

History of Aviation in San Jose:
From the Air Age
to
San Jose International Airport

**An Essay
Presented to
the California Pioneers
of Santa Clara County**

By
Brandon Macias
65 Wilson Street
San Jose, CA. 95126
(408)-286-1411



Table of Contents

	Page Number
Preface.....	5
The Air Age.....	6
A. Carter.....	7
John J. Montgomery.....	8
Montgomery's Interactions With Thomas Scott Baldwin.....	9
Roy Francis.....	11
Lieutenant John C. Johnston.....	12
Thayer Todd and Richard L. Pennington.....	13
San Jose's Aviatrix.....	14
Air Circus.....	15
Corporations Take Advantage Of Technology.....	16
San Jose Rejects an Airport.....	17
The Elevated Interest of Santa Clara Valley as a Military Base.....	18
The Role of Ernest H. Renzel, Jr.....	19
The Early Usage Of The Airport.....	20
Later Improvements.....	22
Airport Noise Monitoring System.....	23
Catastrophic Event That Faced Officials.....	24
The Airport as a Neighbor.....	25
A New Control Tower.....	27

Kids Port and Other Kids' Benefits.....	28
Terminal A.....	29
Road Improvements.....	30
Customs Moves In.....	31
Conclusion.....	32
Appendices.....	34
Notes.....	36
Bibliography.....	38

Preface

The Air Age of the 1900s ultimately produced San Jose International Airport which is an essential part of the Santa Clara Valley. It is the scene of diverse ethnicity and brings a wide variety of business and tourism. The San Joseans of the Air Age were dedicated and enthusiastic people who laid the foundation for the San Jose International Airport. Although San Jose Airport had a rocky start, "San Jose, however, never lost sight of its goal of a first class airport."¹ When Ernest Renzel first presented the idea, of a airport in 1939, the people of San Jose were determined to have the most productive and efficient airport in California.

It took the cooperation of the many pioneers like John J. Montgomery, Thomas C. Baldwin, and James M. Nissen, who were the pioneers that made it possible for the airport and the air age to exist. Today, many people of San Jose don't know that aviation was the heart of San Jose many years ago, and in that time it was on people's minds twenty-four hours a day. "When are we going to the Air Circus, Mommy?" was a often heard question.²

Often, people take an airport in a major city for granted because they are always in such a hurry; they don't stop to look and to see how important it is to the area. The future of the San Jose International airport is in the hands of enthusiastic citizens of the community. There are now thirteen airlines that operate at the airport; Alaska, America West, Delta, Mexican, North West, Sky West, Trans World, United, American, Reno Air, Reno Air Express and Southwest. With this diversity, the San Jose International Airport secures it's invincibility.

The Air Age

San Jose's Air Age during the 1800's was most likely brought on by the published stories of the ballooning experiments in France during the year 1783. San Jose's Air Age was developing at a steady rate. These events of ballooning took place one hundred years before the first flight of man. On October 9, 1900, Professor A. H. Hoff and Robert Earlston held several conferences discussing ballooning. In Los Gatos nine years later, they held a May Day Conference, located by Luna Park. These events took place more and more often, and soon they brought forth the Air Age. It didn't really matter where you were located in the city at that time. You were able to see the "gas bag flying" in every angle in the sky.³ The balloons developed in the 1900's had their problems however, and consequently the semi - rigid, self propelled dirigible gained increasing attention.

A. Carter

On November 19, 1909, a citizen of San Jose named A. Carter was in the process of building such a gadget, right outside the heart of San Jose. Dirigibles were much more powerful compared to the earlier balloons because these new awesome machines were self driven, rather than being powered by the wind. However, word got around to John J. Montgomery when he came to town for a visit and it seems that A. Carter wasn't the only one with the idea, as John J. Montgomery soon came into competition.

