

1940 - May 16, 1940, the Selective Service Act was passed. The government's WPA (Works Progress Administration) airport program was accelerated because the nation's second line of defense was a string of airports from El Paso to the Canadian border. Prescott and Nogales had their lumpy grass runways changed to smooth pavement. Ref 1, p 197

In 1940, the airport's portion of the City Budget increased from \$50.00 to \$550.00 (June 28, 1940 Min of Common Council).

1941 - After Pearl Harbor, large CPTP (Civilian Pilot Training Program) and WTS (War Training Service) programs moved to Love Field where they remained for the duration. This was because all the flight schools were ordered out of the new ADIZ (Aircraft Defense Identification Zone). Ref 1, p 213

In 1941, the airport budget was \$2,000.00. (MCC May 28, 1941.)

April 12, the Chino Valley Irrigation District sold 31.73 acres to the City of Prescott. Parcel 102-02-1. Book 179, page 141.

June 23, 1941, a special meeting of the Council was called to confirm the City's intention of developing the airport. This was motivated by the "Supervisor of Airports" probably a State Agency. (MCC, Book 12, p 438.) The vote was affirmative.

August, 1941, the City bought additional land for the airport, doubling its size to about one square mile (MCC, Book 12, p 452) and passed a resolution agreeing to improve and operate the airport according to U.S. Government Standards thus opening the path to Federal funding, a very crucial step in the development of Earnest A Love Field. (MCC, Book 12, P 459).

Aug 25, the State of Arizona sold 160 acres tp the City of Prescott. Book 179, page 140.

Aug 26, Lester Ruffner and Mary Ruffner sold 42.77 acres to the City of Prescott. Parcel 102-04-6, book 175, page 460.

Sep 20, the Perkins Cattle Company sold 7.65 acres to the City of Prescott. Parcel 102-03-9A, book 179, page 184.

In 1941, the City Council and the Department of Commerce entered into an agreement whereby the U.S. Government agreed to develop the airport complex with the privilege to use the airport in case of a national emergency. The City had to acquire the land and dedicate it and agree to operate the complex as an airport.

Upon the acceptance of this offer, the Government built a

6,000 foot runway 3/21 and a 4,400 foot runway 11/29. By 1957, the City had received over \$ 240,000 in federal funds for development of the airport.

Prior to 1941, the runways had a different alignment. The main runway was on a north south alignment. It started near the present U.S. Motors site and ran to the present location of the Golf Course Complex. Rudy J Clarke, airport manager, Jan 28, 1974.

1942 - Feb 1942, an Airport Committee was once again formed. The members were: Ray Purvis, Chairman; Louis Price, Robert Born, V. A. Hale and Lester Ruffner. (MCC, Feb 9, 1942).

The airport was lighted in 1942. (MCC Book 12, p 483). A well was drilled, a flying school called Stinson Flying Corporation was started by M. W. Maxwell (MCC, Book 13, P 2). M.W. Maxwell became the first Airport Manager. (MCC, Book 13, p 11).

The U.S. Weather Bureau began negotiations with the City to establish a weather observing station at Love Field. (Ltr from U.S. Dept of Commerce, Weather Bureau Office, to City Manager, dated June 8, 1942.)

M. W. Maxwell built an additional hangar according to the conditions of his contract with the City for operating his school at the airport. (MCC, Book 13, p 18.)

The budget for the airport was \$3,600. (MCC, Book 13, p 22.)

More buildings were moved onto the field (MCC, Book 13, P 28.)

Sept 28, 1942, the CAA requested the City to assume management of the airport (MCC, Book 13, p 44) and the City added a second hangar (MCC, Book 13, p 51).

Ernest A Love airfield was built by the Civil Aeronautics Administration for the City of Prescott early in 1942 for an investment of \$ 300,000. Ray Purves, 41 year old airport manager, stated the CAA remodeled a cow pasture into the airport. It required the excavation of some half million yards of earth and took three months of constant toil by men and machines. Ref 2.

