Airport, Statesboro

December 26, 2018
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AIRPORT CORPORATION FORMALLY ORGANIZES

2-24-38

Statesboro Airport Corporation is now fully organized and doing business as a legal institution. Officers elected last week upon the acquirement of the charter are: Lannie F. Simmons, president; Hoke Brunson, vice-president; C. P. Olliff, secretary-treasurer; J. O. Culpepper, instructor.

Since the formal organization announcement has been received of the award of a $2,000 federal appropriation for the erection of a hangar at the landing field, which has been recognized as a necessity for the successful operation of the concern. Statesboro friends congratulate the promoters upon the successful launching of the enterprise.
AIRPORT PLANS MAKE PROGRESS

SURVEYING CREW INSPECT PROPERTY WITH VIEW TO EARLY IMPROVEMENT

The establishment of a landing field for Statesboro, agitation of which has been under way for several weeks, is drawing more nearly to maturity.

A crew of engineers representing the proper authorities visited Statesboro during the past week and made a thorough inspection of the property offered for a landing field, after which they prepared their formal report for submission to the higher authorities.

When there will be definite development of the project is unknown, yet there is no doubt that the property will be accepted and developed for the purposes offered. The men in charge of the investigation were generous in their approval of the site offered, declaring that no better property has been seen in the state. The tract is three miles north of Statesboro on the Dover road; is a perfectly level tract with little obstruction in the way of timber or heavy growth, and the preparation of the field can be easily accomplished.

The tract was offered for use by the M. M. Holland estate, and an option for the sale of the property after the five years was given. It is believed that improvement of the site will soon be commenced.
AIRPORT SITE IS
BEING SELECTED

TRACTS OF LAND SUITABLE BE-
ING INSPECTED BY CHAMBER
OF COMMERCE COMMITTEE.

That Statesboro will have an air-
field seems now assured. A com-
mittee from the Chamber of Commerce,
appointed at the recent meeting, has
been in consultation with landowners
during the present week and a num-er of available sites have been pro-
ferred. With these proffered sites in
mind, a report has been submitted to
the authorities in Atlanta with the
request that inspection be made im-
mediately so that work may be begun
upon the improvement of the property.

Two sites so far under considera-
tion are north of Statesboro, and both
are convenient to the Dover road.
Half a mile from the city limit W. S.
Preetorius has submitted a proposi-
tion for the use of a tract formerly
known as the Alex Waters property.
It is the same site which has occasion-
ally been used by commercial fliers
who have operated about Statesboro.

Another site is offered by the M.
M. Holland estate and is almost ex-
actly a mile further out, and is like-
wise accessible to the Dover road.
This tract embraces eight hundred
acres, or as much as is considered
desirable for such purposes. This
lands is level and sparsely timbered,
which would make its preparation
an easy matter. The requirements
imposed are that the land shall be
within three miles of the city, and
that it shall be reasonably level and
suitable for a landing field. Both
these tracts are within the require-
ments, and it is considered probable
that one or the other will finally be
accepted.
ATLANTA CONCERN GETS AIRPORT JOB

E. Jack Smith Submits Lowest Bid, Which Was Far Below Highest Bidder

Successful bidder for Statesboro’s airport was E. Jack Smith, Atlanta. His bid was $219,349. This bid was approximately $13,000 below the government estimated of the cost; was more than $12,000 below the next lowest bid, and was $100,000 below the highest bid.

The contract was awarded at a letting in Savannah Friday; a work order was immediately issued, and engineers representing the contractor were on the ground Monday morning. No date has yet been set as to when actual work of construction will begin, however it is understood that the contract calls for completion within 150 working days, which will be about July 1st.

