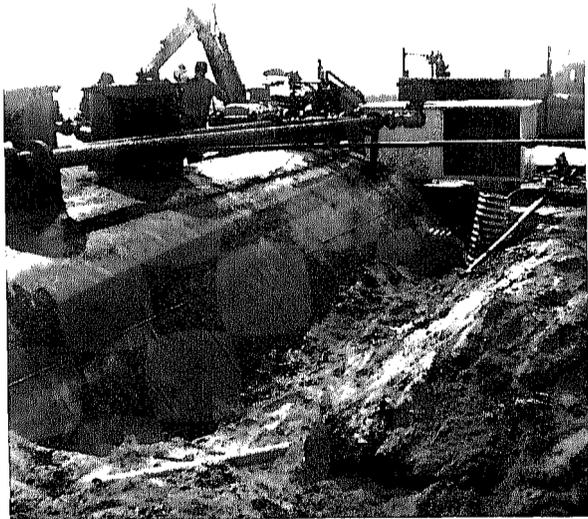
Jet fueling trucks will be filled from the tanks and then pumped into the planes. About 250 gallons of fuel a minute can be pumped from the tanks but the refueling trucks can put out 300 gallons a minute to the planes.

Also at the airport, striping of the runways was being completed by Swanson Equipment Co. of Fargo. A three-foot wide white strip was painted down the center of the north-south (main) runway which is 6,500 feet long including the recent 1,200-foot extension.

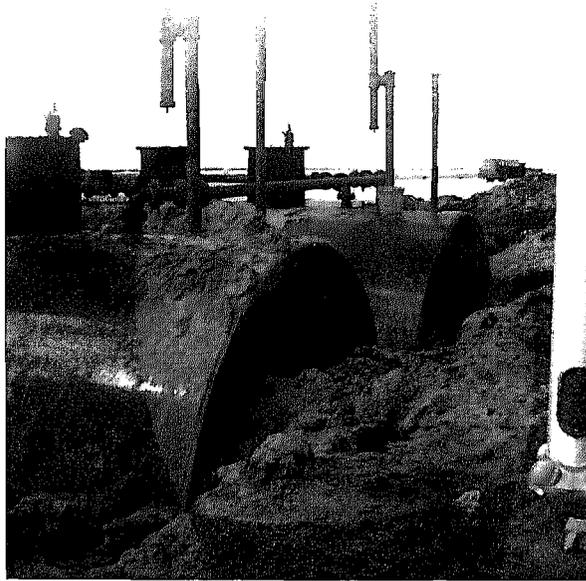
The extension has been in use since last November, using temporary overhead wiring for the runway lights. Now the wiring will be trenched into the runway base. Additional dirt fill and some seeding will be needed to finish the extension project.

Also under construction is a 24 by 60 foot garage for National Car Rentals. The steel building will hold six cars and has washing facilities.

National Car Rentals and Hertz have contracts with the city for limousine service between the city and the airport. Rydell Chevrolet operates the National Agency and Hansen-Ford operates the Hertz service. Hertz has had a garage for the past two years.



JET FUEL TANKS BURIED SHOWING PLUMBING INSTALLED IN MAY-1967

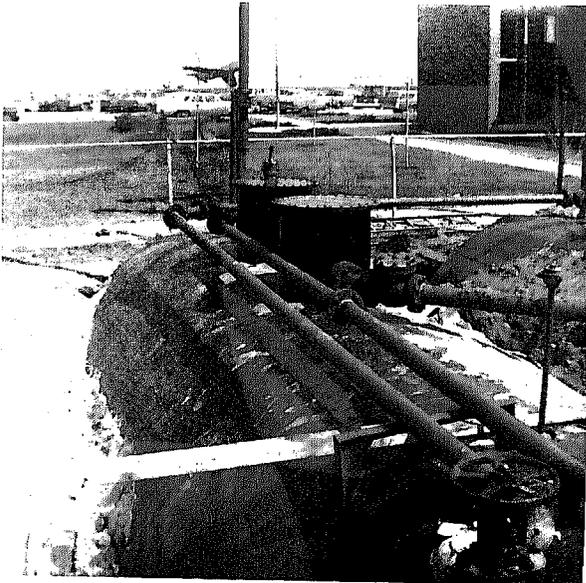


JUL

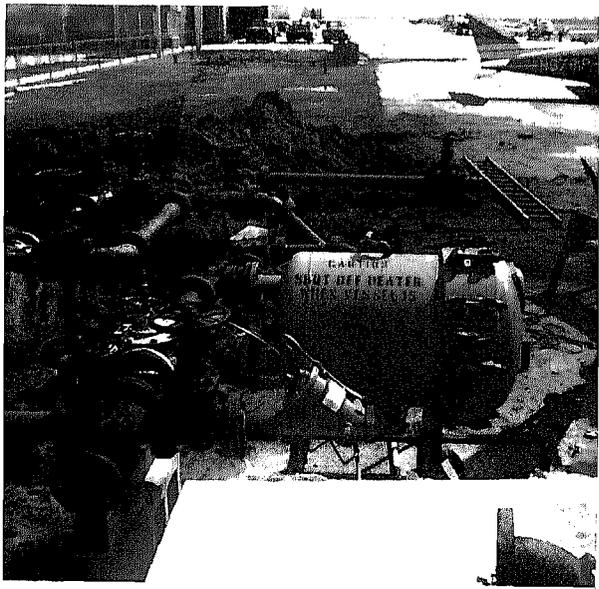


JUL

JET FUEL TANKS FLOATED TWO TIMES ON ACCOUNT OF HIGH GROUND WATER AND FINALLY HAD TO BE ANCHORED DOWN WITH CABLES & TONS OF CONCRETE -

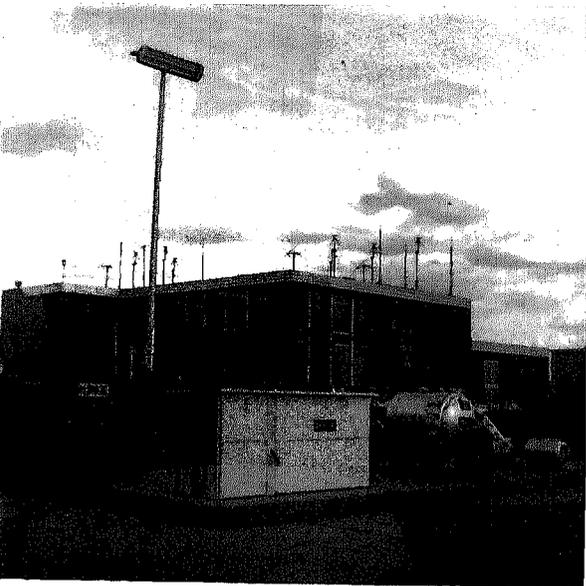


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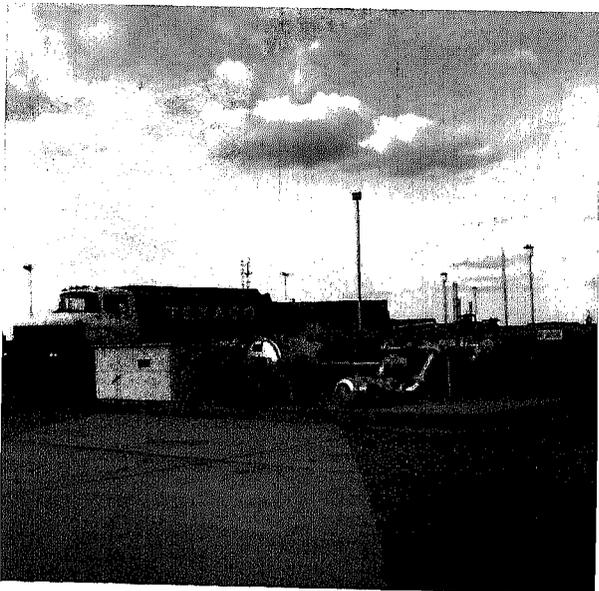


JUL

FILTER INSTALLED IN MAY-1967.



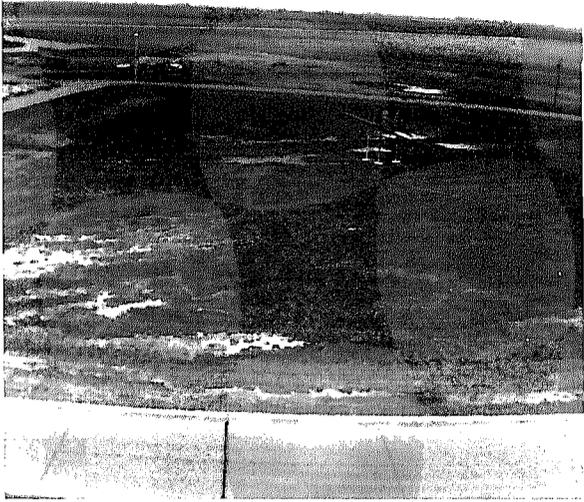
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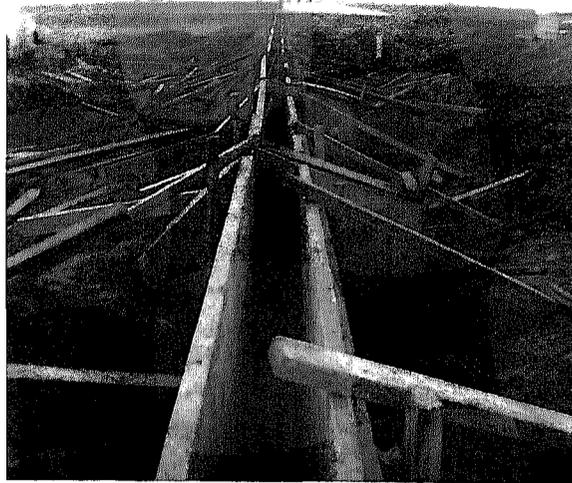
JUL

COMPLETED JET FUELING FACILITY  
MAY 31, 1967

JET FUELING FACILITY AND NEW JET  
FUELING TRUCK.

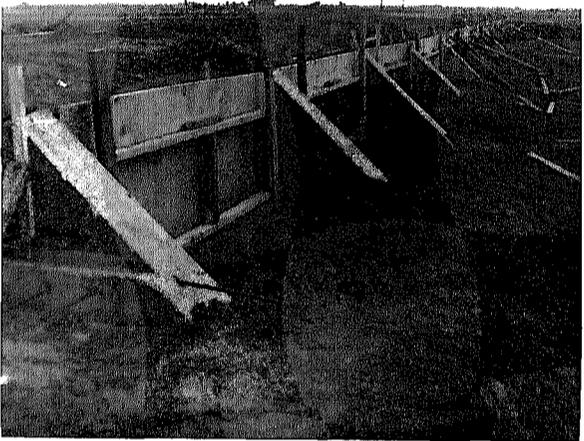


JUL



JUL

FORMS BEING LAYED FOR FOUNDATION & FOOTINGS FOR BIG HANGAR TO BE RELOCATED FROM OLD AIRPORT IN DECEMBER - 1967.



JUL



JUL

FORMS SET FOR FOUNDATION WALL WEST END OF BIG HANGAR.

COMPLETED FOOTINGS AND FOUNDATION AT EAST END OF BIG HANGAR, JUNE 1967



JUL



JUL

JUNE 25-1967

NWA-727 BOEING.



