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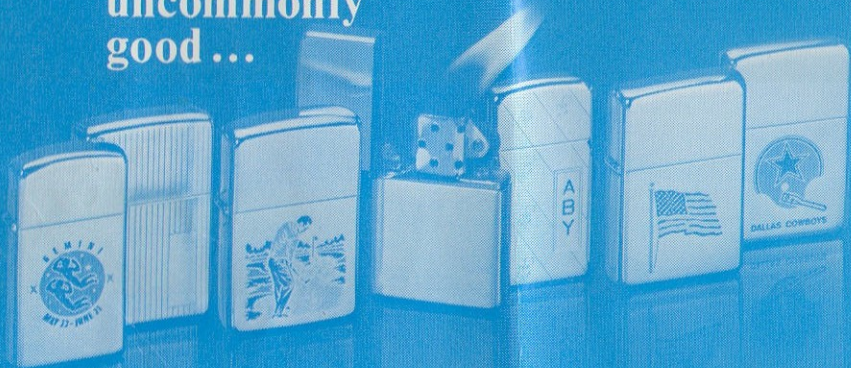


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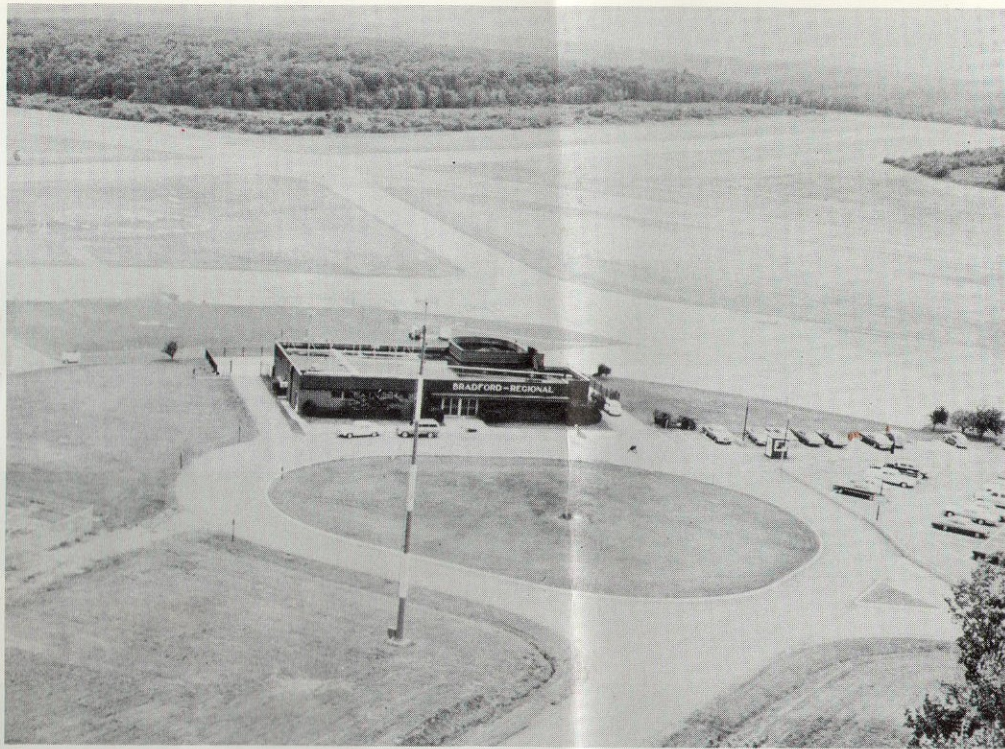
W. LeRoy Schneck (Warren)

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This Airport story book
was created and produced for
the Bradford Regional Airport Authority by
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Warren, Pennsylvania

September 1972



Panoramic view of airport facilities.

Physical Description

Other facilities include hangars for the storage of aircraft, fueling, both jet fuel and 80 and 100 octane, and maintenance service and parking for 150 cars.

Bradford Regional Airport is located on a thousand acre site off Rt. 59 in Lafayette Township in Central McKean County.

Valued at approximately \$9-million, the airport is constructed on a plateau 2,140 ft. above sea level.

