

Air Travel in Kentucky Resource Guide

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Introduction

This resource guide is designed to provide you with tools to help people engage with the past and connect with others. There are images to share with your clients, clip art that can be copied and colored or used for another purpose, information about airports in Kentucky, and articles about airports and air travel in Kentucky.

Images

-Encourage your audience members to look through the images included in the kit and to share any memories they have about airplanes and airports, either flying on them, working on them, or seeing them.

Some conversation prompts for the photographs can include:

- What do you want to say about what is going in this picture?
- What do you think is happening in this picture?

- Did you ever take a trip on an airplane? What was that experience like?
- Was there an airport in or near the town where you lived? If so, what was it like to have an airport in your town?
- Did you or any of your family ever work at an airport or for an airline?

Possible keywords or events to discuss

- Pilots
- Airports
- Airplanes/aircraft
- Flight attendants; stewardesses
- Runway
- United States Air Force
- aircraft carriers
- wing, tail, cockpit
- baggage/baggage claim
- airport security
- arrivals of politicians/famous people/winning sports teams

Activities

-Make copies the clip art images of airplanes for folks to color or to talk about parts of a plane.

-Share the names of the following Kentucky airports and their locations with your group. Ask the group members to share any memories they have about these airports or the towns in which the airports are located.

-Make copies of the included Kentucky Airport word search and work on this as a group.

-Make copies of the included Kentucky Public Airports map from 2017 and share them with your group. This will allow people to see the locations of airports within the state.

-Make a copy of the histories of Kentucky's commercial airports. Read the histories of the commercial airports with your group, or have group members take turns reading the histories.

-Share the following titles with your group by passing them around and talking with them about the photographs in the books.

- *Bowman Field* by Charles Arrington (2017)
- *Fort Campbell in Vintage Postcards* by Billyfrank Morrison (2005)

-Allow your group members to touch and talk about the manipulatives included with the kit. Use the discussion questions above while the group members handle the manipulatives.

Airports in Kentucky

Kentucky Public Airports from the Kentucky Transportation Cabinet's Division of Planning. (Retrieved on June 23, 2021). Retrieved from:

https://transportation.ky.gov/Planning/Documents/Freight%20Planning/Freight%20Maps/17KY_Air_Trans_CBv3.pdf

Additional information about the military airports was gathered from: "Kentucky Airports." Kentucky Transportation Cabinet website. (Retrieved on June 29, 2021). Retrieved from: <https://transportation.ky.gov/Aviation/Pages/Kentucky-Airports.aspx>

Addington Field; Elizabethtown
Ashland-Boyd County Airport; Ashland

Barkley Regional; Paducah
Big Sandy; Paintsville
Blue Grass Airport; Lexington
Bowling Green-Warren County Airport; Bowling Green
Bowman Field; Louisville
Breckinridge County Airport; Hardinsburg
Capital City Airport; Frankfort
Central Kentucky Regional Airport; Richmond
Cincinnati/Northern Kentucky Int'l Airport; Covington
Columbia-Adair County Airport; Columbia
Cynthiana-Harrison County Airport; Cynthiana
Fleming-Mason Airport; Flemingsburg
Fulton Airport; Fulton
Gene Snyder Airport; Falmouth
Georgetown-Scott County Airport; Georgetown
Glasgow Municipal Airport; Glasgow
Grayson County Airport; Leitchfield
Hancock County-Ron Lewis Field; Hawesville
Hatcher Field; Pikeville
Henderson Airport; Henderson
Hopkinsville-Christian Airport; Hopkinsville
Julian Carroll Airport; Jackson
Kentucky Dam Park Airport; Gilbertsville
Kyle-Oakley Field; Murray
Lake Barkley State Park Airport; Cadiz
Lake Cumberland Regional Airport; Somerset
Lebanon-Springfield George Hoerter Field; Springfield
Liberty-Casey County Airport; Liberty
Madisonville Airport; Madisonville
Magee Field/London Corbin Airport; London
Marion-Crittenden County Airport; Marion
Mayfield-Graves County; Mayfield
McCreary County; Pine Knot
Middlesboro-Bell County; Middlesboro

Morehead-Rowan County Clyde A Thomas Regional Airport;
Morehead
Mount Sterling-Montgomery County Airport; Mount Sterling
Muhlenberg County Airport; Greenville
Ohio County Airport; Hartford
Owensboro-Daviess County Airport; Owensboro
Princeton-Caldwell County; Princeton
Providence-Webster County Airport; Providence
Rough River Park Airport; Falls of Rough
Russell County Airport; Russell Springs
Russellville-Logan County Airport; Russellville
Samuels Field; Bardstown
Standiford Field (Louisville International Airport); Louisville
Stanton Airport; Stanton
Stuart Powell Field; Danville
Sturgis Municipal Airport; Sturgis
Taylor County Airport; Campbellsville
Tompkinsville-Monroe County Airport; Tompkinsville
Tradewater Airport; Dawson Springs
Tucker-Guthrie Memorial Airport; Harlan
Wayne County Airport; Monticello
Wendell Ford Regional Airport; Hazard
West Liberty Airport; West Liberty
Williamsburg-Whitley County Airport; Williamsburg

Military airports are located at:

Godman Field; Fort Knox

Campbell Army Airfield, Fort Campbell; Hopkinsville

Ask some of the following questions after reading the airport histories. You may want to pause at the end of specific sections of the airport histories, like at the end of a decade, to ask questions about the specific events covered.

- What did you find interesting in this airport's history, or what did you find interesting about what we just read?
- What surprised you about what we just read?

Barkley Regional Airport

<https://flybarkley.com/>

The following information was retrieved from the Barkley Regional Airport's History page. (Retrieved on June 23, 2021. Retrieved from: <https://flybarkley.com/airport-history/>

Created by the War Department in 1941 through the efforts of then Senator Alben Barkley, The Paducah-McCracken County airport was a military surplus airport that was utilized to facilitate B-17 Bomber crew training that was based in Dyersburg TN. After the war, the airport was deeded to the city and county making it available for commercial use. On April 1, 1946 the first commercial airliner a Chicago and Southern DC-3, departed the airport. This was the start of what has been 75 consecutive years of commercial airline service from Paducah that has served our region. In 1949, the airport was renamed Barkley Field in honor of now Vice President Barkley's efforts in the airport's creation.

Blue Grass Airport

<https://bluegrassairport.com/>

The information below was taken directly from the Timeline section of the History page of the Blue Grass Airport's website. (Retrieved on June 23, 2021). Retrieved from: <https://bluegrassairport.com/history/HISThistory.html>

The Airport through the Decades

Today, Lexington's Blue Grass Airport serves more than 1.2 million passengers each year and occupies approximately 1,000 acres. The airport offers commercial flights to destinations worldwide and also provides a variety of corporate and general aviation services, including U.S. Customs cargo inspection, flight instruction, charter aircraft, airplane maintenance, aircraft storage and more.