NWA 727 BOEING SET PARKED ON TERMINAL BUILDING APRON ON JUNE 25, 1967



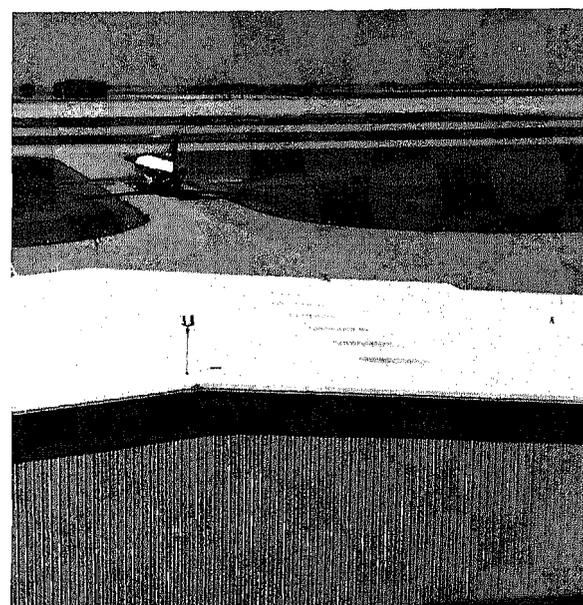
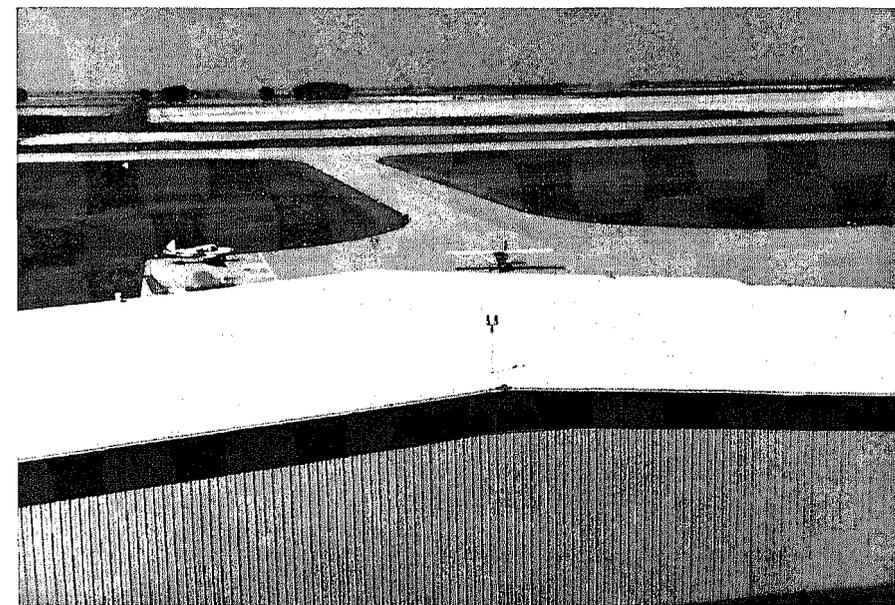
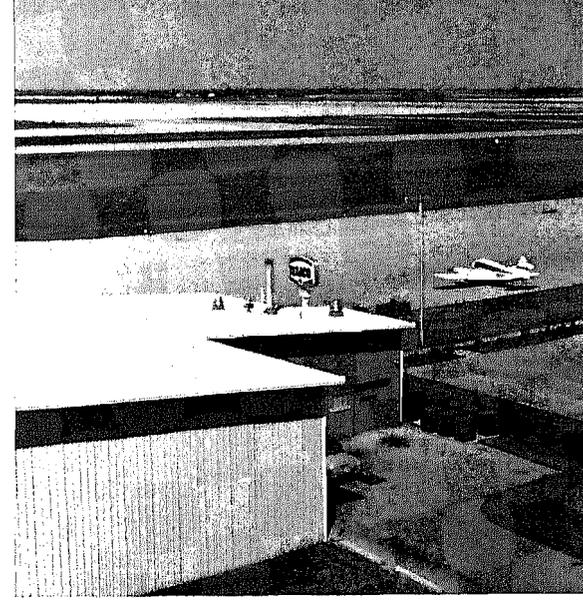
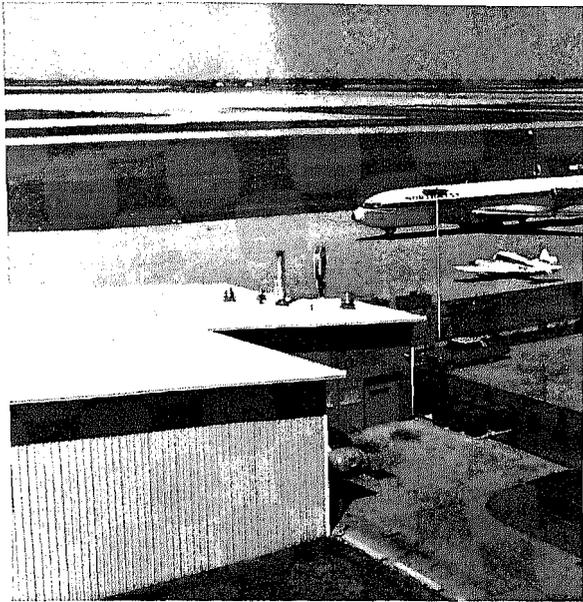
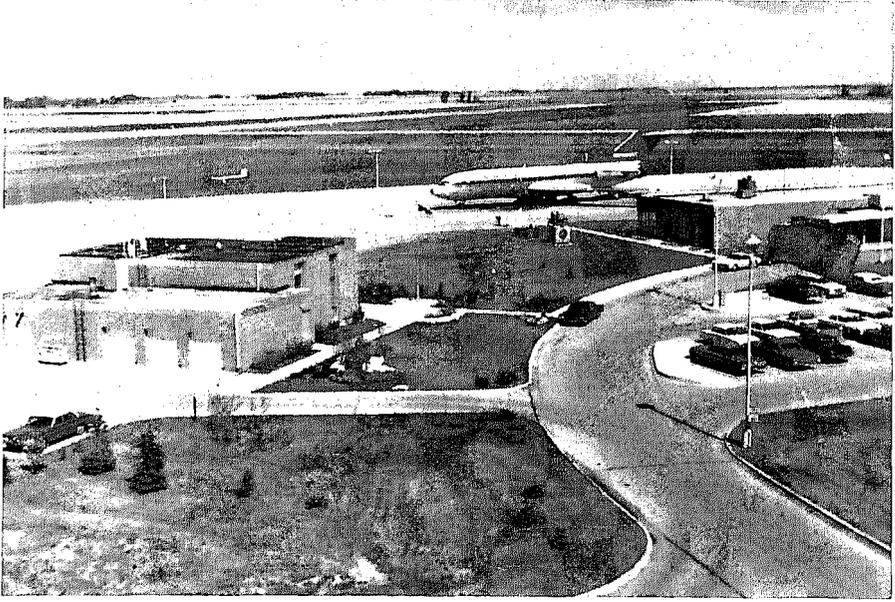
SCENE LOOKING WEST TOWARDS LINE OFFICE

LINES ON GROUND SHOW LOCATION OF SPRINKLER SYSTEM INSTALLED BY FAA IN JUNE-67

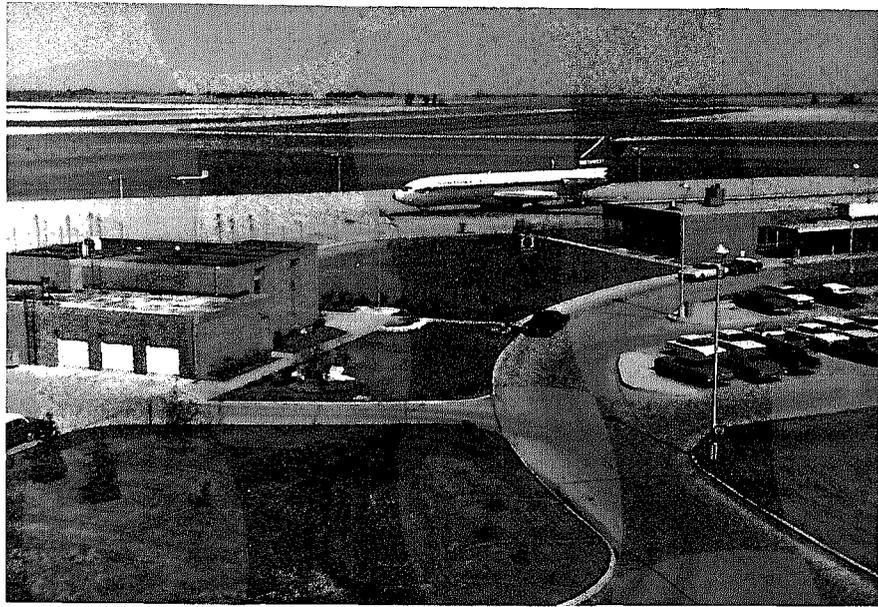


GRAND FORKS AUTOMOTIVE SHOP IN JUNE-1967

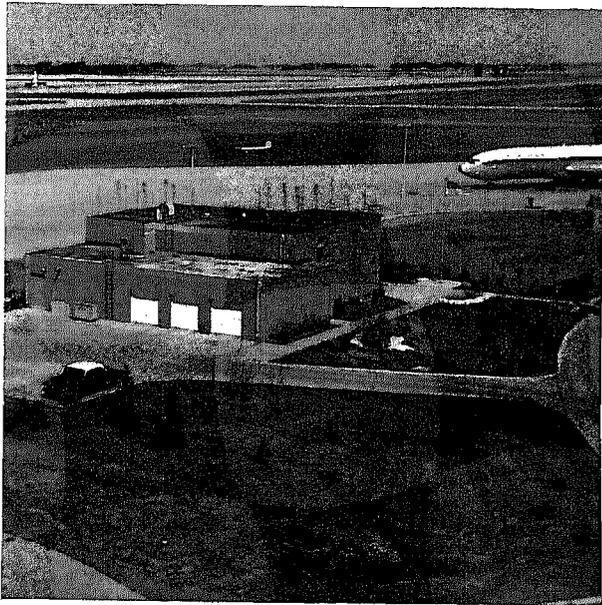
LOOKING WEST FROM TOP OF BEACON TOWER



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<sup>7-6-67</sup>  
**Airport Project  
 On Council Agenda**

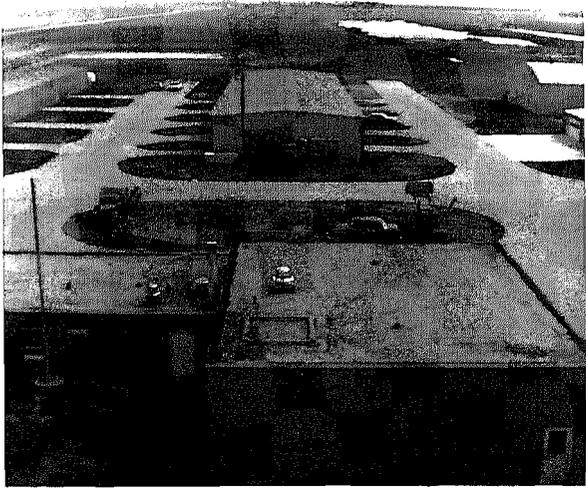
Opening of bids on extra work on a runway at Grand Forks International Airport and a call for bids for ornamental street lighting project in the Sunnyside Terrace Addition are on the agenda for Monday's City Council meeting at 7:30 p.m. in the City Hall council chambers.

The bid openings are on an airport drainage ditch and runway repair while the council will call for bids on fill there.

<sup>8-8-67</sup>  
**Contract Let For  
 Airport Projects**

Valley Contracting Co. of Grand Forks was awarded the contract for a drainage ditch, repair and joint sealing and fill at the Grand Forks International Airport for bids amounting to \$20,758.

Meeting Monday evening, the City Council approved the company's bids of \$3,311 for the drainage ditch, \$10,200 for repair and sealing and \$7,247 for fill.



JUL



JUL

TEE HANGAR AREA LOOKING SOUTH ON  
JUNE 25, 1967. BORROW PITS IN BACKGROUND.

NATIONAL CAR GARAGE COMPLETED  
IN EARLY JULY 1967.



JUL

SCENE LOOKING NORTH FROM BEACON.



JUL

AUG

67

## Airport Land Sale 8-22-67 Approved

The Grand Forks City Council Monday night approved the sale of 8.1 acres of land on the southwest corner of W. 47th St. to Phillips Petroleum Co. for \$100,000.

The decision came after the council meeting was held up 20 minutes because of a lack of the required number of members to vote on the sale. Two-thirds of the members must be present for such a vote.

The bid included a \$5,000 check which represents a binding payment.

### In Airport Addition

Outgoing deputy city auditor Arne Loven said the property is a portion of the old airport land which was put up for sale about a year ago. In recommending acceptance of the bid, the council finance committee noted that this was the only written offer received.

In its bid, the petroleum company indicated it intended to build a \$65,000 Phillips 66 service station and a 100-unit motel costing about \$850,000.

The Phillips Co. sale was the second in the airport addition with the first going to Holiday Inn at 1210 N. 43rd St. for \$125,000.

# International Airport Traffic Shows Big Gain

By TED FREDERICKSON

Grand Forks residents have been coming and going more than ever before — and have been doing it by air, according to figures released by Ernest J. Hanson, transportation director of the Grand Forks Chamber of Commerce.

Totals showed that 82,046 passengers arrived and departed from the Grand Forks International Airport in 1967 — almost twice the population of the city proper.

And the comers outnumber the goers.