There are two runways. The main runway lies northwest-southeast and is 6,500 ft. long and 150 ft. wide. It is equipped with high intensity lighting. A second runway lying northeast-southwest is 4,500 ft. long and 100 ft. wide.

An instrument landing system permits instrument controlled approaches making possible the use of the airport under a greater variety of weather conditions.

The airport terminal houses a lounge and restaurant, a commercial passenger service counter and an auto rental service.

The Federal Aviation Authority maintains a flight service station which operates 24 hours a day.

History

During World War II when the United States' rapidly expanding air force required the establishment of more land facilities, the federal government selected a site near Mt. Alton in McKean County for an emergency landing field.

Land was cleared and runways built, but the war ended before the field was commissioned. With the surrender of Germany and Japan, the new airfield became a surplus item and, during the mayoralty term of Dr. Hugh J. Ryan, the City of Bradford purchased it from the Army Air Corps. Ralph T. Zook was the prime mover in establishing this airport facility.

Passenger service was inaugurated as early as September of 1948, but the terminal was not completed and officially opened until July 1, 1949. The first commercial service was provided by United Air Lines. Shortly after its incorporation, Allegheny Airlines took over passenger service at the airport, a job it still performs.

Private individuals and industries joined the City of Bradford in preparing the airport to serve as a commercial terminal and in its early operations. After a short time it became evident that airport costs were too large for the city alone and McKean County joined in its operation. The airport became known as Bradford-McKean Airport.

With the proposal of a major improvement project in 1967, the local share of the cost indicated a need for an even larger base of tax support. At the suggestion of the Federal

Aviation Administration, it became a four-county regional airport operated by an Authority composed of McKean, Warren, Elk and Cameron Counties. It was renamed Bradford Regional Airport.

The history of the airport at Mt. Alton generally parallels the emergence of air transport to its current preeminence. In less than 30 years it has undergone a metamorphosis — first a military installation, then a city and county airport and now a regional resource.



Airport Authority

Bradford Regional Airport is operated jointly by four counties — McKean, Warren, Elk and Cameron. Its administration is handled by a regional airport authority, a board made up of representatives from each of the counties. Authority members are appointed by the county commissioners of their respective counties.

The airport became a regional facility and the authority came into existence in 1967 in a move to expand the base of tax support and facilitate acquisition of funds to pay the local share of a large capital project, the lengthening of the main runway.

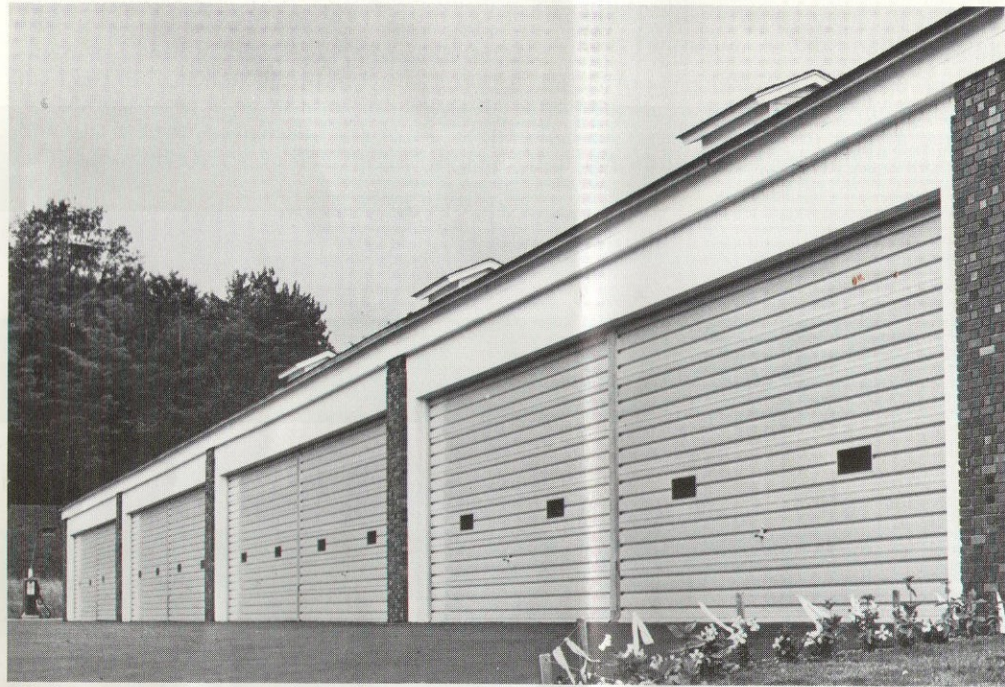
Contributions to the airport by each county are determined by county size and an estimate of its usage of the facilities.

