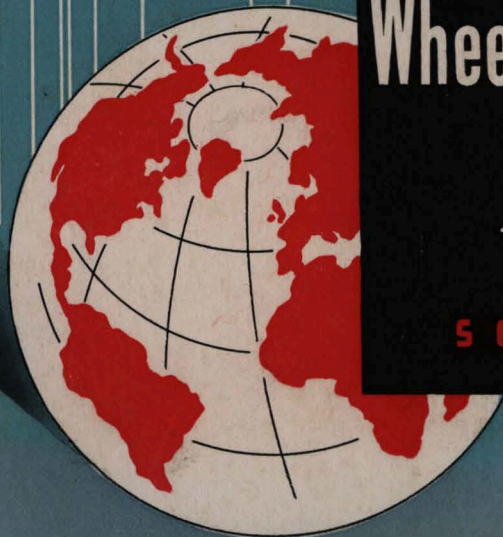




THE WORLD IS AT YOUR DOOR



DEDICATION OF
Wheeling-Ohio County Airport
STIFEL FIELD
November 1, 1946

SOUVENIR PROGRAM

DEDICATION

To the merchants, manufacturers and citizens of the Upper Ohio Valley, we, the Ohio County Board of Commissioners, and the Committee named by us, do respectfully dedicate this Souvenir of the official opening of Wheeling-Ohio County Airport—Stifel Field.

Our Airport has been long in the making. It is now dedicated to the use of the public. Therefore may it, by placing the Wheeling area on the skyway map of the world, bring added prosperity and a better life to Wheeling and its neighboring communities.

THE OHIO COUNTY BOARD OF COMMISSIONERS

EDWARD F. MCKEE, *President*

HAL T. KAIN

THOMAS GAVIN

THE AIRPORT DEDICATION COMMITTEE

EDWARD W. STIFEL, SR.

ALBERT SNEDEKER

AIR TRANSPORTATION . . . is the means of bringing
people together . . . of establishing understanding, not
alone of languages, but of customs, methods, viewpoints
and purposes . . . a shuttle helping to weave the fabric of
world understanding, world advancement, world peace . . .

JACK FRYE
President, TRANS WORLD AIRLINE

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Compiled and Edited for the Committee
by Andrew R. McClure



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ALBERT SNEDEKER

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Albert Dix
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PROGRAM OF EVENTS

THE DEDICATION

WHEELING-OHIO COUNTY AIRPORT
STIFEL FIELD

1:00 P. M. November 1, 1946

Howard Matthews—Master-of-Ceremonies

Invocation
Presentation of Flag..... Civitan Club of Wheeling
Raising of Flag..... Wheeling Post No. 1, American Legion
Introduction of Airline Officials..... Master-of-Ceremonies
Remarks..... Airline Officials
Introduction of County Commissioners..... Master-of-Ceremonies
Remarks..... Edward F. McKee
Introduction of Distinguished Guests..... Master-of-Ceremonies
Remarks..... Distinguished Guests
Christening of Capitaliner..... }
Christening of TWA DC-3..... } Mrs. Frank T. Lausche
Benediction
Courtesy Rides..... Courtesy of TWA and PCA

THE BANQUET

Scottish Rite Cathedral

7:00 P. M. November 1, 1946

Austin V. Wood—Toastmaster

Invocation
Introduction of County Commissioners
Introduction of Co-Chairmen—Edw. W. Stifel, Sr. and Albert Snedeker
Remarks by Gov. Frank T. Lausche
Remarks by Admiral H. B. Miller, Vice President, TWA
Remarks by J. D. Henry, Vice President, Capital Airlines . . . PCA
Introduction of Distinguished Guests
Benediction

NAVY AIR SHOW

Sunday, November 3, 1946

2:00 P. M.

Twenty-five planes from the Naval Air Station, Columbus, Ohio, will put on a demonstration of combat flying over the airport.

The show will be described over the Public Address System by Lt. Comdr. Edward Colgan, USNR.



HAL T. KAIN



EDWARD F. McKEE



THOMAS GAVIN

THE BOARD OF COMMISSIONERS

IN 1938 it became apparent that federal funds would be available for the Wheeling-Ohio County Airport . . . STIFEL FIELD. The Airport Association took the matter of sponsorship to the Ohio County Board of Commissioners. The Ohio County Board of Commissioners at that time was composed of Thomas Gavin, Thomas Garden and Edward J. Lally, and I. T. Killen was clerk.

The Board of Commissioners voted to sponsor the airport and in so doing, made it possible for the County and District to have the airport designated as a WPA project.

The present Board of Commissioners, composed of Edward F. McKee, President, Hal T. Kain and Thomas Gavin, have guided the work through many disappointments and vicissitudes until now the records show that our airport is ready for commercial flying at a cost to the government of \$1,805,511 and a cost to the Ohio County of \$473,130.

Too much cannot be said about the high-minded, enthusiastic work of the Ohio County Board of Commissioners and its

varied personnel throughout the construction period. They did a wonderfully sincere and conscientious job and they can well be proud of the activities which helped give us today's splendid airport.

And, the Board of Commissioners is prepared to carry on from here to complete the beautiful Administration Building.

This will not be an easy job as there is still much to be done. A cistern is now being built to store

water for use in the Administration Building, Hangars, etc., facilities for storage of gasoline and oil must be arranged and contracts must be let to private flying organizations, to restaurant and other concessionaires before the airport can become self-supporting.

But the Board of Commissioners face the future of the airport with optimism. They know it cannot be self-supporting for a few years and they are prepared to carry on in the interim as best they can within the limitations of their authority, until Wheeling-Ohio County Airport . . . Stifel Field is on its own—an asset to the community and an asset to the county.



CHARLES FUHRMAN, Clerk



EDWARD W. STIFEL, Sr.



ALBERT SNEDEKER

THE WHEELING-OHIO COUNTY AIRPORT ASSOCIATION

It was obvious at the outset of the construction of the airport that no elective body had sufficient latitude in prerogative to work out the many unusual legal and financial details necessary for the success of a project as large as Wheeling-Ohio County Airport . . . STIFEL FIELD. Mr. Edward W. Stifel, Sr., a man of proven executive ability, had been working toward an airport for Wheeling since 1931, and in 1938 when it became apparent that legal limitations on the authority of the Board of Commissioners would likely hold up construction, he formed the Wheeling-Ohio County Airport Association, Inc.

This Association was composed of many of the leading citizens of Wheeling and they got the airport started by personally guaranteeing \$65,000.

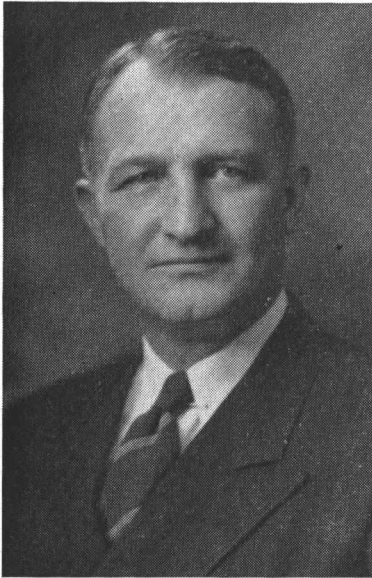
As the airport progressed and other difficulties arose, Edward W. Stifel, Sr., and Albert Snedeker emerged as the leading proponents of our airport. Both these men gave unstintingly of their time and money to go to Washington, Charleston, Fair-

mont, Pittsburgh, New York and Chicago, handling the many little details which were legally impossible for the Board of Commissioners to undertake. Today Wheeling-Ohio County Airport . . . STIFEL FIELD, stands as a monument to the sincerity and tireless efforts of Edward W. Stifel, Sr., a man who has proven himself to be a great citizen in every sense of the word. He formed the nucleus of a group of his influential friends—a nucleus which grew and grew in complexity to make our present splendid airport possible.

When the problem of dedicating the new airport arose, Edw. W. Stifel, Sr., and Albert Snedeker were named co-chairmen of the Airport Dedication.

Due to unfortunate circumstances, Mr. Stifel's personal activities have been slightly curbed in recent years, and Albert Snedeker, Co-chairman of the Dedication Committee, in taking over the burden of his great friend, has also earned for himself a prominent niche in the Hall of Fame of Wheeling citizens.

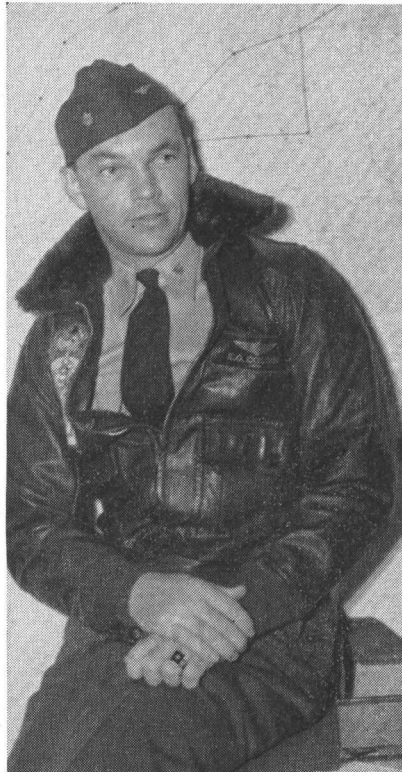
Distinguished Guests



HON. CHAPMAN REVERCOMB
U. S. Senator from West Virginia



HON. MATTHEW M. NEELY
Member of Congress from First Congressional
District of West Virginia



LT. COMDR. EDWARD COLGAN, USNR
of Cleveland, will broadcast the Navy Air Show
from Stifel Field



HON. JENNINGS RANDOLPH
Member of Congress from Second Congressional
District of West Virginia



On February 9th, 1939, Tom Gavin and Mr. Ed-
ward Stifel, Sr., broke ground for Wheeling-Ohio
County Airport . . . **STIFEL FIELD**



HON. HARLEY M. KILGORE
U. S. Senator from West Virginia



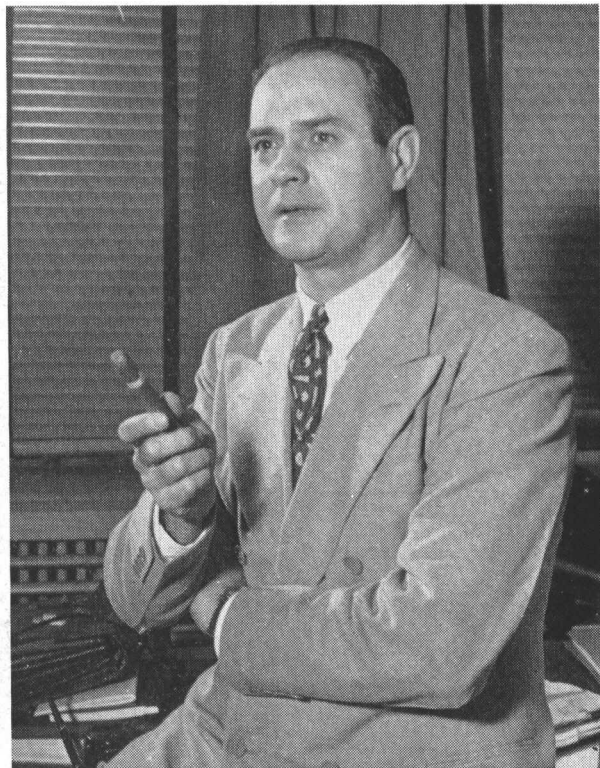
WILLIAM SCHWARZ
Executive Assistant to TWA's Eastern Regional General Manager



GOVERNOR AND MRS. FRANK J. LAUSCHE
Mrs. Lausche will christen one of the new ships



WILLIAM F. McGRATH
General Manager, Eastern Region TWA



REAR ADMIRAL H. B. MILLER
Vice President of Trans World Airlines



THE HISTORY OF OUR AIRPORT

Persons interested in the Wheeling-Ohio County Airport—Stifel Field, view the construction work in 1939. From left to right: L. A. Thornburg, W. P. A. Superintendent; Sidney Smith, the Airport Engineer; the late Ed. J. Lally, Tom Garden and Tom Gavin, County Commissioners, and I. T. Killeen, clerk of Board of County Commissioners, and the late R. W. Holcombe, Secretary, Wheeling Chamber of Commerce; Edward W. Stifel, Sr., and Albert Snedeker.

THE history of Wheeling-Ohio County Airport . . . STIFEL FIELD is the saga of almost unbelievable determination and devotion to an ideal of a comparatively small group of Wheeling citizens who had nothing whatever to gain from their labor except the welfare of the community as a whole.

Sixteen years ago, just about this time of year, Edward W. Stifel, Sr., called together a group of men interested in aviation and this group started on the long and tortuous trail which leads to the final completion of our splendid airport. All was not easy. At times even Mr. Stifel faltered in his enthusiasm when apparently insurmountable obstacles arose in the form of governmental red-tape and financial difficulties.

So it was that in 1931, plans had progressed sufficiently that surveys were made of available sites. Captain George Haldeman came to Wheeling in a Bellanca ship, and Captain Ed. Leedy brought a little Argo, made in Youngstown. With notables in the aviation picture as guests in the Bellanca, aerial pictures were taken from the Argo of all suggested sites for the proposed airport.

Following this preliminary survey, experts from the Civil Aeronautics Authority, in Washington, D. C.,

This shows a different view of the group named above watching one of the big shovels in operation.

were called in to assist in determining the ideal site.