Passengers departing from the Grand Forks terminal in 1967 totaled 40,133, for a 28.5 per cent increase over the 31,226 who purchased tickets here in 1966. Arrivals for the past year numbered 40,913, 27.5 per cent over the 32,093 recorded for 1966.

The increase in ticketed departures was the biggest since 1964 when 21,358 went aloft during the first year of operation of the new airport as compared with the 14,426 passengers departing from the old airport in 1963.

The last month of 1967 ended the record year on a record note, as Christmas travelers made December the biggest month in the history of Grand Forks commercial air service. A record 7,957 persons stepped on and off airliners operated by

North Central and Northwest Orient Airlines, the two major companies serving the area.

A record 4,062 boarded outgoing flights in December — a staggering total when compared with the 4,233 passengers ticketed for the entire year of 1964, just 13 years ago.

## Figures Misleading

The increase from 1966 to 1967 is somewhat misleading, according to Hanson, as the airline strike in July and August of 1966 — usually peak months for air traffic — substantially reduced the totals for that year.

Next to December, the summer-vacation months of June, July and August provided the most business for the two major airlines operating from the local terminal, which is located about five miles west of the city just north of U.S. Highway 2.

According to the Chamber of Commerce report, 3,873 departed in June, 3,571 in July and another 3,730 in August. The month of June took top honors for arriving passengers with 4,102. Some 3,895 got off here in December, and another 3,845 in August.

## February Slow

The slowest months were February and May when 2,573 and 2,849, respectively, departed from the air facility. The slowest month for incoming passengers was February, when only 2,559 stepped off commercial airliners.

But if the winter months provide fewer passengers, they still manage to provide more than enough work for airport Manager Norman Midboe and his staff of nine. Bad weather and snow removal occupy much of the work load for the airport crew.

"Things have really changed," says Midboe, who as a city employee assisted in the construction of both the old and new airports.

## Formerly Used Skis

Appointed airport manager in 1960, Midboe recalls how North Central's early commercial airliners, two engine, 12-seat Electras, landed on the old airport's sod runways — using skis in the winter.

"We put in the first hard-surfaced runways in 1942 and '43," remembers Midboe, "and

at that time the airport consisted of only two tiny shacks which served as hangars."

"And now," he exclaims, "we're in the fan jet business . . . and can hardly keep up with demands."

## Growth to Continue

A consistent annual growth has been the pattern for the past, and can be expected to continue in the future, according to the airport manager.

The two airlines have been expanding their services since the runway expansion from 5,300 feet to 6,500 feet in 1966, and right now 14 airliners arrive and depart daily from the Grand Forks terminal.

Northwest operates six flights daily with Boeing 727 jetliner and Lockheed Electra jet-prop service, while North Central has eight planes landing daily and expects to install DC-9 jet service early in February.

## Control Tower Seen

Midboe also foresees the installation of a traffic control tower by the Federal Aviation Administration sometime in the near future. "We've exceeded the 24,000 traffic movements required for a tower," says Midboe, who points out that in addition to traffic control, such a tower would probably include the installation of an Instrument Landing System (ILS).

In the absence of an ILS, some flights in the past have not been allowed to land in Grand Forks during bad weather periods, but have been able to land in Fargo, which has such a system.

The biggest building addition to the airport complex during the past year has been a garage built by Rydell Chevrolet to house cars for rental.

## To Move Hangar

Other improvements now in process include the building of a lounge, office and meeting room for the University of North Dakota Flying Club, and the movement of a large airport hangar from the old airport to the new.

The huge 152 by 100-foot frame structure is to be moved intact, and will be rented out by the city as storage space for private aircraft and for storing airport equipment.

According to Midboe, the building will be moved sometime in January.

198,  
10-67  
Mobil Oil Corp. has purchased 4.6 acres in the old Grand Forks Airport Addition for \$78,000.

Acceptance of the offer was voted unanimously Monday night by the City Council.

Mobil paid \$5,000 down on the purchase price with the balance to be paid after delivery of the deed to the property.

The transaction marks the third sale of land in the 166.65 acre old airport addition and brings the total of sales to \$303,000.

## Location Given

Previous sales were to Holiday Inn, which bought 7.11 acres for \$125,000, and Phillips Petroleum Co., 8.1 acres for \$100,000.

The Mobil property is located just south of U.S. Highway 2 between the Holiday Inn site and Interstate Highway 29 route.

Two Mobil district officials from Fargo attended the council meeting. They were L. G. Wetzberger, district manager, and Jack Boyd, real estate representative.

## City Sells Land For \$78,000

1-17-68

A check for \$78,000 was received Wednesday by Grand Forks City Auditor R. S. Niles which completed the sale of 4.6 acres in the city's airport addition to Mobil Oil Corp.

Niles received the check from Jack Boyd, Mobil representative from Fargo.

The sale was the third such transfer of land in the airport addition, the previous sale being to Holiday Inn which has built a new motel complex, and to Phillips Petroleum Corp., for a service station.

Holiday paid \$125,000 for a 7-acre plot and Phillips paid \$100,000. Mobil will locate a service station between the Holiday Inn site and Interstate 29 and Phillips has acreage west of the Interstate.

The city council accepted the Mobil offer last October but the sale was not consummated until Wednesday.

# Airport Hangar Will Be Moved Five Mile

1-21-68

By LLOYD TINNES

What is the most difficult long distance move of a large building ever undertaken in the Grand Forks area?

One candidate for this distinction must be the 30-foot-high, 150 by 101 foot airplane hangar on the old airport which is being braced up for a five-mile cross country roll to the Grand Forks International Airport early in February.

## Other Moves Recalled

One of the largest structures moved in this vicinity probably was the large and unwieldy fairgrounds dance hall which was timbered up and hauled from the site of the Valley Ho Trailer Court some years ago to its present spot in the central area of the old fairgrounds.

That took a lot of doing but it only moved about a half mile.

Then there also have been towering grain elevators which often have been trucked, sometimes many miles, to new locations, with little trouble except for the power lines they must pass through on the way.

## Cross Two Highways

Getting back to the airport hangar, it must be rolled across two main highways, Interstate 29 and U. S. Highway 2, several sideroads, a number of power lines and many ditches to reach its destination on the new airport. It isn't just an ordinary building. It has laminated rafters with no interior pillars, just wide-open spaces.

The foundation of the hangar in its new home is waiting. It was completed last year.

Even an automobile, or a truck might have problems traveling the cross country route from the old airport to the new one.

## Trucks Do Pulling

But using four big trucks to pull the massive, unwieldy hangar across the snow-covered prairie sounds like a good job—for someone else.

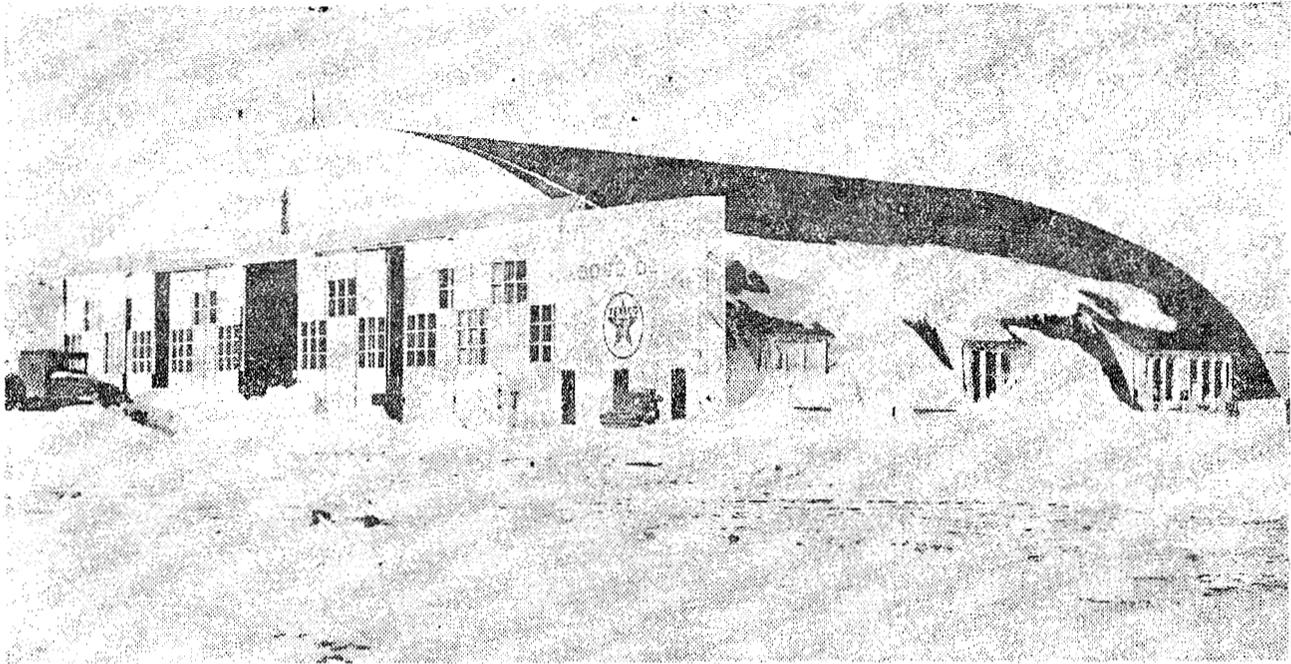
The someone else in this case happens to be R. P. "Dick" Swangler, boss of Swangler Auto Wrecking Co., Highway 2 west. He has a \$25,000 contract with the city of Grand Forks to do the job. So he's stuck with it—and he hopes the hangar will hold together until he gets it "home."

Swangler said current job of timbering up the base of the old hangar will take the two to three weeks if the weather is favorable.

The moving job will not take so long, possibly only a few days.

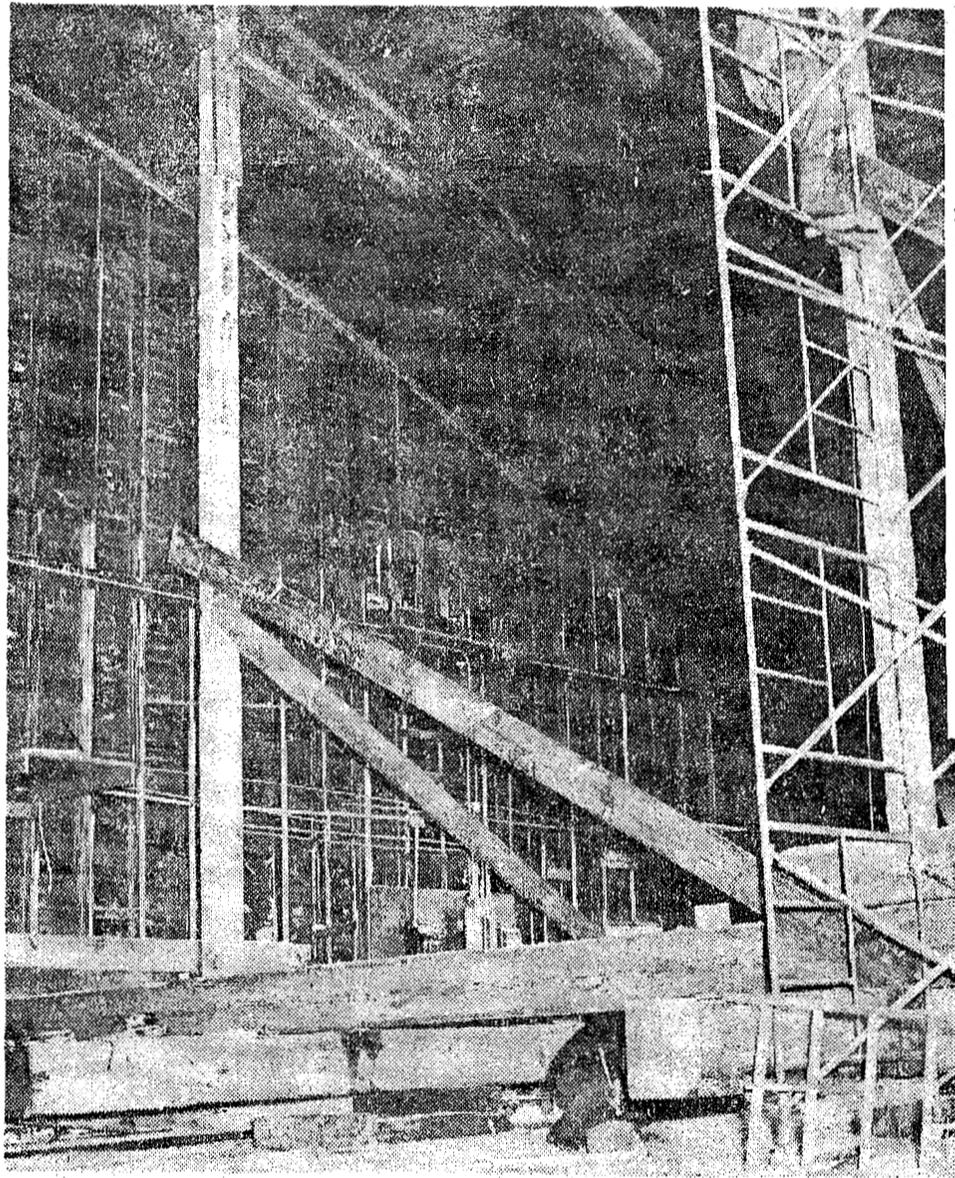
## Cross Power Lines

But to complete the move, Swangler will need the cooperation of the U. S. Bureau of Reclamation, N. D. Rural Elec-



THIS BIG AIRPLANE hangar, shown partly buried in snow at the old Grand Forks airport, was being braced up last

week for movement to the new International Airport five miles west of the city. (Herald Photos).