Asked about the amount of labor involved, Fred W. Hodges, chairman of the board of county commissioners, stated the number would probably be around 75 or 100 men. He expressed the belief that the contracting company would bring all necessary skilled help. He stated that grading of the field and hauling materials would constitute the chief labor, and these phases may offer opportunities for local employment. Mr. Hodges stated that there will be need to clear approximately 50 acres of land in addition to the 200 acres already cleared. The mixing, hauling and spreading of the cement, he said, will be by far the most expensive phase of the work; however the property will be fenced in, which will also call for employment of considerable common labor.
C. P. Olliff Uninjured In Airplane Accident

“Next time I bet I’ll check the gas” were the words of C. P. Olliff, Sr., when he escaped uninjured from his plane accident about 6:15 Tuesday evening. Mr. Olliff stated that he had checked the fuel gauge before taking off but that he unquestionably had read it wrong. Finding that his fuel was exhausted he tried to bring the plane down in the fields in rear of the Drive-In Theatre. His airplane was badly damaged but Mr. Olliff suffered only three minor scratches to his hands.
CITIZENS FAVOR
AIRPORT PROJECT

Meeting Friday Night
Votes Without Dissent
To Endorse Movement

Called in massmeeting to hear report and express public sentiment on the proposed airport project for Bulloch county, mentioned in these columns last week, the sentiment prevailing at the Friday evening meeting was entirely favorable to the cause.

It so happened that the hour fixed for the meeting coincided with the meeting hour of the United Georgia Farmers’ weekly meeting, and a large number of members of that organization had assembled in the courthouse.

A report of the efforts heretofore put forth indicated that Statesboro has a favorable prospect of being selected as a location for one of the projects; that the probable expenditure by the government in the equipment and maintenance of the field will approximate $400,000, and that the expense upon the community necessary to procure the location will be perhaps $20,000. No details were entered into as to the method of raising this fund, but it was suggested that the expense would probably be divided between county and city administrations, with added participation by the larger business interests and progressive citizens of the community.
Added Business License Tax For Two Years Believed Best Method to Meet Obligation

Business enterprises of Statesboro, which are calculated to be the greatest beneficiaries, will pay for the city's part of the airport now about to be constructed under joint sponsorship of the city of Statesboro and Bulloch county.

This financial decision was announced Monday following a special session of the city finance committee composed of Gilbert Cone, Thad Morris and Glenn Jennings. It was announced by this committee that at the November meeting of the city council an ordinance had been approved which provided for this method of financing. Stated briefly, the ordinance provides that business license taxes in Statesboro shall be increased basically 100 per cent for the two years probably necessary to raise the city's portion of the cost, estimated at from $10,000 to $11,000. This 100 per cent increase, let it be understood, applies only to the principal line of business and not to auxiliary lines. For instance, in the matter of the printing industry, the license tax for operating a newspaper is $15; if job printing is done in addition, there is an added tax of $5 for that (for various other lines similar taxes are added); however, under the plan adopted by the finance committee, the added tax for the airport project will be equal only to that of the newspaper—$15.

The basic tax on a grocery store is set at a stated amount; in addition, taxes are imposed for cigars and other lines. The airport addition will be only that assessed against the original business. Thus, if a merchant is assessed $15 for his basic business and additional taxes for special lines, which make a total of $80, his airport tax will not double his total tax, but only double his basic tax of $15.

A study of the license situation in the city reveals that there are approximately 360 businesses in operation, and that the license tax runs from $7.50 for the smallest to $100 for the highest. It was shown that business licenses for the year just closing yielded the city a total of $8,322.64. It is believed that the added tax will yield approximately...
DATE BEEN SET FOR AIRPORT LETTING

Information has been received that the contract for the construction of the new airport for Statesboro will be awarded on Friday, January 23. Advertising for the contract was begun today, and the contract will be let after the required two-weeks' advertising.
EMPTY GAS TANK STRANDED PLANE

Was Forced To Land At Metter and Traveled The Highway Into Statesboro

For seven hours—from 5 to 12 o’clock Sunday night—South Main street was blocked to traffic while mechanics worked to dismantle a fallen plane to the point where it could be carried past a couple of obstructions near the Methodist church.

The plane was one from the airport which had been forced to land near Metter Saturday night when the pilot discovered his gas was exhausted. The landing at Metter was without mishap, and a truck was engaged to drag the plane back to the air base here, traveling along the highway without difficulty. The wing spread of the plane was such that occasional maneuverings were necessary to pass nearby obstructions, including telephone and electric light poles. When these obstructions happened to be on only one side of the highway, it was easy to pass them by making zigzags from right to left, and thus the trip was made until the point on South Maing street near the Rushing Hotel where two poles stand exactly opposite at the intersection of South Main and Bulloch streets. These poles forbade the passage by a width of approximately three feet, and there was no way to maneuver past except to remove parts of the wing tips on each side.

