

Business Aircraft Volume Is Climbing

By FRANK LESLIE
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Tulsa's dual Municipal Airport arrangement—providing separate facilities for general and commercial aviation—has had a fine reception from private and business aircraft users the past 18 months.

In late 1961 the new terminal facilities were opened and since then have mainly served commercial aviation interests.

At that time the Tulsa Airport Authority decided to turn the old terminal building into facilities aimed at handling general and business aircraft operations.

“Since the decision was made,” said Pat Combs, airport manager, “business has developed faster than we really had anticipated it would.”

Combs said the public has been quick to accept the changes, and he said general aviation pilots have been most pleased at the split-operations which leaves the west side of Municipal pretty much for their use.

The old terminal—designated the Business Aircraft Terminal—is 80 per cent occupied now, said Combs, and general aviation operations have been on the climb in recent months.

“Prior to our changes,” continued Combs, “general aviation operations—excluding military—averaged about 8,794 movements each month.”

Each landing and each take-off is considered a movement in the records kept by the Federal Aviation Agency.

“During the past year,” said Combs, “the general aviation movements have averaged 10,205 monthly—a good indication transient pilots like the arrangements and stop here more frequently.”



—World Staff Photo

Business booms at Tulsa's general aviation facilities.

This also is reflected in the sale of aviation fuel.

Before the new arrangement was worked out, general aviation fuel sales to transient aircraft averaged about 37,000 gallons each month.

Since the separation of business and air and ground traffic, sales to transient planes have averaged about 55,000 gallons monthly.

The business terminal has

nearly 120 persons working within its walls. The biggest employer by far is the Federal Aviation Agency which pays annual rental fees of \$20,589 for the 8,690 square feet occupied.

The FAA's flight services station, its systems maintenance district office and its systems maintenance sector office are located at the BAT.

There are 23 city employees who handle the operations of the business terminal. Jack Mason

serves as superintendent of services.

Working with him in the field office are Cal Duncan and Troy Lane who handle business affairs and also serve as bookkeepers.

In addition the U.S. Weather Bureau has its equipment and personnel stationed in the business terminal.

Other floor space houses the cafe operated by Cecil Elifritz, Mid-Continent Airmotive Corp.

with L. E. Trout as branch manager, a barbershop, and Al Guthrie's flying service and his distributorship for the Aero commander twin executive plane.

This week a new business was being set up in the building's loading finger which also contains the terminal's field office.

Jack Richards Aircraft Sales, Inc., will start operations next week. The firm specializes in the sale of used aircraft.

“We've stayed real busy the past year,” commented Mason in discussing the upswing in activities.

“I guess our ramp and tie-down area can handle 35 planes, and during the year I think we've averaged having probably 15 here all the time.”

Municipal encourages the transient aircraft and does not charge pilots landing fees. If fuel is purchased here, overnight tie-down is permitted without any charge.

One item pointing up increased transient business is the sale of kerosene fuel for turboprop planes. “We've had lots of visits from F27s and Grumman Gulfstreams during the past year,” said Mason.

The sale of 100 octane aviation fuel also has risen. This is because the newer planes need it to power their bigger and more powerful engines.

“Our business is best reflected, though,” said Mason, “in the FAA figures for last year. Tulsa ranked as the eighth busiest airport in the nation in the general aviation category—and we would like to be seventh this year.”

STEER PRICES TURN UNEVEN

Hogs Move Sharply Higher for Week

Slaughter steer and heifer prices on the major terminal markets were uneven but hog prices were sharply higher according to the Federal-State Livestock Market News Service at the Tulsa Stockyards.

Poor day-to-day distribution of receipts and an uneven wholesale beef trade were factors influencing an uneven live cattle market. Slaughter steers and heifers closed steady to 50 lower, except steady to 50 higher at Chicago, Kansas City and St. Louis.

Cows and bulls were steady to 50 lower, vealers steady to 1.00 lower.

Feeder cattle and calves held steady at most of the Missouri River markers, but prices were steady to 50 higher in the Southwest.

Settlement of the meat cutters and handlers strike in the New

Wheat Mart Dips, Recoups Losses

CHICAGO (AP)—The decisive rejection by wheat growers this week of the government's proposed control program was a strong bearish influence in the futures trade but it was only temporary.

At the end of the week, all wheat contracts showed gains over a week ago as speculators talked of a possible scarce commercial supply in the final months of government price supports.

Rye and soybeans also moved up but corn and oats were mostly easier.

Trade in wheat was at its fastest pace in months on Wednesday as a heavy volume of scare selling hit the pit. It took all contracts down fairly sharply before speculative buying reversed the trend.

NEW YORK

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WheelSH pf5	2400	101	99	100 1/2 + 1 1/8
WhirlCp	1.60	153	49 1/4	47 3/4 48 1/4 - 3/4
Whirl pf	3.40	6	80 1/4	80
Wht Dent	1.80	16	41 1/4	40 41 1/4 + 1 1/4
White Mot	2	742	64 7/8	61 3/4 63 1/8 + 1 1/2
WhitM pf5.25	230	104 1/2	103 3/4	103 3/4 - 3/4
White Sew	52	9 3/8	8 3/4	8 3/4 - 7/8
WhiteS cv pf3	5	45	44	45 + 1 1/4
Whit Sew pf2	2	25 1/2	25 1/2	25 1/2 + 1/4

Nearly all the loss had been recovered before the close and prices remained generally firm thereafter.

The heavy selling, brokers said, apparently came from public speculators who may not have realized the market already had become adjusted to the possibility of a defeat for the government proposal. Moreover, they explained, the 1963 crop still must be government supported at \$1.82 a bushel.

The main riddle in the trade was how the adjustment eventually will be made between that support level and a doubtful one without any acreage control program.

At the end of the week, analysts had pointed out the possi-

BONDS SUFFER SHARP LOSS

Nervousness Laid to Federal Reserve

NEW YORK (AP)—A tremor ran through the government bond market late this week, and prices suffered their sharpest setback since early in April.

Declines for the week ran more than 1/2 point in a few cases. Many intermediate and distant maturities fell 6-32s to 12-32s.

Losses were more restricted in the short end.

Dealers traced the nervousness to actions by the Federal Reserve Board that were interpreted in some quarters as reflecting a move to tighten credit.

Such a tightening, it was reasoned, might lead to higher interest rates, higher bond yields and lowered bond prices.

The board reported on Thursday that it had lightened its portfolio of government securities by