John J. Montgomery

John J. Montgomery, born in 1858, was a man obsessed with the structure of the bodies of birds. Montgomery began to build small gliders out in the Otay Valley. His goal was to build a glider that could sustain the weight of a man in flight. Montgomery is said to have started to build his wing - flapping gadget in 1883. Unfortunately, Montgomery thought that people would think he was a "Nut" if anyone saw him working on his experiments, so he kept them quiet. Consequently, no one realized that he was the first to experiment with gliders. The next glider he constructed had wings shaped like a sea gull's and he considered that it was able to carry a man. His assistant James helped him launch the glider which flew for about six hundred feet but then crashed, in a pile, beyond repair. As he continued his research of birds, he saw that he needed to learn more about the principles governing flight and the relationship between wing surfaces and air. Montgomery conducted a series of experiments and concluded "that a plane deflecting a fluid current produces a wave which crests directly above the plane, and therefore, all particles approaching the plane ascend and all particles leaving the plane descends,... is one having a gradually increasing curvature from the rear to the front edge."⁴ Montgomery was proud of his work and presented it to the Conference of Aerial Navigation and the men were pleased with his work. Octave Chanute was the one who impressed and encouraged Montgomery to continue his work. Montgomery, however, faced a problem he had been facing his entire life, money! He acquired a teaching job in Santa Clara in 1903, where he was relieved of some of his financial burdens. By this time he had arrived in San Jose, the city that was being developed around the Air Age.

Montgomery's Interactions With Thomas Scott Baldwin

Thomas Scott Baldwin met John J. Montgomery in 1903. Baldwin had established a lengthy credibility in San Jose. He is said to have built America's first dirigible and was recognized for flying with success over San Francisco in 1903. He worked on his balloon in 1903, from January through June, on the corner of the Alameda and Stockton Avenues in San Jose. Baldwin praised his eighty-five foot air ship, and spoke about it continually; he was described as an "outspoken man". Montgomery wasn't very impressed knowing he had conducted many experiments and had built a glider much more advanced than Baldwin's. However, Baldwin was very convincing and did get Montgomery to sign as a business partner. Montgomery must have been a trusting man to have given in to this partnership so fast. Montgomery worked on a new glider where he had solved the equilibrium problem that he had faced before and signed an agreement saying that Baldwin would take care of managing the exhibitions. Montgomery left for Santa Cruz to conduct more tests while assuming his secrets were safe with Baldwin. Baldwin was a greedy man, who wanted everything for himself, even if it meant cheating his friend. Subsequently he went to Los Angeles where he made plans to build a glider of his own with all of Montgomery's information and of course with Baldwin's name on it. When Montgomery found out he was infuriated. Baldwin left San Jose and never talked to Montgomery again.⁵

At this time the Air Age was beginning to accelerate more quickly. Montgomery's work fascinated young minds. Since Montgomery had introduced the glider to the people of San Jose, they began to look down upon Ballooning. Montgomery was still fascinated

with flying and every day grew a greater liking to it. Montgomery's work had already received local attention, and he now received nationwide focus upon his experiment of "basic flying"⁶. A local newspaper started to carry large illustrations of his gliders and of the balloons he had worked on previously. San Joseans in 1911 were so enthusiastic they would gather to watch Montgomery lift himself and his plane. He used a balloon to lift himself 2,000 to 4,000 feet. In his own elegant way he would then glide downward as the audience of the entire city cheered in amazement.⁷ As Montgomery had done his entire life, he started to experiment again, but this time to find a way to fly his plane without the use of a balloon. In about the year 1910 he came up with a plan to use wheels on his planes. The support for the wheels resembled a bush with no leaves. He decided to use grooved wooden rails making a track long and straight enough to allow the plane to get flying speed. Montgomery, a blunt man got into the pilot's seat on October 31, 1911, and did what no one had ever seen. He speeded down the hillside but unfortunately it proved to be his last flight experiment. Montgomery was barely airborne when the trunk of the plane stalled and crashed. His assistant lifted him from the crash. There was blood and gray pus running behind his ear. When the doctors arrived, they pronounced him dead. There was a thumb size bolt lodged in his skull. Montgomery will always be remembered as a major contributor to the Air Age of San Jose.

Roy Francis

While Montgomery had taken up all of the paper in the front pages there was little left to say about the other great flyers in competition with Montgomery. Roy Francis was born near what is now called Los Gatos. He had mastered engineering in practically all major fields: electrical, mechanical, and aeronautical. Since World War 1 was warming up, the military was about to take full advantage of his knowledge. The government then named him instructor, consultant, and compiler of the rules and regulations of the governments flying fields. During his service he set up about seventy-five air fields including the widely acclaimed Kelly Field in Texas. In 1930, he was appointed as the superintendent of the San Francisco airport, where he remained until his death in 1952.