This dismantling job was not so simple as the words sound and for seven hours the mechanics worked with tools releasing wires and bolts. It was past midnight when the street was eventually cleared and the plane moved on to the airfield.
ENLARGED SCOPE
LOCAL AIRFIELD

Additional Land Required
Which Provides For Vast Expansion Of Operation

Intense interest has been aroused by the announcement during the present week of plans for vast enlargement of the scope of Statesboro's local airfield.

This announcement was made following a conference here Monday between officials representing the engineering office of the army, and local city and county officials. Chas. F. Trainer, of Savannah, was the department representative.

It was revealed that plans have been made for the procurement of approximately 285 additional acres of land, these additional acres to be on the west, north and east of the present 300-acre airport location, facilities upon which are now nearing completion. It is planned, according to information, to construct a third run-way extending to the north and east of the present run-ways. Taxi strips 50 feet wide will be constructed around the boundaries of the entire tract. A utility building 20 by 100 is feet to be constructed immediately; a 4-inch deep well is to be bored, and an apron storage ground 350 by 800 feet is to be constructed.

According to understanding, the local field is to be used as an auxiliary for the Savannah airbase for advanced training, and it will be from this point that trainees will eventually be inducted into active service. It is estimated that the official personnel of the local field will number from 60 to 75, and that perhaps 250 trainees will be given courses here.

The present development is understood to have been constructed at a cost approximating $250,000, which will be about the cost of the new proposed enlargement.
FORM COMPANY
SELL AIRPLANES

Local Capitalists To Handle
Agency for Light Two-Passenger Cub Machines.

Statesboro’s first home-owned airplanes landed on the Bulloch county airport Sunday. The owners are Lannie E. Simmons, Charles P. Olliff and J. O. Culpepper.

These gentlemen are organizing a stock company to handle the agency for the Cub airplane, a light-weight two-passenger cabin machine of moderate price. Application for a charter for this company will be filed as soon as the organization can be completed, and the business of airplaining will begin in Statesboro on an active basis. These machines will be offered for sale, lessons in flying will be given and planes will be kept for hire.

Messrs. Simmons and Olliff, local enthusiasts, have been giving the matter consideration for some time, and their decision was reached after mature deliberation.

The third member of the proposed corporation, Mr. Culpepper, has been in Statesboro for several weeks and has already been conducting classes in flying.
HUGE AIRLINER COMING HERE FOR FOUR DAYS

This huge Ford airliner will come to Statesboro Friday, Dec. 11, 2:30 p.m., and will be at the new Statesboro airport 2½ miles north of town on the Dover road, Friday, Saturday, Sunday and Monday for the purpose of giving local residents an opportunity to enjoy a 12-mile sky ride over the city at nominal cost. This opportunity is made possible through the efforts of Sam J. Franklin, Pure Oil distributor.

This giant ship is one of the largest of its kind in America, with 1,000 total horsepower. Among the crew are two nationally-known transport pilots, Capt. W. M. Cary, former United States airmail pilot, has safely carried over 175,000 passengers, and A. J. Hartman, who has had nine years commercial flying experience.

Safety of the passengers riding in the plane is assured by use of three independent motor plants, all metal construction throughout and the ship's being manned by a pilot and co-pilots at all times. The big plane cost $56,000 and is capable of carrying sixteen passengers. It is equipped with three Wright whirlwind motors of over 300 horsepower each. Some of the modern conveniences include lavatory, electric lights, dressingroom and heat. It has a wing spread of 76 feet and weighs 10,000 pounds when loaded. It is capable of a top speed of 150 miles an hour and has a cruising speed of 125 miles an hour. The visit of this plane is offering the people an opportunity to ride in absolute safety and luxurious comfort.