Nearly 150 Navy Aviation Cadets were involved in the War Training Service the successor of the Civilian Pilot Training. The CPT was under the Civil Aeronautics Administration. It was changed to the War Training Service on Dec 15, 1942. After Dec 7, 1941, training moved inland. The aerial training was with the cooperation of the City of Prescott, the Glendale, Calif and Fullerton Calif junior colleges. The barracks were located in Prescott. Private buses transported the Cadets from town to the airfield. They ran on a hourly schedule. Ref 2.

The barracks were located on the western rim of the town in a former health home. The sleeping quarters, mess hall, dispensary, classrooms, commissary, laboratories and administration offices were all located in the same building. Ref 2.

The Glendale group of 60 Navy airmen were under the leadership of Miss Anne Marie Rambo. The Fullerton group of 65 were under Mr C. E. Line. Ref 2.

Training in Prescott took 60 days. It took 12 months or longer to get the Wings and an Ensign Commission in the Navy Air Arm. Ref 2.

Population of Prescott in 1943 was 6008. Ref 2.

Chief Pilot of the Fullerton group was Dick Burgess. Airplanes used were Piper Cubs, Porterfields and Luscombs. 65 to 75 hp. In the summer they flew mornings and late afternoons only. They logged 35 hours of flight. Chief Pilot of the Glendale group was Don Ellis. Ref 2.

Biggest problem was the procurement of planes. Ref 2.

1943 - It is believed that the airport had hard surface runways by 1943.

In Feb a restaurant was begun by B J Black. (MCC Book 13, P 76). Three flying companies were operating on the field. They were Stinson Flying Corporation, Monrovia Flying Service and Colbach Flying Service. (MCC, Book 13, p 77)

A "No Trespassing" sign was placed on the perimeter fence (MCC Book 13, P 95), a night guard was added, investigation into a crash/fire vehicle was conducted (MCC, Book 13, P 10) and the airport got its own section in the City's Budget with the largest increase, from \$3,600 to \$90,508. The revenue expected for 1944 was \$83,900.

1944 - Jan 6, 1944, Ray Purvis, Airport Manager, advised the City Council that he had been contacted by the CAA in reference to a control tower for the airport. (MCC Book 13 P 153).

Jan 13, 1944, the U.S. Navy leased some hangars and buildings for the purpose of training cadets (MCC Book 13 P 160). This lasted for 2 years and provided a much needed boost to Prescott and the airport economies.

In March the City authorized, among other things, the construction of a control tower to comply with U.S. Navy requirements for their planned school for "secondary airplanes" (MCC Book 13 P 177).

In December, the U.S Weather Bureau and the CAA were on the

field and operating. (MCC Book 13 P 248)

Notes. Most of these notes came from "Prescott Airport Committee"

1945 - Another operator opened for business on the airport. It was Arizona Aero Inc. (MCC Book 13 p 263).

?? City of Prescott purchased airport. Twenty based airplanes. One thousand operations per month. Pete Orlebeke.

1945 - Nov 9, 1945, letter from George W Snyder, Jr., Pres Challenger Airlines, Inc to Arizona State Corporation Franchise Commission, Phoenix. Please be advised that the above organization has on file applications for Certificates of Public Convenience and Necessity for feeder airline routes running as follows: Logan to Salt Lake City, Utah via Brigham City and Ogden, Utah; Salt Lake City, Utah to Albuquerque, New Mexico via Provo and Price, Utah and Grand Junction, Cortez, and Durango, Colorado (This was referred to as Route No 5 in Docket 700 and 1071); Salt Lake City, Utah to Phoenix, Arizona via Provo, Richfield, Milford, Cedar City, and St. George, Utah and Flagstaff and Prescott, Arizona. (This was referred to as Route No 4 in Docket 700 and 1071)

1945 - Nov 9, 1945, letter Sherman Hazeltine to George W Snyder. 1) On Nov 7 H.O. Nelson of the Arizona Airways was in Prescott ... in order to explain the position of his company in relation to the application of Challenger/Midwest Airlines... a luncheon meeting was arranged at which were present Mayor James Whestine, Councilman E. D. Bukove, Airport Manager Gant MacCurdy and Airport Committee members, C.C. Coates and Hazeltine. ... Mr Nelson stated unequivocally that there was no application pending before the CAB ... to operate over the route between Phoenix and Salt Lake with a stop at Prescott.