WORKMEN INSTALL HEAVY cross timbers and spike in heavy planks to brace the wooden hangar for its cross country ride to the new airport.

tric Cooperative and Northern States Power Co., whose power lines he must go under or through en route to the new airport.

These arrangements have already been made.

The thing that's important now is to timber up the big building firmly enough so that it will remain rigidly in place when it is raised to a carrier and while it is being trucked across the prairie to its goal.

## Could Be Bad News

If the structure doesn't hold firmly together on its long ride—well, that would be bad news.

When the hangar is relocated at the new airport it will provide space for 20 to 30 private local and itinerant aircraft.

This, with present hangar space on the new airport will give room enough for these types of planes for some years to come, according to Norman Midboe, airport manager.

# City Improvements About \$4 Million

By LLOYD TINNES  
Sewer Mileage Given

Sanitary sewer lines totaled 6½ miles, mostly in the city's airport addition which is undergoing development through the sale of its land and present and expected construction of business buildings and others. This cost \$421,069.

Water mains were laid mostly in the airport addition and for a new water line to connect with the main to the Grand Forks AFB.

These mains stretched out to about seven miles in all, or 37,348 feet, at a cost of \$585,901.

Three miles of sidewalk, totaling exactly 15,824 feet, was laid at a cost of \$38,373.

### Lift Station Built

Also a new sewage lift station was built in the airport addition at a price of \$47,203 and remodeling of two other lift stations cost \$77,796. One is located next to the master lift at the north edge of the city and the other is just north of the former American Bridge site, north of Gateway Drive and east of the Mill Road.

A new wet well, superstructure and a new standby pump were installed at the master lift station and a new well and superstructure were built into the American Bridge lift station.

### Runway Extended

Out at the Grand Forks International Airport there were expenditures of \$335,834 including principally a \$302,000 item for extension of the main runway from 5300 to 6500 feet to accommodate large jet planes.

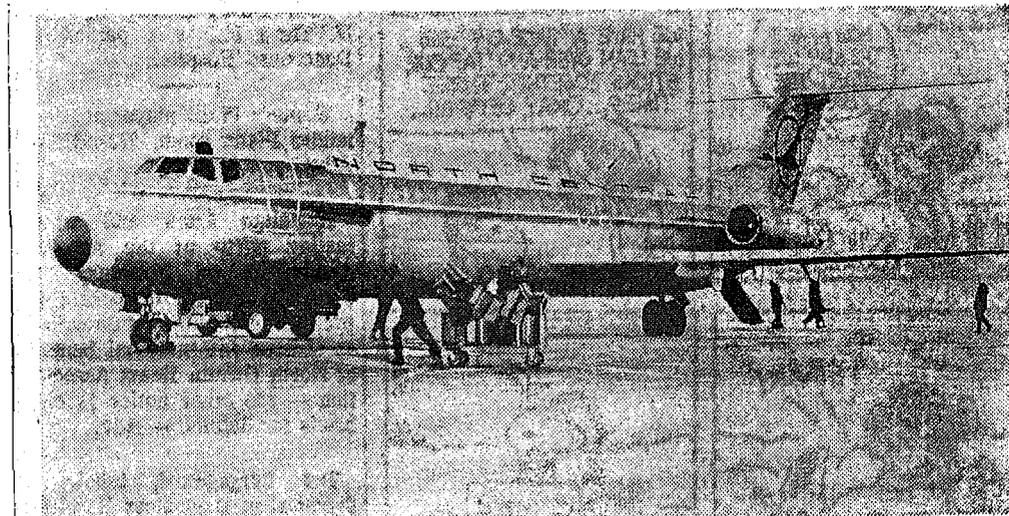
Other airport items were runway repair, \$11,434; earth fill, \$8,188; hangar foundation,

\$10,860, and drain ditch repair, \$3,311.

TA

RURAL DELIVERY  
FEBRUARY 2, 1968

FEBRUARY 2, 1968



SERVICE WITH BIG DC-9 100-passenger planes was inaugurated at Grand Forks Thursday by North Central Airlines. This fanjet airliner had just arrived from Chicago as this picture was taken. In front a baggage handler trundles suitcases for passengers who boarded the plane and at right incoming passengers have started to leave the plane. The new schedule gives 50-minute service from Grand Forks to Minneapolis, leaving here at 5:10 p.m. and arriving in Minneapolis at 6 p.m. The northbound flight shown here leaves Chicago at 1 p.m. and arrives in Grand Forks at 4:51 p.m. (Herald Photo).

## Hangar Jacked Up For Move

The exacting job of jacking up the 150 by 100 foot hangar in the old airport addition to prepare it for a move to International Airport has been started by the contractor in charge.

R. P. Swangler, who has the moving contract, said it will take several days or more to mount the big building on rubber tired dollies for the five-mile cross country ride to the new location.

Four big trucks will be used to pull the braced-up hangar across the Interstate 29 right-of-way and across U. S. Highway 2 and then over country roads and ditches.

At the new airport, the hangar will be set on a foundation which has been prepared for it.

### Refer Hangar Request

Also acted on was a petition from R. P. Swangler who has the contract for moving the large hangar from the old airport to the new one.

Swangler requested \$2,000 payment in addition to the \$25,000 contract price because of unexpected expense he must cover due to the completion last year of the road bed for Interstate Highway 29 which he must cross with the hangar.

Attorney David Kessler appeared for Swangler, explaining that Swangler's bid was submitted in February of 1967 and he could have anticipated that the west half of Interstate 29 would be finished in 1967 if he had inquired of the highway department.

### Attorney Explains Problem

But Kessler said Swangler could not have anticipated that the east half of I-29 also would be finished in 1967 since the contract was not let until August 11, 1967.

Each highway portion involves additional large ditches to cross and the approximate cost of gravel filling to support the weight of the hangar and removing the gravel afterward would be about \$4,000. Swangler offered to stand half of this cost or \$2,000 with the city paying the differences.

The council referred the matter to the public service committee, the city attorney and the city engineer for study and recommendation.

### And Alderman Percy Lilleboe

brought to the council's attention the crowded condition of the airport waiting room where he said some people have to "sit on the floor" for lack of space. He said the space problem is increasingly severe with the addition of new and larger planes to be expected in the future.

2-12-68  
**Hangar To Be Moved Soon**

A moving contractor is expected to have the hangar on the old airport mounted on rubber-tired dollies within a few days for a move to the new Grand Forks International Airport.

Lifting of the big hangar onto its carriers was nearly finished Monday and gravel was scheduled to be hauled early this week to fill a big ditch alongside Interstate Highway 29 which must be crossed in moving the new airport.

The committee recommended that R. P. Swangler be allowed an additional \$2,000 over his \$25,000 contract price for moving the hangar from the old city airport to the International Airport, five miles west of the city. The allowance is for gravel-filling a ditch alongside Interstate Highway 29 which Swangler had not expected to be included in his moving job. 2-13-68

**Water Analysis OK'd**

The committee also recommended that the council hire Pitometer Associates, Chicago, to make an analysis of the city's water distribution system to determine where it needs strengthening and where additional storage might be required. The last time such a survey was made was in 1955.

A meeting at the International Airport to study overcrowded conditions for passengers in the administration building was approved for a date to be set later.

2-14-68  
Truck crews have started filling with gravel the Interstate Highway 29 ditches which must be crossed by the hangar from the old city airport when it is moved to the Grand Forks International Airport five miles west of the city. Final bracing was being done on the hangar structure which has been mounted on rubber tired dollies for the cross country move.

# 237 Per Cent Expansion In Aviation Predicted Here

*This is one of a series of articles reporting on findings of Community ACTION case study committees. About 250 citizen-volunteers have been gathering facts and making recommendations for improvement in some 60 community problem areas.*

By MIKE CARRIGAN  
A 237 per cent expansion in all aviation operations in the next decade is predicted for Grand Forks International Airport in a Community ACTION case study made public this week.

ACTION volunteers foresee many needed improvements in the years ahead in order for the local airport to keep pace with expected growth in all phases of

the aviation business here.

The two commercial airlines serving Grand Forks, Northwest Orient and North Central, boarded 40,133 passengers, an all-time high last year. It represented a 28.5 per cent increase in patronage over 1966, the report said. "The increase in air service at Grand Forks in recent years can be demonstrated by the fact that in 1954, only 4,200 passengers boarded planes at Grand Forks."

Moreover, growth of general aviation here in recent years "has been at least equivalent to that exhibited by the scheduled air carriers. This growth has included private flying, agricultural aviation, air taxi and corporate aviation. These activities have had a great influence on the economy of the region," the report said.

The report noted that at present about 55 aircraft are based in Grand Forks. By 1970, there should be 80 to 90, and by 1977, 110 aircraft based locally "if our growth will be typical of that predicted for the nation."

The report recommended these additions and improvements:

- It is "likely" an addition will be needed to accommodate a greater number of passengers. The terminal building "is now too small and crowded at times."

- Many airports today provide a meeting room for what has been referred to as "VIP conferences." The report suggests some thought be given to providing such space for arriving businessmen to meet with local customers at the airport.

- There is a "real need" for an enlarged line office and pilot's waiting room. The report called present facilities "grossly inadequate." It also suggested direct (telephone) lines to the FAA, taxis, car rentals, motels and the like.

- An effort should be "vigorously" continued to obtain a control tower and Instrument Landing Service (ILS). "For three successive traffic counts which have been made by the Federal Aviation Authority, our airport has met the minimum criteria for the installation of ILS and the control tower."

## Hangar Wheel-Borne For 5-Mile Trip

2-26-68

The airplane hangar on the old Grand Forks airport was wheel-borne Monday for a ride to the new International Airport five miles west of the city — and it took 112 large truck size wheels to do it.

The work crew made the initial move Saturday, turning the

hangar end-for-end, and broke the drive shaft on one of the pulling trucks in the process.

A shaft replacement was made Monday morning and a move across Interstate Highway 29 was scheduled to come next. The roll across I-29, lying about 200 yards to the west, was expected Monday afternoon if all went well, or later if it does not.

### 4 Sets Of Gear

Four tandem sets of moving gear are used for the hangar move. Two sets are located under one edge of the structure and two other sets bear the weight inside the building.

Each tandem set consists of a large truck trailer at the front end and an eight-wheeled rubber-tired dolly at the rear end.

In addition to the tandem sets, there are two eight-wheel dollies supporting other areas of the building during the moving operation.

The weight of the 150 by 100 foot hangar is borne on giant 18 by 18 inch timbers which extend from the pulling trucks back to the dollies.

### Giant Timbers

Much work lies ahead after I-29 has been crossed. The interstate's ditches were filled with gravel to permit the hangar crossing and this must be removed and transferred to the ditches along U.S. Highway 2 before that highway can be crossed. The moving of gravel will require an estimated three days.

Once on the north side of Highway 2, the move will be simpler, with the hangar rolling across country fields and ditches already filled for that purpose.

## Old Hangar Is Ready To Roll

2-21-68

The big hangar on the old Grand Forks Airport is tired — rubber tired, that is — and ready to roll across country to the new airport, when the weatherman permits it.

The 150 by 100 foot hangar has been mounted on rubber-tired dollies which will be pulled by large trucks across Interstate 29, then over U.S. Highway 2 and west to its destination.

But mover R. P. Swangler said he preferred to move it in less severe weather which would put less strain on the equipment.

So, when it warms up a bit he expects to get moving.

Gravel fills have been made in the ditches at I-29 and U.S. 2 on which the hangar will roll across these obstacles.

— Installation of a Visual Approach Slope Indicator (VASI) system "would be a great aid to

many pilots who fly under visual flight rules in the area."

— Improved provision for fire control — including an operational crash truck, together with personnel trained to operate such equipment are needed. All airport vehicles should be equipped with fire extinguishers and fire control equipment.

— Recovery equipment to clear runways quickly after an accident are needed. Plans should be devised for all possible emergencies.

— Hangars are presently overcrowded, resulting in an "excessive amount of 'hangar rash.' Movement of the large

hangar from the old airport will help, but there should be planning for increased facilities commensurate with the future growth of aviation."

— There is a real need for improved communications with airlines during busy periods. "Partial solutions might include using telephone answering services, or having arrival times announced over local radio stations, as is being done in Winnipeg."

— "The future will see a considerable development of air freight and air express. Then, too, the post office (department) is undoubtedly going to forward

much greater quantities of mail by air. At the present time, our airport has no facilities for handling of air freight, or any substantial quantity of air express, or an increase in air mail." Many improved techniques for handling such traffic are being devised, the report said. "Our airport management should be alerted to these developments and some planning should proceed immediately to accommodate our airport to these developments."

— "The present practice of using runways for all types of taxiing aircraft is extremely hazardous. Arriving airliners

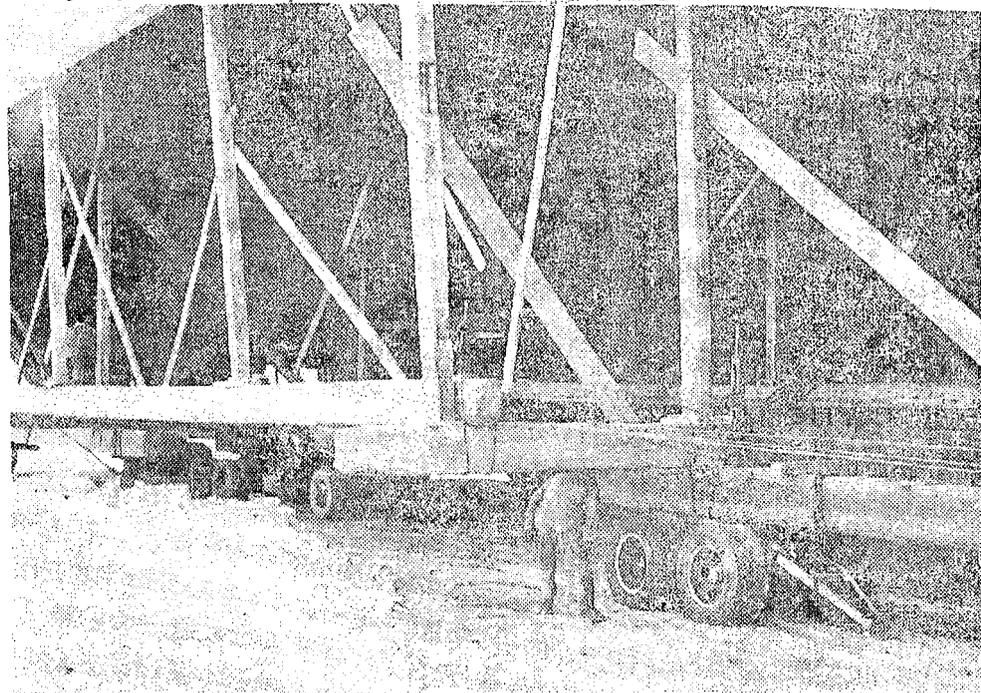
are often forced to 'go around' and there is other serious congestion among arriving and departing aircraft. Thrust stream turbulence set up by taxiing jet planes has caused appreciable damage to light aircraft in the congested ramp area . . . and has been the cause of near accidents. The solution to largely alleviate this problem is to separate these two types of aircraft through the installation of paved taxiways and an enlarged ramp area. Many pilots in this area regard the need for taxiways as more serious than that for a control tower."



2-28-68  
THE 150 BY 100 foot frame hangar from the old Grand Forks airport was ready to make another move in its five-mile cross country ride to the new International Airport when these pictures were taken. The hangar had been swung around and moved a short distance but was still on the old airport. It was moving slowly west toward Interstate Highway 29. After cross-

ing the Interstate the hangar goes north across U.S. Highway 2 and then west overland to the new airport. This view shows the two pulling trucks at the front of the building. The edge of the building rests on giant timbers that extend back to big rubber tired dollys inside the structure, which bear the inside burden.

2-28-68  
The hangar from the old Grand Forks Airport was parked one-quarter mile south of U.S. Highway 2 after crossing Interstate Highway 29 Tuesday. The hangar is being moved about five miles west to the new International Airport. The move will be resumed when gravel-filling of Highway 2 ditches has been completed for the move across that highway.



AN EIGHT-WHEELED dolly at right bears the rear end of a timber from one of the front pulling trucks. At left is another pulling truck, one of two trucks inside the building which carry inside weight and pull from inside the structure as the hangar is moved. (Herald Photos by Kenneth Kleven).

# Hangar Moving Job Resumed

3-12-68

A moving crew made last-minute preparations Tuesday to move the large hangar from the old Grand Forks Airport across U. S. Highway 2 west of the city.

Barring trouble, the move was scheduled to be made Tuesday afternoon.

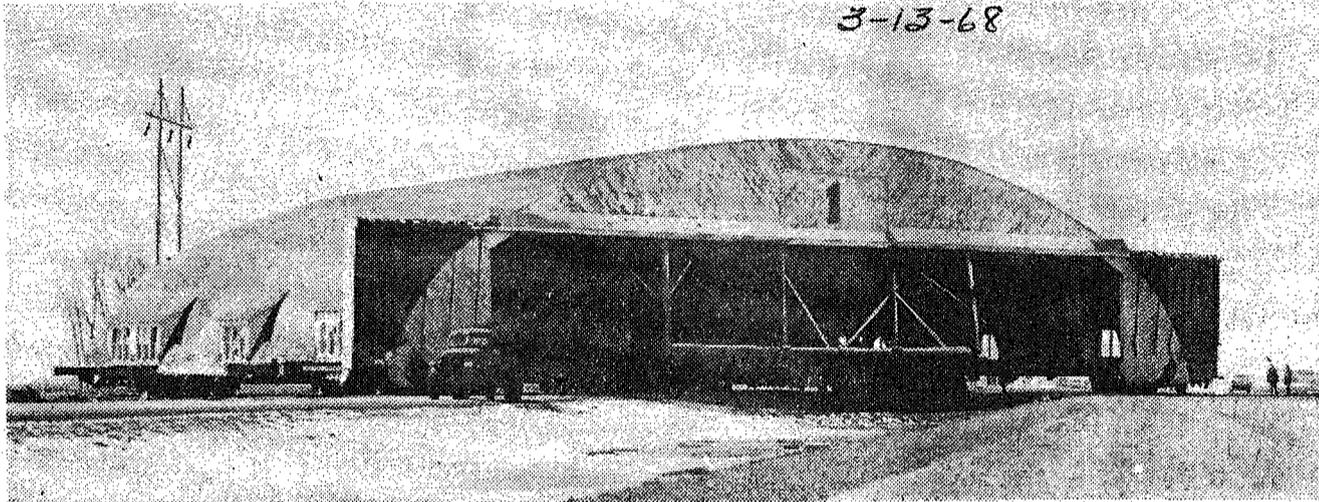
The hangar which measures 150 by 100 feet has been parked just south of Highway 2 for about 10 days because of soft ground resulting from thawing weather.

A hard surface is necessary to permit rolling the hangar across country on four heavy trucks and rubber-tired dollies which bear the weight of the hangar as it is moved.

Some delay has been encountered this week in getting the hangar moving because it was necessary to remove the gravel fill from the highway ditches when the weather warmed up, and then to replace the gravel and pack it down Monday and Tuesday.

When the hangar has crossed Highway 2 it is scheduled to be rolled to the Grand Forks International Airport where it will be placed on a new foundation.

3-14-68  
The hangar from the old Grand Forks airport remained parked Thursday on the prairie about a mile west of Weekley's auto body dump and a short distance north of U.S. Highway 2. The movers need colder weather to freeze the ground harder before the hangar can be moved to the International Airport about three miles farther west.



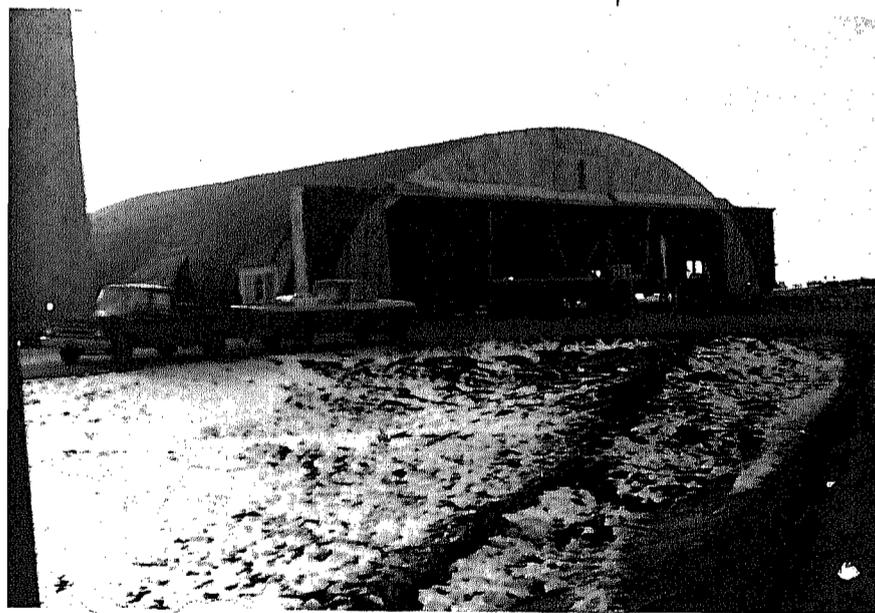
**THIS LAMINATED WOODEN** monster was crawling slowly across the prairie about two miles west of Grand Forks Wednesday, headed for its destination on the new International Airport. It is the 150 by 100 foot airplane hangar from the old airport, complete with a heavily beamed laminated roof, 112 big rubber-tired wheels to ride on and all trussed up inside with huge timbers and steel cables to hold it together on its long ride. The hangar sat astride U. S. Highway 2 a short distance west of Interstate Highway 29 when this view was taken Tuesday afternoon. It blocked most of the four-lane

highway and traffic was detoured by state highway patrolmen to a road one miles south during the blockage. The moving crew had a problem or two getting the hangar across Highway 2 to the north side but they made it. Shortly after this picture was shot, a front corner of the huge load bogged down in a gravel ditch fill and had to be bolstered with heavy timbers in the gravel so it could proceed. The hangar also nicked a power line pole above the highway as it passed under the wires but had no delay on this account. The job now is to get the hangar to its foundation on the new airport before the weatherman brings on another thawing spell. (Herald Photo).

R. P. Swangler was granted an extension until April 1 to complete moving the hangar from the old city airport to the new International Airport. 3-19-68

The move is being made under a contract with the city which expired March 1 but which was delayed by adverse weather and other conditions.

Deferred consideration on possible expansion of the International Airport administration building until additional information is secured from the airlines. 3-19-68





JUL 68

3-22-68  
A moving crew was making preparations Friday to move the hangar from the old Grand Forks airport onto its new foundation on International Airport. Wheels beneath the building were being adjusted in preparation for the move which may be made this weekend.