The present site was decided upon after very careful study and investigation. Following the aerial survey comprehensive ground surveys were made with complete data on the amount of dirt to be moved, the position in relation to obstacles, the fog situation and many other things. Owing to the uneven terrain of the land around Wheeling, it seemed almost impossible to find any place of exact proportions necessary for this major airport.

The present site was, however, finally approved by the Civil Aeronautics Authority and other Governmental agencies as being, not only the ideal, but the logical site.

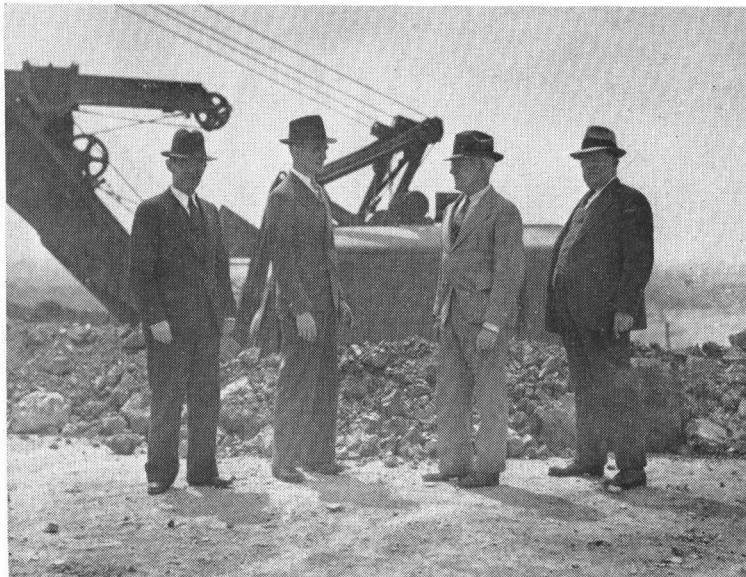


The reasons for selection of the site were; (1) the elevation of 1,200 feet is ordinarily well above the fog line; (2) the fact that the site is directly on the radio beam between Columbus and Pittsburgh; (3) even though an enormous amount of work was necessary in grading the site, this was the most economical location in the county; and (4) the location is free of obstacles in all directions.

Having chosen the site of the airport, after the expenditure of much private time, energy and capital, the next job faced by the enthusiastic group was the financing of its construction. An offering of a Bond Issue to the people of the county was prepared by the committee and put to a vote of the citizenry. Apathy on the part of the voters resulted in this bond issue being turned down and it looked as though the airport was lost.

In 1938, however, it was learned that the Government would furnish approximately 75% of the cost of the construction of the airport and the idea was revived with the hope that the City Council would sponsor the project under W. P. A. The City Council refused to sponsor it, however, and at long last the Board of County Commissioners decided to be the official sponsors.

But—there was another snag. No money.



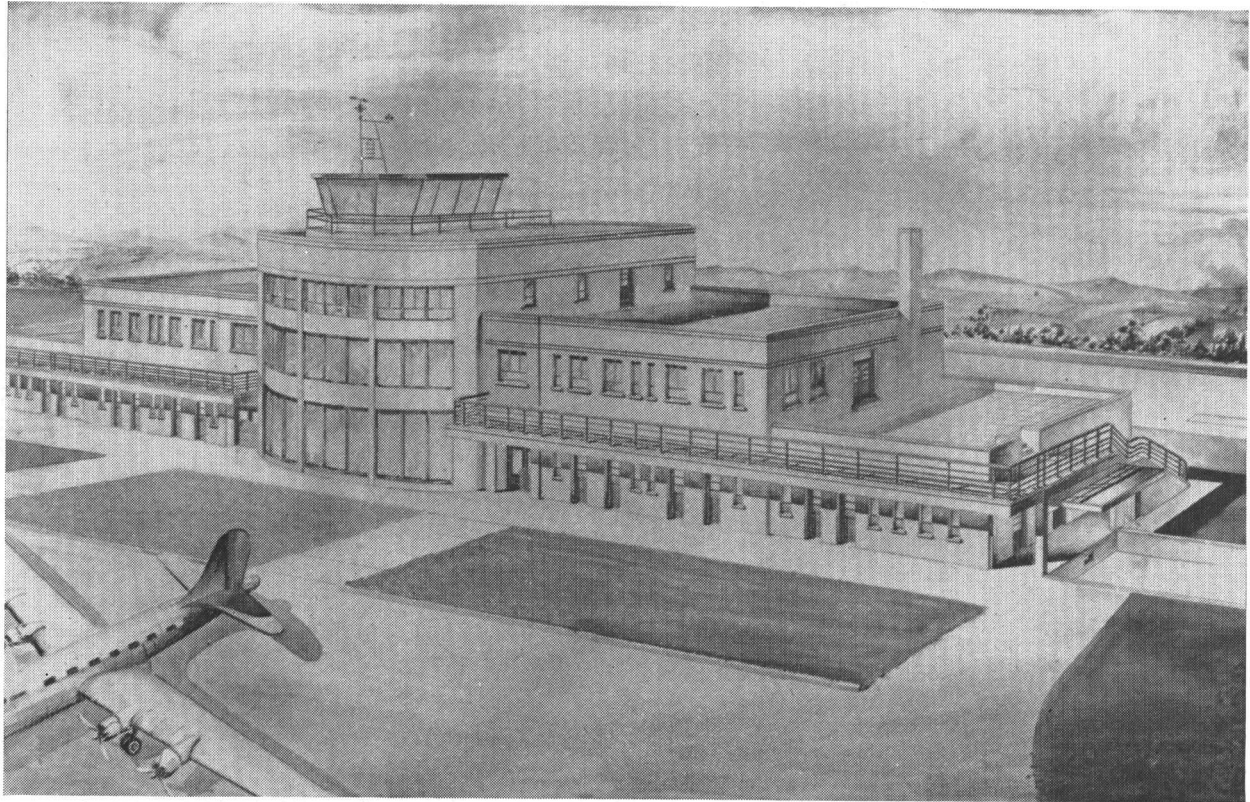
The Board of County Commissioners in 1939 were, from left to right: I. T. Killeen, Clerk; Tom Gavin, Ed. J. Lally and Tom Garden, Commissioners.

To surmount this obstacle the Wheeling-Ohio County Airport Association was formed with E. W. Stifel, Sr., its president, and Albert Snedeker, the late Rawley W. Holcombe and Mr. Stifel as trustees of a \$65,000 fund which was guaranteed by the following: Edward J. Lally, Thomas F. Gavin, I. T. Killeen, J. P. Keeley, Jr., Thomas F. Garden, E. W. Stifel, J. D. Merriman, J. S. Jones, Alex Glass, A. W. Paull, Clem E. Peters, J. A. Bloch, Bruce Seabright, Samuel W. Harper, Sam L. Good, Sidney S. Good, W. W. Holloway, Lee C. Paull, W. P. Wilson, Kent B. Hall, C. C. Smith's Sons by Sidney Smith, Carl O. Schmidt, Wright Hugus, Wade H. Kepner, D. Earle Rogers, E. I. Runner, L. Woodward Franzheim, A. J. McFarland, H. E. Laupp, S. C. Shull, Albert Snedeker, Elliott B. Hopkins, D. A. Burt, Wilson Naylor, John G. Hoffman III, Arthur C. Stifel, H. D. Quarrier and W. E. Weiss.

Officers of the Airport Association were, E. W. Stifel, Sr., president; J. D. Merriman, vice president; Carl O. Schmidt, treasurer; Albert W. Laas, secretary. Directors included these men and Rawley W. Holcombe and Albert Snedeker.

One of the big shovels operated by the Keeley Construction Company is shown loading some of the 4,500,000 cubic yards of dirt which was moved in the construction of the new airport.





This architect's drawing shows the front view of the Administration Building as it will look when completed. To date only the wing on the right has been completed but it is sufficient for Trans-World Airlines . . . TWA and Capital Airlines . . . PCA to start operations.

Civil Aeronautics Authority insisted that runways of the airport be at least 3,500 feet in length, 500 feet in width with a paved area 100 feet wide and the maximum grade was to be 2%.

Following the sponsoring by the County Court and the raising of the necessary funds by private donation, work was started on the grading and the official ground breaking ceremony was held on February 7, 1939.

Living up to the specifications set by the Civil Aeronautics Administration, the airport was graded and the runways were practically completed after about 3,000,000 yards of dirt had been moved. The top of one hill was cut completely off and used to fill in a valley 100 feet deep and the undulating ridge was leveled almost completely.

While this work was in progress, larger aircraft were being constructed, and when the airport was practically completed the Army and the CAA announced that the airport would have to be larger, in fact a lot larger, with at least two runways of more than 5,000 feet in length, 500 feet in width and a paved width of 150 feet. The new maxi-

imum grade requirements were 1.25% instead of the original 2% minimum. This required a complete revision in plans and a very expensive change in grades amounting to about \$190,000 in extra construction costs. Thus, after the airport was practically completed according to specifications, it was found that another 1,500,000 cubic yards of dirt had to be moved for our airport to meet the new specifications. The changes were made bringing the total amount of dirt moved to the unheard of total of 4,500,000 cubic yards.

The original airport engineer appointed by the Ohio-County Board of Commissioners was Sidney Smith of the C. C. Smith Sons Company of Wheeling, West Virginia. Smith was in charge of most of the preliminary engineering work and he supervised all construction done by the Keeley Construction Company who were the contractors under the W. P. A. contract.

When the W. P. A. contract was finished, the late Orion Koller was appointed engineer by the Board of Commissioners and until his death, he supervised the work done under the C. A. A. contract with Warren Construction Company the

contractors. On the death of Orion Koller, C. J. Carter was made airport engineer and Director of Public Works. The most recent construction work has been done under Carter's supervision.

Figures on the cost of the airport are admittedly not complete because of the large number of governmental agencies involved but as nearly as can be ascertained, the score is as follows as this is written:

WPA	\$1,082,511
CAA	723,000
Ohio County	473,130

Thus it is seen that Federal participation in the expenses of our new airport were approximately four to one for every dollar spent by the County.

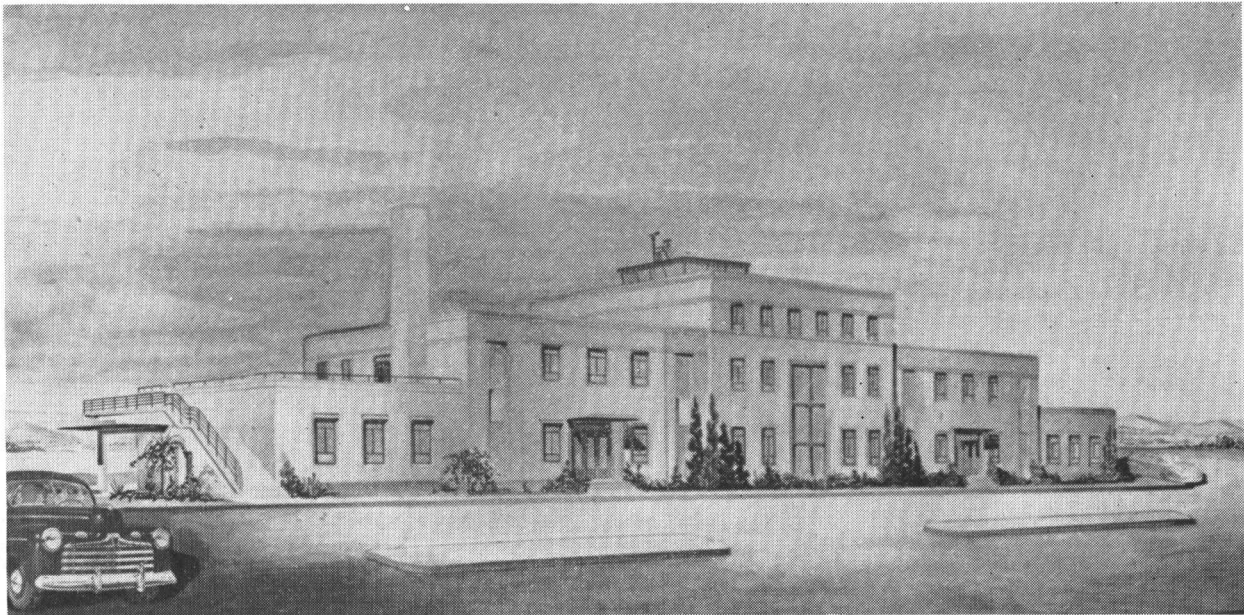
It will be seen from this short historical sketch of the Wheeling-Ohio County Airport, Stifel Field, that through fair weather and foul, when it looked as though an airport for Wheeling was never to be completed, a small group of men, headed by E. W. Stifel, Sr., since 1931, and headed by Mr. Stifel and Albert Snedeker since 1938, have battled and cajoled to keep things rolling toward the completion of our present airport, one of the finest in the land.

Early in the construction, leading airlines were contacted about using the airport on their regular

scheduled flights. This too, is a history of unselfish aid and constant work and expense on the part of those who were behind the movement. Now this also has finally borne fruit with two of the nation's leading airlines starting scheduled operations from Wheeling-Ohio County Airport . . . STIFEL FIELD, on November 1, 1946.

Trans-World Airlines . . . TWA will fly one ship each day east and west connecting with Trans-World lines in Washington, D. C., and for the West Coast at Kansas City. Capital Airlines . . . PCA will fly service from Birmingham, Ala., through Wheeling to Pittsburgh and New York. Capital will also terminate and originate a Wheeling-Pittsburgh-Buffalo flight here, and will make the same stops on the reverse of the route.

