

EDENTON'S FUTURE IN AVIATION

BY WILBORNE HARRELL

It is commendable for a town to be proud of its historical background, and leaves no avenue unexplored to publicize it to vacationists and the traveling public. But yet it is not to the town's credit when one of the chief means of attracting tourists is persistently neglected and left undeveloped. Where there should be a potential tourist gain, Edenton is taking a decided loss.

Edenton is accessible by water, rail and highway. It is located on the north and south artery that knits the Atlantic Seaboard together, by well-paved roads and by inland waterways. You may visit Edenton in any conceivable vehicle you wish—except an airplane. Of course, this applies to the civilian pilot, one of the many flyers who own their planes and who like to go places by air. There is an axiom among pilots that "you can't fly there, if you can't land there!"

It is time Edenton became of age—the air age. Any city, town or community that does not provide for the air visitor is woefully behind the times. And especially so if a town has something to offer the tourist and the traveler, as Edenton has.

In short, Edenton needs an airport. Or some landing area to accommodate the flyer who is attracted to this section, but who will not otherwise come here unless he can fly here.

In preparation for this article I made a short survey of airports and the various types of landing areas now in use. Basically there are two types of airports: the large field for the fast airliners and other fast planes, and the small field for the private flyer in his slow, cub-type lightplane. There is an obvious reason for these two types of airports, for a fast plane cannot follow a slow one into a field where there is heavy traffic. Edenton is accessible by fast aircraft of the armed forces, and has one of the best landing fields anywhere; but its benefit to the private flyer and to Edenton as a commercial airport may be discounted.

It is my opinion that a landing strip, running into the prevailing winds, will answer all of Edenton's airport needs for the present.

Much of the data relative to airports, landing strips and the maintenance and operation of light aircraft used in this article has been supplied through the courtesy of the Piper Aircraft Corporation. They know what the flyer of the civilian plane needs and what his needs are in respect to airports.

In what way, or in how many ways, will Edenton profit by building an airport or landing strip? Above all, the town would become an important link in the huge nationwide chain of landing strips, airports and seaplane bases, no small item commercially or as an auxiliary field in time of war. Also Edenton would be linked by air with the airline terminals, thereby enabling Edentonians to fly to any part of the world.

In the first place, an airport will stimulate interest in flying and create an actual desire to fly. Gradually people will begin to buy planes and there will be more pilots. Many a potential pilot is lost to aviation for the lack of accessible flying facilities. Second, a landing strip or airport in Edenton will bring greater patronage to community activities, such as fairs,

sports and other local events. Third, an airport will permit merchants to supply urgently needed articles of merchandise that may be flown in, and also the delivery of newspapers and magazines and perishable goods will be speeded up. Fourth, a greater emergency protection will be offered Edenton in time of disaster. Medical supplies, Red Cross and medical personnel, blood plasma and food supplies could be delivered with life-saving speed. When illness or accident strikes an individual could be flown quickly to distant hospitals for specialized attention that could not be obtained locally. Fifth, a landing area in Edenton would create the interest that would influence new merchants to locate here. Sixth, last but not least, an entirely new business would be created. An airport would entail a sizeable personnel: skilled managers, pilots and mechanics, and the allied special services such as radio, electric, battery, tire and accessory shops. Eventually there would be storage hangars, gas pumps and service hangars to maintain. Local landing facilities would render the flying public the same service that is supplied the rolling public by train terminals. Bus stations, garages, hotels and motels, cafes, and all allied services.

The foregoing is but a brief summary of the benefits that would accrue should Edenton take the progressive step of building an airport.

Presaging what may be in store for us in aviation, we may well predict that the helicopter, with its flexibility of flight and the auto-plane type of aircraft, with its dual mobility of being able to both fly and navigate on the ground, may well set the pattern of future air travel. Always bear in mind that we are writing from the viewpoint of the operator of the light, personal planes. Jet propulsion will dominate future commercial and wartime aircraft.

But I think that the type of aircraft that will most generally make use of any future airport Edenton may build, will be the low priced light airplane. They will be private civilian planes, for pleasure and business, and within the budget range of anyone (or Edentonian) who can afford a car. It is for the accommodation of this type of plane that Edenton should build her landing strip or airport.

What type of airport would serve Edenton best? The size of the town, its location and other factors will determine the plan to follow. Three

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types of landing facilities cover the needs of most towns, including Edenton. They are the landing strip, the airport and the seaplane base. Edenton could easily develop a seaplane base in connection with an airport, or as a separate project.

But in any event, whatever type or types that may be decided on, the CAA should be consulted before building. Experienced engineers will furnish advice and help and determine exactly what would suit Edenton best. Edenton should build her airstrip or airport with the long range advantages in view, for flying is still so new we are not certain that the landing facilities we build today will be the type we will want twenty-five years from now—or even five.

There are three types of landing strips: The straight landing strip, the L-shaped landing strip, and the

T-shaped landing strip. Strips are ideal for small towns, where immediate requirements do not warrant an airport and where sites for one are not available. A landing strip can be built for a few hundred dollars and would require only simple air-marking numerals, wind-sock, direction pointers and corner markers. The L-shaped and T-shaped strips are merely expansions of the straight strip.

An airport is a still further expansion of the landing strip, and may be developed around an original strip when the project expands and needs greater and more landing facilities. It is advisable when building a landing strip to allow a good margin for expansion.

Edenton is ideally situated for a seaplane base, either on the Chowan River or the Albemarle Sound. With these natural bases all that will be necessary is to add ramps, gas pumps, windsock and hangar.