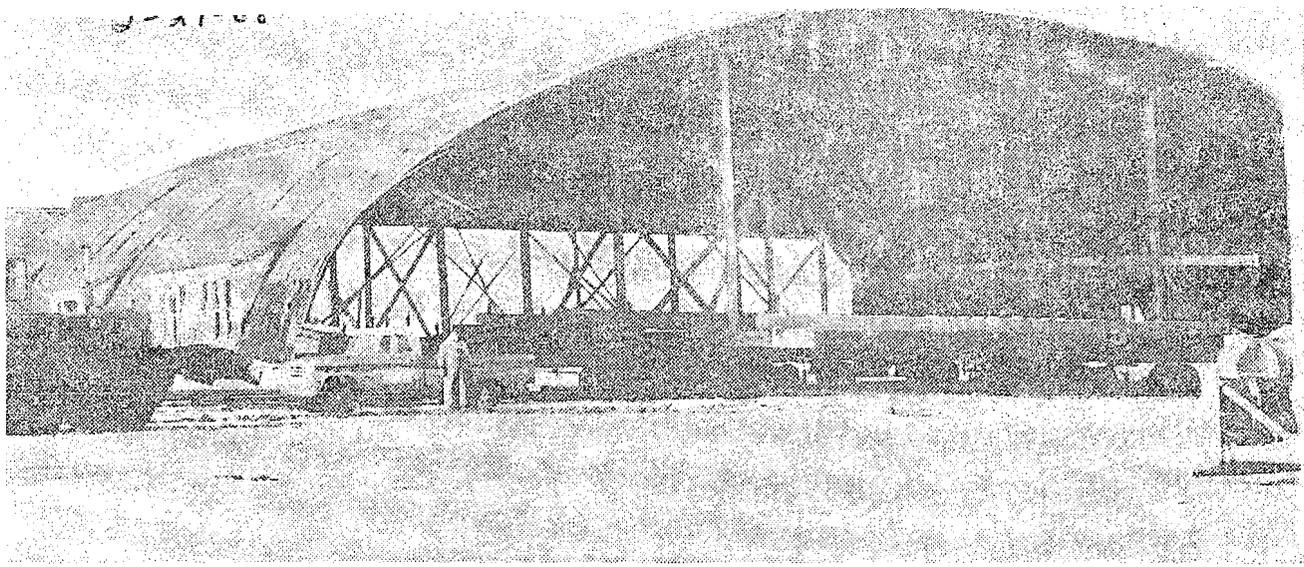
JUL 68



The big wooden hangar from the old Grand Forks airport had been lowered onto its new concrete foundation on the International Airport Wednesday and workmen were removing the timbers on which it was borne across country to its present location. A new back wall, new roofing and other repairs will be made to put the hangar in condition for use. 4-3-68



JUL 68



**THIS WAS THE SCENE** as the big hangar from the old Grand Forks airport finished its torturous five-mile, cross-country journey to a location on the new International Airport. The 150 by 100 foot structure survived crossing of two main highways, several country roads, electric power lines and intermittent days of thawing weather before reaching its destination late Wednesday. Caterpillar tractors helped pull the monster building the final two miles of its ride and it stood Thursday at the edge of the new foundation which has been prepared for it.

The movers were adjusting the dolly wheels beneath the building so it could be moved over the foundation and then lowered onto it. In spite of a storm that blew out the rear wall, the shell of the hangar appeared otherwise in sound condition. After the building has been lowered onto the foundation, the rear wall must be rebuilt, the big front doors repaired and hung, the building reroofed, windows installed and other minor repairs made. The big job was done by R. P. Swangler under a contract with Grand Forks City. (Herald Photo).



68  
JUL

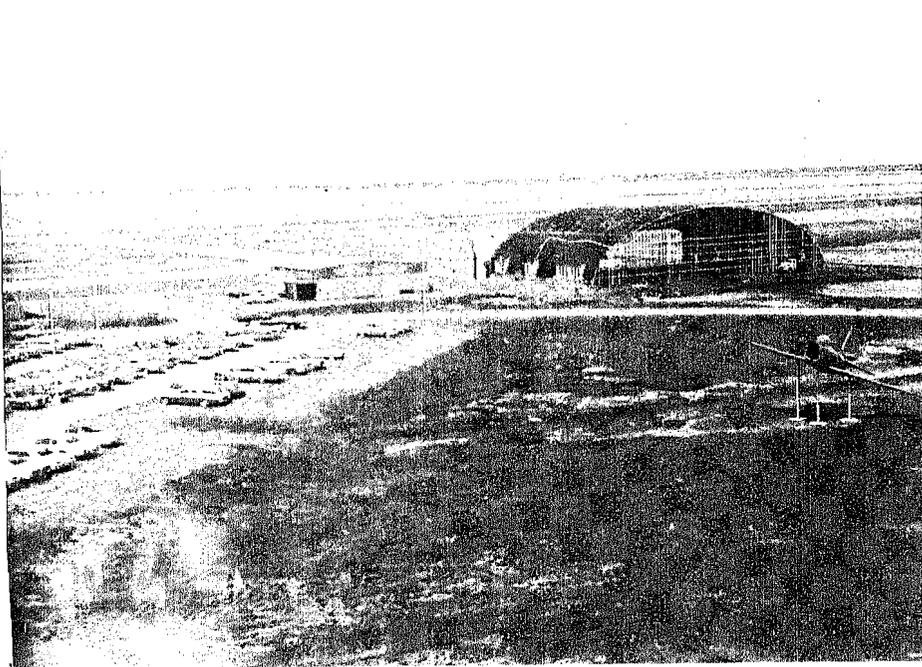
**Zoning Referred 5-7-68**

Annexation and zoning petitions for University Heights Addition was referred to the Public Service Committee.

The council granted a request by the University of North Dakota Flying Club for a discount on aviation gasoline of 5 cents a gallon on gas purchases above 500 gallons a month.

A low bid of \$9,511 by Valley Lumber Co., for roofing the old hangar moved from the old city airport to the new airport was accepted by the council.

Plans and specifications and estimate of costs were ordered and call for bids June 3 was made on a floor and apron for the hangar.



# Airline Boardings Up Sharply Here

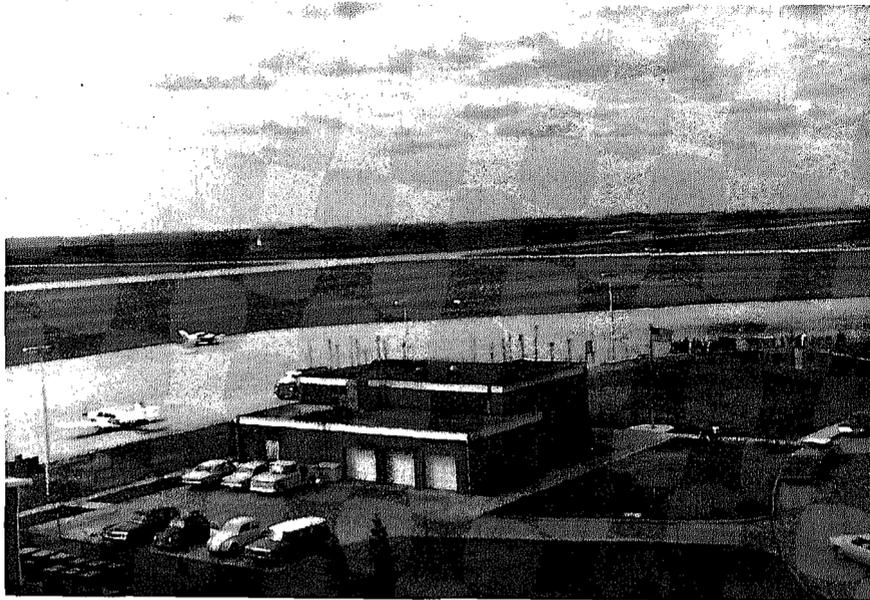
Passenger boardings during April at Grand Forks International Airport were 40.5 per cent greater than the same month a year earlier.

The actual number of boardings here totaled 4,185 in April compared to 2,978 in 1967.

E. J. Hanson, director of transportation for the Grand Forks Chamber of Commerce,

said among the various reasons for the rise in passengers, is that North Central Airlines is now using DC-9 jet planes which the firm did not have last year. North Central boarded 1,436 passengers here in April, up from the 781 passengers last year. In addition, Northwest Orient Airlines also showed a rise in passenger boardings.

Hanson said Grand Forks has a faster Northwest flight to New York City which was not available last year. He said North Central Airlines now serves Kansas City, Mo., on a flight from Grand Forks that was not available earlier, and has also begun to generate increasing traffic on the north-south route from here to Omaha and Kansas City.



JUL 68

## Spring Pilot Seminar Set Thursday 5-19-68

The second annual spring pilot seminar, has been announced by Norman Midboe, manager of Grand Forks International Airport.

The seminar will be held at the airport Thursday starting at 7 p.m.

Guest speakers will be Harold Nordstrom from the Grand Forks flight service station; Sgt. James Greene from Grand Forks Approach Control, and Maj. Robert Fox, from the 18th Fighter Interceptor Squadron at Grand Forks Air Force Base.

Nordstrom will discuss flight operations on and in the vicinity of Grand Forks International Airport; Sgt. Greene will talk on radar approach control procedures for the Grand Forks area, and Maj. Fox will discuss operational characteristics, traffic patterns and approach and departure paths of the F101 VooDoo.

G. W. Campbell, chief of the flight service station at the airport, and Wayne Peterson, air traffic manager, will conduct a 30-minute slide presentation on "Aviation — Where Career Opportunities Are Bright." It covers almost all career opportunities in the aerospace industry.

The program starts at 7 p.m. with the discussions; the slide presentation will be held at 7:30 p.m., the question and answer session at 8 p.m., and coffee and doughnuts will be served at 8:30 p.m.

Peterson, air traffic manager for the Federal Aviation Agency at Grand Forks Air Force Base, will preside at the seminar.



JUL 68

800

## Hangar Being Renovated Here

5-10-68  
Renovation of the large frame hangar formerly located on the old Grand Forks airport was proceeding Monday at its location on the new International Airport.

Old roof sheathing was being ripped off to make way for a new pre-painted panel type of roof and other pre-painted metal panels are being installed on the rear wall of the hangar. The big front doors of the building also are being repaired and will be hung soon. They were removed for the move from the old airport to the new one.

The roofing job is being done by Valley Lumber Co. which bid in the job at \$9,511.

Bids have been called for June 3 on construction of a new hangar floor and a concrete apron to connect the hangar with existing taxiways.

The entire hangar will be painted in a green and white color pattern and translucent windows will be installed in the roof which also will be green and white.

## Instrument Landing Funds Set

6-7-68  
The Federal Aviation Agency in Washington, D.C. has allocated \$128,000 for an instrument landing system at Grand Forks International Airport, according to word received by the Herald from the office of Rep. Mark Andrews, R-N.D.

The system would be installed and completed some time in 1970.

Mayor Hugo Magnuson contacted Washington officials in 1966 with a request for an instrument landing system in a control tower at the airport.

There was no reference to the control tower in the notice received here.

FAA officials here said, however, that an instrument landing system can be operated without a control tower and can provide increased safety for fliers operating from the airport whether or not a control tower also is in operation.

Grand Forks officials hope to get a control tower eventually since an airport location having 24,000 annual itinerant operations is a candidate for control tower service and the local airport has met this requirement.

## Survived Moving Adventure

2-4-68  
By LLOYD TINNES

There's a new hangar on Grand Forks International Airport that outdoes any similar structure on the airport.

It can be called new because all of the outer shell and the roof — also the concrete floor — have recently been installed, leaving a green and white structure that adds much to the appearance of the building area.

You're looking right at the rear of the hangar as you drive into the entrance road to the airport.

### Trip Nearly Failed

This new building, however, attained its present status the hard way, after a treacherous cross country trip from the old city airport which came close to being a flop.

The moving operations had to survive below zero weather and a threatening spell of muddy weather to reach the airport in battered condition March 21.

The handsome hangar will store 20 to 25 local aircraft depending on their size but it also will always have room for itinerant planes, according to Norman Midboe, airport manager.

### Five Other Hangars

There are 45 planes presently using five other hangars and 15 planes are moored outside hangars. In all, they comprise the 60 locally-owned planes using the new airport.

The hangar is green and white overall, including the roof. The old asphalt roof was replaced with rolled-on metal roofing and the walls are covered with pre-painted metal panels.

There's a wide green stripe down each side of the white roof which serves as a guide for incoming planes.

### Doors Open 120 Feet

The front doors of the hangar open to 120 feet width, wide enough for any plane in the area except the monster B-52 bombers at Grand Forks AFB. The hangar could hold four of the DC-3 type, 26 passenger planes or up to 35 small private planes, Midboe said.

When the hangar left the old airport last winter for the five-mile ride to the new site, it was just another huge old frame building, 152 to 100 feet in size.

The building was laboriously jacked up and set down on 112 big rubber-tired wheels, on trucks and four wheeled dollies which carried the awesome burden.

### Was Tough Move

R. P. "Dick" Swangler managed the moving job which probably was one of the toughest ever accomplished in this area.

There were some breakdowns during the move, a major one happening when a corner bogged down while the hangar was rolling across U.S. Highway 2. But the building was jacked up and moved on.

Then when the hangar was only two miles from the airport, a spell of warm weather turned the ground surface into a quagmire. The supporting wheels sank deep into the mud of the alkali flats and if the warm weather had lasted a few days more, the two miles might as well have been a hundred. The movers just couldn't have made it because it was strictly a cold weather job.

Then came March 21 and it proved the biggest day of all.

The rear wall of the hangar blew out in a high wind but then came a spell of cold weather and the movers decided it was now or never.

They made a fast two-mile move and the hangar reached its final location that night.

Later the hangar was moved onto a new foundation and now the walling up and roofing has been practically completed.

The hangar will be placed in use as soon as a concrete apron has been finished to connect the building with the taxiways from the runways.

6-4-68  
Contracts were awarded to low bidders on four special improvement projects and awards on eight other projects were postponed until the next meeting by the Grand Forks City Council Monday night.

Successful bidders, their bids and location of the projects follow:

Valley Contracting Co., paving of the hangar floor, the roadway and apron for the large hangar recently moved to the International Airport, Valley Contracting Co., \$51,410.

Swingen Construction Co., water main replacement on Oak Street from 13th Avenue S. to

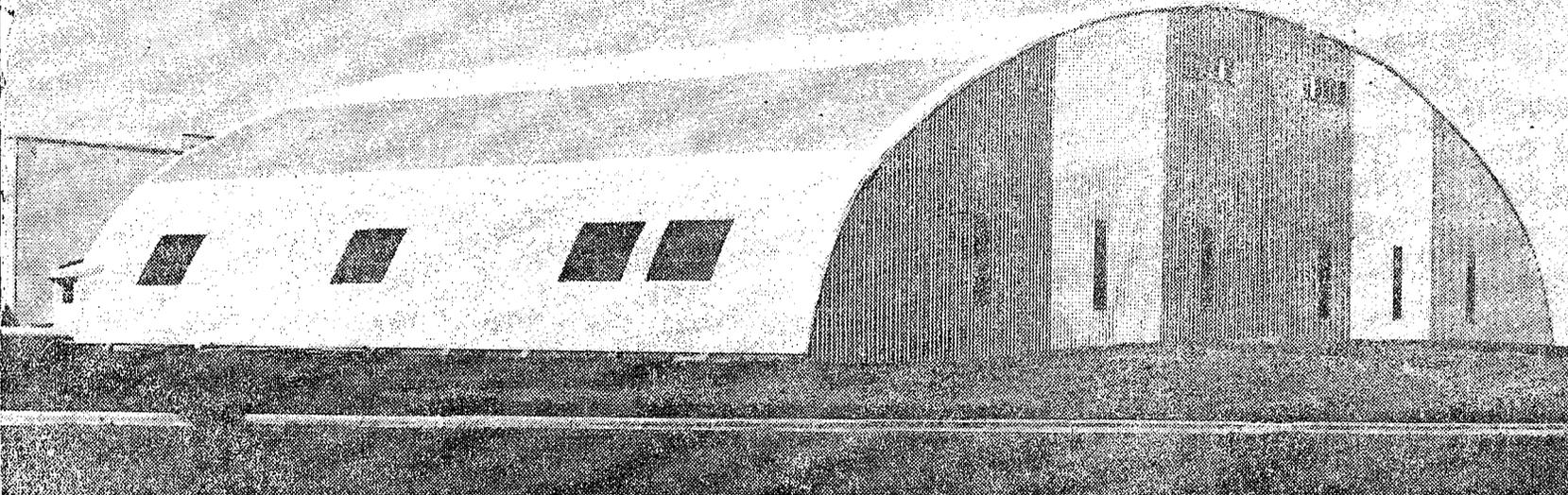
7-14-68  
pension fund was 9.1 mills and under a new proposal would be 10.71 mills.

The removal of special assessments for the Airport Addition from the airport and the placing of a mill levy would raise the Deficiency Levy Improvements from 1.03 to 2.65 mills.

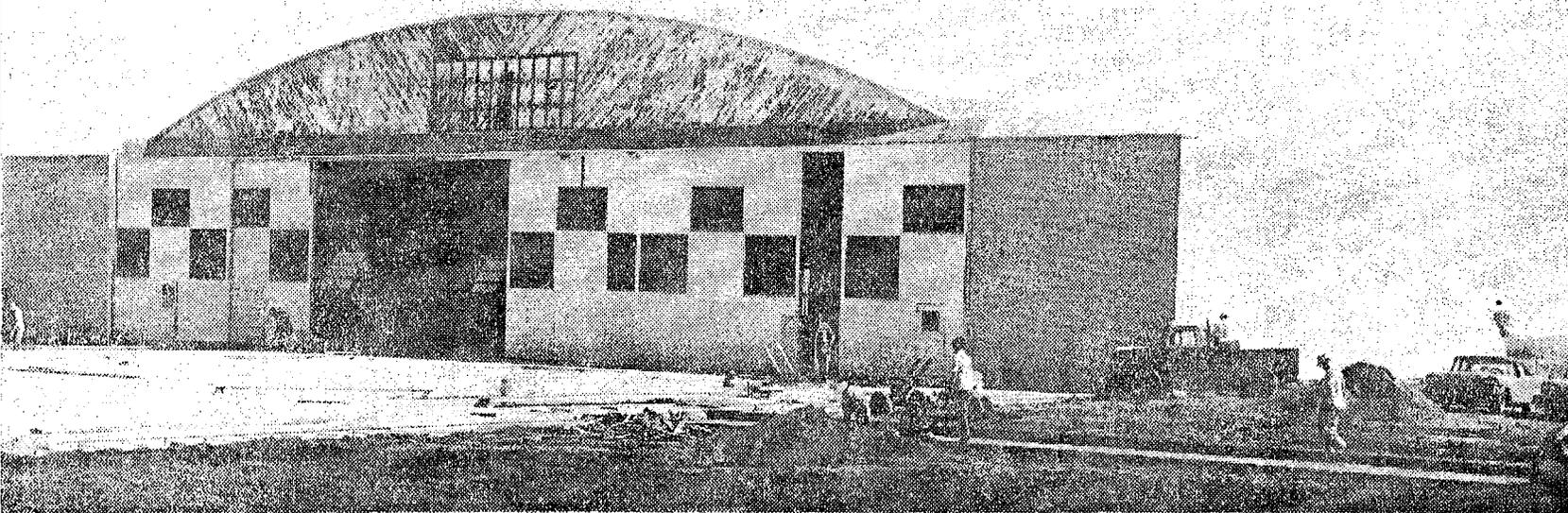
# 'New' Hangar At Airport Has Quite A History

208

8-4-68



THIS IS THE attractive green and white paneled hangar that emerged after the old frame hangar formerly at the old airport was remodeled on a new concrete foundation in its new location. The rear and the west side of the new hangar looks like this as one drives up the entrance of the new airport. (Herald Photos by Ken Kleven)

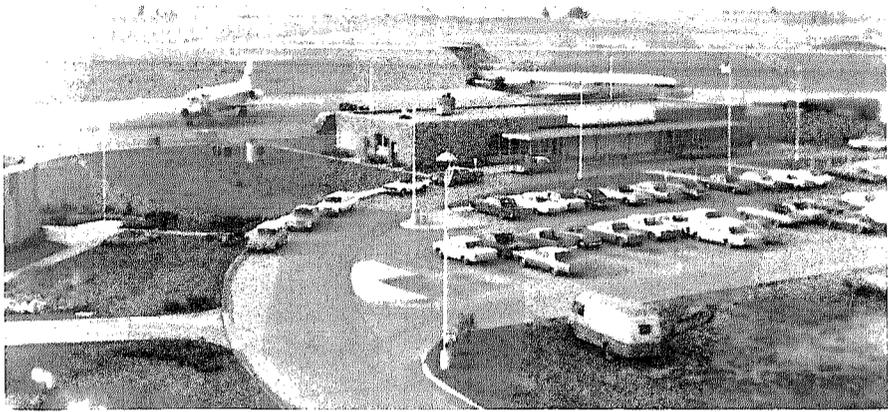


THIS VIEW SHOWS the front of the hangar on which remodeling was nearing completion last week. Some paneling remains to be installed above the doors and some finishing work remains on the concrete apron which was being laid when this picture was taken.

8-28-68  
A work crew Tuesday was installing new paneling above the front door of the large hangar at Grand Forks International Airport. The remodeled hangar, previously located on the old city airport, has been entirely overhauled, with green and white paneling on the walls and green and white striped roofing.

8-22-68  
The finance and public safety committee of the Grand Forks City Council will meet at 7:30 p.m. today in the city hall to consider a recommendation to the council regarding bids submitted for a four-wheel drive truck and a lawn and garden tractor for Grand Forks International Airport.

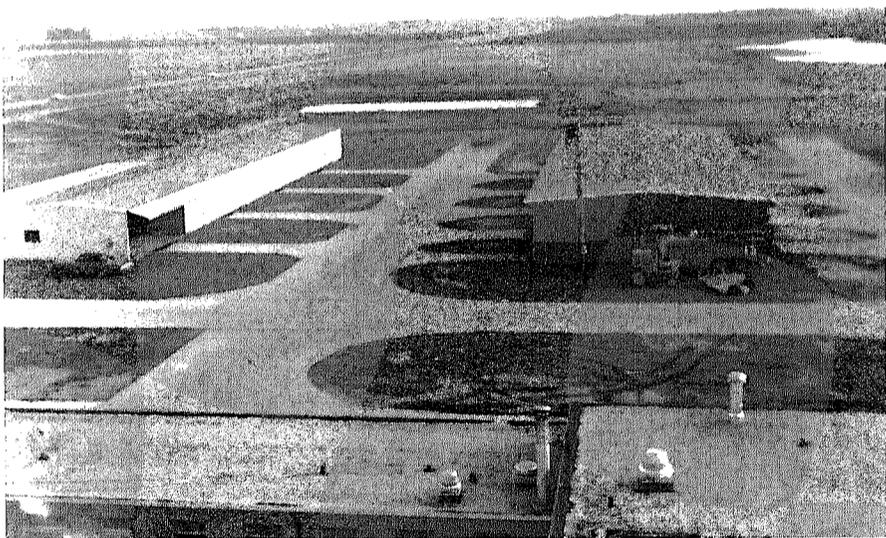
8-22-68  
Remodeling of the large hangar at Grand Forks International Airport has been completed and the building now is ready for use, according to Norman Midboe, airport manager. He said two planes already have been moved into the hangar and that capacity now exists for any planes which may require it as a result of an expected increase in plane count in the next few years.



FEB 69



FEB 69



FEB 69

# U Flying Course 9-20-68 Given OK

BISMARCK, N.D. (AP) — The aviation flight course that was initiated at the University of North Dakota last year got a boost Thursday from the State Board of Higher Education.

The board approved a request that laboratory fees for the basic flight course be set at \$125 and flight hours beyond the basic 10 be charged at the rate of \$10 per hour.

Prior to the approval, an assistant professor at the University told the board of its problems in getting the program off the ground.

### Had Protests

John Odegard, assistant professor in data processing and in the flight aviation program, said the in-the-air section of the course had run into protests from operators of airplane instruction and maintenance organizations because of an alleged interference with private enterprise.

Odegard, a pilot, said he and others had conferred with the operators and agreed verbally the University would not interfere with maintenance of the aircraft, provide no air taxi or charter flights for the public and use no aircraft from the University Flying Club.

He said the university also promised not to enroll part-time college students in the program, give no lessons under the GI bill program and cooperate fully with the operators on an army ROTC contract already in force.

### Failed To Meet

Odegard said the operators were supposed to meet with him Wednesday and sign the agreement but failed to appear.

Representatives of the operators went before the board Thursday to lodge a protest against the program.

The board passed a motion that the University could not sign any agreements with any other parties regarding how the program would be run or who could participate in it.

# Airport Use Granted For U Club Flight Instruction

9-24-68

By LLOYD TINNES

Permission to use the Grand Forks International Airport for specified flight instruction for University of North Dakota students was granted to the University Flying Club by the City Council Monday night.

The permit extends to July 1, 1969, for use of the airport runways and storage of instruction planes, the arrangement being subject to ratification by the Federal Aviation Agency.

Fixed base operators on the airport had objected to the arrangement based partly on their argument that the training program might operate in competition with the base operators. They noted that the flying club would train fliers, some of whom might otherwise be taking flight instruction from the private operators.

The base operators felt that if the University planes were

operating on the airport they should be considered as fixed base operators and therefore required to comply with fixed base regulations, including a building requirement.