Four hundred and eighty-five residents of Waynesboro flew in the giant ship last Sunday.
ARTICLES ON AIRPLANES AND AIRPORTS IN STATESBORO ARE ALSO AVAILABLE IN THE FOLLOWING NEWSPAPERS WHICH HAVE BEEN MICROFILMED AND ARE AVAILABLE IN THE LIBRARY (PLEASE ASK AT THE DESK IF YOU WISH TO SEE THEM):

BULLOCH TIMES: Dec. 2, 1915

BULLOCH HERALD: Dec. 20 (26?), 1935
Nov. 14, 1940
Oct. 30, 1941
Jan. 21, 1942
Jan. 23, 1947
March 20, 1947
April 8, 1947
March 13, 1948
LOCAL AIRPORT IS NOW A CERTAINTY

Official Announcement Is Made From Washington Of $350,000 Development Here

The following news item appeared in the Savannah Press of Friday, August 1:

Washington, Aug. 1.—Congressman Hugh Peterson was advised today by Gen. Donald H. Connolly, head of the Civil Aeronautics Administration, that the government will build an airport at Statesboro at a cost of $350,000 on land made available by the public officials of Statesboro and Bulloch county.

Congressman Peterson stated the government will spend $350,000 to clear, grub, grade, drain, and sod two landing strips 500 feet wide and 4,200 feet long at the new Statesboro airport, and to pave two runways 150 feet wide and 4,000 feet long. The project also includes the construction of taxiways and installation of basic lighting and fencing.

When completed, the Statesboro airport will be known as a class three airport, next to the highest rating that an airport may receive under the Civil Aeronautics Administration system of rating, which is based on the length of runways. The new airport of Savannah also is a class three airport.

Congressman Peterson stated the Civil Aeronautics Administration is at present studying the method by which the airport will be built and it will be several days yet, he was informed, before it is determined as to which of the federal agencies will be in charge of the work and whether it will be done by contract to the low bidder or on a cost-plus-a-fee basis.

The Statesboro project is one of 288 airports in the United States approved by the board consisting of the secretaries of war, navy and commerce as necessary to the national defense, Congressman Peterson stated.

Congressman Peterson has been actively co-operating with the public officials of Bulloch county in their effort to secure this airport. J. L. Renfroe, prominent attorney and former mayor of Statesboro, came to Washington as the official representative of the Bulloch county group and spent several days here in conference with Congressman Peterson and officials of the various departments in charge of the airport program, and to Mr. Renfroe is due a large share of the credit for obtaining this huge airport for Statesboro.
Local Airport To Share In Large Fund

Announcement is made from Washington that Statesboro’s airport will be one of a large number which will share in the half billion dollar appropriation authorized by Congress during the past week.

This appropriation is a part of the preparedness program which is now actively getting under way throughout the nation, and hundreds of airports will come within the appropriation. Statesboro’s share in this fund is given as $61,142. Savannah is listed to receive $247,447.

Other projects in this nearby section include: Brunswick, $161,142; Claxton, $28,142; Hinesville (where the huge anti-aircraft center is located), $19,400; Jesup, $15,000; Millen, $28,142; McRae, $29,632; Springfield, $28,142; St. Marys, $29,632; Swainsboro, $51,000; Sylvania, $10,600 and $21,000 (two projects); Vidalia, $28,142; Waycross, $344,640; Waynesboro, $19,400.
Charles Wilkerson grades dirt in preparation for laying sod Tuesday at the Statesboro Airport. The new terminal building is scheduled to open Thursday.

New terminal is ready to fly

By Vicki A. Smith-Davis
Herald Staff Writer

After Thursday, when a pilot lands at the Statesboro-Bulloch County Airport, instead of walking into a small, cramped building, the pilot will walk into a new terminal building, with a comfortable place to sit down and an office to work up flight plans.

The new terminal will be dedicated in a public ceremony Thursday at 4 p.m. Special guests at the program will include U.S. Senator Paul Coverdell and Georgia Department of Transportation Commissioner Wayne Shackelford.

On Tuesday, work crews striped the parking lot and laid sod, completing final details under a light misty rain. Inside the building, most of the furnishings were in place, but the bare walls still awaited artwork and plaques.

The dedication marks the end of an improvement project which has included the lengthening and resurfacing of the airport runway, installation of an Automated Weather Observation System and the new terminal building, said Bulloch County Manager Scott Wood.

Statesboro and Bulloch County jointly own the airport and serve as the fixed-base operator, which manages airport functions. The new building was funded through the most recent special purpose local option sales tax, and most of the cost of the other projects was borne by the Federal Aviation Administration and the Georgia Department of Transportation.

The 4,000-square-foot building includes a large lobby area with vaulted ceilings and glass wall looking out on the runway area. A counter on one side of the lobby and several offices are devoted to the fixed-base operator. Another office is set aside for pilots preparation, with a computerized weather system, and a pilots' lounge offers pilots a place to relax between flights.