Here's a look at our history through the decades:

The 1940s

In 1940, the city and county governments purchased 523 acres of farmland off Versailles Road to construct what would eventually become known as Blue Grass Field in 1940. Runway construction began on March 6, 1941 and progressed quickly anticipating the U.S. entering World War II. On July 11, 1942, the first aircraft, an Army Air Corps B-25 bomber, officially landed at Blue Grass Field. The Army began using it as a secondary training facility and supply gateway. The first commercial terminal was completed October 13, 1946. Eastern and Delta Air Lines provided the first commercial passenger flights to Lexington. The Lexington-Fayette County Airport Board was formed. (Earlier airfields in Fayette County were Halley Field and Glengarry Field, later Cool Meadow.)

The 1950s

A new \$28,000 control tower was put into operation at Blue Grass Field. The airport's longest runway was extended from 4,000 feet to 5,000 feet to permit four-engine planes to operate more safely. President Dwight D. Eisenhower flew into Blue Grass Field for a Lexington visit. Hertz Rent a Car signed a concession lease. Fayette

County donated an old fire truck to the airport, the beginning of today's exceptional fire safety facilities. The Instrument Landing System (ILS) was commissioned for the airport. Plans were made to extend two of three runways by 500 feet to accommodate turbo-prop jets. FAA assigns Gene Sims, the first female controller, to Blue Grass Airport's tower.

The 1960s

Senator John F. Kennedy stopped during his campaign for the presidency. Negotiations for land and right-of-ways to improve the runway and lighting took place. Federal government money aided the airport's budget and funded a \$230,000 project to install new approach lighting to guide pilots during times of poor visibility. The restaurant at the airport was renamed the Skyline Room. The 1964 hit James Bond movie Goldfinger mentioned Blue Grass Field as the destination of the villain's plane. Piedmont Airlines flew the first passenger jet, a Boeing 727, into Blue Grass Field. Airport development plans proposed a new terminal and a 1,000-foot runway extension. Extending the runway took over a year and a half and cost \$1.3 million. Construction of a new FAA air traffic control tower utilizing radar began. Delta Air Lines and Eastern Air Lines began jet service from Blue Grass Airport. Allegheny Airlines started service non-stop service to Pittsburgh and Nashville.

The 1970s

In 1970, the new 78-foot FAA control tower replaced the previous one located atop the terminal building. Betty Moseley and Virginia Chamberlain represented Kentucky in the All-Woman Transcontinental Air Race (Powder Puff Derby). In 1972, a hijacked Southern Airways jetliner

departing from Alabama and carrying 31 passengers was diverted to Blue Grass Field for refueling. After receiving \$2 million and assurances of safety, the hijackers were arrested when the plane landed in Havana, Cuba. The FAA announced installation and operation of airport surveillance radar, providing 24-hour service for aircraft arriving and departing within a 40-mile radius. Runway 33-15, built in 1942 as a WPA project, was permanently closed.

The new terminal facility (at a cost of approximately \$10 million) officially opened in April 1976, containing 70,000 square feet and including relocation of hangars, plus utilities and taxiway improvements. More than 7,000 University of Kentucky basketball fans swarmed the terminal in 1978 to welcome home the 1978 national champion Wildcats after their defeat of Duke University.

The 1980s

Eastern Air Lines, a fixture since 1946, announced it would cease operations in Lexington. Air traffic controllers went on strike, forcing airlines to suspend flights to smaller airports. The Flight History Museum, forerunner to today's Aviation Museum of Kentucky, opened its doors to the public. In 1984, Blue Grass Field became "Blue Grass Airport" as it is known today. Queen Elizabeth II visited central Kentucky for a private six-day visit. A major expansion and redesign of the terminal building was launched. Enhancements included switching the location of baggage and arrival areas, additional windows and skylights, and a second floor mezzanine suitable for jet bridge access to airplanes. The world's fastest airliner, the Concorde SST, visited Blue Grass Airport. Phase I of the terminal expansion added 80,000 square feet of space,

doubling its previous size. The U.S. Customs Service opened a permanent office at Blue Grass Airport.

The 1990s

The Goodyear blimp Enterprise spent the night in Lexington en route to its retirement in Akron. The upgraded Low Level Wind Shear Alert System (LLWAS) was completed at 110 airports, including Blue Grass Airport. The air traffic control tower began 24-hour operation. Members of General Jimmy Doolittle's Raiders held their 53rd reunion in Lexington to coincide with the opening of the Aviation Museum of Kentucky. Gayle Ray and Bruce Lewis took their marriage vows at the airport minutes before take-off on their way to a honeymoon cruise. Blue Grass Airport announced a \$4 million fire training facility that would make it one of the leading regional sites for training airport safety crews. The airport built a taxiway to accommodate more hangars in the general aviation area. Construction of a three-level parking garage began, eventually adding 550 new public spaces and 68 rental car spaces.

The 2000s

Due to terrorist attacks on the World Trade Center in New York and the Pentagon in Washington on September 11, 2001, the FAA ordered all aircraft to land at the nearest airport as soon as practical. Airplanes remained grounded for two days at Blue Grass Airport as it worked to complete the FAA checklist imposing tougher security requirements. Congress passed stricter security measures for baggage screening. In 2002, Blue Grass Airport unveiled a new state-of-the-art system for baggage screening, which

served as a model to airports nationwide. Between October 2002 and March 2003, the airport saw an increase of 23 percent as 519,251 passengers boarded flights. Construction began on a new rental car ready-return center and safety area improvements on Runway 4-22. American Airlines and Allegiant began serving the Lexington community. Blue Grass Airport opened an airport-operated executive lounge—The Club at Blue Grass, featuring business facilities, an upscale passenger lounge and personalized service. Blue Grass Airport completed a four-phase Runway Safety area improvement project, including construction of a one-of-a-kind retaining wall with a Kentucky mural. The airport's main runway was closed to all air traffic for 48 hours to resurface and add new runway markings and signage. August 27, 2006, Delta Comair Flight 5191 crashed during take-off, killing 49 of the 50 people aboard. A new \$16.9 million concourse addition opened in April 2007, including six new passenger boarding gates, additional seating and restroom facilities.

The 2010s

The latest renovations to the terminal's lobby level included the terrazzo floor depicting the sire lineage of the Thoroughbred horse. August 2010 saw the completion of the new 4,000-foot general aviation runway. General aviation accounted for 65 percent of total operations at the airport. November 2010 marked one of the busiest months in the airport's history due in large part to the hosting of the 2010 Alltech FEI World Equestrian Games in Lexington. The 5191 Memorial Commission unveils a sculpture on August 27, 2011 to honor the 49 lives lost five years earlier as a result of the Delta Comair Flight 5191 accident. More than 2,500 fans gathered to welcome the returning 2012 NCAA Men's Basketball Champion UK Wildcats. The

airport board completed its 2013 Master Plan Update, which launched the airport into a \$60 million taxiway safety improvement program and the relocation of the Snow Removal Equipment Complex and public safety firehouse over the next decade. Blue Grass Airport celebrated 70 years of partnership with Delta Air Lines.

Bowling Green-Warren County Regional Airport

<https://bgwcairport.org/>

The information below was taken from the About BWG page on the Bowling Green-Warren County Airport website.