Since its inception, the authority has received more than \$300,000 from the four counties. About \$250,000 of this has been spent for capital improvements. This figure represents about 20 per cent of the total value of airport improvements since, on an average, 80 per cent of the cost is paid by the federal government.

The list of the authority's accomplishments in the first five years of its existence include the enlargement of the main runway from 5,000 to 6,500 ft. in 1968 and 1969, installation of an instrument landing system in 1969, a high intensity approach lighting

system in 1970 and a hangar modernization and blacktopping project in 1971. A land clearing operation has also been undertaken. Among projects currently being contemplat-

ed by the authority are resurfacing the secondary runway and aprons, seal coating the main runway and modernizing the terminal building.



Modern storage for general aviation.

General Aviation

General aviation is a blanket term designating all aircraft operations other than commercial carriers. It includes every type of plane from small engine craft to large jets.

As one link in the chain of air facilities all across the country, Bradford Regional Airport is an asset to pilots based both in the immediate vicinity and at greater distances. General Aviation accounts for the bulk of flights in and out of the airport each year. In 1971 an estimated 5,100 transient aircraft made use of the airport. There were about 4,000 local flights, 3,300 aircraft were fueled and 2,200 instrument approaches.

Federal Aviation Administration statistics show that as of January 1972 there were 222 pilots in the four counties operating at Bradford Regional Airport with current medical certification from the FAA. This indicates the number of active pilots who have home addresses in McKean, Warren, Elk and Cameron counties with private student or com-

mercial licenses, air transport, helicopter and flight instructor ratings.

The airport provides a number of services and opportunities for flyers in the general aviation category.

Storage — T-hangers and an executive hangar. There are 26 airplanes based at Bradford Regional Airport ranging in value from a few thousand dollars to more than \$100,000.

Fuel — The airport supplies three types of fuel, 80 and 100 octane gasoline and jet fuel.

Instruction — The airport is an excellent facility for training student pilots. The instrument landing system makes possible training in almost all the available types of instrument approaches. The high ratio of pilots in the area with instrument ratings is indicative of the value of this service. The airport also receives considerable use by student pilots amassing cross country flying time.

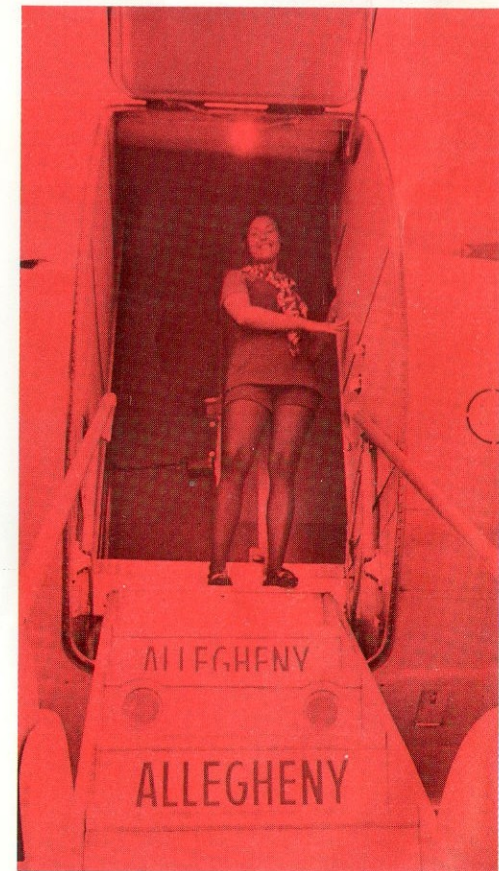
Maintenance — There is a full-time licensed aircraft and engine mechanic at the airport servicing airplanes based there and from numerous other fields.