Lieutenant John C. Johnston

Johnston, a friendly and easy-to-talk-to person, was locally known as "Johnny". Johnny brought a make-shift airport to San Jose in the 1920's, on a grain field, to the north side of Alum Rock Avenue between Capital and White Road. After receiving many complaints from residents of the obtrusive noise of his experiments, the residents eventually forced him to move his so called airport elsewhere. A few years later he had become a recognized and respected individual by the people of San Jose. He had made a tremendous number of flights, and charged \$1.00 for every minute in the air. He was a daring man, who held the first airplane funeral known at that time. An undertaker in January of 1920 helped Johnston tie the casket to the top of the plane's fuselage. Newspapers were everywhere the next day with pictures of how he "volplaned" the casket into the undeveloped part of the cemetery.⁸

Johnston was the first pilot of the valley's first regular air mail route in 1928. His first trip was between Oakland and San Jose. He became a pilot of the long distant routes which brought him popularity nationwide and was able to start the Western Aero Club. The Western Aero Club held the top pilots, mechanics, aviation students, and aerial engineers of Santa Clara County. "We had a lot of fun. I don't know whether we didn't have sense enough to be afraid, or what."⁹ Unfortunately, he died in 1932, in a plane crash located in Burbank California, which for him was his dream of where to be when it was his time.

Thayer Todd and Richard L. Pennington

Thayer Todd and Richard L. Pennington were friends with John Johnston in the military and were able to buy their plane at a discount. Todd and Pennington went into a partnership which fortunately was not like Montgomery's with Baldwin's. They built the "Pennington - Todd School of Flying" which was located on the "Albertson's berry patch" and later would be known as the San Jose Civic Center.¹⁰ When they opened they were an instant success, so much so that they were soon thinking about buying a second "ship" identical to the one they owned. Pennington was the first to carry the United States mail across the vast Santa Clara Valley. The Pennington-Todd company went through an embarrassing time as their planes were damaged in accidents which caused the people of San Jose to distrust the firm. They then went back to farming on their old air strip.

San Jose's Aviatix

A well known woman named Mrs. Lenore Fowler at that time was also trying to get things rolling in the community. The National Aeronautical Association convention was held in 1927, and she was the first woman to be a delegate. In 1929 she became enthusiastically involved in breaking records of her own and in the process broke national records. She was a strong woman with many ideas similar to Montgomery's. She and her husband would have early-day flying exploits in the Evergreen hill, area. The glider that she flew is now on the way to the Smithsonian Museum.¹¹

Air Circus

The people of San Jose felt the need for an air show since San Jose was without a county fair at that time. In 1922 the most premier aviation exposition took place on White Road. The most important promoter was Ivan R. Gates; he had unique characteristics of dress which included a tall top hat and a triple breasted suit. Since the board of directors had connections the event was able to have every type of plane imaginable. The great newspaper publicity attracted over 20,000 spectators.¹² There were all types of events including acrobats jumping from planes, men hanging from the wheels of planes and people telling stories of amazing flights in their "Liberty Engined De Havilands." One participant in the Air Circus, Thornton A. Jenkins, died during a performance when his parachute failed to open after he had jumped from a plane.

Corporations Take Advantage Of Technology

Standard Oil Company flew down a Ford Tri-motor Monoplane as an advertising gimmick in 1928. In 1928 F. V. Templeton became one of the first to fly it. Determined not to leave it parked and covered up, he flew it every chance that he could get. Once the word of San Jose's fascination with flying got down to Goodyear Rubber Company, they sent a blimp and it became a familiar sight to the residents of Santa Clara Valley during the 1930s.

San Jose Rejects An Airport

The people involved in private aviation in San Jose during the late 1920s felt it was important to have a city airport. But the homeowners of the city felt it was important that all aviation should be left at a private level and not be dependent on public tax monies. The voters of San Jose were dismayed by the idea, and during 1928 - 1929 a bond issue for a municipal airport failed on two occasions. The possible conclusion was that the people of San Jose had not planned well enough and didn't have enough voter turnout. If there were more homeowners voting for an airport they would have possibly felt more secure with the idea. