



RESEARCH TRIANGLE boundaries are supplied by (left) North Carolina State College at Raleigh, represented by Memorial Tower; (center) University of North Carolina at Chapel Hill, represented by the Old Well and South Hall; and (right) Duke

University at Durham, represented by its Gothic chapel. From these three research-minded universities the Research Triangle Institute draws scientific talent and, with them, carries on an interchange of ideas and information to make living in the future better in every way.

December Station of the Month

Triangle Area Plans For Tomorrow

RALEIGH-DURHAM AIRPORT, N. C.—Two cities—one long noted for state government, the other recognized as a bulwark of the tobacco industry, and both known for education and culture — have in recent years become highly industrialized metropolitan centers.

Along with this industrial growth of Raleigh and Durham, an airport was built. Arven Saunders, airport manager, tells the story:

"Before the beginning of the second World War, 900 acres of land were acquired. The day the ground was broken for the airport, the Japanese attacked Pearl Harbor and the government came in on a lease arrangement and took over.

"At the end of the war, the airport was returned to the Raleigh-Durham Airport Authority. Plans for a new terminal building were announced at that time.

"After several years of waiting for federal funds that never came, the people of the communities decided to go ahead on their own. The down payment came from selling timber on the land."

The end of Saunders' story is a beautiful, modern terminal, one of few in the nation built with only local funds. (The second story, added in 1958, received federal aid.) It has a spacious, well-furnished lobby and an exceptionally nice restaurant.

Passenger traffic has grown from 32,000 enplaned passengers for 1948 to 143,000 estimated from current trends for 1960. This good growth pattern is a pleasant reward for the faith of the airport authority in air travel for the Raleigh and Durham area.

Now serving on the authority is Judge James R. Patton (chairman), J. Elvey Thomas, George P. Geoghegan, Jr., Dillard Teer, O. C. Sawyer, Harmon L. Duncan, W. H. Treatman and Carl Goerch.

Diversified Area

The area served by the airport is widely diversified—from farming to nuclear reactor—in occupations, education and attitudes. The impetus for diversification comes from many sources.

First, there is Governor Luther Hodges, who has energetically campaigned for new industry for the state. His "Exhibit

A" in evidencing what the area and industry can do for each other is the Westinghouse meter plant at Raleigh.

This extensive operation has brought people from decadent farms, educated them in trades and provided them with a standard of living before unknown. In return, the people have responded with enthusiasm and work in the world's largest electrical meter-making plant.

Groups Solicit

Then there are the community groups—the Raleigh Chamber of Commerce, the Durham Chamber of Commerce and the Committee of 100 in Durham—who solicit new industry to take the place of a dwindling farm economy and to enable young people to remain at home in their chosen professions.

Lester Rose, general manager of the Raleigh Chamber, said, "Until about 12 years ago, people thought that the state and the educational institutions would provide 'the dollar' for Raleigh. They feared industry would destroy the city's culture."

'Fears Allayed'

"By projecting the picture of what industry could do for the area, we allayed their fears," he said. "The growth has been no less than phenomenal. Industries numbered 46 in 1940; now they are counted at 151. And the number of wholesale distributors jumped from 98 in 1940 to 258 in 1959."

Durham's growth is similar with 124 industries at present and 130 wholesale distributors counted in the 1954 census. Besides those figures, 19 per cent of the nation's cigarettes are manufactured there.

Perhaps the most intriguing aspect of the area is the Research Triangle Institute and its financing Foundation. Now staffed with 36 permanent workers and 38 temporary field representatives, the institute does fundamental and applied research in the area of statistics, economics, engineering and the physical sciences.

Though temporarily located in Durham, the institute ultimately will be located in a research



PRODUCTION TEST on the Little Zipster, latest in the line of Bensen Aircraft, is continued by company President Igor Bensen.

park. Already Chemstrand Corp. has announced plans for a research building there. And the institute recently released information on the Camille Dreyfus Laboratory to be erected as part of the institute's research activities.

'From A New Angle'

Frances Bohley, administrative assistant to President George Herbert, said the institute creates a need for "people who can see a problem from a new angle." She points out that research depends on the interchange of information and ideas and that "air service plays an important part in this function. We at the institute couldn't do without adequate air schedules."

Bensen Corp.

Meanwhile, near the Raleigh-Durham airport, another type of research goes on at the Bensen Aircraft Corporation, which makes gyrocopters and helicopters.

Igor Bensen, president and founder of the company, says his fondest dream has been "a helicopter for John Q. Public." He points out that the future of this type craft depends largely on educating the public in its safety and adaptability.

Bensen's enthusiasm and devotion to flight is somewhat reminiscent of that of Wilbur and Orville Wright, who made North Carolina the birthplace of aviation. The high interest in flying—both private and commercial—gave him pretty good odds in succeeding at his task.



THE RDU STAFF handles seven through-flights daily. Upper photo shows Wallace Kerr and Jeter Wheeler at the operations table. Lower right picture has Station Manager C. B. Nutt, Bill Jett and Carolyn Re-pass working on reservations. At lower left is Jim Vestal on radio. Absent at photo-taking time were Caval Williamson, Dan Berry, Verne Crisp, Arthur Holmes and Harold Warner, district sales manager.