Commercial Aviation. Passenger Service. Air Mail and Air Freight

The importance of Bradford Regional Airport to residents and businesses in northern Pennsylvania and southern New York is gauged by the degree to which they use its services — how much they depend on it for speed and efficiency in travel, freight shipment and movement of the mails.

Allegheny Airlines provides the commercial aviation services for the airport with an average of eight flights a day. In a year about 3,000 commercial airplanes land at Bradford Regional Airport. In 1971 there were 48,428 passengers boarding or departing Allegheny

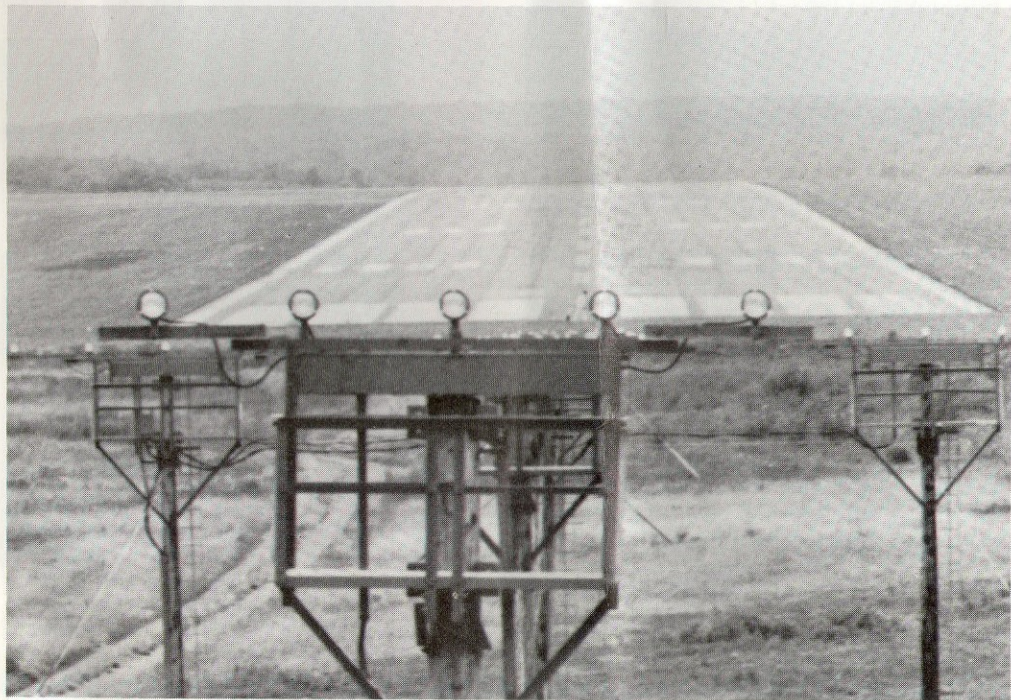


Welcome Aboard!

flights at the airport. Since it first opened more than 900,000 people have passed through the passenger gate.

The value of sending a package or letter air-mail greatly depends on the proximity of an airport from where it can be flown to its destination. A private contractor flies airmail in and out of Bradford Regional Airport twice a day five days a week. In addition, Allegheny Airlines hauls about 10,000 pounds of airmail per month.

Air cargo passing through the airport reflects the whole spectrum of products manufactured in the region as well as the particular needs of businesses and individuals. The great time advantage in shipping freight by air accounts for the volume of perishable goods handled in freight operations. In addition to the packages of industrial products there are flowers for bouquets, lobster for the dinner table, pets and laboratory animals. A total of 1,208,462 pounds of a huge variety of cargo was handled at Bradford Regional Airport in 1971. Through the first six months of 1972 revenue cargo weighed in 673,622 pounds.



Navigational aid for safe approach.



Flight Service Station

Flight planning. Pilots may receive assistance in plotting courses, determining mileages. Headings, radio frequencies and landmarks enroute are supplied.

In flight assistance. Pilots in the air receive via air/ground channels weather reports or full pilot briefings, register changes or cancellations in flight plans file flight plans.

Airport advisories. Before take off or landing pilots may call Bradford Radio and receive wind direction and velocity, favored runway or runway in use, traffic information and unusual field conditions if they exist.

Direction finding. An automatic direction finder installed in 1967 operates at a range of 40 nautical miles at 4,000 ft. Its range increases with elevation.

Instrument controlled landings for properly equipped aircraft.

The air service station resources invaluable in routine situations are even more important to pilots in emergency situations.

Recent statistics show the frequency with which the flight service station is called upon to render its services. In 1971 the station made 22,255 contacts with pilots, issued 16,437 advisories and 33,941 pilot briefings and were involved in the filing of 10,478 flight plans.

As a source for the latest information on flying conditions, navigational aid and flight planning, the Federal Aviation Administration's Flight Service Station at Bradford Regional Airport is a key factor in flying safety for pilots landing at or taking off from the airport or flying within the station's radio range.

Using an array of sophisticated equipment and a communications system which constantly updates weather information, a team of eight experts provide pilots any hour of the day with such services as:

Pre-flight briefing. This includes such information as current weather conditions, weather forecasts, frontal activity, wind aloft forecasts, advisories of potentially hazardous weather, reports of actual weather conditions reported by pilots flying in the area in question (PIREPS), operational status of navigational aids along the predicted route of flight, and conditions at the airport of destination.

Cameron County

Mountains and dense woodlands cover most of the 401 square miles of Cameron County in north central Pennsylvania. Formed in 1860 as the 66th county of the commonwealth, the lumber industry brought settlers to the area in the latter half of the 19th century. Cameron's large acreage of forested land gives it considerable recreation and conservation potential.

Cameron County's population is 7,096. More than 60 per cent of the work force is employed in manufacturing, a percentage that is almost twice the state average. There are 19 manufacturing establishments located in Cameron County paying wages and salaries of \$13,477,000 annually to a work force numbering 1,938. Annual production is valued at \$37,477,000.

The borough of Emporium located on Pa. Rt. 120 is the chief population center and hub of the county's economic activity. It is also the seat of county government.

Among the products manufactured in Cameron County are radio and television electron tubes, heating equipment, metal stampings, wire, and iron and steel forgings, sintered metal products, lumber and wood products and industrial machinery.

Cameron County is bordered by McKean, Potter, Clinton, Clearfield and Elk Counties. Its principal roads are State Rts. 120, 46, 155, 555 and 872. The Bradford Regional Airport is 36 miles from Emporium.

The area was the scene of considerable Indian activity before the coming of the white man and many traces of their presence have been uncovered in archeological excavations.

Sinnemahoning is the location of a quarry of Pennsylvania Greenstone, a flagstone much prized for its durability, which has been used in numerous memorials and public buildings across the land.



(L to R) Cameron County Commissioners Joseph Newton, Francis J. Higgins and Erwin L. Murray. Mr. Murray is a member of the airport authority.