Airport Manager Norman Midboe talked with FAA counsel Monday, however, and they stated that in their opinion the University would not be acting in the capacity of a fixed base operator providing no services were offered to the public and the curriculum is part of the regularly approved curriculum within the University.

John Odegard of the University Flying Club told the council that the club would give instruction only to students as part of the University course and that the club planned to purchase gasoline from the city and that their planes would receive any required servicing from the base operators.

The council felt that the ar-

angement must provide for the specified instruction only and that it be ratified by the FAA for fear of some conflict which might cut off federal aid money for the airport.

# Aid Asked For Airport Runways

10-5-68

By LLOYD TINNES

The Grand Forks City Council voted Monday to seek federal aid for construction of additional runway facilities at the International Airport five miles west of the city.

Cost of the installation of additional parallel taxiways along the north-south runway and other paving items was estimated at upwards of a half million dollars.

The federal government would share half and half with the city on the cost of the taxiways extending from the east-west runway to the north end of the north-south runway and from the hangar area to the south end of the north-south runway.

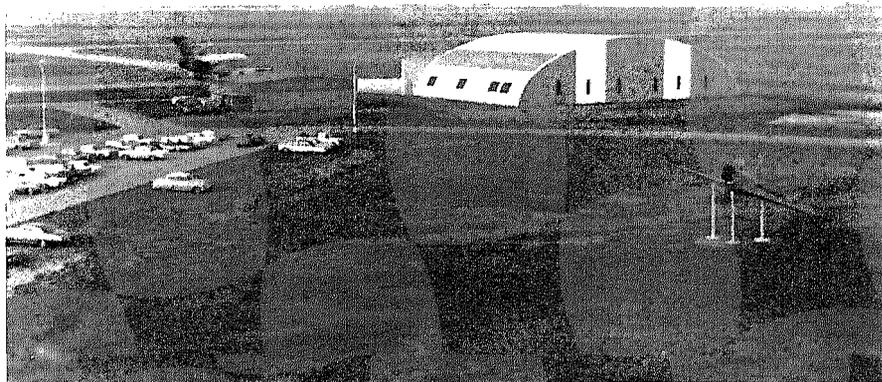
Also included would be four turnoffs from the parallel taxi strips to connect with the North-south runway.

The council authorized Mayor Hugo Magnuson to apply for federal aid on the project and to hire the engineering firm of Webster, Foster and Weston to survey the project and provide an estimate of cost.

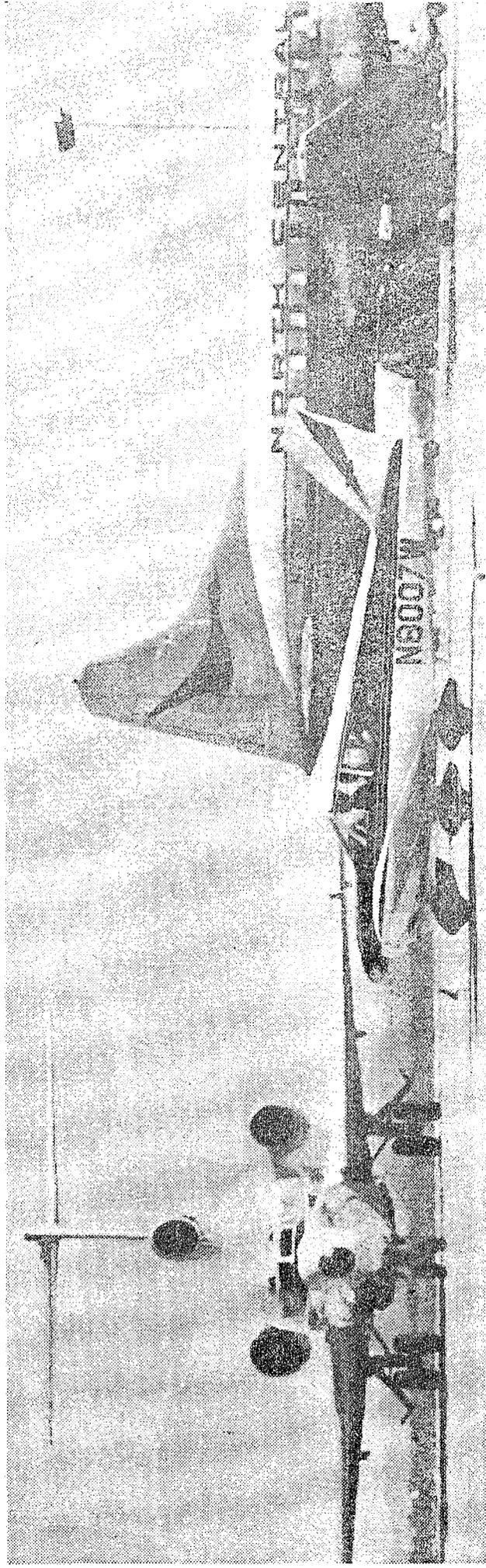
If the application for federal funds is granted, the city would provide its 50 per cent share of the cost from the airport fund which will be sufficient to cover the amount, the auditor's office said. If more land is sold from the old city airport, these receipts also would go into the airport fund.

The application for federal aid must be filed by Nov. 22 and any aid granted would come from 1969-1970 federal funds for construction in 1969 or 1970, according to Norman Midboe, airport manager.

Midboe explained the need for the taxi strips, stating that the heavier type planes now using the runway would in time cause damage to the paved strip because they are paved with



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811



# short at the forks

(Editor's Note: Early last week, The Forum carried a series of three articles outlining the problems faced by the city's Hector Airport — problems of too little air-terminal space, lack of taxiways, delay in obtaining the results of a survey so that planning can get under way. Last week, a Forum staffer visited the four-year-old airport at Grand Forks, N. D., to see if that city's experience in airport construction offers any lessons to Fargo city planners.)

By BOB BESTLER  
Staff Writer

Officials in Grand Forks are learning the hard way the danger of short-sightedness in mid-20th Century airport planning.

It was in 1964 that the city

total \$3,228,800 to date. Of this total, about \$1,177,550 came out of federal funds, with the remaining \$2,051,250 paid by the city.

"The federal money was used for developing the field itself — runway construction, grading, high-intensity lighting. According to regulations, no federal funds could be used for developing the terminal, since it has no control tower," Midboe said.

As far as the city's share of the costs is concerned, Midboe said about \$400,000 was raised through the sale of revenue bonds. A lesser amount came by selling four parcels of land at the old airport, and the rest through a four-mill tax levy.

"There is still a lot to be done," he said, "but it will have to wait until we build a surplus in our airport fund. We

34,842; four years later, in 1967, the total had increased by 20,000.

No less a leap-frogging has taken place with the passenger boarding rate, which has increased two and a half times in the past four years. During the first annual period at the new airport, some 17,774 passengers boarded at Grand Forks International. During the last period, more than 45,000 passenger boardings were recorded.

"November and December are the worst times," Midboe said. "The lobby outside my office is so full sometimes during these months that I can't even walk through. I have to thread my way through other offices to get to the restaurant."

"There's no question about the need to expand our terminal. Four years ago, we

Lack of taxiways for heavy commercial jets is a serious concern at Grand Forks International Airport. (Photos by Colburn Hvidston III)



city under the heavy title, Grand Forks International. At the time, several citizens thought the new airport an extravagant exercise in futility. One of them, a hotel owner, went so far as to predict it would become "a great unused Grand Central Station."

The prediction has proved untrue, however. Today, less than five years later, the airport suffers much the same malady as Fargo's 15-year old Hector Municipal Airport: Inadequate facilities.

The reasons for building the new airport at Grand Forks differed from the pressing concerns facing Fargo officials. The old Grand Forks airport bordered the city's western edge. It was hemmed in, unable to expand, and its nearness to the city in turn prevented the westward growth of Grand Forks.

Beyond these considerations were the unsafe conditions of the runways. Built in 1941 to withstand no more than the weight of a loaded DC-3 airplane, the runways soon became dangerous as heavier aircraft became the principal carriers.

"Every spring," Grand Forks airport manager Norman Midboe recently recalled, "we had to stop commercial flights for about three to four weeks. With the spring thaw, the runways became too spongy for heavy loads, and we felt it better to stop flights for a few weeks than to ruin the strips altogether."

Annual costs to the taxpayers for repairing the runways were running upwards of about \$25,000. Clearly, there was a need for a new layout, and after many heated discussions in City Council chambers, it was decided that for reasons of both safety and space the airport be relocated some seven miles west of the city.

"We moved," said Midboe, "because we felt it would be cheaper in the long run, and because we needed more room to expand."

It was a wise decision, but it did not go far enough toward alleviating other inadequacies caused by the phenomenal rise of air traffic in North Dakota.

The costs of building the new airport at Grand Forks

can't keep going to the taxpayers."

In a tone similar to Fargo's airport manager, Midboe explained the immediate concerns at Grand Forks International: "Our first concern right now is lack of taxi-ways. We've got good runways, perhaps some of the best in the country. But if we don't have a place for the heavy commercial jets to taxi, we're going to ruin them.

"No runways are built as solidly as the taxi-ways and aprons. Except at the ends, the runways are constructed of light-duty concrete. They can't withstand a static load, and for this reason the aircraft should be off the runway and onto the taxiway as soon as possible. We've been lucky so far, but if we don't get some heavy-duty taxi-ways soon, we'll be facing the same troubles as before."

Another problem: "Without adequate taxi facilities, we can't move traffic as we should. This may not be as critical a problem as it is in Fargo, yet aircraft movements are increasing almost on the same scale here."

In 1963, the last year the old terminal was used, total aircraft movements through Grand Forks (including landings and take-offs) numbered

thought we had plenty of space for passengers. But today we're already thinking of putting an addition on the present building, and maybe an observation deck on top."

Midboe, like the manager at Hector Airport, cited lack of adequate automobile parking space as still another unforeseen problem. "It's so bad right now," he said, "that people are parking on the grass. We've got to provide a larger area for cars."

What is Midboe's advice for Fargo as this city approaches the threshold of redeveloping its own airport?

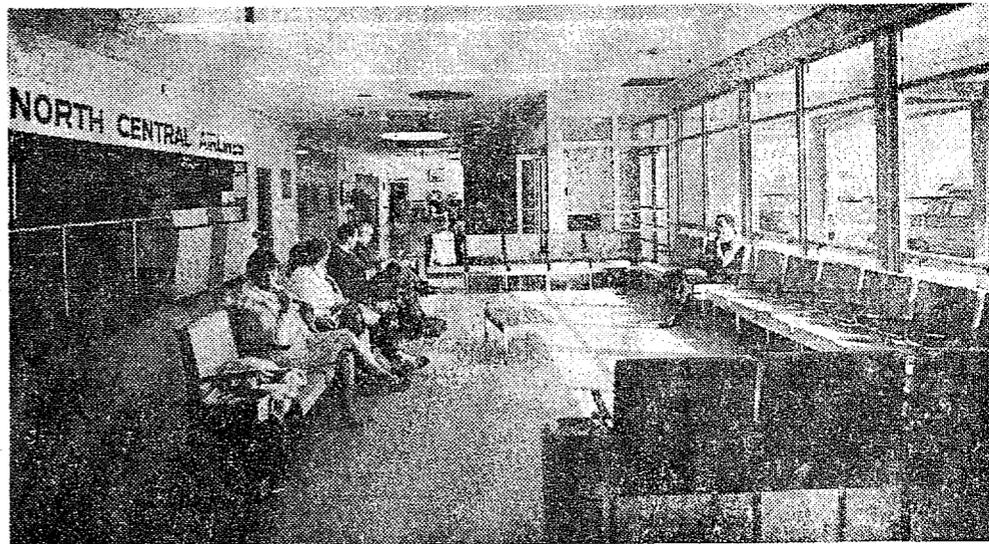
Simply these: "There seems to be no end to the rise of air travel. People today can fly to Europe for about \$300—maybe less in the future when more and more people begin to travel by air.

"The problems we've encountered since building a new airport are being faced by every city in the nation. We in Grand Forks weren't totally unprepared, of course, and we are still working on our master plan, which runs until about 1975. Yet as far as building and redeveloping airports is concerned, I think the sky is the limit."

If there's a lesson here for Fargo, it might be: Plan, but don't plan short.



Airport coffee shop can get crowded quickly (above), as can passenger waiting room, shown below on a quiet day. Grand Forks airport authorities are considering plan to add to the building.





According to Grand Forks Airport Manager Norman Midboe (left), automobile parking space at the facility is in such short supply that customers are parking on the grass (above).

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