There are many factors that may be discussed in regards to an airport

for Edenton; but since this article is merely for presenting the idea, Edenton's plans for her future in aviation must perforce be left to the people of Edenton themselves.

Six Major Diseases Trouble Chick Growers

Of the many dozens of known poultry diseases, six seems to be giving U. S. flock owners the greatest trouble at present, according to a survey just completed by veterinary medical authorities.

The six top problems are reported as: chronic respiratory infection, infectious bronchitis, Newcastle disease, erysipelas of turkeys, bluecomb and salmonella pullorum.

Chronic respiratory infection causes heavy death losses, retards growth, feed waste, inferior grades and lowered egg production. It is caused by

ble for air sac infection in chickens

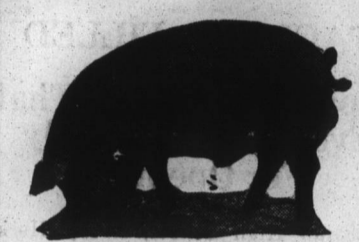
and turkeys. Infectious bronchitis is a serious problem to poultrymen in all major and broiler and fryer areas and is often confused with Newcastle disease, a virus infection that can best be controlled by vaccination.

Oregon mud disease or bluecomb is becoming a serious problem to turkey growers and can cause losses of 40 per cent. Salmonella attacks turkey poult and also occurs in chicks.

With these diseases causing losses in many flocks throughout the nation, poultry raisers need to adopt more strict disease controls, the report said. The best precaution against heavy losses is to have any suspected disease outbreak diagnosed quickly, so the sick birds can be separated from the flock and treated.

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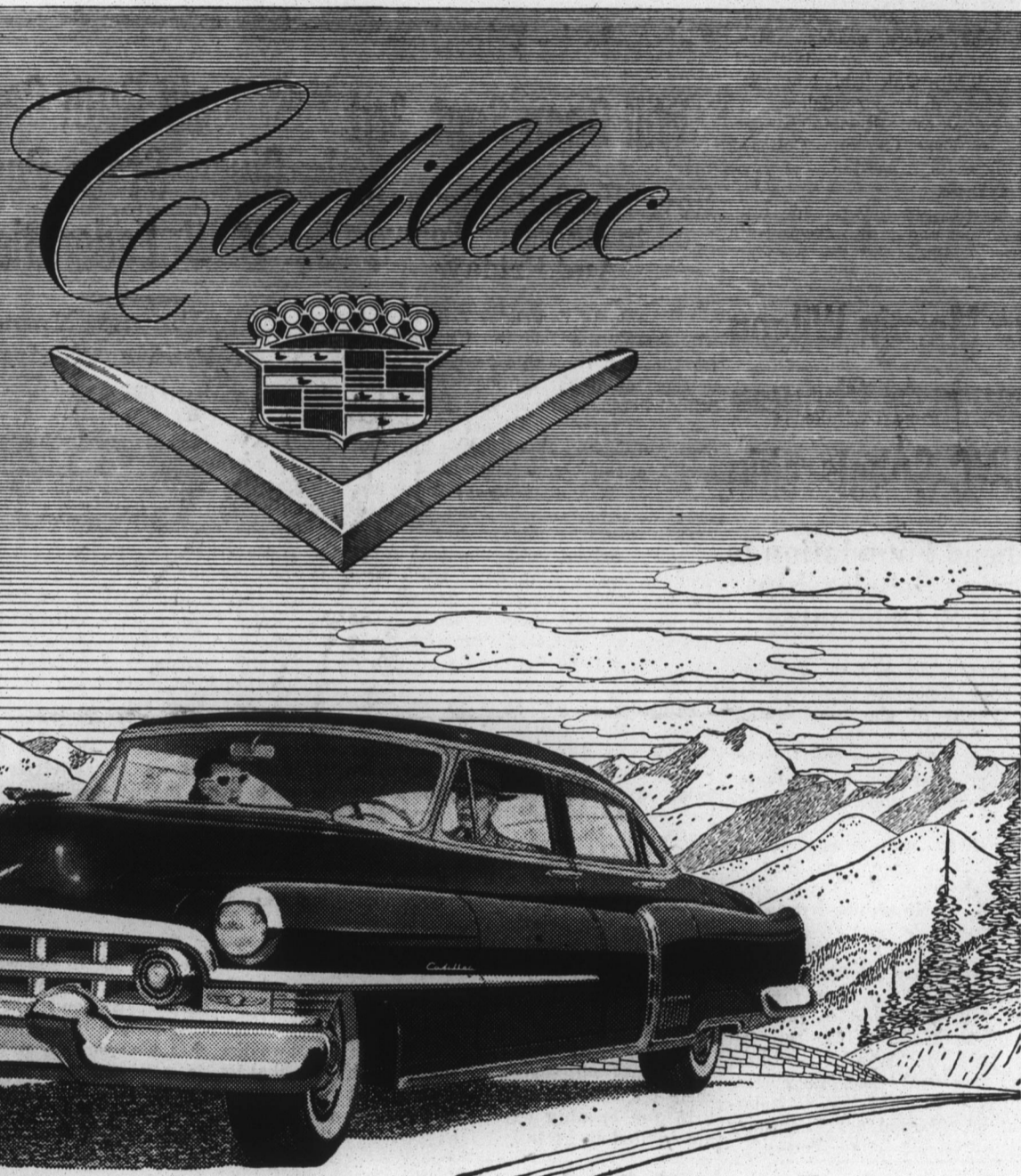
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