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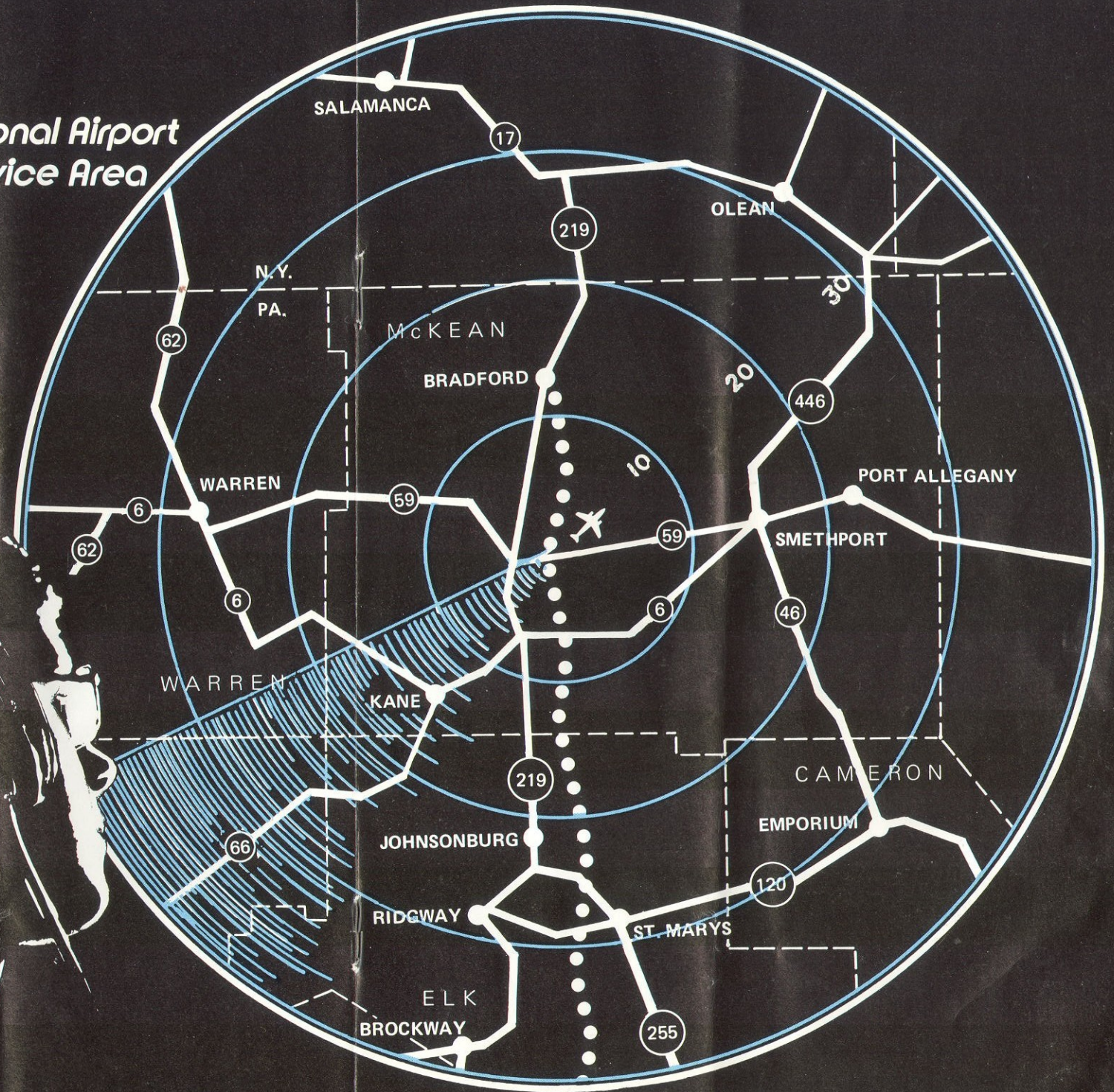
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EMPORIUM, PA. 15834

Bradford Regional Airport Service Area



Recommended Corridor
For 219 Expressway

Elk County

About 92 per cent of the county's 806.8 square miles is covered by forest. The north-western section of the county, about 21 per cent of its total area, lies in the Allegheny National Forest. An additional 11.5 per cent is designated as State Game Lands. Also within its borders are Elk State Forest, the East Branch Clarion River Reservoir and two state parks, Elk and Bendigo. The development of outdoor recreational areas is increasing the importance of the tourist business.

The county was named for the elk which once roamed there. Almost a half century after the native elk had been extinct, a number of elk were introduced from Yellowstone National Park. The only herd of these animals in the Eastern U.S. is thriving today in the Elk-Cameron County area.

Major Roads through the county are U.S. Rt. 219 and State Rts. 948, 66, 120, 255 and 555. Bradford Regional Airport is 43 miles north of Ridgway.

The communities of Ridgway, Johnsonburg and Saint Marys form a triangle in the center of Elk County and comprise the heart of the county's industrial and economic activity.

Area residents are employed in plants manufacturing paper, carbon and graphite products, electric lamps, dyes, veneer and asbestos. Elk County, with a population of 37,770 is home to 61 manufacturing firms employing 7,950 persons. Annual wages and salaries total \$55,716,000 and the value of production is \$176,030,000 per year.

Elk County was organized in 1843 and shares borders with McKean, Cameron, Clearfield, Jefferson and Forest Counties. Ridgway is the County seat.



STACKPOLE

- St. Marys, Pennsylvania
- Kane, Pennsylvania
- Johnsonburg, Pennsylvania
- Raleigh, North Carolina
- Farmville, Virginia
- Lowell, Massachusetts
- Toronto, Ontario



(L to R) William H. Cramer, Vice Chairman, Authority; Thomas G. Gorman, County Commissioner; Frank L. Kuntz, Chairman, County Commissioner; Dean J. Williams, County Commissioner; Harrison Stackpole, Authority Member.

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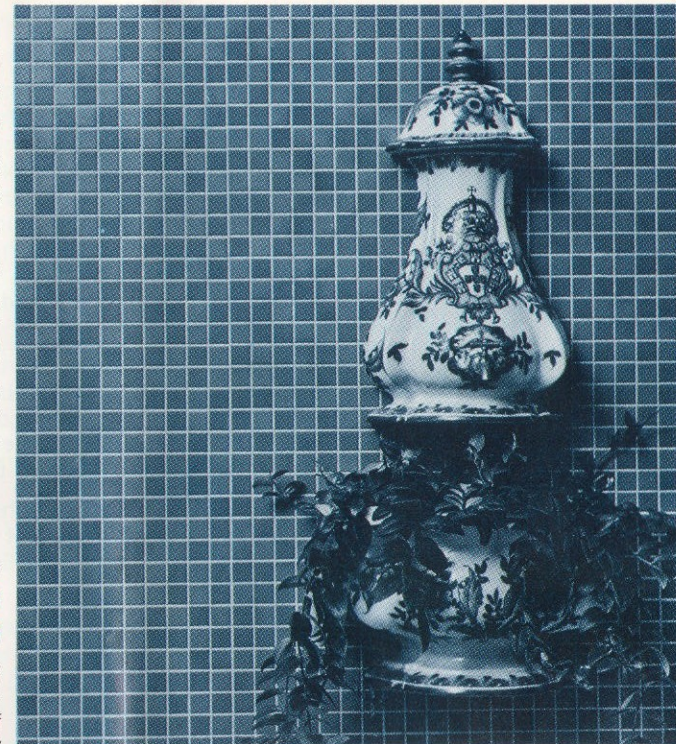
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Nearby Allegany is the home of St. Bonaventure University.

Olean is surrounded by year round recreation sites. These include 7 golf courses, Allegany State Park, Allegheny Reservoir, Cuba Lake, Rock City Park, seven ski slopes, municipal swimming pool and stadium and eight public parks.

Olean

Olean is the largest city and industrial center of Cattaraugus County in southwestern New York State. Located at the junction of Rts. 16 and 17 in the eastern part of the county, Olean has a population of 19,169. Cattaraugus County population is 82,592.

The work force in the Olean area totals approximately 36,000. Of these 10,700 are employed in industrial production of a wide range of goods. Items manufactured include turbines and compressors, capacitors, resistors, electrical components, ceramic tile, protective devices, nitrogen compounds, epoxies and resins.

Citizens of Olean are served by two hospitals with a total bed capacity of 287. Communications in the community include a daily newspaper, two radio stations and a television cable carrying 13 stations.



City Building

The Bradford Regional Airport is located 32 miles south of Olean.

McKean County

McKean County, the site of the Bradford Regional Airport, lies in the center of the four-county area making up the airport authority. It is the largest of the four counties both in population, 51,915, and size, 997 square miles.

The terrain of McKean County is elevated with some points more than 2,000 feet above sea level. Oil production in the Bradford fields began shortly after the close of the Civil War and remains a source of Pennsylvania Grade Oil. Several million barrels of crude oil are produced annually and two oil refineries are in operation in the county.

McKean County's largest centers of population and commerce are Bradford and the surrounding townships of Foster and Bradford, the borough of Kane in the southern portion of the county and Port Allegany in the eastern. Smethport is the county seat.

McKean County industries produce a variety of goods including fabricated metal products, gasoline and motor oils, stone, clay, glass and concrete products, electronic components, machinery, carbon products, cutlery, cigarette lighters, corrugated boxes and furniture. The county's 93 manufacturing industries produce goods with a value of \$197,376,000 annually. Wages and salaries totaling \$51,766,000 are paid each year to a work force of 7,368.

The western part of McKean County lies in the Allegheny National Forest, The Kinzua Dam and Allegheny Reservoir are just west of the county line and have had a large impact in vacation and tourist oriented businesses.

Bradford is the home of a branch campus of the University of Pittsburgh which is undergoing a \$12-million expansion and building program.

The principal roads in McKean County are U.S. 219 and 6 and State Rts. 59, 46, 146, 646, 155 and 44.