Truly the dedication of Wheeling-Ohio County Airport . . . STIFEL FIELD marks an epoch of achievement in the transportation history of our city. It also will prove a monument to those who have worked so hard and so unselfishly to make it possible. Many of these men are gone, but some of them do remain with us. The dedication program is designed to do homage to those who have left us, those men who so splendidly did their duty to their community—and to give credit to those who are still with us after sixteen years of constant effort to provide Wheeling with an airport adequate to put us on the principal airways of the world.



This picture shows the architect's drawing of the rear of the Administration Building as it will look when it is completed.



THE CONSTELLATION

FROM FLAT BOAT TO AIRLINER

IN the early history of the middle west, waterways were the highways over which the hardy pioneer traveled from place to place. As early as 1749 Bienville De Celeron with a group of French soldiers, descended from the French settlements of Canada and set out to explore the Allegheny and Ohio Rivers. At points along the way, this group, in the shining armor of the continent, raised the Tri-Color of France and planted leaden plates to claim the land in the name of Sovereign France. The report of burying one of these plates at the mouth of "Weeling Creek" is the first official report of white people having seen the present site of Wheeling.

As De Celeron used the broad expanse of the Ohio River for transportation of his little group of men, so did many trappers and explorers in the next twenty years.

George Washington used the river on his famous

exploration trip in 1770 when he gained the knowledge which in later years was to make him one of the most staunch supporters of the development of the West.

Wheeling was settled in 1769 by the Zane Brothers, Noah, Ebenezer and Jonathan. Within a few years, Fort Fincastle had been erected at this outpost of civilization. Then with the outbreak of the Revolution, the name was changed to Fort Henry, in honor of Patrick Henry of "Give Me Liberty or Give Me Death" fame.

From 1777 to 1782, the history of Wheeling is the history of a series of Indian raids, massacres and battles. The bloody year of the three sevens saw Indian depredations take a serious toll of the lives of the early settlers. Cabins were burned and the settlers murdered. Indians were tracked down and killed by such scouts as Major McCulloch and Lewis Wetzel. Life on the border was precarious.

With the attack on Fort Henry, September 11, 1782, however, things came to a head. And, when the British and Indians were repulsed by the settlers under Colonel Shepherd, the Indians moved to the west and life on the Western frontier became more settled.

By 1789 regular mail service was inaugurated between Philadelphia and Pittsburgh with a courier from Wheeling meeting the "through" courier at Washington, Pennsylvania. This mail service was installed because Wheeling was already known as the starting place "on the Ohio" for the western points.

Here it was that overland travel stopped because there were no roads in the Northwest Territory. Here it was that the travelers sold their horses and bought flatboats for their cruise down the river.

The flatboats were made of hewn timbers at the river's side and loaded there with merchandise, household furnishings and food stuff for Marietta and Cincinnati; St. Joseph and St. Louis; Memphis and New Orleans. When the flatboats reached the end of their trip they were usually torn apart and sold for lumber, although some of the more energetic boatmen polled, cordelled, or dragged the boats back up-stream from as far south as New Orleans to Wheeling or Pittsburgh.

During the flat-boat era, some of Wheeling's leading industries and mercantile houses were established. John S. Naylor Co. started in business using flat-boats first, then a floating store and later a steamer, to take the wares they handled to the outposts of civilization down the river.

The National Road

In 1803, when Ohio was seeking admission to the Union, the suggestion was made that part of the money derived from the sale of public lands west of the Ohio be used by the Federal Government to build roads to the new state. This meant a road from the east to the Ohio River. Opposition to such public spending was tremendous, but Albert Gallatin, who incidentally had a beautiful home near Uniontown, Pa., insisted on the new road. As Secretary of the Treasury, under Jefferson, he had the backing of Jefferson and of George Washington who knew from experience that the great undeveloped west was rich in resources and possibilities of growth. Thus it came about that a proviso was inserted in the Ohio application that five per cent of all money received from sale of

land in the territory should be devoted to building a road from Cumberland to the Ohio River.

By 1805 the sum of \$12,652.00 had been accumulated. This sum was obviously too small to start building a road over a hundred and thirty miles of mountainous terrain, but such men as Henry Clay, Andrew Stewart, Lewis Steenrod, T. M. T. McKennan, General Beeson and Daniel Sturgeon, kept the project alive, even through the trying times of the war of 1812, and finally the road was completed to Wheeling on the Ohio River.

Much could be told of the "pressure groups" in Congress who wanted the road to hit the river at Pittsburgh, Wellsburg, Grave Creek and other points, but Wheeling won.

With the coming of the National Road to Wheeling, our city became the most important commercial center in the new west. Wagons of merchandise, stage coaches full of passengers, dispatch riders with mail, all came across the new road to Wheeling and their cargoes were unloaded and re-shipped by river to points in Ohio and Kentucky.

Some idea of the traffic on the road may be gained by Searight's description, "As many as twenty four-horse carriages have been counted in a line at one time on the road and the large broad-wheeled wagons, covered with white canvas stretched over bows, laden with merchandise and drawn by six Conestoga horses, were visible all day long at every point, and many times until late in the evening, besides innumerable caravans of horses, mules, cattle, hogs and sheep. It looked more like the leading avenue of a great city than a road through the rural district."



A TOW-BOAT ON THE RIVER



This road was the main artery of trans-montane transportation and every city benefited from the huge traffic carried over it. Wheeling

was particularly blessed because it was the western terminus. The road made Wheeling the commercial and trading center it is today, because between 1818 and 1852, Wheeling grew by leaps and bounds.

In 1835 the John S. Naylor Company was founded. The Charles H. Berry Supply Company started business in 1824. John Lewis Stifel came overland from Bethlehem, Penna. in 1834 and in 1835 founded the J. L. Stifel and Sons, Inc., one of the city's leading industries today. Samuel Ott moved to Wheeling from Woodstock, Va., in 1836 to found the Ott-Heiskell Company, still a large hardware wholesale house.

Linsly Institute was founded in 1814; The National Bank of West Virginia in 1817. T. T. Hutchisson Company started business in 1832. M. Marsh and Sons Company, manufacturers of "Conestogies," later shortened to "Stogies," was established in 1840 by Mifflin Marsh. W. A. Wilson & Sons Co., was founded in 1840. C. Hess and Sons Co., was established in 1847 by Christian Hess. In the same year Jacob Thomas started Stone & Thomas; Jacob Bayha founded Bayha's Bakery and George R. Taylor started the Geo. R. Taylor Co.

Yes, during the days of the old National Road, Wheeling was an up and coming community with many business houses, commission houses, hotels, inns and boat building yards.

But the road came to the end of its usefulness and many of the towns and cities along its route fell into temporary oblivion. Wheeling, however, became a transportation cen-



ter of another kind and carried on its industrial and mercantile growth long after the old road had passed into dis-repair and practically disuse.

Life on the road is difficult to picture in these days of automobiles and tourist camps. The taverns were divided into two classes; the wagon stands and the stage houses. At the former the waggoner would drive his Conestogas into the wagon yard in the evening and partake of the hospitality of the tavern, meanwhile spinning tall yarns while drinking whiskey at three cents a drink. In the morning he would, before departing, pay a dollar and seventy-five cents for everything. This bill included hay and grain for his horses, dinner and breakfast for the waggoner, and "all the drinks he saw proper to take."

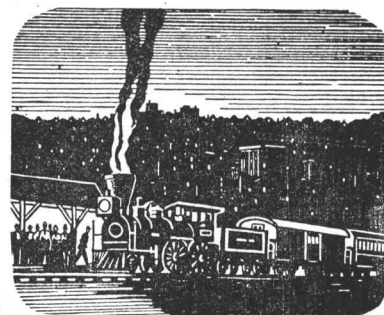
In the stage houses, we are told by histories, "through an assumption of aristocracy" whiskey was five cents a drink. The dashing stage would come down the road at a brisk pace; slide to a stop in front of the tavern; the passengers would alight and stretch while the horses were being changed and the mail dispatched; then off the stage would go with the driver, high on his box, superciliously speaking to the waggoners he passed.

The B. & O. Comes to Wheeling

Back in 1827, the City of Baltimore, which had experienced a period of phenomenal growth, due largely to the National Road, found itself facing a period of as rapid decline since trans-Allegheny travel was being diverted to the newly opened Erie Canal across New York State.

The Chesapeake and Ohio Canal had proved a disappointment, and a new departure in transportation was necessary with the result that a group of Baltimore business leaders received a charter under which the Baltimore and Ohio Railroad still operates. Construction on the railroad was started on July 4, 1828 and the first division, 14 miles long, was opened to traffic in 1830.

Like airports of today, technological progress was faster than the builders in the early 1800's, and the early sections of the road were





built and re-built as motive power changed from horses to steam.

The railroad reached Cumberland, Md., in 1842.

West of here was the most mountainous country the engineers had met and there was quite a delay before the line was projected across the mountains. Surmounting almost impassible barriers by accomplishing practically miracles, the engineers finally brought the road over the mountains. By 1851 the road had reached Fetterman (now Grafton) and it was decided to finish it with all speed possible because the Pennsylvania was due to reach Pittsburgh any time.

Consequently construction was started on the Wheeling end of the line and a locomotive was brought down the Ohio on a flat-boat to speed things up. Roseby's Rock was the scene of the driving of the last spike on December 24, 1852, and the first train carrying officials of the road and high governmental dignitaries reached Wheeling on New Year's Eve, 1852.

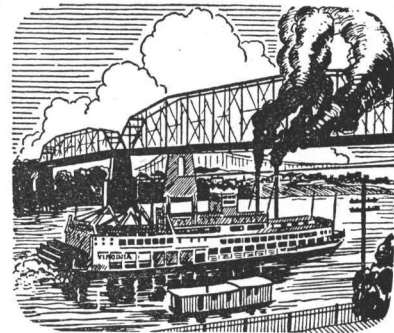
One can imagine the peak of enthusiasm to which the citizens of Wheeling were carried when the first passenger train steamed up to a temporary depot on the south bank of Wheeling Creek. Here the distinguished guests descended from the carriages and crossed the creek on a ferry boat. (The bridge across the creek was completed a short time later and the trains then came into the center of Wheeling.)

The citizens of Wheeling had invested about a half-million dollars in the new railroad and they had insisted on a huge celebration to mark its completion. The railroad brought so many dignitaries that two trains were needed to carry them all and the party that night in the old Washington Hall was so large that the whole building had to be utilized. Nearly 1,000 people, we are told, attended the dinner and dance and the activity continued far into the night.

The coming of the Baltimore and Ohio Railroad to Wheeling was one of the greatest factors in the industrial and mercantile growth of the city. Coming as it did, just as the National Road was falling from its one time glory, the railroad kept the city of Wheeling from falling from its eminent position

as a point of transshipment of goods from the east to the west.

The river was still an insurmountable barrier to the railroad, however, and until the bridge at Parkersburg was completed at great expense, Wheeling enjoyed the prosperity which naturally fell to the western terminus of such a large railroad. After Parkersburg built the bridge and this became the B. & O. mainline, Wheeling was left on a virtual side track for many years.



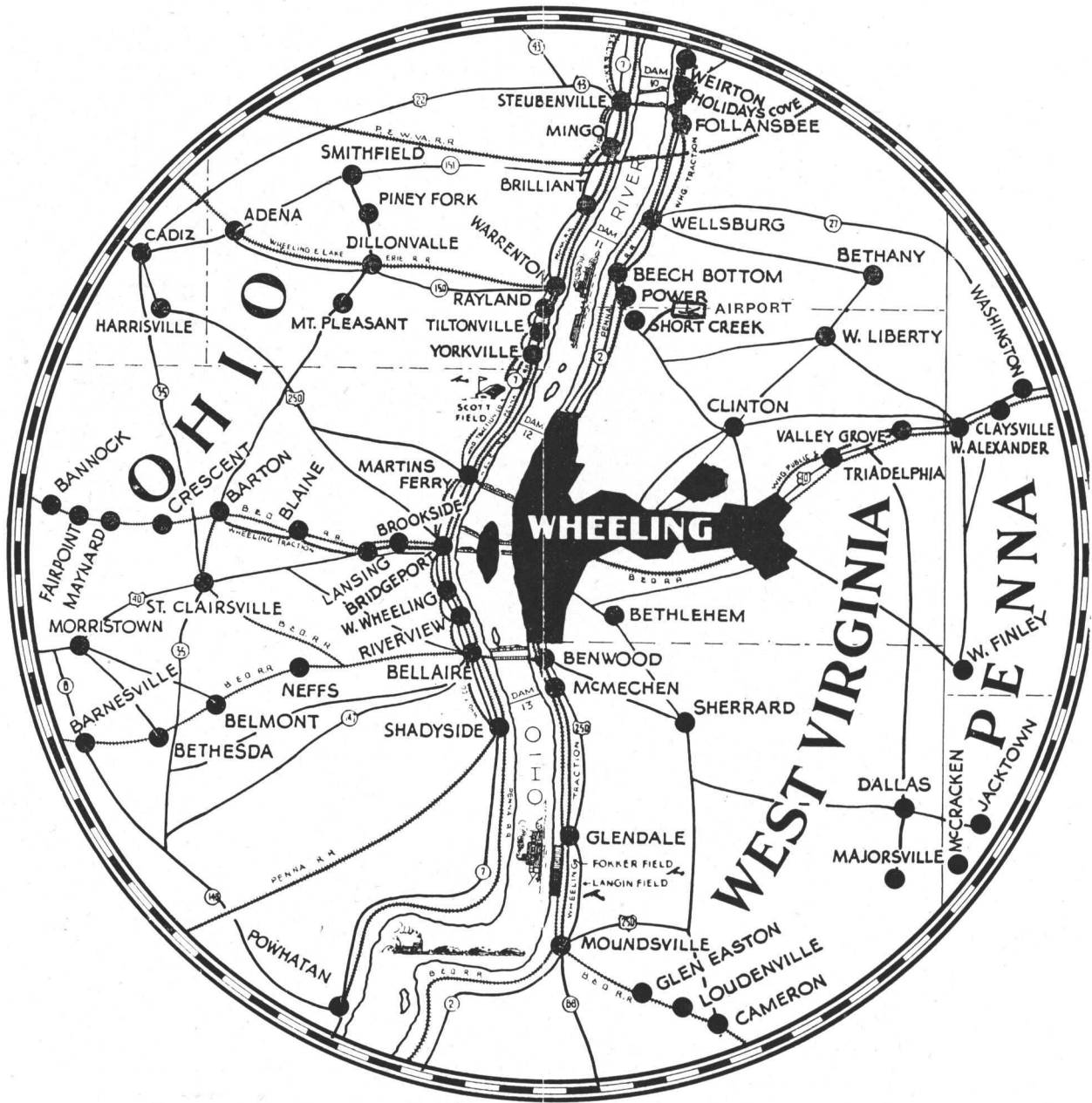
And Now the Air

Now Wheeling is once more taking her place in the transportation picture of the nation with the opening of the new Wheeling-Ohio County Airport—Stifel Field.

From flatboat, to Indian trail, to overland roads, to railroads and now to the air, Wheeling has always looked to her future in terms of adequate transportation of all kinds. We are once again in the forefront of the newest transportation field of them all—the air—and with Trans-World Airlines and Capital Airlines serving us from north, east, south and west, Wheeling takes another step in her long struggle to keep pace of the times. Another step which marks a milestone just as important to our city as the coming of the old National Road in 1818, or the arrival of the first train over the Baltimore and Ohio Railroad in 1852.



OUR NEW AIRPORT



WHEELING-OHIO COUNTY AIRPORT —Stifel Field—is not Wheeling's alone.

It belongs to the whole community as far north as Steubenville and Weirton and as far west as Cambridge, Ohio.

Wheeling itself is not a city, it is a community. Bridgeport, Martins Ferry, Bellaire, Benwood, Moundsville, etc., are only separated from Wheeling by state or county boundaries. They are as much a part of Wheeling as the Island, Warwood or Out-the-Pike.

The above map showing a circle of approximately 30 miles in diameter is more nearly a pic-

ture of the territory Wheeling's airport will serve than the name of the airport would indicate. From these smaller towns and rural sections will come passengers, freight and airmail to our new airport. And from them will come young pilots to learn to fly on an airport big enough to give them the training they deserve.

Wheeling-Ohio County Airport—Stifel Field, is the airport of the tri-state area and as it grows, with the completion of the Administration Building and the lengthening of "B" Runway, it will attract more and more scheduled operations by airlines and take its place among the great airports of the nation.

THE ROAD TO THE AIRPORT



E. L. Worthington, State Road Commissioner of West Virginia played a prominent part in constructing the new road to our Airport.

It has been said that no airport is any better than the road leading to it and many, many times throughout the United States splendid new airports have been constructed at great costs to federal and local governments only to find that no provisions had been made to handle the traffic to and from the airport. Fortunately this is not true at Wheeling-Ohio County Airport . . . STIFEL FIELD, because early in the construction of the airport, the State Road Commission under the leadership of Ernest L. Bailey began to lay plans for the construction of an adequate highway from W. Va. Route 2 up the hill to the airport.

Again, fortunately, the work on this road was entrusted to Mr. Bailey's right-hand man, E. L. Worthington, and when Mr. Bailey left the State Road Commission, Mr. Worthington succeeded him, giving continuity to the project.

When it is considered that Wheeling-Ohio County Airport . . . STIFEL FIELD, is 1200 feet above sea level and Short Creek, where the airport road meets Route 2, is less than 700 feet above sea level, it will be seen that the construction of the new road necessitated much grading and careful planning. The grading on the road was done during the year 1940 by the Keeley Construction Company and 257,865 cubic yards of material were excavated at a cost of \$69,596.57. To begin with, there was nothing but a one-lane dirt road which wound around the side of the hill upward from Short Creek to Girty's Point. Cuts were made into the hill and the material moved

was used to fill in ravines and draws on the precipitous side of the road. At one point, it was necessary to fill a gully which was nearly 200 feet deep.

Once the grading was completed, the State Road Commission through their Prison Labor Department began to ready the road for black-topping. A stone wall was built the entire length of the road from Short Creek to the airport to hold the fill and to serve as an impregnable guard rail on the side of the road not protected by the hill.

One of the bridges on the Short Creek Road was entirely inadequate and this bridge was rebuilt and made into a four-lane bridge by the Prison Labor Department of the State Road Commission. Exclusive of the \$69,596.57 which the grading cost, the other work on the road cost \$210,399.14.

There are many interesting things which could be told about the construction of this beautiful new four-lane highway but space will not permit us to go into all the details. It is interesting to know, however, that one little problem that had to be solved required the installation of a pipe drainage structure, 420 feet in length.

The road from Short Creek to the airport leaves nothing to be desired—it is well graded, safe, and beautiful and now the State Road Commission is laying plans to make the road from Route 2 to the new road equally wide and equally safe. When this is complete, there will be a first-class highway from downtown Wheeling, from Steubenville, from Weirton, Follansbee and Wellsburg for the use of travelers and sight-seers of the district.



From the OCPL Archives Vertical File: Wheeling-Ohio County Airport
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INDUSTRIES OF WHEELING

Wheeling is an unusual city in that its population does not indicate its position in the industrial and commercial life of our nation. With only a population of some 69,000 people, Wheeling is the mercantile and industrial hub of a district, part in Ohio, part West Virginia and part Pennsylvania, in which there reside some quarter million people.

This area is in truth a part of Wheeling. Workers in the cities of Martins Ferry, Bellaire, Bridgeport, Shadyside, Tiltonsville, Brilliant, Mingo and Steubenville, Ohio, are all part of the Wheeling Industrial Area; as are workers in Benwood, McMechen, Moundsville, Cameron, New Martinsville, Paden City, Sistersville, Nitro, Wellsburg, Beech Bottom, Follansbee and Weirton in West Virginia, West Alexander, Claysville, Washington and Waynesburg, Pennsylvania, are also in this area when we compute buying power for the community as a whole.

So it is seen that Wheeling is a much larger city than its population would at first indicate. It has metropolitan Department Stores and shops; it has huge mines and factories; it has a most variegated list of industries; it is the focal center for industry, trade, and professional service serving at least a quarter million people.

STEEL—Wheeling is the home of Wheeling Steel Corporation and its subsidiaries, Wheeling Corrugating Company and Consolidated Expanded Metal Companies. One of the largest independent producers of sheet steel, pipe, fabricated metalware and other fabricated steel products. Wheeling Steel has kept Wheeling in the forefront as an industrial city.

COAL—Located in the center of a huge soft coal field in West Virginia and Ohio, Wheeling is headquarters for a large production of coal for power, for manufacturing and for domestic use.

TEXTILES—The home of J. L. Stifel Company, one of the largest manufacturers of textiles in the nation, Wheeling has a prominent place in the textile picture of our country. Cloth made in the south is processed here, being printed, dyed and Sanforized in a modern plant.

DRUGS—Sterling Products Company originated in Wheeling and grew to be one of the largest proprietary medicine companies in the United States—Drug, Inc. Sterling Products division of Drug, Inc., is still operated in Wheeling on a large scale.

POWER—With huge generating stations at Beech Bottom, Dilles Bottom, Brilliant and Toronto, Wheeling is the center of production of power which travels over "high lines" through West Virginia, Ohio and Pennsylvania.

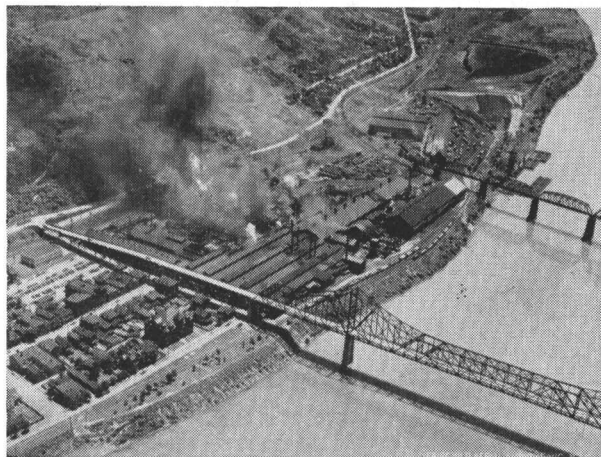
GLASS—Wheeling has long been known as a center of the Glass industry. Here is the principal office of Hazel-Atlas Glass Co., in Bellaire is Imperial Glass Company makers of famous Imperial tableware; and in Moundsville is the plant of Fostoria Glass Company makers of famous Fostoria table-ware. Several other glass factories throughout the district make table-ware and specialties.

OIL and GAS—The Wheeling area has an abundance of oil and natural gas beneath the surface of the ground. While most of this is piped to other sections of the country, there are several large refineries nearby, most notable of which is the Sterling Oil Company, refinery at St. Marys, W. Va.

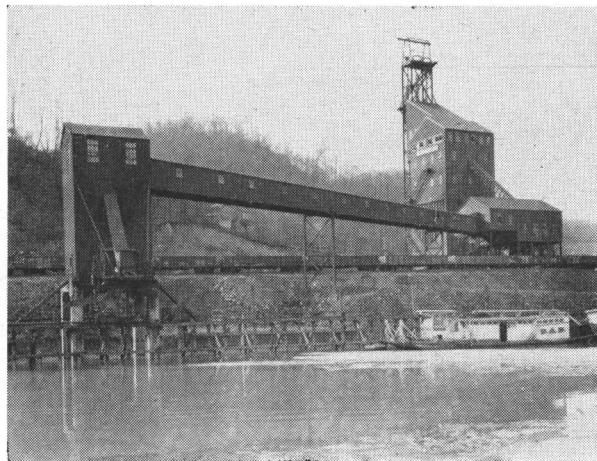
CHEMICALS—With the development of the chemical industry during the war, it was found that valuable salt deposits lie beneath the surface of the Wheeling Area. At Natrium, W. Va., large chlorine plants have been erected by Du Pont and Pittsburgh Plate Glass. Other salt deposits are now being explored. In addition many rare and valuable chemicals are recovered by the Koppers Company and the American Tar Products Company from the residue of the By-Product Coke Ovens used in making coke to feed to the huge blast furnaces.

CASTINGS—Steel Rolls, Tunnel Rings, Lock Gates and such things are made in Wheeling, cast from steel; while cast iron is cast in many useful forms in several foundries in the district. Bronze and Aluminum are also cast in myriad patterns to add their part to the industrial picture of the nation.

METAL STAMPINGS—Huge presses draw and fabricate large stampings for the automobile industry. Little presses make tooth-paste tubes, lanterns, oil cans, and hundreds of other products in the area. Wheeling Stamping Company stands as the largest manufacturer of tooth-paste, shaving soap and other tubes in the nation, extruding them from lead, tin and zinc.



A LOCAL STEEL MILL



A DISTRICT COAL MINE

PLASTICS—Plastic containers, plastic caps for tubes and bottles and plastic tops for jars are all made in great quantities in the Wheeling area.

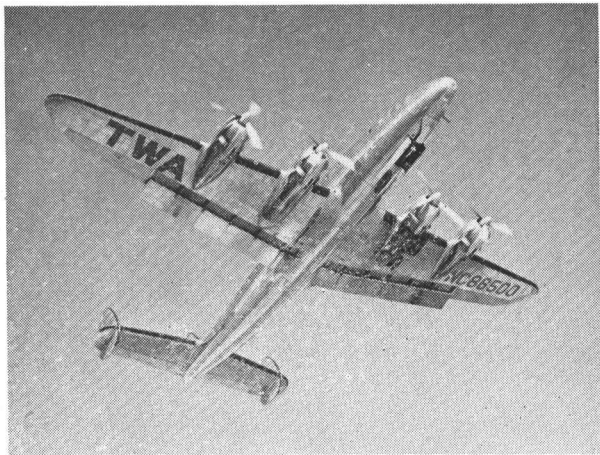
POTTERY—Long known as a pottery center, Warwick China made in Wheeling is known throughout the nation as among the finest hotel ware. And not a small part of the ceramics industry is the Wheeling Tile Company makers of floor and wall tile.

TOBACCO—Wheeling has long had a leading place in the tobacco industry because it is the home of Bloch Brothers Tobacco Co., makers of Mail Pouch and Wow Chewing tobacco and Pollack Melo-Crown stogies. M. Marsh and Sons Company, J. F. Miller, and many smaller companies also make Wheeling Stogies long known from coast to coast as a fine smoke.

FITTINGS—Carrying on a nationwide business in the manufacture of pipe couplings, nipples, and fittings Wheeling Machine Products has long kept Wheeling in the forefront of this industry.

ENAMELWARE—Being close by the Steel mills, the United States Stamping Company of Moundsville and the Bellaire Enamel Company of Bellaire make Enamelware, pots and pans and hospital supplies in the Wheeling area.

TOYS—When Louis Marx & Co. purchased the former Fokker plant at Glendale and another large building in McMechen, Wheeling became prominent in the toy industry.



A CONSTELLATION IN FLIGHT

THE development of Transcontinental and Western Air, Inc., goes back to 1926, when enterprising young men filled with confidence in the coming "Air Age," turned to flying as a career.

One of these young men was named Jack Frye, a young Texan who had his first taste of aviation when three Army "Jennies" landed on his father's ranch. Before he was out of his teens, Frye journeyed westward to California and from his meager salary as a drug store clerk he saved \$5.00—enough for one airplane ride. But this was enough to whet his ambition to fly. He progressed rapidly, and after seven and a half hours of instruction, himself turned instructor.

Among his first students was Paul E. Richter, another young man, equally ambitious, with the same zest to fly. The two soon teamed up, and were destined to remain together in TWA. In 1926, Frye and Richter, together with Walter A. Hamilton, formed the Aero Corporation of California, with Frye as president, Richter as vice president and Hamilton in charge of maintenance. With an initial \$5000 capitalization, they launched into practically every phase of flying activity—flying school, maintenance and service base and sales agency. The following year they formed Standard Airlines, with Frye at the head of both the new and parent company. With one single-engine Fokker, Standard operated a route between Los Angeles and Phoenix, and later to El Paso.

Meanwhile other airlines were entering the infant industry. Jack Maddux, a Los Angeles automobile dealer, formed Maddux Airlines. Western Air Express was expanding rapidly through the West and Southwest. And in 1929, Transcon-

tinental Air Transport, another TWA predecessor company, was formed. It operated the nation's first combination air-rail service over a coast-to-coast route close to the present TWA system. Passengers went by train from New York to Columbus, Ohio, where they boarded a TAT plane for Waynoka, Oklahoma. From Waynoka they switched back to the train as far as Clovis, New Mexico, and finished the trip to Los Angeles by air.

A series of trades soon followed. TAT merged with Maddux. Standard was sold to WAE, with Frye moving over to Western as vice president of operations. On October 1, 1930 came the final welding of the route systems into what is today known as TWA. TAT-Maddux acquired the Kansas City-Los Angeles route from Western, and the merger resulted in the formation of Transcontinental & Western Air, Inc. Frye became TWA vice president of operations with H. M. (Pop) Hanshue as the line's first president.

The combination air-rail service was abandoned, and on October 25, 1930, TWA inaugurated the nation's first all-air transcontinental service. Passengers flew from coast-to-coast in 36 hours, with an overnight stop at Kansas City.

Marshalling their combined experience, the TWA operations men were soon flying continuous day and night mail schedules across the continent in 24 hours. It wasn't long until passenger flights were on the 24 hour transcontinental service. Thus, TWA had again reduced traveling time across the continent—another step towards the modern coast-to-coast service of today.

But the TWA men were not satisfied with existing equipment. Frye and his operations staff real-

THE HISTORY OF



ized the need for better planes, improved passenger service. The Ford Tri-motors and Fokkers were too slow, too noisy and did not offer passengers much comfort. With this in mind, TWA approached the airplane manufacturers, and in 1933 the Douglas DC-1 was developed, prototype of the standard Douglas planes of today. Then D. W. Tomlinson, TWA pilot and later vice president of engineering for TWA until he entered military service, tested the DC-1 for five months. He was assisted by the late Edmund T. Allen. From this test model came the DC-2, a more refined version, carrying 14 passengers, and later the DC-3.

TWA was the first operator to adopt the DC-2 ship, buying an original fleet of 31. Placing them in operation in 1934, TWA again led the field in reducing transcontinental flying time—this time to less than 16 hours.

By 1934, Jack Frye became president, and ensuing years saw even more intense experimentation and development of aircraft. It was during this time that Tommy Tomlinson explored weather conditions at high altitudes, and from this exhaustive research came the four-engine Boeing Stratoliner. Again TWA had pioneered the air transport field, and was the first and only domestic airline to place modern four-engine land transports into service. With the Stratoliner service inaugurated in 1940, coast-to-coast flying times were reduced still further, to 14 hours.

Other famous airline firsts developed by TWA during these pre-war years included: First to design and use the radio-direction finder and anti-storm radio antenna; first airline to require a detailed written flight plan based on thorough weather analysis; and first to use experienced pilots as flight control officers. These and many more have earned TWA the reputation as the airline of "firsts" and attest to its advertising slogan of "TWA—Points the Way."

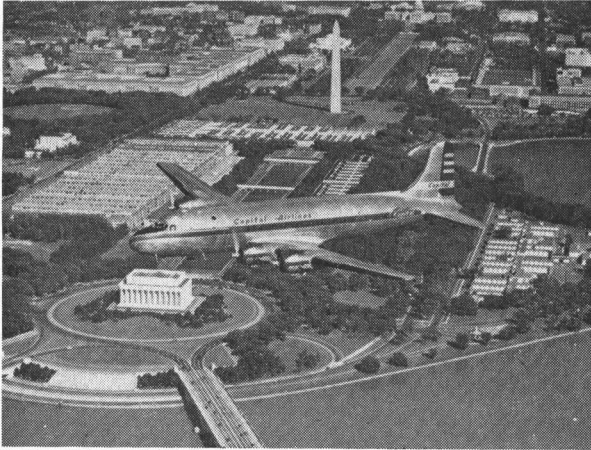
But even before the Stratoliners were flying the airline's commercial routes, TWA was seeking still another more powerful, larger and faster plane. Frye and Howard Hughes, principal TWA stockholder, wanted a plane that would fly across oceans at speeds of 300 miles an hour, carrying greater loads, and they conceived the Constellation to meet those requirements. Together, on April 17, 1944, they flew the Constellation non-stop from Burbank to Washington, D. C., in 6 hours 57 minutes 51 seconds.

Meanwhile, TWA turned its major efforts toward winning the war. It was the first airline to offer its services to the government, when, even before Pearl Harbor, Jack Frye offered TWA's entire engineering and operating resources to the armed forces. TWA turned over its entire fleet of Stratoliners, and was the first domestic airline to operate land transports overseas for the Air Transport Command. TWA's Intercontinental Division operated 7,801 ocean crossings for the ACT, carrying vital war materials abroad and returning with plane loads of wounded. Other contributions to the war effort included a four-engine transition training school operated at Albuquerque, and a vast aircraft modification center and specialist training program at Kansas City.

Plans for operating an international commercial air route were also progressing to the point of reality. Knowing that in the Constellation it had a plane that would fly passengers overseas, TWA's next step was to procure a route, and on July 5, 1945, the long cherished dream was realized when the Civil Aeronautics Board certified TWA to operate more than half way around the world.

Statistically, the CAB decision of July, 1945, added more than 17,000 miles to TWA's domestic network of 7,700 miles, creating an international air system about 28,200 miles long. Contrasted with the airline's 3,600 mile transcontinental system of 15 years ago, the combined domestic and international routes now exceed that figure by more than seven times. From one of America's largest airlines, TWA has grown to one of the world's biggest air systems.





A Capitaliner flying over the heart of Washington, D. C.

CAPITAL AIRLINES



ON April 26, 1927 the airline known today as Capital Airlines-PCA, linking 12 states and more than 50 cities, had its birth in an open cockpit, single engine Fairchild biplane when Dewey Noyes took off from Bettis Field, near Pittsburgh with a single pouch of mail on a 127 mile flight to Cleveland.

The company then was known as the Pittsburgh Aviation Industries Corporation and C. Bedell Monro, now president of Capital Airlines, was secretary of the toddling airline whose growth as the second oldest airline in the air transport industry is a remarkable story of determination, loyalty and ingenuity.

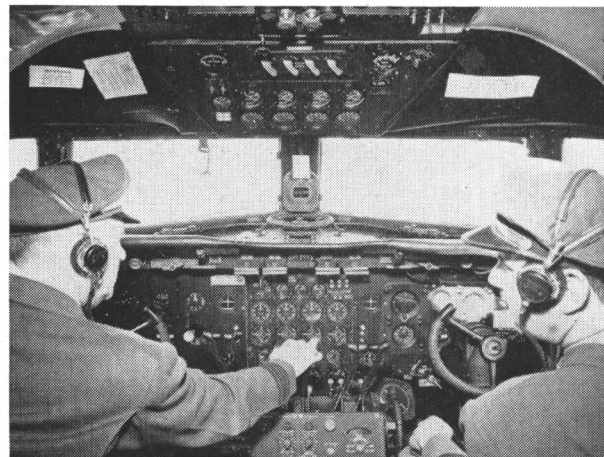
One year after the historical air mail flight, passenger service was inaugurated in a four passenger Fairchild between Pittsburgh and Cleveland, with a stop at Youngstown. The following year service was extended over the rugged Allegheny Mountains to Washington. An event both epochal and daring. The name, Pennsylvania Airlines, was adopted soon after.

By 1931, the company's growth had been so expansive that a fleet of tri-motored Stinsons was acquired, and air passengers for the year reached the staggering total of 6,100—slightly more than the number of passengers which can be carried by the Capitaliner fleet on any day during 1946. With the acquisition of a fleet of tri-motored Fords two years later, passengers carried doubled.

Then came a blow that all but spelled doom to the growing airline. In 1934, the government cancelled air mail contracts. A second blow, which might have ended the fight for others, came when new air mail contracts were issued, and a new

company, Central Airlines, emerged as the winner of the contracts previously held by Pennsylvania. Thus began one of the most bitter competitive operations in the history of air transportation. Nevertheless, with Fords replaced by twin-engined Boeing aircraft, revenue passengers increased to 49,000, and in the meantime PAL pioneered the Detroit-Milwaukee route, using Loening amphibians for the daily hazardous over-water operations across Lake Michigan. The PAL-CAL fight continued un'til 1936, with both companies losing money, when Central finally threw in the towel; reorganized and then merged with PAL to become Pennsylvania-Central Airlines.

With the consolidation of PCA (now Capital Airlines) into one company, an era of expansion began. New routes from Washington to Baltimore and Buffalo, and from Pittsburgh to Charleston were established, making a total of 15 cities being served in a system of 1196 route miles.



Inside the cockpit of a Capitaliner

By 1938 new routes from Detroit to Sault Ste. Marie via Traverse City; Buffalo to Pittsburgh and Baltimore; Grand Rapids to Chicago were added.

Keeping pace with route expansion, Capital Airlines-PCA began putting into service 21-passenger DC-3 Capitaliners to replace 10-passenger Boeing equipment. Passengers totalled 122,300 during 1939, and 3,464,000 revenue miles were flown.

One year later the Norfolk-Knoxville route was opened and in the following year the route from Pittsburgh southward was extended to Chattanooga and Birmingham. Passengers carried in '41 totalled 342,900.

Then came the war. Capital Airlines was the first airline to go into service, flying vital military cargo to meet emergency war requirements in various parts of the world. This airline also was one of the few airlines to be called upon to train Army and Navy pilots. Only six planes remained in commercial service. Despite their absorption into war duties, Capital continued to forge ahead as one of the country's outstanding commercial airlines.

With the end of war, expansion returned. More cities—New York, Newark, Rochester, Elmira-Corning—were added to the system. Routes suspended during the war were reactivated. New routes were applied for. Employees doubled. More planes were bought and placed in service. Capital Airlines was the first airline to order the Martin "202" and was the first to go into service commercially with the Douglas DC-4, the big four



Capital's DC-4 Carries 59 Passengers

engine Capitaliner which carries 59 passengers, more than any other air transport in commercial service.

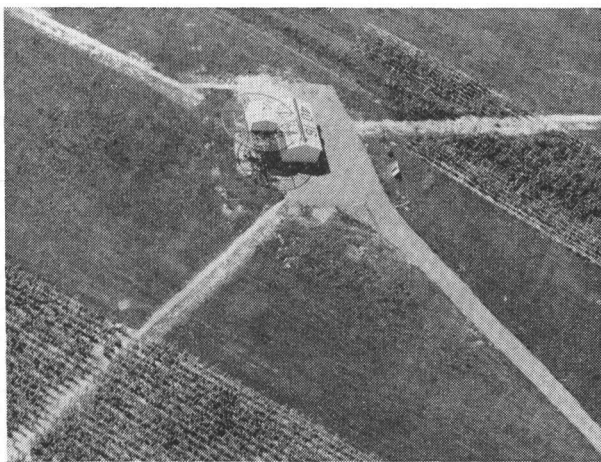
Next year, this fleet will be further enlarged by the addition of seven Douglas DC-6's. Both the Douglasses and the Martins will cruise at 300 miles per hour.

At any moment Capital Airlines is expecting final approval from the Civil Aeronautics Board of the proposed merger with Northeast Airlines, which will strengthen further the airline's present system of approximately 4,000 miles by an additional 1500.

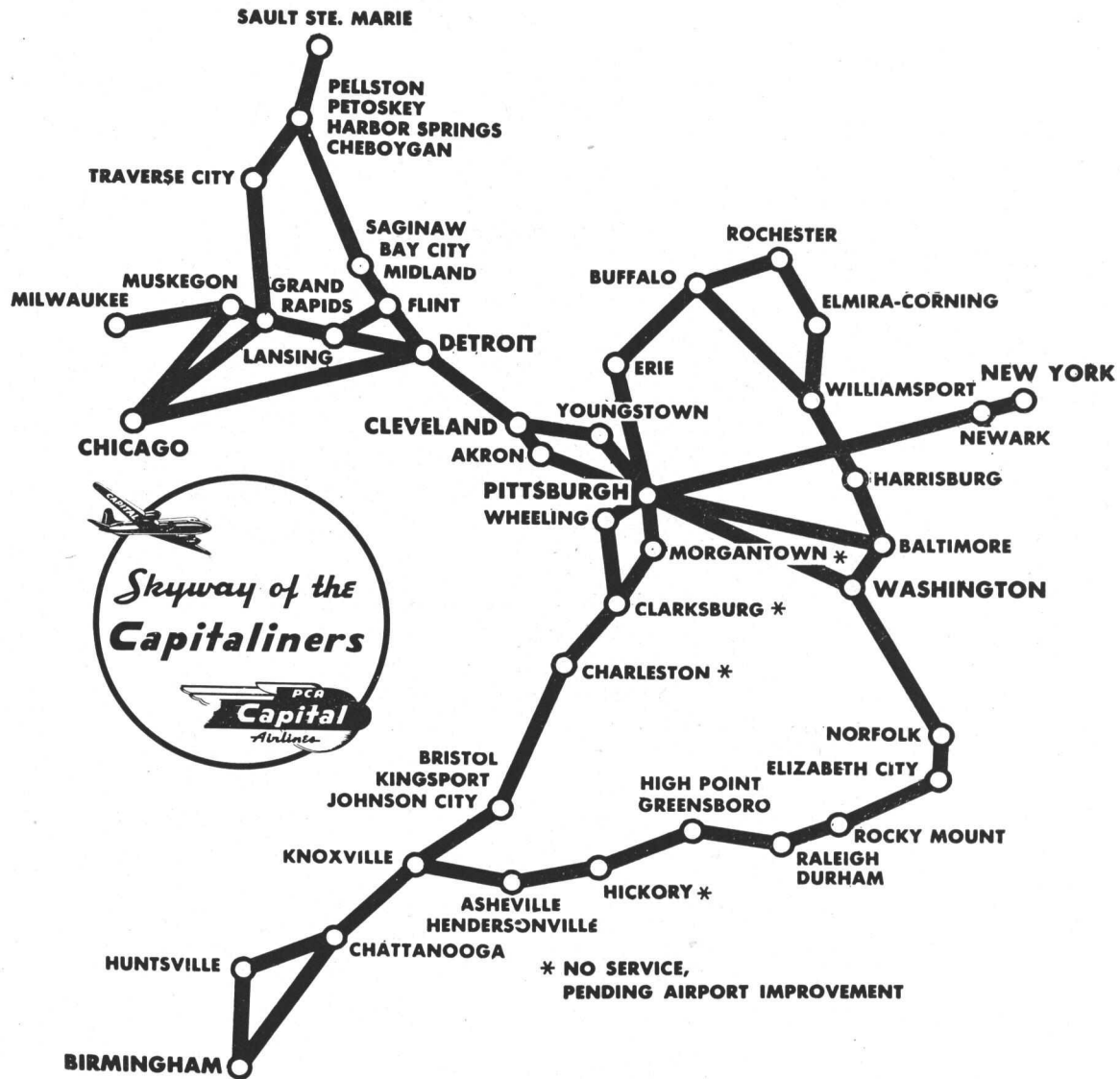
Thus with new routes pending, new equipment on order, and employee ranks swelling, Capital Airlines will continue to develop to the maximum the full potential of the territory it now serves, recognizing no limits to the ultimate possibilities of air travel.

Capital will serve Wheeling with the famous two-engined DC-3 planes, carrying passengers, air express and air freight. This new service will see two planes a day leaving Wheeling for Pittsburgh, to make connections east to Newark and New York; north to Erie, Buffalo, Rochester, Corning and Williamsport, or Cleveland, Akron and Youngstown and west to Detroit, Milwaukee or Chicago. One plane each day will stop in Wheeling on its way from Pittsburgh to Tri-cities, Knoxville, Chattanooga, Huntsville and Birmingham, Ala., connecting with Delta and other airlines for other points in the South.

Later, as Capital works out its numerous projects for expansion, Wheeling will be on the "Capitaline" to other cities.



The range station located five miles north of the Wheeling-Ohio County Airport—Stifel Field, is an important part of the operations of the field. (photo: Valley Aviation, Inc.)



**CAPITAL AIRLINE SCHEDULE
WHEELING, WEST VIRGINIA**

Leave Pittsburgh	9:25 A.M.
Arrive Wheeling	9:45 A.M.
Leave Wheeling	9:52 A.M.
Arrive Bristol	12:31 P.M.
Leave Bristol	12:41 P.M.
Arrive Knoxville	1:30 P.M.
Leave Knoxville	1:45 P.M.
Arrive Chattanooga (CST)	1:27 P.M.
Leave Chattanooga (CST)	1:37 P.M.
Arrive Huntsville	2:17 P.M.
Leave Huntsville	2:22 P.M.
Arrive Birmingham	2:59 P.M.

RETURN TRIP

Leave Birmingham	7:30 A.M.
Arrive Huntsville	8:08 A.M.
Leave Huntsville	8:13 A.M.
Arrive Chattanooga	8:35 A.M.
Leave Chattanooga	9:03 A.M.

Arrive Knoxville	10:41 A.M.
Leave Knoxville	10:56 A.M.
Arrive Bristol	11:41 A.M.
Leave Bristol	11:51 A.M.
Arrive Wheeling	2:28 P.M.
Leave Wheeling	2:33 P.M.
Arrive Pittsburgh	2:53 P.M.
Leave Pittsburgh	3:08 P.M.

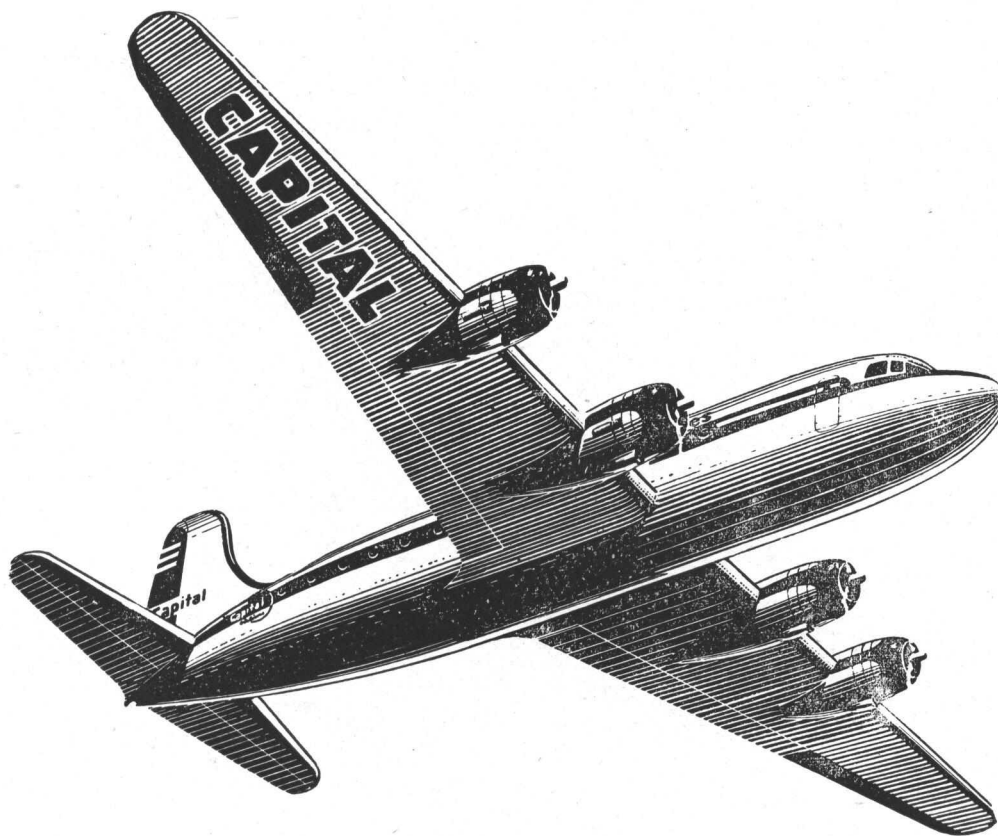
FROM ERIE AND BUFFALO

Leave Pittsburgh	2:33 P.M.
Arrive Wheeling	2:53 P.M.

This ship comes from Buffalo, New York and terminates the flight in Wheeling—connections in Pittsburgh for passengers from New York to Wheeling.

Leave Wheeling	5:00 P.M.
Arrive Pittsburgh	5:20 P.M.

Leave Pittsburgh at 5:35 P.M. for Erie, Buffalo, etc., and connections will be made for New York.



FROM WHEELING to:	Present Fares
Akron, Ohio	\$ 6.45
Baltimore, Md.	10.75
Birmingham, Ala.	28.20
Bristol, Va.-Tenn.	13.80
Buffalo, N. Y.	10.90
Chattanooga, Tenn.	21.95
Chicago, Ill.	20.35
Cleveland, Ohio	7.85
Detroit, Mich.	12.05
Erie, Penna.	7.70
Knoxville, Tenn.	17.90
Milwaukee, Wis.	23.50
New York, N. Y.	17.00
Newark, N. J.	17.00
Norfolk, Va.	17.40
Pittsburgh, Penna.	2.50
Rochester, N. Y.	13.50
Washington, D. C.	10.75
Youngstown, Ohio	5.55

Note: Children's fares are one-half (1/2) the fares shown above.

All fares are subject to 15% transportation tax

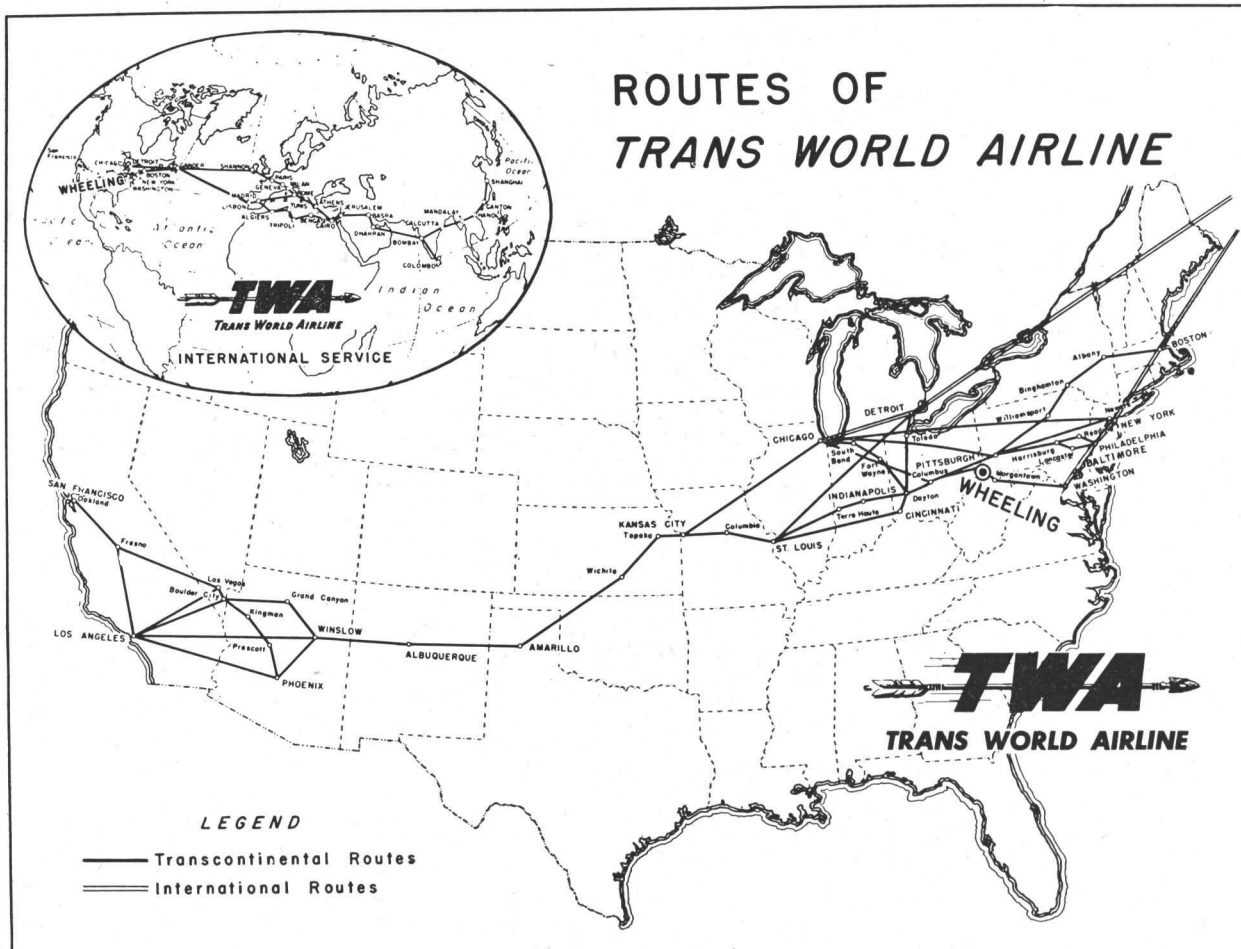
SERVICE IN WEST VIRGINIA

Just as soon as airports in Morgantown, Clarksburg and Charleston are completed, Capital Airlines will include these cities on their route from Pittsburgh to Birmingham.

When this time comes, Wheeling people will fly to Charleston and return in a matter of minutes and the state's capitol will also be at Wheeling's door.

Unfortunately Morgantown, Clarksburg and Charleston do not yet have their airports ready for the Capitaliners, so asterisks have been placed before the names of these cities to show that future service is assured.

It seems logical also that Capital will eventually have permission to schedule stops at Beckley and Bluefield. This will greatly facilitate travel within our state.



**WESTBOUND FLIGHT 319—
WHEELING, WEST VIRGINIA**

Leave Washington, D. C.	1:20 P.M.
Arrive WHEELING	2:55 P.M.
Leave WHEELING	3:05 P.M.
Arrive Columbus	4:00 P.M.
Leave Columbus	4:05 P.M.
Arrive Dayton	4:45 P.M.
Leave Dayton	4:50 P.M.
Arrive Chicago	5:35 P.M.
Leave Chicago	5:45 P.M.
Arrive Kansas City	8:25 P.M.
(Connection Flight 41 to West Coast)	
Leave Kansas City	9:05 P.M.
Arrive Wichita	10:25 P.M.
Leave Wichita	10:30 P.M.
Arrive Amarillo	12:30 A.M.
Leave Amarillo	12:35 A.M.
Arrive Albuquerque	1:30 A.M.
Leave Albuquerque	1:35 A.M.
Arrive Los Angeles	5:05 A.M.
Leave Los Angeles	5:15 A.M.
Arrive San Francisco	7:20 A.M.

**EASTBOUND FLIGHT 318—
WHEELING, WEST VIRGINIA**

*Leave Kansas City	8:15 A.M.
Arrive Chicago	10:40 A.M.
Leave Chicago	10:50 A.M.
Arrive Dayton	1:30 P.M.
Leave Dayton	1:35 P.M.
Arrive Columbus	2:15 P.M.
Leave Columbus	2:20 P.M.
Arrive WHEELING	3:15 P.M.
Leave WHEELING	3:25 P.M.
Arrive Washington	4:50 P.M.

* Passengers on TWA Flight 140 from San Francisco, Los Angeles, Phoenix, Albuquerque, Amarillo, Wichita, can make direct connections on Flight 318 in Kansas City.

Note: Trans World Airlines flights from Wheeling to Washington, D. C., make connections in the nation's capital for the trans-Atlantic service operated by the company to Ireland, France, Egypt, India and soon to China, where other connections with Northwest Airlines will complete round-the-world service.

TWA MILEAGES FROM WHEELING

INAUGURATION of airlines service in Wheeling by Trans-World Airline will mean Wheeling residents are within overnight flights to the west coast, and less than 48 hours flying time from such scattered world centers as Paris, France, Cairo, Egypt, or Bombay, India.

Los Angeles, 2246 miles on TWA's transcontinental route from Wheeling, can be reached in 16 hours, for instance. Boarding TWA's west-bound flight 319 at 3:05 p. m., a Wheeling passenger will reach Kansas City at 8:25 p. m., and be in Los Angeles at 7:20 a. m. the following morning.

Important American cities such as Chicago, Kansas City, St. Louis are even closer to passengers on TWA flights. From Wheeling to Chicago is only 416 air miles; to Kansas City, 821 air miles, and to Albuquerque, N. M. is 1575 miles.

Tying into TWA's world-girdling International routes, Wheeling is 4074 miles from Paris, 6095 miles from Cairo.

MILEAGES FROM WHEELING TO:

WASHINGTON	214
COLUMBUS	118
DAYTON	189
CHICAGO	416
KANSAS CITY	821
WICHITA	999
AMARILLO	1296
ALBUQUERQUE	1575
LOS ANGELES	2246
SAN FRANCISCO	2573
GANDER, NEWFOUNDLAND	1534
SHANNON, IRELAND	3510
PARIS	4074
GENEVA	4299
ROME	4744
ATHENS	5393
CAIRO	6095
LISBON	4473
MADRID	4792
ALGIERS	5244
TUNIS	5633
TRIPOLI	5957
BOMBAY	9135

TWA FARES FROM WHEELING

The following list of fares demonstrate the economy of air transportation from Wheeling to a few of the many cities served by Trans World Airlines. These cities have been picked at random as being of interest to citizens of the Wheeling area.

BETWEEN WHEELING and:	Fare
Albuquerque	\$ 70.95
Amarillo	58.00
Boulder City	92.55
Chicago	20.35
Cincinnati	11.50
Columbus	5.60
Dayton	8.90
Detroit	17.50
Fort Wayne	13.55
Fresno	104.60
Indianapolis	14.00
Kansas City	35.35
Las Vegas	92.55
Los Angeles	102.00
Oakland	104.60
Phoenix	87.75
St. Louis	24.70
San Francisco	104.60
South Bend	16.90
Terre Haute	16.85
Toledo	14.55
Topeka	37.95
Washington, D. C.	10.30
Wichita	44.20
Winslow	81.75

BETWEEN WHEELING and:	Fare
Algiers	\$440.35
Athens	519.35
Cairo	599.35
Dhahran	754.35
Gander	124.35
Geneva	393.35
Lisbon	351.35
Madrid	388.35
Paris	365.35
Shannon	312.35
Rome	444.35
Tripoli	522.35
Tunis	485.35

THE WORLD IS

*"Then felt I like some watcher of the skies
When a new planet swims into his ken."*

THE palace of Versailles,—the olive groves of Spain—the stately Pyramids—the Seven Wonders of the World—all are our neighbors as new found wings carry us to the fabulous corners of the earth in hours where it once took days—weeks—months.

It requires no little adjustment for the ordinary person to visualize the magic of reorientation brought to us by the modern sky cruisers that can whisk us to exotic places with the speed of sound. Yet such an adjustment will come to Wheelingites when they fully realize the vistas which open to us through our new Airport and the two splendid airlines serving it.

It is now only a matter of hours to Yellowstone—the Grand Canyon. The romantic charm of the "Land of Sun," the great American Southwest. The Blue Pacific, Los Angeles and Hollywood the ever unpredictable land of make-believe. San Francisco with its China-town, the Golden Gate, world's most beautiful seaport and the great bridge that arches magnificently above it. Miami with its sun-bathed beaches and island dotted bays. The Gulf of Mexico. Fabulous Texas. The Great Salt Lake. Yes, it is only a matter of hours to any of these places when we take the highways of the sky in the airplane of today.

And more unbelievable are the world-wide wonders of air transport because we still talk in terms of hours to IRELAND: Gateway to the British



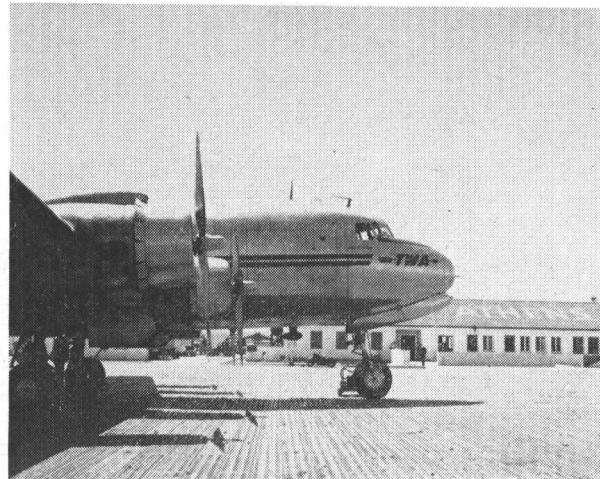
Paris in the Spring



The Acropolis in Ancient Athens



The Airport in Dublin, Ireland



A "Connie" Poised in Athens, Greece

AT YOUR DOOR

Isles and Continental Europe. **FRANCE:** World famous cathedrals, chateaux along the Loire, the palace at Versailles, historic art galleries and museums, sidewalk cafes. **SWITZERLAND:** Breathtaking Alpine scenery dotted with beautiful lakes and red-roofed villages; resort center of the Continent. **ITALY:** The Seven Hills of Rome; St. Peter's and the Vatican, the winding canals of Venice, the Ruins of Pompeii, the Isle of Capri, smoking Vesuvius. **GREECE:** Center of ancient culture. The Acropolis and Parthenon at Athens. **SPAIN AND PORTUGAL:** Walled cities of Avila and Toledo. Alhambra Castle, home of the Basques, famous olive groves, hillside vineyards, cork forests. **ALGERIA, TUNIS AND LIBYA:** Mediterranean gardens, ruins of Carthage, fertile desert oases. **EGYPT:** Valley of the Nile, the Pyramids, Sphinx and cosmopolitan Cairo, crossroads of the world. **PALESTINE, TRANSJORDAN AND IRAQ:** Cradle of Christianity—Jerusalem, Bethlehem, Sea of Galilee, Tigris and Euphrates valley, seat of Babylonian culture. **SAUDI-ARABIA AND OMAN:** Heart of Islam culture. Sacred city of Mecca. Home of original Mocha coffee and fine Arabian steeds. **INDIA:** Fabulous city of Bombay, old spice coast of Malabar and Travancore and the Taj Mahal with its marble domes and intricate pierced tracery.

Yes, when one takes time to think that these and myriad other wonders of the world are now only a few hours away from Wheeling, the Seven Wonders of the World themselves pale to relative insignificance in the light of the new wonder which brings the world to the doorstep of every one of us.



Kansas City, Home of TWA



A Street Scene in Madrid



Red Roofed Villages of Switzerland



Vatican City Overnight From Here



The New Hangar Already Under Construction for Valley Aviation, Inc.

PATTERN FOR THE FUTURE

The following article on private flying was prepared by Thomas Cramblet, president of Valley Aviation, Inc. We are also indebted to Mr. Cramblet and the company he heads for the beautiful aerial pictures of the Airport and the Range Station which are used in this Souvenir Program.

PRIVATE flying in the Ohio Valley and the nation has taken a tremendous stride forward with the dedication and opening of the new Wheeling-Ohio County Airport. This splendid new airport assures the residents of this area, aviation facilities that are the equal of any enjoyed by any community in this country.

Transportation has been aptly called the life blood of democracy. Wheeling stands in the center of the life lines that run east, west, north and south to the far corners of the continent. The great industrial strength of the Ohio Valley is due in a large part to its excellent transportation facilities. The strategic location of Wheeling-Ohio County Airport on the airways of the nation makes certain that the industrial growth of the Ohio Valley will continue into the Air-Age.

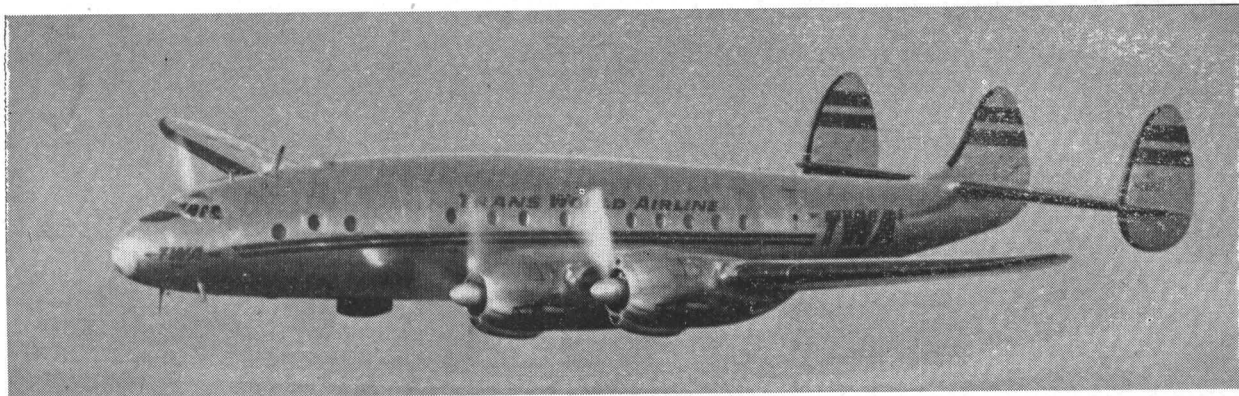
The men who years ago first saw the need for an airport to serve this area, realized fully, that to serve its ultimate purpose, the airport must be in a large part, dedicated to the needs of personal aviation. This pattern of the future is rapidly becoming evident. Indications are that thirty thousand private planes will be delivered in 1946, eighty thousand is the goal of the aircraft manufacturers for 1947. The most conservative admit the possibility of a million private planes in the hands of pilots by 1952.

However, the production of aircraft is only part of the picture. There must be well trained pilots to fly these ships and increased airport facilities

made available if private flying is to become a practical part of the American way of life.

The G. I. Flight Training Programs now under way in every state in the union, are training thousands of pilots each month. During the month of August, the Civil Aeronautics Authority issued eighty (80) thousand student permits. To increase available airport facilities, the Federal Government has embarked on a program to help establish three thousand new airports and landing strips in the next five years.

Two new local aviation corporations have signed leases with the Ohio County Board of Commissioners for fixed base operations at the Wheeling-Ohio County Airport. The two corporations are Valley Aviation, Inc. and Wheeling Seaplane Base, Inc. Both were formed and are actively managed by veterans of wide experience in the fields of private, commercial, and military aviation. When the two separate aviation centers are completed next spring, there will be storage facilities for over fifty private aircraft at the airport. The careful study of the finest installations in the country will be reflected in the design and construction of these modern airport buildings. Wheeling Seaplane Base, Inc. has dealerships for Piper Cub and Republic Seabee. Valley Aviation, Inc. is authorized dealer for Aeronca Aircraft Corporation and North American Aviation. Both companies plan modern flying schools expertly staffed by experienced personnel, private charter flights, complete aircraft repair and maintenance shops and other aviation sales and service for the private pilot.



THE FLEET OF TRANS WORLD AIRLINE

TRANS WORLD AIRLINE, already the world's largest commercial operator of four-engine aircraft, currently is expanding its fleet and by the end of the year nearly 50 of these planes, plus more than 75 twin-engine DC-'s, will be flying TWA's certificated routes extending from San Francisco eastward around the world to Shanghai.

Mainstay of the TWA fleet is the sleek, luxurious, 300 mile-an-hour Constellation. Twenty-nine of these triple-finned speedsters will be carrying TWA colors at home and abroad by late November.