In letter from John R Murdock, M.C., House of Representative to C. C. Coates, Owner, American Laundry, 226 N. Montezuma St. 1) I realize what it means to Prescott and other Arizona communities to have service by an airline. A similar letter went to Bonzall Hazeltine, Sect, Guarantee Title & Trust Co., 103 East Gurley Street, W. C. Ketchersid, Vice Pres., Arizona Mining Supply Corp

1945 - Nov 13, 1945, letter from George W. Snyder, Jr., Pres, Challenger Airlines, Inc to Sherman Hazeltine. 1) H. O. Nelson of Airizona Airways has a very poor source of information. 2) our application before the CAB for certificates of Public Convenience and Necessity were assigned Docket nos 700 and 1071. Docket no 700 was filed in 1939-40 and Docket No 1071 was filed during 1942-43.

1946 - Jan 10, 1946 letter from L. Welch Pogue, chairman of the Civil Aeronautics Board to Honorable Carl Hayden, United

States Senate. The application of Challenger Airlines was filed in the name of Midwest Airways and was included in the so-called Rocky Mountain States case.

1946 - Feb 16, 1946, an Application of Arizona Airways, Inc filed with the CAB. Arizona Airways, 34 East Adams St., Pheonix. 1) There is pending before the Board in Docket No 2005 for approval an agreement between Applicant and Transcontinental & Western Air Lines, Inc. to transfer to Applicant the certificate of public convenience and necessity which TWA now holds for Route No 38 which extends from Phoenix to Las Vegas via the intermediate points Kingman, Prescott and Boulder City, Nevada. (Made a copy of route map.)

1946 - Feb 27, 1946 a memo to George W Snyder, Jr, Challenger Air Lines, Salt Lake City, Utah. 1) the resolution passed at the Council meeting held Feb 11 was not forwarded by City Clerk, P. H. Miller ... and asked that he send a copy to you and CAA. 2) Arizona Airways is doing a lot of publicity work in the newspapers but I have seen no Lockheed Saturns at the airport so far. (Probably signed by Hazeltine)

1946 - March 12, 1946, from W. W. Eastman, Challenger Airlines Inc, to Sherman Hazeltine. 1) as the scheduled air service through Prescott and Flagstaff 2) any influence which you and your friends in Prescott may bring to bear on the Arizona Corporation Commission 3) please understand that, in no way, do we conflict with Arizona Airways with the exception of the route from Prescott to Phoenix. 4) we expect to have another Beechcraft in operation the 15th of next month.

Challenger Airlines was formerly Midwest Airways. City passed a resolution in favor of Challenger's route from Salt Lake City, Utah and Phoenix Arizona. (Could be route 38).

1947 - Arizona Aero made application to the CAB to carry mail. This could have been in 1946 or 47. (MCC Book 13 p 419).

October of 1947, TWA provided service to Prescott (MCC Book 14 P 173).

1948 - March 30, 1948, letter from P.H. Miller, City Clerk, to Sherman Hazeltine. At a recent reorganization meeting of the Mayor and Common Council you were appointed chairman with the following members of the Airport Committee: C.C. Coates, Elmer Lawrence, Lester Ruffner, Jr., Grant W MacCurdy.

1948 - May 7, 1948, letter from C. Egar Goyette, Secretary, Tucson Chamber of Commerce to Victor H Lytle, Chairman, Aviation Conference, Prescott Chamber of Commerce. Enclosed find a copy of the articles of incorporation of the Tucson Airport Authority. 1) a 25 year lease between the Tucson Airport Authority and the City of Tucson. 2) payment is 1/2 of one percent of the gross revenue, after taxes, such as sales tax,

etc. Copy of By-Laws is in folder.