(L to R) McKean County Commissioners Raymond Curtis, Mrs. Loretta Harrington and Russell Weston, Mr. Weston is also an authority member. Oscar Benton, authority member; Bennett Friedman, authority solicitor; and F. Wayne Fesenmyer, authority chairman.

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BRADFORD



*Ray
Johnson*

AIRPORT MANAGER

The task of keeping things running smoothly day after day at Bradford Regional Airport is the responsibility of Airport Manager Raymond Johnson. A career as a pilot over a span of 36 years qualifies him to know what both the public and the pilot expect in the way of service. A native of Bradford, Mr. Johnson began his flying career at Harri Emery Airport in Bradford in 1936. After a two-year stint as an instructor in the Civilian Pilot Training Program at Niagara Falls, he joined Trans World Airlines as a commercial pilot, flying domestic flights for TWA for ten years. Next followed twenty years as an executive pilot for Forest Oil Co., a position he left to manage the airport in June 1971.

*Joseph
Alexander*

CUSTOMER SERVICE MANAGER

Joseph Alexander is Customer Service Manager for Allegheny Airlines at Bradford Regional Airport. He took over the spot in May 1972. As coordinator for company operations at the airport he heads a staff of eight Allegheny employees. Mr. Alexander began his career in Airline passenger service in Chicago in 1961. He has held customer service manager posts in Danville, Ill., and Bloomington, Ind. Mr. Alexander is a native of Winslow, Indiana.



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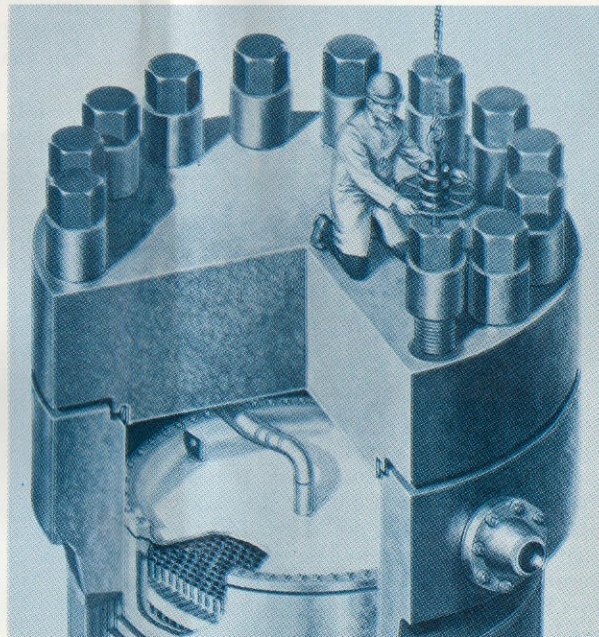
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Warren County

of the Allegheny River and Conewango Creek, and in Pleasant, Conewango and Glade Townships which surround it. Warren is the county seat.

There are 84 manufacturing establishments operating in the county with a total employment of 5,993. Yearly wages and salaries amount to \$48,249,000 and annual production is valued at \$162,993,000. Items of production include petroleum products, rubber, plastic, wood and primary metal products, metal fabrications, machinery and electrical equipment.

The Kinzua Dam ten miles east of Warren impounds the upper Allegheny river creating a lake 27 miles long in the northeastern corner of the county. Recreational developments on and around the reservoir have created a boom in tourist business for the county.

The principal roads in Warren County are east-west route U.S. Rt. 6, north-south U.S. Rt. 62 and State Rts. 59, 957, 69 and 337. Bradford Regional Airport is 32 miles east of Warren Borough.

Warren County, organized in 1800, is the oldest of the four counties operating the Bradford Regional Airport.

Located along the New York State line west of McKean County, Warren County was important historically in the eighteenth century as land contested by the French and British in the French and Indian War and as the scene of action by an expedition of American Revolutionary soldiers in 1779.

The county covers 916 square miles with about 40 per cent of its land area lying in the Allegheny National Forest. The Allegheny River runs through the county from northeast to southwest. The nonlevel terrain of the northwestern part of the county supports a farm economy.

The population of Warren County is 47,682. The major concentration of residents is in Warren Borough, located at the confluence

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