The remainder of the airline's 4-engine service will be performed by DC-4 Skymasters, probably numbering about 18 by the year's end, and by five Boeing Stratoliners now in operation.

Nine of the Constellations and all of the Skymasters are assigned to TWA's International Division and will fly from the United States to Europe, the Mediterranean area, the Middle East and eventually across India and Indo-China to Shanghai. There, TWA connects with Northwest Airlines to form the shortest commercial around-the-world service.

The remaining 20 Constellations and the Stratoliners, together with the DC-3 fleet, will be used on TWA's 7,700 mile domestic system.

Thirteen of the Constellations are new models delivered by the Lockheed Aircraft Corporation since last November, and the 16 "Connies" previously owned by TWA recently have undergone extensive modification making them virtually new airplanes.

The entire Constellation fleet is powered by Wright 2,200 horsepower engines equipped with the new direct fuel injection system, a wartime development which reduces an engine's fuel consumption yet increases its power, makes starting easier and provides for smoother and safer engine operation.

The Constellation is the only commercial air transport equipped to use fuel injection engines and TWA was the first airline to adopt the new fuel system exclusively for its Constellations.

Jack Frye, TWA president, and Howard Hughes, noted pilot, aircraft builder and principal TWA stockholder, drew up the specifications for the Constellation in 1939 and when the first plane came off Lockheed assembly lines in January, 1943, it was promptly turned over to the Army Air Transport Command for use on over-ocean war missions. Subsequent Constellations produced during the war also went to the AAF.

When the war ended the Army's Connies were made available to commercial airlines and TWA ordered 36 of the big planes it had helped to create. Regular scheduled Constellation service was initiated by TWA in February, 1946.

The Constellation holds the transcontinental speed record for transport planes of 7 hours, 27 minutes, and has covered the distance between Chicago and New York in only 1 hour, 55 minutes, on a scheduled flight.

In domestic service, TWA's Connies have a capacity of 51 passengers while the limit is 41 on over-ocean hops. Skymasters are designed for 40 passengers and the Stratoliners have a capacity of 38 persons. DC-3's carry 21 passengers.



JACK FRYE

VISIONARY AND BUSINESSMAN

In all the colorful, ambitious airline industry there is no more colorful, ambitious personality than Jack Frye, president of Trans World Airline.

When the airlines were mere teeth-cutting upstarts in the world of transportation and finance, Frye was an acknowledged leader. Today, when the airlines are definitely "big business" on a world-wide scale, Frye is still an acknowledged leader with even more stature than he held 20 years ago.

At 42, Frye is the youngest president of a major airline in the world, and he has the reputation of being one of the ablest. He has a mind that seems tailor-made for aviation—combining visionary dreaming with solid business acumen.

Frye is as dynamic and interesting personally as he is professionally. Son of a Texas rancher, he looks it. With a husky, rugged frame and a jutting jaw, he has steady, piercing blue eyes, an easy-going, informal attitude that instantly makes friends, big and little.

Only major airline president who also flies the planes he operates, Frye took to flying in his 'teens—barnstorming and instructing. His career, both as an airline executive and as a pilot, bears all the earmarks of having been arranged by a radio script writer.

As head of TWA during its most critical formative years, Frye has personally molded it and coached it to its top position and even today, with more than 15,000 employees scattered in a dozen different countries, and with a route network extending 25,000 miles, TWA still is Jack Frye's airline.

The first four-engined, pressurized transport plane, for example, was his idea. His almost automatic quest for better equipment, new devices to promote more speed and greater safety, have served to establish Frye as a leader without peer.

Since he assumed the presidency of TWA in 1934, Frye has himself set at least four transcontinental records for commercial planes. In 1934, he raced a blinding snowstorm halfway from California to Newark with a load of airmail in the then amazing time of 13 hours, 4 minutes. Later the same year, he whisked over the same airway in 11 hours, 31 minutes—a speed record that stood that year for all types of planes, including military.

Two years ago, he flew the first Constellation (it was Frye and Howard Hughes, principal TWA stockholder, who conceived the 300 mile an hour luxury transport), across the country, setting an unofficial record of 6 hours, 57 minutes from Burbank, California, to Washington, D. C. Then, on February 3, this year, he piloted another Constellation on a record-breaking flight of 2374 miles from California to New York in 7 hours, 27 minutes. With him he carried 45 persons—largest number of passengers ever flown across the continent.

Except for the time he spends on his ranch in Sedora, Arizona, Frye's activities are confined to aviation. He has gained nationwide recognition, yet with all his honors he accepts them graciously, modestly. He is that type.

Mr. Frye is married to the former Helen Varner of Clarksburg, West Virginia.

AIR CARGO

High Speed With Low Rates



THE speed of modern air transportation is well known to the average plane passenger.

Speed in cargo transportation, supplying the material necessities by which people subsist, is something comparatively new. Air Cargo service, however, has become a vital and essential phase of the air transportation industry.

The new Trans World Airline service through Wheeling, then, not only brings its citizens modern transportation for personal travel, but makes this city a regular port of call for a cargo fleet sailing the skies from California to Cairo and beyond.

On these planes Wheeling's manufacturing production will be carried swiftly to distant points throughout this country, and across the oceans as far as India and China.

All cities become metropolitan with air service. The fashions of Paris, New York and Hollywood will reach Wheeling as quickly as Philadelphia or St. Louis. From the west and east coasts and from Europe, staple manufactured products will arrive here sooner than previously. New perishable delicacies, not previously suitable for time-consuming shipment, will burgeon in Wheeling markets.

Linked to the TWA overseas system through the international airport of Washington, D. C., Wheeling will share in rich cargoes from Europe, Africa and Asia, carried back across the Atlantic in the holds of TWA Constellations and Skymasters.

From the east coast of America sea foods will reach Wheeling still sea fresh. From California first-of-the-season picked ripe fruits and berries will be brought to Wheeling market shelves.

Wheeling manufacturers and merchants will receive swift delivery of automotive and machinery parts from Detroit, radio and electrical products from Chicago, St. Louis shoes and garments, Kansas City steaks.

Fast air express service, operated through contractual arrangements with the Railway Express Agency, makes possible the sending of a 5 pound shipment from Wheeling to Los Angeles for about three dollars.

TWA airfreight, operated at a rate approximately half that of air express, is designed for bulkier cargoes where urgency is less pressing. Wheeling manufacturers will ship 100 pound lots to Kansas City at a \$13.75 cost.

Last June this service was extended to more than 800 communities through a revised tariff effecting interline rates with four other airlines: Braniff Airways, Continental Airlines, Western Airlines, and Inland Airlines. The tariff is based on airport-to-airport rates approximating 26½ cents per ton mile, with separate charges for pickup and delivery.

"Activity is now under way to co-ordinate all the scheduled airlines of the United States into a single nationwide system of air cargo transportation," R. E. Whitmer, TWA director of cargo sales, said. "A number of the air carriers have filed an agreement with the Civil Aeronautics Board requesting permission to file an industry interline tariff which will permit complete interchange of shipments between carriers."

Wheeling, newest member of the TWA trans-continental system, will be part of this airways network.



AIR EXPRESS SERVICE BEGINS 20th YEAR

Air express is entering its 20th year of service to the American shipping public. Established on September 1, 1927 over four pioneer airlines reaching only 26 cities, this air shipping service now operates over 21 regularly-scheduled domestic airlines with direct service to more than 728 airport cities in the U. S. and Canada. International air express, entering its 13th year, extends the service to most foreign countries, with additional points being added almost daily.

From its beginning 19 years ago, the service has been handled for the regularly-scheduled domestic airlines by the Air Express Division of Railway Express Agency. Through its 23,000 offices all over the U. S., the agency expedites shipments moving by air or air-rail express between the 728 airport cities and the "off-airline" points. Its 16,000 motor trucks pick-up and deliver the shipments, and the agency's personnel dispatches traffic on the first available plane to destination.

Because of the American shipper's need for a nation-wide, coordinated air shipping service, combining speed of air transport with a flexible ground pickup and delivery service, air express volume increased steadily each year after 1927, excepting for three depression years. The traffic hit its first million-shipment mark in 1940, topped that figure during the war years, and rang the two million shipment bell last year.

The first full year of operation (1928) saw only 17,000 shipments handled; total weight, 60,000 pounds. In record-breaking 1945, the total was 2,146,650 shipments weighing 40,126,755 pounds. Today air express is averaging 225,000 shipments monthly, about 30 per cent ahead of 1945, and is speeding scarce consumer goods from manufacturers to dealers' shelves as American business and industry competes for peacetime markets.



Naval Air Reserve Pilots, who will fly the Navy's Fighters, Dive Bombers, and Torpedo Planes over Wheeling Sunday, November 3rd, being briefed for the air show at the Naval Air Station, Columbus, Ohio

NAVY AIR SHOW, NOVEMBER 3rd

Squadrons of fast Navy fighting planes, dive bombers and torpedo bombers will wing in over Wheeling next Sunday from the Naval Air Reserve Station at Columbus, Ohio, to salute the opening of the city's new airport, which will be dedicated Friday.

Piloted by the "flying minutemen" of the Naval Air Reserve, the combat squadrons will thunder in at about 2:00 P. M., Sunday for a series of air maneuvers culminating in a "W" formation over the city.

Some 25 battle-famed planes from the Navy's carrier forces will be in the formation, including Corsair and Hellcat fighters, Helldiver bombers and Gruman "Avenger" torpedo planes.

They'll all be flown by wartime Navy pilots now back in civilian life and serving with the Navy's peacetime Air Reserve force.

The Columbus station is one of 21 Air Reserve

centers over the nation where former Navy and Marine Corps pilots carry on flight practice in the Air Reserve program, ready in case of national emergency to board carriers of the inactive fleet and go into combat operation in 10 to 30 days after notice.

The Columbus station maintains two Carrier Escort combat groups and a large (CV) carrier group. Planes from the three groups will fly over Wheeling next Sunday.

The Columbus air base—formerly a ferrying facility for dive bombers built at the Curtiss-Wright plant there—now serves as Air Reserve center for all of Ohio, northern Kentucky and western West Virginia.

Some 500 pilots from this area are enrolled in the Organized and Volunteer reserve units carrying out year-round flight practice at the Columbus station.

IN APPRECIATION

We wish to express appreciation to all those who helped in the construction of Wheeling-Ohio County Airport . . . Stifel Field, and to all those who have made possible our dedication ceremonies.

To list all the newspapers and radio stations who have helped by carrying stories and newscasts would be impossible but their help is none the less appreciated. Those who have been particularly valuable in helping prepare the way for our celebration, however, deserve special mention. The Wheeling News-Register, the Martins Ferry Times Leader, The Steubenville Herald Star, The Pittsburgh Press and many other West Virginia and Ohio newspapers have co-operated splendidly.

Radio Stations WWVA and WKWK in Wheeling, and Station WSTV in Steubenville, Ohio, are also due for special thanks for the help they have given, both in preliminary publicity and in the broadcasting of the Dedication Ceremonies from the field.

The Engraving and Printing Departments of the Wheeling News Lithograph Company have earned our thanks by doing their utmost to make this program a success.

To the committee chairmen who have given unstintingly of their time in preparing the many

details of the celebration and to those who have acted with them on the committees we also offer our sincere appreciation.

And to those in the office, Andrew R. McClure, A. Bernard Snedeker, Miss Rose Jacobucci and Miss Mary McDonough we proffer an orchid for a job well done.

We also wish to extend our thanks to Lt. Commander Starbuck and Admiral Ainsworth of the Naval Air Station, Norfolk, Virginia, for the preliminary activity in getting the Navy Air Show to come to Wheeling on November 3, and to Captain Foster, the Naval Air Station, Columbus, Ohio, and his aide Lt. Commander Abbot, who flew to Wheeling to make arrangements for the show itself.

And to the underwriters of the Dedication, Banquet and Air Show, who so kindly provided the financial means for the committee to stage the celebration in adequate style, go our special thanks.

As we offer this Souvenir Program to the people of the Upper Ohio Valley as a memento of the completion of Wheeling-Ohio County Airport . . . Stifel Field, we do so with a hope "For Wheeling's new activity on the skyways of the world, may there only be fair weather and visibility unlimited."

THE UNDERWRITERS

J. L. STIFEL & SONS
WHEELING STAMPING CO.
OHIO-W. VA. FUEL & SUPPLY CO.
GREENLAND COAL CORP.
NICKLES BAKERY
OTT-HEISKELL CO.
WHEELING MACHINE PRODUCTS CO.
H. E. NEUMANN CO.
KLIEVES LUMBER CO.
SCOTT LUMBER CO.
C. C. SMITH & SONS
HAZLETT, BURT & WATSON
IMPERIAL GLASS CORP.
STERLING DRUG CO.
W. A. WILSON & SONS
COSTANZO COAL MINING CO.

CONTINENTAL FOUNDRY & MACHINE CO.
MATZ BREWING CO.
BLAW-KNOX CO.
STANDARD SAND & GRAVEL CO.
McLURE HOTEL
TRI-STATE ASPHALT CO.
BECKERS, INC.
H. L. SEABRIGHT & CO.
HANCHER'S JEWELRY
STANDARD OIL CO.
BURNS & CHURCH
GEE ELECTRIC CO.
WHEELING CLEARING HOUSE
McLURE LOUNGE
DAIRY PRODUCTS CO.
WHEELING ELECTRIC CO.

Retail Stores, large and small, are not listed, having underwritten splendidly through the Merchants Co-operative Association and the Small Retailers Committee.