- 1848 - ?????? An address delivered before the fourth annual Arizona State Aviation Conference at Prescott by W. P. Fulkerson, Airport Director, Phoenix Sky Harbor Municipal Airport entitled 'Do We Need a State Aviation Agency' 1)For projects as approved by the Civil Aeronautics Administration and in the State of Arizona, the Government, generally speaking, pays 60.55% of the cost of the construction and the sponsor ... pays the remaining 39.45%. Because of the large expense involved in the construction and expansion of airports, many of the smaller cities find themselves unable to raise sufficient monies to even pay the 39.45% required by the sponsor. 2)For your information, on July 2nd of this year the District Airport Engineer's Office at Prescott wrote letters allocating certain sums of money as the Federal portion of aid which the CAA apportioned to them as follows: Prescott 20,424 and 50,424 (not sure what the column titles where) 3)...the CAA is desirous of having State Aviation Commissions 4) sources of revenue would be a) ad valorem tax on airplanes about 1,000 airplanes were in the State of Arizona b) licensing of aircraft like cars c) appropriation by the legislature, yearly, out of the general fund. At that time the Federal gasoline tax was 1 1/2 cents per gallon. No refunds or exemptions under Federal law. The Arizona gasoline tax rate was 5 cents per gallon with full refund under non-highway use provisions.
- 1948 - June 2, 1948 Project #9-02-012-801. Site preparation and construction of the Airport Administration Building was started with a Federal contribution of \$29,929. From Airport Master Plan 1974.
- 1948 - June 7, 1948, letter from Barry Goldwater to Joe Roberts, Prescott Chamber of Commerce. The following is my suggested program for Governor's Day, June 20, at Osborne Air Base, Love Field.????????????????? 1) a softball game between 197th and Prescott 2)an airshow at 3:30 3) 10:30am inspection by Governor, Adjacent General and Stagg, and visiting dignitaries.
- 1948 - June 10, 1948, letter John R. Murdock, M.C. Congress of the United States, House of Representative, to Sherman Hazeltine, Chairman. House bill H.R. 6828, an appropriation bill which was to provide, among other things, supplemental funds for certain functions of the Veterans' Administration... I am glad to be able to advise you that the House adopted, late yesterday afternoon, an amendment to that part of H.R. 6829, which amendment reads: 'For the purpose of this proviso, training for the purpose of teaching a veteran to fly in connection with his business or occupation in which he is now engaged or for which he is training shall not be considered avocational or recreational'.

- 1948 - July 29, 1948, letter from John Bucher to Sherman Hazeltine. I have just been advised today by Mr. Grant MacCurdy that he is leaving to take another position. Please consider this my formal application for the position of Airport Manager.
- 1948 - August 2, 1948, Letter from John Kasnetsis, Kay Cigarette Service to Prescott Airport Committee. In the past we have been servicing the cigarette vending machine located in the Administration - Tower Bldg at Ernest A Love Field. ... to operate this machine in the new Administration Bldg., now in construction...
- 1948 - August 4, 1948, Letter from Hazeltine, to Kay Cigarette Service, attention John Kasnetsis. Ref your letter of Aug 2, requesting that you be granted permission to operate your cigarette vending machine in the new Administration Building when it is ready for occupancy under the same arrangement as to commission and servicing policy that exists at the present time in the Operations Office.
- 1948 - Aug 4, 1948, letter from Sherman Hazeltine to Mayor and Council. 1) Appointed John H Bucher to Airport Manager. He replaced Mr MacCurdy, airport manager for the past three years.
- 1949 - Feb 1949, the Administration Building was accepted. It was built with the aid of a Federal grant. (MCC Book 14 P 468).
- 1949 - May 14, 1949, letter from Hazel to Rollin B. Posey, Chairman, Dept of Political Science, Northwestern University. 1) Posey was making a study of the administration of the Federal Airport Act with a view to determining (1) the effectiveness of the Act, and (2) the implications which this program and grants in aid in general hold for our federal system. He listed the Federal Air Airport Projects in Prescott:
- | | | |
|---------|------------------|--------------|
| 012-801 | \$29,929 federal | 19,500 local |
| 012-902 | (20,495) | 13,822 |
- Continuing with Hazel response: 1) The City of Prescott enjoys a most favorable situation aviation-wise in that we were the recipients of a Non-participation Full Federal Aid airport under the C.A.A. defense program of 1940. The initial cost of the airport was approximately \$331,000. Since that time we have continued improving the airport and maintaining it with both local funds and under the specific aid project mentioned in your letter.
- 2) A large portion of the Federal Aid Project was used in the construction of an administration building which includes a 40 place restaurant, TWA ticket office, manager's office, lobby, rest rooms, etc
- 1949 - July 29, 1949, letter John H Bucher, Manager, to Sherman Hazeltine, Chairman. 1) I suggest that the proposed airport day for Sept 4 be dropped.

1949 - Aug 11, 1949, letter from Chairman, Prescott, Airport Committee to J. S. Marriott. 1) The \$27,399 tentative allocation increases the improvements at the Prescott Airport from \$29,929 to \$57,328. 2) While there exists a real need for improvements at our airport, the City is not in a financial position at this time to provide the matching funds. (The improvements were not identified.)

1949 - Aug 18, 1949, letter from J. S. Marriott, Regional Administrator, to Mayor E. C. Seale. 1) This is to advise that the balance of the tentative allocation in the amount of \$27,399 for the Prescott Municipal Airport has been withdrawn. This withdrawal is in accordance with a letter received from the Chairman of the Prescott Airport Committee dated August 2, 1949. When you are again in a position to further develop the Prescott Municipal Airport with Federal aid airport funds, this office will be glad to recommend the allocation of additional Federal funds providing funds are available at that time.

1949 - Sept 23, 1949, letter from Wm P. Reilly, President, Prescott Chamber of Commerce, to Civil Aeronautics Board, Docket No 4044 and a Resolution. 1) Arizona Airways was certificated by the Civil Aeronautics Board in Feb 1948, for a route designated as Route 93, which would provide feeder airline connections between Prescott, Tucson and Nogales 2) Arizona Airways could not get started. 3) Bonanza Air Lines expects to inaugurate service through Prescott to Phoenix to the south, and to Las Vegas and Reno to the north 4) Arizona Airways and Monarch Air Lines are seeking to merge.

Another memo, unsigned, talks about 1) airline connections to Tucson and Nogales. 2) are presently being served by TWA and will shortly be served by Bonanza Air Lines.

1949 - Nov 30, 1949, letter from Joe Roberts, Prescott Chamber of Commerce, to E. C. Converse, President, Bonanza Airlines. 1) The City of Prescott realizes that the advent of Bonanza Airlines serving Prescott is an occasion for a celebration. Therefore, we want to welcome Bonanza to Prescott with a ceremony at Love Field, Prescott Municipal Airport, upon the landing of the first Bonanza flight to Prescott. 2) Mayor E. C. Seale. 3) wanted to know exact date etc.

1949 - Nov 30, 1949, letter from Sherman Hazeltine to Robert E Montgomery. 1) TWA to terminate operations in Prescott about the middle of December.

1949 - Dec 8, 1949, letter from R E. Montgomery, General Sales Manager, Western Region, TWA, Transcontinental & Western Air, Inc., to Sherman Hazeltine. 1) our discontinuing service in Prescott in favor of Bonanza Airlines. 2) service was not profitable. 3) We have confidence in Ed Converse of Bonanza and feel sure that he will provide Prescott with first class

air transportation TWA would offer connections in Phoenix and Las Vegas in order to give your community the east - west service it can use.