(Retrieved on June 29, 2021). Retrieved from:

<https://bgwcairport.org/about-bwg-2/>

The site of the Bowling Green – Warren County Regional Airport was established in 1934 as a military airfield. Over the years, the Airport has grown to serve the ever-changing needs of the growing community that surrounds it. Since its beginnings in 1934 to the present, BWG has striven to provide the best quality of service to the flying public.

The Bowling Green–Warren County Regional Airport is open 24 hours a day, 7 days a week, 365 days a year. The Airport’s mission is to provide the highest level of safety and security for the traveling public while maintaining efficiency, convenience, and the highest standards of customer service for the Bowling Green/Warren County region.

Bowman Field

<https://www.flylouisville.com/>

The information gathered below was taken directly from the Bowman Field History page on the Bowman Field website. (Retrieved on June 23, 2021). Retrieved from: <https://www.flylouisville.com/corporate/bowman-field-history/>

Over the decades, Bowman Field has played a vital role in the growth and evolution of our country's aviation industry. It officially began on May 12, 1920, when A.H. Bowman formed a partnership with flier Robert H. Gast and set up operations at the site on Taylorsville Road. Shortly thereafter, Gast left Louisville to pursue a more adventurous aviation career. Louisvillian W. Sidney Park became Bowman's partner in the Bowman-Park Aero Company in May 1921-one of the first firms to specialize in aerial photography.

In 1922, at the urging of Bowman and Park, the 465th Pursuit Squadron (Reserve) began operations at Bowman Field with an assortment of aircraft.

In 1923, the Aero Club of Kentucky formed to provide services for non-military aviation in Louisville.

In 1928, the state legislature created the Louisville and Jefferson County Air Board to operate the airport as a publicly owned facility. In fact, Kentucky was the first state to enact enabling legislation for the creation of airport authorities. The portion of the land not needed for an airport became Seneca Park.

Airline service to Louisville began on August 1, 1928, when Continental Airways (later American Airlines) began airmail service between Louisville and Cleveland. Three years later, the air carrier launched passenger service between Louisville and Nashville.

In 1929, construction began on the first permanent buildings at Bowman Field-Curtiss Flying Service, the Administration Building and the Air Corps Hangars.

1930s

Eastern Airlines became the second airline to provide service to Louisville in 1934. (A third carrier, TWA, operated at Bowman Field for a few months before all airline operations transferred to Standiford Field in 1947.)

During the 1937 flood, thousands of tons of supplies and medicine were flown into Bowman Field. The field remained dry, but was surrounded by water-hampering distribution efforts. An aerial survey identified dry farmland, owned by Dr. Standiford (and others), as a prospective new airfield site.

1940s

During World War II Bowman Field was the busiest airport in the country, following an investment of \$1 million for construction of barracks and other facilities-including nine mess halls. At that time, thousands of members of the military called Bowman Field and Louisville their temporary home while undergoing combat readiness training.

The already cramped airfield added more troops in 1943, when Glider Pilot Combat Training opened. The gliders, which carried 15 troops each into combat, were a familiar sight in the Louisville skies during the last two years of the war.

The facility became known as “Air Base City” when a bomber squadron moved in, and more than 1600 recruits underwent basic training in a three-month period. During the war years, a large variety of Air Force and Navy aircraft could be seen passing through Bowman Field.

Bowman Field also was home to the Army Air Force School of flight surgeons, medical technicians and flight nurses. Those attending the school learned how to treat and evacuate the wounded by air, and, just as important, acquired the necessary skills to help ensure survival in combat zones. Graduates of the school were responsible for evacuating and treating a half-million sick and wounded from war zones around the world by the end of 1944.

In 1941, work began on Louisville’s new Standiford Field commercial airport, named for Dr. Elisha Standiford. In November 1947, all Louisville airline operations moved from Bowman Field to Standiford Field.

A New Role

After 1947, Bowman Field assumed its new role as Louisville’s primary general-aviation airfield. In fact, in 1960,

Flying Magazine (using FAA statistics), hailed Bowman Field as “America’s Busiest Local-Traffic Airport” and in 1963 parts of the James Bond movie Goldfinger was filmed at Bowman Field.

Today, Bowman Field, the birthplace of Louisville aviation, serves as a reliever airport for Louisville Muhammad Ali International Airport. With smaller, lighter aircraft operating at Bowman Field, the larger, heavier aircraft may operate at Louisville Muhammad Ali International- permitting Louisville Muhammad Ali International to land and take-off more aircraft per hour, and operate more efficiently.

As a general aviation airfield, Bowman Field offers services such as flight instruction; aircraft leases; charters and sales; aircraft cleaning and refueling; and aircraft repair and maintenance.

In addition, Bowman Field’s historic, renovated administration building lobby is available for meetings and gatherings.

Cincinnati/Covington International Airport

“From The Vault: Why Cincinnati's airport is in Kentucky 70 years after first flights”

By: Greg Noble. (Posted January 12, 2017, and last updated January 24, 2019). Retrieved from:

<https://www.wcpo.com/news/our-community/from-the->

vault/from-the-vault-why-cincinnati-airport-is-in-kentucky-70-years-after-first-flights

HEBRON, Ky. – Out-of-town flyers expecting to land in Cincinnati sometimes look surprised when the flight attendants welcome them to Kentucky.

It's not the only surprise they get when they arrive here.

Why does my baggage ticket say CVG, they wonder, when they expect the airport code for Cincinnati/Northern Kentucky International Airport to be CIN?

They're lucky their tags aren't marked CIN, though, or their bags would wind up in Carroll, Iowa.

The answers go back seven decades to a time when some politically-savvy Northern Kentuckians stole the region's commercial airport out from under the noses of some sleepy Ohio politicians and voters.

Lunken Airport on the city's east end was the Tri-State's center for commercial air traffic at the time World War II was beginning in Europe. But geography, the Great Flood of 1937, the war and the shortsightedness of Cincinnati leaders and voters helped change all that.

Lunken, a city-owned airport laid out in the Ohio River valley, was prone to flooding. In 1937, it was 20 to 30 feet under water. The nearby hillsides, which often locked in fog, also prevented the airport from expanding the runways beyond 4,200 feet.

When the war started, the Army Air Corps looked across the country for airfields where they could train pilots – or places where they could build training fields. Lunken's runways were too short for bombers, and the city never offered it to the Air Corps. Besides that, Hamilton County leaders were fighting among themselves. Several pushed for a new airport in Blue Ash, only to have voters turn it down.

A Northern Kentucky congressman named Brent Spence (later memorialized with a bridge) and other NKY leaders saw an opportunity to get into the air travel business. Boone County, widely undeveloped in those days, had plenty of flat farmland but no money. Kenton County agreed to buy nearly 900 acres 12.5 miles from Fountain Square as long as it could own and run the airport.

Spence and Sen. Alben Barkley lobbied for federal funds, and two months after the attack on Pearl Harbor, FDR approved money for site development. Ultimately, Northern Kentucky got \$2 million to build four 5,500-foot runways and an administration building. In the days before I-275, State Highway Commissioner Lyter Donaldson arranged for public money to build an east-west highway to the airport, named Donaldson Road.