"A lot of times, pilots for companies like Wal-Mart or Briggs & Stratton will come in here, and the executive will go conduct business during the day, but the pilot will stay right here. With the lounge, they can read magazines or watch television. There's even a shower in the bathroom, and the recliners so they can take a snooze if they want," said Wood.

At the other end of the building is more office space, and a spacious conference room with clear views of the runway.

The conference room is expected to be used for many community purposes, said Wood. The airport committee will prepare guidelines for its use.

"We'll have a lot of corporate type meetings here. Often they'll come in, gather information, then get back out of town. The conference room will give us a tremendous flexibility we didn't have before.

"This airport is another door into our community. In the overwhelming majority of cases,
PLANS IN MAKING FOR BIG AIR SHOW

Dinner Friday Evening
To Perfect Arrangements For Mammoth Occasion

At a dinner in Statesboro tomorrow (Friday) evening, plans will be formulated in detail for an event which will rank high in the scale of importance in connection with Statesboro's new Army Air Base. Invited to attend as guests for participation in the plans will be the mayors from Statesboro's neighboring towns, all of whom are to be included in the plans for a mammoth Air-WAC air show to be held at the Statesboro Army Air Base on the afternoon of Sunday, December 5th.

Local preparations are being sponsored by Mayor Alfred Dorman and Chairman Fred W. Hodges, of the board of county commissioners, who will be assisted by heads of the various civic organizations—Mrs. R. L. Cone, of Statesboro Woman's Club; Mrs. John Mooney Jr., local chairman of a recruiting campaign for the all-Georgia unit of the Woman’s Air Corps; Sam Strauss, president of Statesboro Rotary Club; Lannie Simmons, president of Statesboro Chamber of Commerce; Wendel Burke, president of the Junior Chamber of Commerce; Floyd Brannen, president of Statesboro Lions Club, and Glenn Jennings, member of the city council.

All these will be present at the planning dinner tomorrow evening, and in addition the following military leaders; Capt. Frank M. Roebeck, post engineer of Statesboro Army Air Base; Capt. S. E. Perkins, of Civilian Air Patrol, Savannah; First Lieutenant A. D. Campbell, commanding officer, Statesboro Army Air Base; First Lieut. George Tjarelis, Air-WAC recruiting officer, Hunter Field, Savannah; Second Lieut. J. C. Clark, Air-WAC recruiting officer, Chatham Field, Savannah; Cpl. Marion O’Mara, Air-WAC, Maxwell Field, Ala., and Private Ruth Swindell, Air-WAC detachment, Hunter Field, Savannah.

The preliminary meeting at which this mammoth Air-WAC air show was set in motion was held Tuesday afternoon at the office of the command officer of the Statesboro Army Air Base. Present at this conference were practically all of the local citizens and military personnel whose names are listed above.
PLANS PROGRESS LANDING FIELD

Actual Construction May Be Ordered By Federal Government at Early Date

The question most frequently being asked in recent days is as to the progress being made toward the construction of Statesboro’s proposed federal airport project, acceptance of which was announced several weeks ago.

The most definite answer to the question, so far as this reporter is informed, is simply this, “It won’t be long now.”

How soon, however, depends upon the speed with which certain small details can be brought into shape by the federal departments which have the matter in hand. Instructions have been received by the local authorities during the present week to remove certain obstructions from the premises, included in which class are the buildings which have heretofore been a part of the landing field property. The hangar is required to be removed to another location on the field, and certain trees which are said to be in too close proximity to the landing field are to be taken down.

All these alterations and improvements are to be made at the expense of the local authorities, who will be required to deliver the property to the federal authorities in acceptable condition.
Sales tax made new airport terminal possible

By Vicki A. Smith-Davis
Herald Staff Writer

Big changes started at the Statesboro-Bulloch County Airport in early 1993.
At that time members of the airport committee, along with Bulloch County and Statesboro officials, met with officials of the Federal Aviation Administration and the Georgia Department of Transportation to look at ways to improve the airport.

One of the meetings, with Sam Austin, who was the FAA regional head in his field, helped the committee come up with specific plans for improvements, said County Manager Scott Wood. At that meeting a number of safety systems were discussed, and the committee was told that the FAA and state DOT would be willing to help fund some of the safety improvements.

