

- 1950 - April 6, 1950. Memo from Hazeltine. 1) Jack Bucher discussed spending \$850 from Airport Maintenance Fund for remodeling of the old cafe into a two room cottage. 2) Reasons was so Louis Rigo and his family can live on the airport so as to continue has services as a 24 hour A & E mechanic which is so necessary to the well being of the airport. 3) Tentative details of the 1950-51 budget and the wisdom of including matching funds for a Federal Airport program grant for a 1500 foot extension in the runway. 4) Questions of Federal aid for seal-coat on all the runways.
- 1950 - April 14, 1950, letter from John Bucher, Airport Manager to Sherman Hazeltine, Chairman. Subj - raising rents of cabin rentals. 1) Cabins are mostly one room and bath. 2) Impossible to get anyone to move out here who did not work on the field. 3) Two of the tenants are city employees. 3) We are making a fair margin of profit ... 30% profit on our \$3700 investment.
- 1950 - June 1950, Frontier Airlines began serving Prescott. (MCC Book 14 p 140).
- The FAA Building was built for \$10,000. June 1990.
- The Arizona Aviation Authority was formed in 1950. Ref 1, p 217
- 1950 - June 20, 1950, letter from D. W. Linville, Frontier Airlines to Sherman Hazeltine, Chairman. 1) mentioned lease between the City of Prescott and Frontier Airlines, Inc, and that the rental of the Administration Building was \$37.75 instead of \$50.00.
- 1950 - June 22, 1950, letter from Jack Bucher to Sherman Hazeltine, Chairman. 1) When we took over the cabins last year they were primarily furnished for overnight use. As all but one are now rented on a permanent basis ... I have loaned ...
- 1950 - June 24, 1950, letter from Sherman Hazeltine, Chairman, to John H. Bucher, Airport Manger. 1) deals with Bucher loaning certain of his furniture in order to complete the furnishing of the Airport cabins. He should not do this.
- 1950 - Nov 28, 1950, letter from Donald A Duff, Vice President Traffic and Sales, Frontier Airlines to Joe Allen, Mayor, 1) Frontier merged three local service carriers (Challenger Airlines Company, Monarch Air Lines, Inc and Arizona Airways, Inc. 2) theme was use it or lose it.
- 1950 - Nov 30, 1950. Project #9-02-012-102. The Federal government granted \$10,767 for grading and drainage work on runway 3/21 extension area. From Airport Master Plan 1974.

- 1950 - Dec 11, 1950. Project #9-02-012-103. Repair of pavement on runways 3/21 and 11/29 and resurfacing of both. The \$10,500 of Federal money also provided for pavement repair on all taxiways. From Airport Master Plan 1974.
- 1950 - Dec 20, 1950, letter from Sherman Hazeltine, Chairman, Prescott Airport Committee, to William P Reilly, Chairman, Aviation Committee, Prescott Chamber of Commerce. 1) five page letter from Frontier Airlines saying in effect use it or lose it in regards to airline service. 2) Asked the Chamber to promote airline usage in Prescott.
- 1950 - Dec 22, 1950, letter from Edmund Converse, President, Bonanza Airlines, to Sherman Hazeltine, Chairman. 1) Prescott is one of the smallest cities in the United States that has eight scheduled flights per day and therefore it should be more than ever evident that the residence of your fair city should urge the use of this mode of transportation by both Bonanza and Frontier whenever possible.
- 1950 - Dec 28, 1950, letter from John H. Bucher, Airport Manager, to C. Nicholas, Aviation Representative, The Texas Company. 1) our runway extension should be completed about April 1, 1951. The extension will be usable at that time but will not be surfaced until later in the year. This will give us a total runway length of 7500 feet.
- 1951 - Feb 26, 1951, from Sherman Hazeltine, Chairman Prescott Airport Committee to Mayor & Council. 1) Ref a letter dated Jan 23, 1951, from C.B. Worthley, District Airport Engineer of the CAA to Cecil Overstreet, City Engineer (Prescott) and the current airport extension program. 2) Some electrical parts could be hard to get so recommended buying parts now. Cost \$1400. City would be billed later and bank would advance credit now.
- 1951 - Feb 26, 1951, from Sherman Hazeltine, Chairman, Prescott Airport Committee to Mayor and Council. (Joe Allen was probably Mayor) 1) setting forth estimates of the work required to complete the construction of the 1600 foot landing strip extension at the Prescott Municipal Airport. 2) committee concurs unanimously in the recommendation that there be included in the 1951-1952 City Budget \$12,000 with which to pay our share of the \$47,579 total cost of this runway extension, said budgeted item to include approximately \$1500 for maintenance during the fiscal period in question.
- 1951 - Feb 26, 1951, letter, from Sherman Hazeltine, Chairman, Prescott Airport Committee, to Mayor & Common Council, ...estimates of work required to complete the construction of the 1600 foot landing strip extension at the Prescott Municipal Airport. ... that we include in the 1951-52 City Budget \$12,000.00 with which to pay our share of the \$47,579.00 total cost of this runway extension, said budgeted