By the time the Army Air Corps started using the facility and the first B-17 landed on Aug. 15, 1944, the war was winding down. A year later, the Air Corps declared it surplus property and turned it over to the local governments.

Northern Kentucky now had a \$4 million airport. On Oct. 27, 1946, it opened a small wooden administration building, and less than three months later, with a three-story terminal nearly finished, American Airlines, Delta and TWA abandoned Lunken and moved to Greater Cincinnati Airport.

Or CVG, for short. The airport code stands for Covington. CIN was already taken by a sleepy, little Iowa town – not that Northern Kentucky leaders would have used it anyway. They grudgingly called it Greater Cincinnati Airport but made sure the sign over the front entrance to the terminal also said Kenton County, Ky.

That's right: an airport named after a city in another state and the county next door.

CVG had more and longer runways than LaGuardia, and onlookers enjoyed watching planes take off and land from the observation deck on the terminal roof.

"This is one of the finest airports in the country. I'm awfully glad to be using it," said Capt. B.W. Robinson, who flew the first commercial flight into CVG.

The first flights – two-engine DC-3s with 14 sleeper seats - landed Friday morning, Jan. 10, 1947. An American flight from Cleveland was first to arrive at 9:23 a.m. A Delta flight from Atlanta was less than a minute behind. TWA was five minutes behind Delta.

Several hundred curious witnesses, airport employees and local dignitaries cheered as the wheels touched down, according to the Kentucky Post. The first two passengers to step off were Eleanor Fish, of Troy, Ohio, and Jack P. Rattner of Clifton. They were startled by flashbulbs as they deplaned, the Post reported.

But J.L. Wiggins and her four-month-old son, Jimmy, had the most unusual trip. She expected to change planes after they flew into Lunken at 5:20 a.m. from South Carolina, but she didn't know they had to change airports, too.

A limo drove them to CVG, where Wiggins bought the first ticket ever sold in the terminal to take them to Akron on the first plane out at 9:35 a.m.

An American, four-engine DC-4 (42 passenger seats or 30 seats as a sleeper), drew more oohs and aahs when it took off at 11:20 a.m.

Hamilton County leaders didn't give up the airport without a fight. They took two more shots at passing a levy, but Blue Ash residents aggressively opposed and defeated it.

That's why, 70 years later, West Siders trying to avoid I-75/71 traffic get the rare privilege of driving through three states to and from the airport.

Louisville Muhammad Ali International Airport

<https://www.flylouisville.com/corporate/sdf-history/>

The following information was taken directly from the Louisville Muhammad Ali International Airport website's "SDF History" page. (Retrieved on June 28, 2021). Retrieved from: <https://www.flylouisville.com/corporate/sdf-history/>

Ingrained in Louisville's rich history for decades, SDF has been making impacts on the community for the betterment of the Metro area.

1940s

After World War II, community leaders began to acknowledge the tremendous potential for commercial aviation. Increasing airline passenger counts left no doubt

that 400-acre Bowman Field could not continue to handle the needs of air passengers forever.

An aerial survey during the 1937 flood pointed to an unaffected area that had the potential to be the home of a new airport. This survey showed a large, dry area of land, which was later to become Standiford Field. (The airport was named for Dr. Elisha David Standiford who, as a businessman and legislator, played an important role in Louisville transportation history and owned part of the land on which the airport was built.)

In 1941, the U.S. Army Corp of Engineers built one, 4,000-foot, north-south runway. However, the War Department delayed turning over the new airport to the community until the conclusion of World War II, as it was an integral part of both airfield operations and aircraft manufacturing. In fact, Curtiss-Wright and Consolidated Vultee both built aircraft for the War Department at Standiford Field during the war. Then, in 1947, the Federal Government turned the airport over to the Air Board, at which time all commercial flights moved to Standiford Field from Bowman Field.

Standiford Field opened for passenger business on November 15, 1947. Three airlines – American, Eastern, and TWA – were then handling more than 1,300 passengers a week. The old Consolidated Vultee cafeteria on the airport was used as a temporary terminal. For the first 2 ½ years, the airlines operated out of a World War II vintage barracks on the east side of the field.

1950s

Growing pains led to the construction of Lee Terminal, a new \$1 million facility that opened on May 25, 1950, with 42,400 square feet of space, sufficient to handle 150,000 passengers annually. That terminal was named for Addison Lee, Jr., Airport Authority Chairman from 1929 to 1949. Six gates were included in the new terminal. The parking lot contained space for 300 vehicles. In the mid-to-late 1950s, two interior concourses replaced fenced, open-air gate positions. In all, air terminal space was increased to 114,420 square feet.

1960s-1970s

Boarding at Standiford Field increased from 600,000 a year in 1965 to almost a million in 1970. Due to this increase in passenger activity, 1970 and 1971 brought new construction and an expansion of the terminal. The main lobby was extended; a concourse housing USAir facilities was completed; and a 33,000-square-foot Delta Air Lines concourse was built. In addition, ramps serving the USAir and Delta concourses were constructed. The Federal Aviation Administration moved into the second control tower on Derby Day 1971. The parking lot was increased to 2,000 spaces and major airfield improvements were made.

1980s

Construction of the new landside terminal began in May 1983, with the terminal opening June 30, 1985. The modern

facility replaced a terminal building first constructed in the late 1940s that was originally designed to accommodate 150,000 annual passengers. In 1985, nearly two million passengers arrived and departed Louisville via scheduled airline service. The entire landside terminal project cost approximately \$35 million.

The new landside terminal was connected temporarily to Lee Terminal until a new airside terminal could be completed. Standiford Field “spread a new wing” with the opening of the airside terminal on April 2, 1989.

The future of Standiford Field changed dramatically in 1981 when United Parcel Service (UPS) began a new overnight-delivery business with hub operations at Louisville’s airport. UPS built a 35-acre apron for parking additional aircraft and initially employed 135.

Just as Bowman Field outgrew itself in the late 1930s, so did Standiford Field in the late 1980s. As a result, the Airport Authority announced an ambitious expansion plan in 1988 called the Louisville Airport Improvement Program (LAIP). In essence, the plans called for building a new airport atop the existing one, all the while continually and safely operating the airfield.

In 1988, after reviewing more than two dozen alternative proposals, the Airport Authority Board chose to expand Standiford Field (now Louisville Muhammad Ali International

Airport) and build an entirely new airfield on top of the one built in the 1940s.

However, it was clear that changes needed to be made and solutions found for the people living around the airport. As a result, the community embarked upon one of the largest aircraft-noise residential acquisition and relocation programs ever carried out in the United States. Under the Louisville Airport Improvement Program (LAIP) and the Voluntary Residential Relocation Program, the community is engaged in relocating 3,740 families.

In 1991, the Federal Aviation Administration (FAA) approved the expansion of Louisville Muhammad Ali International Airport as part of the Louisville Airport Improvement Program, which included the relocation of more than 4,000 people in 1,581 homes in Standiford, Prestonia, Highland Park and Tuberosa, as well as 150 businesses on 100 business properties. Also at that time, the Airport Authority gave 136 homeowners in Edgewood an opportunity to participate in what became the Voluntary Residential Relocation Program.

In 1994, the focus switched from an airport-expansion and noise-related relocation program to only a noise-related relocation program under the FAA Part 150 Program. Under that program, people living within the airport's 65 DNL (day-night average sound level) were eligible for relocation. The FAA approved the program in 1994 to initially include the relocation of another 673 families in Ashton Adair and

Edgewood. In 1995, the Airport Authority requested (and approval was granted) to change its focus from sound insulation to acquisitions in the Minors Lane area, which extended the relocation to an additional 1,064 families.

In 1997, the FAA approved expansion of the program to an additional 286 families in the balance of Edgewood and the neighborhoods along Preston Highway, bringing the total to 2,159 homes approved for acquisition in the Voluntary Residential Relocation Program.

The success in relocating families from noise-impacted areas created its own problems. By reducing the number of comparable homes in the local real estate market available for the airport-area families, fewer homes were available to buy and the price of homes in that price category rose faster than other homes in the market. Without a way to create comparable replacement housing, the noise mitigation program would have been unable to relocate as many families.

To address those issues, the Airport Authority, in conjunction with the FAA, developed an innovative housing program. The program was funded in 1997 and 1998 with an FAA Innovative Financing Grant for \$10 million, matched with \$10 million by the Authority. With those funds, the Authority purchased and developed the infrastructure on a 287- acre site, which became Heritage Creek. Under the Heritage Creek Program, the Airport Authority reimburses families to build new homes in Heritage Creek.

At the same time, the city of Minor Lane Heights was developing legislation to allow it to move away from the airport to a new location in Jefferson County. The Kentucky General Assembly approved the move, and in 1999 the city of Minor Lane Heights officially annexed the Heritage Creek area for its new city.

Today, the Voluntary Residential Relocation Program has two distinct components, the traditional purchase program and the Heritage Creek Program. In either case, families are offered an opportunity to move from their noise-affected homes. Vacated homes are then demolished.

The land acquired for airport expansion is being reused to the airport's, the city's and the state's benefit.

Louisville Muhammad Ali International airport being built

1990s

In 1993, low-cost carrier Southwest Airlines began service to Louisville, significantly increasing passenger air travel. In fact, due in large part to Southwest's presence, passenger boardings increased 97.3 percent from 1991 to 1999.

Increased passenger activity, its ranking as a major international air cargo airport and the Airport Authority's

vision for the future, drove a name change for Standiford Field in 1995 to Louisville International Airport.

In 1998, a near total renovation of Louisville Muhammad Ali International Airport's airfield was finished. The expansion brought the opening of the new east and west parallel runways, a new Kentucky Air National Guard Base, a new United States Postal Service air mail facility, new corporate hangars, a new fixed-based operator, a four-level parking garage to handle increased passenger activity and a new control tower.

In 2019, the airport was renamed Louisville Muhammad Ali International Airport.

2000s

On September 27, 2002, Worldport®, a \$1.1 billion package-sorting center, was opened by UPS at Louisville Muhammad Ali International Airport.

In 2005, a \$26 million, award-winning terminal renovation project was completed. Also in 2005, UPS chose Louisville for its heavy air freight hub after closing the Dayton, Ohio, air hub of Menlo Worldwide Forwarding.

In May 2006, UPS announced a \$1 billion expansion that will increase sorting capacity over the next five years and create more than 5,000 additional jobs.

In 2009, UPS completed the first phase of a second \$1 billion expansion of its Worldport global air hub, which allows the facility to handle up to 1.1 million packages during its busy, late-night sorting shift.

In 2010, the second phase of UPS expansion was completed, adding 1.2 million square feet to the facility, bringing Worldport's total footprint to 5.2 million square feet. The expansion increases the facility's package sorting capacity by 37 percent to 416,000 packages per hour.

Owensboro-Daviess County Regional Airport

<https://flyowb.com/about/>

The following information was taken directly from the Owensboro-Daviess County Regional Airport's 'About' page. It was retrieved on June 25, 2021. Retrieved from:

<https://flyowb.com/about/>

Many dedicated citizens are responsible for the outstanding facility that is Owensboro-Daviess County Regional Airport. It is a public-use airport located three nautical miles (6km) southwest of the central business district of Owensboro, a city in Daviess County. The airport is owned by both the city and the county and is governed by a ten-member board.

Located near I-165 and adjacent to the US-60 bypass, the facility is easily accessible for almost 1,000,000 people in Kentucky, Illinois, Indiana, and Tennessee.

The Owensboro-Daviess County Regional Airport covers an area of 880 acres. It has two runways: 18/36 is 8,000 by 150 feet (2,438 x 46m) with a concrete surface and 6/24 is 5,000 by 100 feet (1,524 x 30m) with an asphalt/concrete surface.

The airport has two fixed-base operators, MidAmerica Jet and Modern Transportation to serve the aviation community. There are approximately 15 businesses or agencies with activity at the airport.

Today, the Owensboro-Daviess County Regional Airport is a busy airport in terms of takeoffs and landings, as we are open to commercial, general, corporate, military, charter, and cargo operations. These operations involve military aircraft training, general aviation activities, and commercial flights provided by Allegiant Airlines and Cape Air Airlines.

One of the most recent additions to our property is the state-of-the-art fire department.

The Owensboro – Daviess County Regional Airport was built in 1949 after a plane crashed in a local farm in 1945. The *Owensboro Messenger* called for a more modern airport with lights to accommodate night landings. The \$900,000 facility boasted 24.7 acres of cement runways to accommodate the commercial flights. Adjacent to the administration building were hangars for Ayer Flying Service and Owensboro Aviation. The inaugural flights of Eastern Airlines into and

out of Owensboro happened on March 1, 1951. Flights were available East to Louisville and West to Evansville. The Owensboro-Daviess County Regional Airport has offered service from a variety of different airlines throughout the years.

This Airfield named in grateful recognition by the citizens of Owensboro and Daviess County for the extraordinary contributions and leadership by its native son, Wendell H. Ford, U.S. Senator from Kentucky 1974 to 1998, to airports nationwide and to the development of this airfield at the Owensboro-Daviess County Regional Airport. This 21st-century airfield provides a critically important air service to all area citizens and is a vital component in regional economic development.

Articles to share/read with your group

Share one or more of the articles below, and ask your group questions about them. You can read the articles to your audience members or have them take turns reading the articles you select.

Questions:

- What do you find interesting about what the article discusses?
- What memories do you have about the events discussed in the articles? Would you like to share your memories with the group?

Article 1:

Wednesday's Post: Twists of fate can change a life forever

January 23, 2019 | Journal-Times (Grayson-Olive Hill, KY)

Author/Byline: Keith Kappes | Section: Columns (Reprinted by request from 2014)

The old man quietly surveyed his surroundings as his mind carried him back 71 years to World War II and his first trip to Kentucky.

He remembered the stately terminal building at Bowman Field and the two large hangars seemed familiar.

But the barracks and other wooden buildings from the war years were long gone from the little airfield that had been Louisville's first airport and a bustling training center for the Army Air Corps.

His eyesight is dimming as he approaches his 90th birthday but his memory is keen as he shares stories about being a GI in Kentucky.

He and several other young men from the west had arrived in Louisville by train to start their basic training.

He had assured them that the bitter cold of the Rocky Mountains in late November would be forgotten when they reached Kentucky.

After all, Kentucky was in the South where the weather was warm, said the 19-year-old who had never been east of Utah.

He laughed as he recalled the teasing he received each time he and the other young soldiers went out into the snow or cold rain for physical training, especially the runs around the perimeter of the field.

That triggered another memory he said he had never shared before – about the only time he had goofed off on duty and how it had changed the course of his life.

He dropped out of one of the morning runs and managed to sneak back to the post exchange, the "PX", for hot chocolate and a donut.

By lunchtime, one of his buddies told him his absence had saved him from being among 20 men arbitrarily pulled from their ranks to be trained as military policemen. Soon thereafter, he was moved to Chanute Field in Illinois, the next stop on a two-year journey that eventually would take him to England as the command pilot of a B-17 bomber.

But fate would intervene one more time in the life of this gentle man.

The war in Europe ended before they could fly their first combat mission. Instead of dropping bombs on Germany, they dropped food to the starving Dutch.

That, he says proudly, is his best memory of the war years.

Article 2:

Wednesday's Post: Dec. 7 brings mixed emotions to old warrior

December 14, 2016 | Journal-Times (Grayson-Olive Hill, KY)

Author/Byline: Keith Kappes | Section: Columns

Now nearly 93, Ray Hobbs has vision and hearing problems but his memory is keen when he recalls major events in his life, including the attack on Pearl Harbor on Dec. 7, 1941.

The shock of his country going to war left an indelible mark on him as a 17-year-old.

He realized he wanted to fight like so many family members and friends were preparing to do but he also wanted to finish his senior year of high school.

To his good fortune, the events of the day after the Pearl Harbor disaster brought another life-changing moment into his life.

Her name was Lois. They met on a blind date at a high school dance on Dec. 8. She became his wife three years later while he was training to become the command pilot of a B-17 bomber.

That union lasted 65 years and, to date, has produced a legacy of six children, 33 grandchildren, 82 great-grandchildren and two great-great grandchildren.

One daughter, eight of those grandchildren and 17 of his great-grandchildren live in Kentucky or neighboring states.

In life, Ray called Lois his sweetheart and he continues to do so more than four years after her death at age 86.

Kentucky holds another place in his memories because he first came here in 1943 for basic training at Bowman Field at Louisville.

The Army Air Corps had a training camp during World War II at what was Louisville's first commercial airport, now used for general aviation.

This remarkable man is the kid brother of two older siblings, a sister who is 102 and another who is 96. His 100-year-old brother died in September.

His trips to Morehead usually include visits to schools where his great-grandchildren get to show him off to their classmates.

He wears his original uniform cap and aviator sunglasses and answers questions about World War II and flying.

After all, how many of us have ever known a great grandparent?

Article 3:

Local pilots lead organization of women who enjoy life of flying

September 23, 2015 | Pioneer News, The (Shepherdsville, KY)

Author/Byline: Stephen Thomas | Section: Today's Features

LEBANON JUNCTION - They fly high in the sky and spread their wings, and for younger girls they sometimes serve as guardians angels.

They are female pilots, members of the Kentucky Bluegrass Chapter of the Ninety-Nines, Inc., an international women's pilot organization.

The local members will soon host flights as part of the Family Weekend at the Bardstown Airport. Meanwhile, the local members hope to promote flying as a hobby or profession for area girls.

The Kentucky Bluegrass Chapter of the 99s is based primarily in the Louisville and Southern Indiana region. The co-chairs, Maggie Hettinger and Erin Bliss Thompson, are both Bullitt County residents.

"Our chapter has 38 members, with five of them in Bullitt County," said Thompson, a Shepherdsville resident.

Hettinger resides in Lebanon Junction.

Thompson mentioned Mount Washington resident Robin Blevins, a Bullitt Central graduate who co-owns Brite Electric with her husband.

"(Blevins) flies her husband and herself to jobs," Thompson said.

Hettinger mentioned Ruth Kastanas, a Shepherdsville grandmother whose granddaughter is enrolled in the Air+Space Academy program provided by the North Bullitt College and Career Readiness Center.

The 99s formed in 1929, when Thompson said there were 117 licensed female pilots worldwide.

"The women decided they needed some support amongst themselves," she said. "There were 99 of them at the first meeting, hence the name."

"There's still a smaller number of women pilots today," said Hettinger. "Currently about 6 percent of licensed pilots are women."

"It's still a male-dominated field, but not like it was," Thompson said. "It's a field I think girls don't think about going into."

Thompson always thought of being a pilot when she was little. Her father, Bullitt County resident Alan C. Davis, was also a pilot.

"My father flew with TWA," she said. "I knew ever since I could walk and talk that I was going to fly."

Thompson earned her license at age 19 through a college program, acquiring an Associate's Degree in aviation flight and a Bachelors Degree in aviation management.

Hettinger's flight path was much different, with a career in teaching and as a church musician, as well as being a mother.

"After the kids were gone, I remembered how much I wanted to fly as a girl," she said. "I used to keep a log sheet for planes flying over the house."

Hettinger took a solo trip to Alaska and enjoyed the flight experience. When she returned, she visited Bowman Field in Louisville to determine flight school costs. She eventually earned her license at age 55.

"It's a good idea to do it when you're young," she said. "But if you want to do it when you're older, just do it."

Lila Sheehan, a 99s Bluegrass Chapter member from Okolona, earned her license in 1976, trained by World War II pilot Jack Thompson. She said flying then was much different, without the aeronautical cockpit improvements.

"The duct tape held the plane together sometimes," she joked. "You may not have had all the instruments. Now there

are more college programs existing today. There's an entire program at Eastern Kentucky University. All I had was a book and my flight instructor."

The ladies all managed to come across the 99s at some point in their careers, all happy to join their comrades in flight.

"When I got my license, I didn't know what to do with it," Hettinger said, "I talked to a 99s member and then joined. I wanted to know where the people who fly are."

Sheehan's college roommate was the daughter of Rose Will Monroe, also known as Rosie the Riveter, a female pilot who helped build B-24 bomber planes during World War II. Monroe's home flight base was in Lanesville, Ind.

"I heard all the stories and I thought it would be fun," Sheehan said. "I never got to go up with Rosie, but I went to Bowman Field one day and told a pilot about Rose, and he knew her, so he took me on a flight."

According to Sheehan, the pilot let her take over the controls at many moments during the flight, believing her to be a pilot due to her association with Rosie.

"I was just loving every bit of it," she said. "He thought I could do all these things. I'll never forget, after we landed, and I told him I'd never flown before, he just turned white."

Sheehan's original intent was to fly commercially, but she didn't have a lot of knowledge about the career. She admitted the 99s group would've helped her with further research at the time.

"I went to an airport function and I saw their booth," Sheehan recalled. She then learned that there were many female pilots throughout aviation history.

Hettinger noted that Amelia Earhart was a 99s co-founder and its first president. Sheehan said the international 99s were responsible for maintaining the Earhart Birthplace Museum in Athison, Kansas.

"We're trying to raise that awareness through the 99s," Hettinger said. "We try to promote the history as well as the networking support for women pilots."

Hettinger reiterated the 99s mission of promoting the advancement of aviation through education, scholarships, and mutual support while honoring history and sharing the passion for flight.

Sheehan mentioned group fundraisers, including a Girl Scout camp each March and the bi-plane rides featured annually in Bardstown. She said monies raised were implemented toward education and scholarship funding.

"Our chapter always contributes to the national 99s school fund," Hettinger said. She mentioned the local 99s recognized students at Shawnee Academy in Louisville and Prosser Career Education Center in New Albany, Indiana, both of which host aviation programs.

According to Hettinger, group members have discussed adding scholarship funding to Assumption High School in Louisville, an all-girls' school, as well as the North Bullitt and Bullitt Central College and Career Readiness Centers, both of which added the Air+Space programs this year.

"We have several members from (Air+Space)," said Thompson. "It's hard, and expensive, for individual schools to host such a program. This is a different model, and it has been fabulously successful. Finding the (aviation) jobs is tough, but this keeps available options open for students. I had to wait until college. I would've been all over this."

Thompson reminded that there were many other ways to pursue an aviation career other than being a pilot, which the Air+Space Program helps to promote.

"You can work for the airlines without flying," she said. "You can use your experience in many other ways. One member flies animals to no-kill rescues in other states. There's lots of way to use your educational experience that doesn't have to be commercial aviation.

The local 99s also assist female students attending the ECU aviation program, along with tuition funding for participants of aviation summer camps sponsored by the Kentucky Aviation Museum.

The ladies encouraged all young people, male or female, to consider the profession. Thompson said the Bardstown event at Samuels Field was a great way to research potential interests.

"You can do this first and see if you like it," she said. "You get to be in the cockpit of a little plane."

Thompson added that you don't have to be an airplane pilot to become a 99s member. She mentioned members flying gliders and fixed wing vehicles, roto-craft such as helicopters, even hot air balloons.

For further information on the 99s visit their official website, www.ninety-nines.org. More information on the Kentucky Bluegrass Chapter can be found at ninety-nines.net/ky-bluegrass.

Article 4:

AVIATORS RECALL HIGHFLYING DAYS IN LEXINGTON

February 20, 1984 | Lexington Herald-Leader (KY)

Author/Byline: Bettye Lee Mastin Herald-Leader staff writer |

Page: D1 | Section: Lifestyle

When Lexington pilot Omer Broaddus gets together with former flying buddies, they talk about bluegrass fields.

Not Blue Grass Field, dedicated in 1946 and now called Blue Grass Airport, but bluegrass fields, the roughly smoothed meadows that were Lexington's first official airfields.

Broaddus -- a pilot for 50 years who is still flying -- and former pilots Swope Loughridge, Coleman D. Callaway, Roy Shannon and Steve Karsner got together recently to talk about the city's early aviation.

"That's all it was, just a bluegrass field," Loughridge said of Halley Field on Leestown Pike, where he became manager in 1929.

Loughridge can remember flying aeroplanes (the spelling at the time) that used regular automobile gas at 20 cents a gallon. He even flew them to drop roses on local sidewalks.

"A lawyer, the late Robert E. Lee Murphy, would pay me \$10 to scatter red roses along Main Street," he said.

Now a retired contractor, Loughridge, 79, was 25 when he took over the city's first airfield in what now is Meadowthorpe subdivision.

"Halley Field's hangars were between 200 and 204 Boiling Springs Drive. I've got the records on all of that," Loughridge said.

Even with 20-cent gas, Halley Field -- also called Lexington Airport -- wasn't profitable, "and the city wouldn't give any money at all," Loughridge said.

Lexington had seen its first flying machine seven years after the Wright brothers' 1903 flights. In 1910 Canadian J.A.D. McCurdy flew a Curtiss biplane that he transported in sections. Aviation was so new that the two-year pilot was called America's fourth most experienced flier.

McCurdy flew from a 200-by-50foot strip at the Red Mile Trotting Track.

The late Sherley Lyon, owner of the city's first private plane, later used "the old Ashland Golf Course, now Idle Hour, until

they got after Sherley for tearing up the fairways," Broaddus said.

As a result, an "official" airport began in 1925 or 1927 at Dr. Samuel H. Halley's Meadowthorpe Farm. The rent was \$100 a month when Loughridge managed it.

The next airport, Coolmeadow at what now is Fasig-Tipton Kentucky Inc. on Newtown Pike, had cheaper rent in 1930.

"It was \$1 per year because old Blythe Anderson, who owned the land, loved planes so much," Broaddus said. Anderson leased part of his Glengarry Farm for one of the "most modern city airports of its size in the country," the Lexington Herald said.

Coolmeadow was also named Municipal Airport, but the city "didn't do nothing, not a thing," said Karsner, who was 18 at the time and was eager to fly.

So Karsner -- who became a military pilot and the pilot for several Kentucky governors -- and others started work. He, Broaddus and their instructor used a Pontiac coupe to pull tree stumps from the field.

"WPA workers did most of the digging. We were straw bosses, but we dug, too," Karsner said.

Coolmeadow had a ridge in the runway "that we called Solo Ridge," Broaddus said. "By the time student pilots hit it, they'd have their speed up. They'd hit the ridge and bounce and be flying whether they wanted to or not."

Loughridge still has glass under one eye and goggles stained with blood from when he caught the undercarriage of his plane in a high tension line near Versailles. He broke his jaw and one passenger's nose but survived a shower of sparks from 33,000 volts.

Loughridge's newspaper clippings point out differences between today's aircraft and his Waco -- a make of plane he said was more familiar than Coca- Cola is now.

The Waco-10, which Loughridge later buried on the farm on Tates Creek Pike where he grew up, had no lights. One day he was en route to Louisville when darkness fell, and he had to land. He and his passenger caught an interurban train home.

Railroad fuses provided light in 1925 for international ace Col. Roscoe Turner "although I don't think he was a colonel at the time," said Coleman Callaway, who was 14 when he saw the ace. "Turner tied railroad fuses to a wire at the end of his plane and flew around town until they burned out."

Even parachutes weren't standard equipment. Roy Shannon, 75, a retired U.S. lieutenant colonel and former member of the French Foreign Legion, has a certificate signed by famous pilot Eddie Rickenbacker that lists Shannon as a member of the Caterpillar Club.

The exclusive club -- you had to save your life by bailing out with a parachute -- was to further the use of "this safety medium in the art of flying," the 1923 certificate says.

Shannon became a Caterpillar when he was a private with the U.S. Signal Corps at Scofield Barracks in Hawaii. His propeller broke after he released the first of two carrier pigeons. He released the second pigeon, bailed out and landed in a pineapple field. After the fact, he was scared to death, Shannon said.

"Half the early parachutes didn't open," said Broaddus, who still doesn't trust them.

"You'd have to build a fire under me to make me use one," Loughridge said.

"I have no inkling to jump," Broaddus said. "If I can't fly it down, that's it."

A member of the 50-Year Club of people still flying after 50 years, Broaddus, 67, is in his 51st year of flying and has never needed a chute. An instructor in the Air Force and out of it, he has taught 475 people to fly.

"I've never had one scratch," Broaddus said, but his friend Karsner had many narrow escapes.

"I creamed a crop sprayer on some power lines. Out at Coolmeadow, a trainer jumped the chocks and ran into the gas pumps. Another time a Stinson quit on takeoff," Karsner said.

He and Broaddus once flew beneath old Clay's Ferry Bridge. Broaddus did loops around the first of the interstate's two Clay's Ferry bridges.

"Once I flew a trainer through a Coolmeadow hanger. Plenty room, 30 feet, but no sense. You do things like that when you're young. And foolish," Broaddus said.

Shannon was young ("I was 6 and a barefoot boy in Carlisle") when he saw his first plane in 1915. The pilot, Theodore "John" Stockman, died four days later at Elmendorf Farm, where he had parked his Curtiss Pusher, a plane that had the propeller in back.

"He started the motor, and it revved up and moved off the blocks. It pushed him into a gatepost and killed him," Shannon said.

No wonder that Karsner's mother was horrified when her son saw his first plane flying over Jacks Creek Pike. "I told her, O'That's what I'm going to be, a pilot.' She nearly died."

Callaway, 72, was 6 and growing up on Walnut Street when he and the late Arthur Webb "became nuts" about planes. And long before Callaway flew his own plane, he photographed the World War I and other aircraft still in use.

Callaway's snapshots have been rephotographed by Broaddus for a local museum that a 180-member history group hopes to establish.

"We're a group with a great idea but a horrible name, the Aviation History Roundtable," Broaddus said.

It's history he helped to make.

Article 5:

New historical marker now sits in planes' site at Leestown Road 'Lucky Lindy' among fliers who used City's first airport

By Jim Warren | November 25, 2014 | Lexington Herald-Leader (KY) | Page: 3A

Helen Evans was there in March 1928 when Charles Lindbergh took off from Lexington's Halley Field, and she was on hand Monday to help unveil a historical marker commemorating the city's first municipal airport.

The marker stands in the median of Boiling Springs Drive at Leestown Road, near where Halley Field was. Indeed, Boiling Springs Drive is said to have formed the airfield's runway.

Evans was 7 in 1928 when her father took her to the airport for a glimpse of "Lucky Lindy," the world famous aviator who had completed the first solo flight from New York to Paris the previous May.

Evans, now 94, remembers the excitement that filled the air.

"Mr. Lindbergh had stopped in Lexington to see Dr. Scott Breckinridge, who was a personal friend," Evans recalled. "It really was somewhat of a secret. But the word got out, and 2,000 or 3,000 people went out to Halley Field to see him take off."

Evans noted that Lindbergh was flying an exact replica of the tiny single-engine plane that he flew across the Atlantic to Paris. The original plane, The Spirit of St. Louis, is on display at the Smithsonian in Washington.

"I really don't remember much about Mr. Lindbergh," Evans admitted. "I do remember seeing the plane and thinking it was hard to believe that anything so small and fragile looking could have flown all that distance."

Halley Field was on Meadow thorpe Farm and was named for Dr. Samuel Halley, who owned the property. Planes landed there as early as 1921, but the airfield didn't officially open until May 28, 1927 - seven days after Lindbergh landed in Paris. It was dedicated in June 1927, and now is officially recognized as Lexington's first airport.

There was a second airport - at Cool Meadow on Newtown Pike - before today's Blue Grass Airport opened in 1946.

During its brief heyday, Halley Field offered air shows, flight training, sightseeing tours and a small air taxi service that flew passengers to Louisville, Cincinnati and other towns. The site reverted to farmland in 1934.

Officials say the idea of placing a marker to commemorate the airfield grew out of the publication this year of Blue Grass Airport: An American Aviation Story, a book detailing the history of aviation here.

A small crowd braved Monday morning's heavy winds to attend the unveiling of the marker. In addition to folks from the Meadowthorpe Neighborhood Association, a contingent

of students from Meadowthorpe Elementary School attended. Samuel Halley's grandson Sam Halley and his great-granddaughter Lyssa Halley helped Evans unveil the marker.

Evans remembers that when Lindbergh took off from Halley Field in 1928, many in the crowd thought his plane was going to hit some trees at the end of the airport.

Apparently, she said, a sudden wind gust caught Lindbergh's plane and almost caused it to crash.

Article 6:

Stratton Hammon and the beginnings of the Louisville International Airport

November 22, 2015 | Louisville Examiner (KY)

Author/Byline: Guy Montgomery; Louisville Historic Places Examiner | Section: Places & Faces

A previous post to this column touched on Addison W. Lee (a former president of The Louisville Gas & Electric Company), and the influence he had on the Louisville community. Among Lee's many contributions to The Derby City, he was instrumental in the expansion of the Louisville International Airport, which, at the time, was still known as Standiford Field. What may be less known to Louisvillians, however, is the fact that Stratton Hammon –the acclaimed local architect– was part of the U. S. Army Corps of

Engineers team that designed Standiford Field in its first, early days.

Hammon, a Louisville-native who was born in 1904 and passed away in 1997, is perhaps –as a description of Kentucky Houses of Stratton Hammon puts it– the most "revered residential architect [to have worked] in Louisville and Kentucky." After graduating from Du Pont Manual High School, Hammon pursued his future career in home-design at the University of Louisville's School of Architecture (though, according to his family, he actually designed his first house at the age of sixteen). Upon graduating, Hammon, twenty-six–years–old at the time, registered with the commonwealth as an official, ready-for-hire architect.

Hammon's architecture career, however, took an unexpected turn with the arrival of World War II. The architect joined the U. S. Army Corps of Engineers, and put his design-training to use by helping construct military airfields, one of which was the original Standiford Field. The airfield's origin can be traced back to 1941 when the Corps of Engineers installed one, four-thousand–foot runway for use by military aircraft. It was not until 1947 that the federal government relinquished control of the airport, and it became the hub for commercial flights that it remains today.

Hammon's involvement in the war, no less, would escalate. In 1944, he was a participant in the Allied invasion of Normandy, France known as "D-Day." Hammon's service within France subsequent to the successful invasion would

result in the French government bestowing on him their Croix-de-Guerre and Legion-of-Honor awards.

After the war, Hammon returned to Louisville and his career in architecture. Going into business with his son Neal, the two formed the firm of Hammon & Hammon in the heart of St. Matthews. While Hammon & Hammon is no longer in business today, with each flight to and from Louisville International Airport, Stratton Hammon's legacy lives.

Article 7:

This Week in History Dec. 3-7

December 4, 2018 | Owensboro Messenger-Inquirer (KY)

Author/Byline: Leslie McCarty For the Messenger-Inquirer |
Section: news/local

50 Years Ago

Dec. 3, 1968, air traffic figures soared sky high during the first week's operation of the new control tower at the Owensboro-Daviess County Airport last week. A total of 1,673 takeoffs and landings of private and commercial aircraft was recorded last week. A one-day record of 543 takeoff-landing operations was set on Sunday, Nov. 24. The first week's total averages out to 239 operations per day.