"At that time we began a more focused assessment and definition of a capital improvement plan," said Wood. "That came out of that meeting."

Early in 1993, Bulloch County called for a special purpose local option sales tax referendum to extend the sales tax. That referendum included an allocation of $400,000 for airport improvements.

A new airport terminal to replace the cramped, aging building was the first priority for the sales tax funds. Smaller amounts were used to provide the local matching funds for federal and state grants.

The first big improvement was the lengthening of the main runway from 5,000 to 5,500 linear feet. After the new section of runway was built, the entire runway was overlaid with a new surface.

In order to provide enough clearance for the expanded runway, the county had to relocate Mill Creek Road, which ran along the perimeter of the airport.

"Some people thought we should go to 6,000 feet," said Wood. "But it was a cost-benefit call."

Relocating the road further would have been the expensive part of any further lengthening, he said.

"This length is adequate for any of the aircraft we need to come in here," said Wood.

The runway lengthening was paid for 90 percent by the FAA, 5 percent by the state DOT, and 2 1/2 percent each by the City of Statesboro and Bulloch County.

"The extension and overlay project came close to $1 million. So we took about $50,000 in local money to get a million dollar project."

New airport manager Grady Dean reviews the weather computer in the pilots briefing room of the new terminal.

Rerouting the unpaved Mill Creek Road and paving it cost another $300,000, said Wood.

Other safety improvements included installation of an Automated Weather Observation System, or AWOS, installation of a complete new lighting system, and improvements to the beacon tower.

Those improvements were primarily paid for through the federal, state, local match, as well.

The process of building a new airport terminal began with research as to what might be done and how much it would cost.

"We visited at least a half dozen communities, roughly commensurate to Bulloch County in size and scope of airport activities, that had recently built airport terminals," said Wood. "We visited Americus, Dalton, Dublin, Greenwood, S.C., Beaufort, S.C., LaGrange and some others."

The committee looked at what the other communities had done, what seemed to work, what did not work, "and what we could afford and what we couldn't afford," said Wood.

They brought the best ideas back to be incorporated into the design of the new terminal for the Statesboro-Bulloch County Airport.

Construction of the new airport terminal was completed in late 1995. It was funded completely through the special purpose local option sales tax.

The new terminal includes a large open lobby area, with a conference room, small kitchen, and work room to one side of the building, and the manager's office, pilots lounge and pilots briefing room at the other end of the building.
Statesboro airport is in 5-year development plan

The Statesboro Airport is included in a proposed $1,135,000,000 five-year development plan for new and improved airports, the Federal Aviation Agency, announced on Friday, June 8.

The program was developed by a fact finding board appointed by the president to find out where 'aviation has been and where it is going.'

The recommended development for the Statesboro Airport under the five-year plan for the years 1963-67 includes development of the land and "miscellaneous" items.

Execution of the billion dollar program is subject to Congressional authorization and appropriation.

The Statesboro Airport’s longest runway is 5,000 feet and is for general aviation type use.
Statesboro’s local aircraft organization became temporarily a part of Uncle Sam’s postal system today when a Cub plane belonging to the Statesboro Aircraft Corporation, flown by the regular pilot and accompanied by Lannie Simmons and Hoke Brunson, took off from the landing field for Atlanta with mail.

Mr. Simmons rode as far as Louisville with the plane. There he was met by Hoke Brunson, who had driven up in his automobile, and who completed the trip to Atlanta.

The mail was due to arrive in Atlanta at 12 o’clock.

This flight is a part of the program for the celebration of national Air Mail Week.
Statesboro gets air service to Macon, Atlanta

12/17/59

Statesboro’s direct air service to Macon and Atlanta is now in full operation with two flights each day by the Mid-South Airways, whose home office has been established in Statesboro.