item to include approximately \$1500.00 for maintenance during the fiscal period in question.

- 1951 - Adopted budget \$10,000 for runway improvement and extension.
- 1951 - March 14, 1951, Airport Committee members: Sherman Hazeltine, Chairman, C.C. Coates, Elmer Lawrence, Lester Ruffner, Jr, J. H. Bucher, Elbert W Schoneberger.
- 1951 - May 9, 1951. Project #9-02-012-104. Construction of a base course with prime coat extension to the Northeastern end of runway 3/21. This area was 152 feet wide and 1615 feet long; Federal money totaled \$12,621. Source Airport Master Plan 1974.
- 1951 - May 1951, the City prepared to lengthen runway 3-21 from 6,000 ft to 7,600 ft. (MCC Book 15 P 257)
- 1951 - August 13, 1951. Project #9-02-012-205. This project called for paving of the 150 foot by 1600 foot extension to runway 3/21. Total Federal contribution was \$14,829. Source Airport Master Plan 1974.
- 1952 - June 2, 1952, from Walter P. Fulkerson, Superintendent of Airports, City of Phoenix, Arizona to Sherman Hazeltine, President, Bank of Arizona, Prescott, Az. 1) I am very pessimistic about your securing a CAA tower for Prescott. The CAA has had to curtail quite a few of their services and are in fact integrating their communication stations and control towers at this time.
- 1952 - June 23, 1952. Project #9-02-012-206. The Federal government contributed \$18,999 for construction of water and gas mains and distribution systems and installation of a MIRL system for runway 3/21. Source Airport Master Plan 1974.
- 1952 - Nov 25, 1952, from Sherman Hazeltine, Chairman Prescott Airport Committee to Joseph L. Allen, Mayor. 1) Bucher was Airport Manager. 2) Mrs. Richard Blake, wife of the Assistant Manager, would run the restaurant for \$175 per month. 3) City should was its hands of the airport but the restaurant is of primary importance in connection with the sale of gasoline to the transport planes, many of which appear to go to some lengths to use the Prescott facilities.
- 1952 - 52-53 Proposed budget. Income 47,900. Expense 47,222. This included 3,134 for natural gas line; 6,888 for City water line. The CAA would patch and seal taxiway for \$3,000. Completion of runway extension City cost \$11,300, CAA cost \$24,601.
- 1952 - The terminal building was built with federal aid in 1952. In 1974, Clarke stated that it had Cochise Airlines, Skyway Restaurant and the City owned and operated fueling facilities.

There where two rooms available to lease which had approximately 360 square feet of usable area. Clarke 1974.

1953 - June 18, 1953. Project #9-02-012-307. Reconstruction of a portion of the taxiway, parallel to runway 3/21, 50 feet wide, and installation of an emergency power standby system required a Federal share of \$14,204. Source Airport Master Plan 1974.

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When the CAA reformed into the FAA, the old CAA Office was turned into a Flight Service Station.

1955 - An attempt at cloud seeding to increase rainfall was tried but was not successful. (MCC Book 16 P 416)

1956 - Jan 1956, TWA discontinued service to Prescott, but Bonanza Airlines added Love Field to its stop. (MCC Jan 9, 1956).

In 1956 the Arizona Aviation Authority was reorganized into the State Department of Aeronautics. James Vercellino was its director. Ref 1, p 217

The new department was responsible for the acquisition, construction, and operation of the state's new Grand Canyon Airport, and for regulating flying schools, flying clubs, and aircraft dealers. It was also charge with assisting counties and municipalities with technical advice and funding for airport development and improvement, developing a state aircraft registration and taxation system, directing the use of aircraft for emergencies, promoting air education and assisting in the development of intrastate scheduled air carriers. Ref 1, p 217

Emerson Electric bought 10 acres of land in 1956 for \$500 per acre. In Dec, 1990, Emerson asked \$80,000 per acre. The 20 acres belong to Ruger and is outside of the airport.

1956 - Aug 6, 1956 Prescott Municipal Airport, Ernest A Love Field, Master Layout Plan, sheet 2 of 2. This shows all buildings on field at that time. (I have a copy of part of this drawing.) The Building Reference Numbers sheet was dated April 3, 1958.

Building	Use	Yearly Income
1	residence	960.00
2	residence	960.00
3	residence	960.00
4	residence	480.00
5	CAA Garage	0.00
6	CAA Shop	1.00
7	City Hangar	
	A-B-C Flight Operator	150.00 min plus %
	D Builder's Shop	480.00

		E Operator's Storage	480.00
	8 A	Weather Bureau	1.00
		Cleaning Service	240.00
	8 B	CAA Communications	1.00
	9	Standard Tank Farm	700.00 (.01 per gal)
gas)	10	Airport Operations	7000.00 (margin on
	11 A	Frontier Airlines	
		Office	660.00
		Landing Charges	2400.00
	11 B	Bonanza Airlines	
		Office	660.00
		Landing Charges	240.00
	11 C	Lobby coin machine	550.00
	11 D	Cafe	1200.00 plus %
%	12	Prescott Air Service	182.00 ground rent +
		(Stanke Hangar)	
	13	Prescott Air Service	276.24 ground rent +
	14	Civil Air Patrol Hdqts	
	15	Texaco Tank Farm	600.00 (.01 per gal)
	16	Part of Std Oil Co Tank Farm	
	17	Beacon	
	18	Power Vault	
	19	Standby Emergency Power Unit	
	20	Arizona Plastics Co	72.00 ground rent
	21 A	Cafe Operator residence	480.00
	21 B	Airport Storage	
	22	Airport storage	
	23	Yavapai County Jeep Posse	1.00
	24 & 25	Airport Manager	
	26	Airport Office	
	27	Cafe Employee	480.00
	28	Builder's Employee	480.00
	29	Water tank	
		Total	23,704.00

1957 - June 30, 1957, a TWA Super Constellation and a United Airlines DC-7 collided over the Grand Canyon. There were no survivors. Ref 1, p 217

1957 - Sept 9, 1957. Project #9-02-012-0808. Enlargement of the Airport Terminal Building required \$14,204 of Federal money. Source Airport Master Plan 1974.

1958 - August 23, 1958, the new Federal Aviation Act went into effect. It repealed the Acts of 1926 and 1939. Lt Gen. Elwood Richard Quesada was first head of FAA. He died Feb 9, 1993.

1959 - April 19, 1959, Phoenix became the 35th City to have an Air Route Traffic Control Center.

Ralph Martin started Aero Mechanics with 3 employees. Courier Sept 16, 1990.

1959 - July 1, 1959. Project #9-02-012-6009. A major reconstruction of a portion of runway 3/21, an area 150 feet wide and 5200 feet long, cost the Federal government \$117,111. The work included runway marking and modification of the existing runway lighting system. Source Airport Master Plan 1974.