Quentin A. Freeman, president of Mid-South Airways who has moved his family to Statesboro, in a letter to the Chamber of Commerce here expressed his appreciation for the reception given his organization. Freeman stated that Statesboro and Bulloch County are to be congratulated on the fine airport located here. Mid-South Airways has completed a new terminal building and will soon start work on another new hanger.
Statesboro Gets Mail Via Graf Zeppelin

Statesboro shared honors along with the balance of the nation in the receipt of mail from the Graf Zeppelin in its recent first around-the-world flight. Two pieces of mail were received in Statesboro via the air route. One of these came to Mrs. D. R. De kle and was from her son, Bernard, who is in China. The other piece came to George Donaldson, son of Mr. and Mrs. Pete Donaldson, and was from his uncle, C. E. Chitty, who is in the U. S. navy on the other side of the globe. These pieces were mailed at Tokio, Japan, on the 21st of August and arrived in Statesboro on the 29th.
Statesboro Have a Landing Field

Included Among Georgia Cities Recommended For Mammoth Air Development

Statesboro has been included among the fourteen Georgia cities recommended for the location of one of the proposed mammoth defense landing fields.

Word to this effect was received here last week end from Senator Walter F. George and Congressman Hugh Peterson.

According to the plan proposed, the new development will represent a federal expenditure of approximately $250,000. In order to finally merit this recognition, there will be required a donation of a sufficient land area for the project, the minimum acreage for which will be something like 500 acres. It has already been stated that a No. 2 field, in which the local project will be classed, must provide a runway of approximately 4,000 feet.

Already there is a local field of somewhat less dimensions. It has not yet been made definite where the new field will be located, and that matter will depend, it is understood, upon the cost to the community of the land for the site. Added acreage may be procured adjoining the present field, or an entirely different location may be decided upon. Options have already been procured upon sufficient acreage in two additional locations.

The site is required to be furnished free. The important movements will thereafter be made at government cost. Local citizens will be expected to raise approximately $25,000 for the location. Added to the cost of the development, to be paid for by the government, the entire project will represent somewhere near $400,000.
STATESBORO IDENTIFIED ON AIRSHIP ROUTING

Statesboro has been accorded recognition by the air mail service of the United States. This recognition comes through a certificate issued to S. W. Lewis, of the Ford agency, acknowledging the proper marking on the roof of his building.

The certificate to Mr. Lewis bears the signature of Col. Charles Lindbergh and H. F. Guggenheim, the latter being in charge of the air mail service. The certificate was presented to Mr. Lewis yesterday by the Statesboro postmaster, W. H. Blitch.
STATESBORO MAY GET LANDING FIELD

Included in Group of 191 Cities Listed for Survey Under Enlarged Program

The announcement released from Washington last Saturday that Statesboro has been included in the list of 191 cities to be surveyed as possible airport sites, was hailed with pleasure by those public spirited citizens who had recently been giving their time and effort to bring about this important end.

For the past several weeks an organized movement had been in quiet progress to establish Statesboro’s availability as a potential site. That she had been listed among the 191 cities for survey, from which 149

MEET FRIDAY NIGHT
DISCUSS THE MATTER

A mass meeting of the citizens of Statesboro and Bulloch county is called to be held in the court house Friday (tomorrow) evening at 8:30 o’clock, at which time a complete report of the matter will be submitted and discussed. Since the matter is of so great importance to this entire section, it is urged that all citizens of the county attend and participate in the consideration of the proposed project.

are to be selected, seems to give strong promise of eventual victory.

In pointing out the conditions which must be met before final acceptance as a permanent location, Administrator Donald B. Connolly, speaking in Washington, said the final selection would be made by a board consisting of the secretaries of war, navy and commerce on the basis of national defense importance. This same procedure was required in the $40,000,000 CAA airport program for 1941.

Connolly said the 1941 program has resulted “in a program of 250 airports being well advanced to meet national defense requirements.”

The $97,977,750 appropriation for 1942 airport work falls in two major categories. A total of $33,500,000 to be supplemented by about $42,000,000 in WPA work, is for completion of the 250-airport program started during the current year. The remaining $61,477,750 is to start improvement work on the 149 additional airports to be selected from the surveys announced today. Connolly predicted completion of preliminary survey work in about 30 days.

As in the April program, federal funds will be spent only for improvement of actual landing areas. Local communities will be required to provide land, to construct buildings, and to maintain and operate the airport. Federal funds will be used for grading and drainage, paving the runways and similar work.

A class one airport has runways of less than 3,000 feet, a class two runways of at least 3,000 feet, a class three at least 4,000 feet, a class four 5,000 feet.

Among the airports listed for survey, and the proposed improvements, were:

Georgia—Adel, none to 3; Athens, 1 to 3; Bainbridge, 2 to 3; Brunswick, 2 to 3; Columbus, none to 3; Cordele, 1 to 3; Gainesville, none to 3; McRae, none to 3; Roewoll, none to 2; St. Marys, 1 to 2; Statesboro, 2 to 3; Thomasville, 2 to 3; Tifton, 1 to 3; Waycross, none to 3.
Statesboro Men Grow Air-minded

Mooney Makes Solo Flight After Brief Training—Others To Follow Soon.

Advertisement for petition for incorporation of Statesboro Aircraft Corporation will be observed in today’s issue.

It will be readily understood that this means that Statesboro people are air-minded, and that the time is near at hand when travel in the air will be as common as riding the highways. Incorporators of this new enterprise have been preparing for this organization for the past three or four weeks, and already have every detail in readiness to pursue the business set out in their petition for charter deed, the incorporators have already been doing business in a limited way and each day there is a busy scene at the Bulloch county landing field me flying and many looking up.

In the meantime lessons are being given to those of the more progressive citizens who are definitely advancing toward the air. Among these is included Dr. John Mooney, who made his first solo flight in the Taylor Cub plane at the local airport Saturday after four and one-half hours’ instruction. Dr. Mooney completed his training under Jimmie Hulpepper, who is teaching several citizens to fly. Those who witnessed Dr. Mooney’s first solo flight say he made a perfect take-off and landing, with graceful turns and climbs.

Other students who are to make solo flights within the next few days are Claude Howard, Hoke Brunson, Lannie Simmons, C. P. Olliff and Doy Gay.

Statesboro is about to get literally “in the air!”
Statesboro Sure Have an Airline

Prospects Are Bright for Planes Be Operated Here Early Part of Next Year

W. B. Hill, speaking for the Southeastern Airline at the Tuesday meeting of the Statesboro Chamber of Commerce, predicted that the proposed air college will be in operation by September and that planes of 21-passenger type will be connecting Statesboro with other towns by February, 1948.

Mr. Hill spoke to some fifty members who were present at the regular meeting. He stated that the new franchise is being financed by Georgia capital strictly, and that the lines will connect Savannah, Statesboro, Milledgeville, Atlanta, Macon, Dublin and Columbus in their program. The company plans to operate three of the large passenger planes.

C. P. Olliff, local business leader, is a member of the board of directors of the corporation, which also includes Dr. Guy H. Wells, of Milledgeville as a member.

Capt. E. W. Romberger, president of the airline, was also present at the meeting Tuesday and stated that he thought the company had a very bright future, especially with the air school and passenger planes. He also stated that they had planned for feeder lines coming in from many communities with which they would be able to procure mail contracts.

Harry A. Walker, field representative of the company, accompanied the other officials here.
Statesboro to get daily plane connections to Atlanta soon

Daily passenger air service will begin here soon with flights stopping at Swainsboro, Macon and Atlanta, airline officials said Monday.

Mid-South Airways has chartered a flight to leave in the morning and return late in the afternoon. Officials said a shuttle service to Savannah will be scheduled later.

Chartered plane service also will be available to any place in the United States.

Mid-South Airways has been operating aerial services for the past eight years in Georgia in crop dusting and allied services. They recently opened a terminal for passenger service in Americus.

Quention A. Freeman, president of the company, recently moved to Statesboro to be in charge of the local service.
Will Let Contract
For Local Airport

Contract will be let tomorrow in Savannah for the construction of Statesboro's airport, according to authorized announcement made this week. A dozen or more contractors have prepared to submit bids, among whom are known to be one or two local men. Substantial assistance in speeding the matter has been rendered by Congressman Hugh Peterson.

The approximate cost of the job is placed at a quarter million dollars, the work to be completed within six months.
Would Establish Local Air Field

Active steps toward the establishment of a local air field were taken Tuesday at the meeting of the Chamber of Commerce when a committee was appointed to take the matter in control. R. J. Kennedy was made chairman of the committee, with J. L. Renfroe, S. W. Lewis, Hinton Booth and Leroy Cowart as associate members of the committee.

It has been made known that there is a desire to establish two hundred or more such fields in Georgia, and
Freedom tour brings history to life

Aircraft featured at Boro airport

Photos by SCOTT BRYANT | staff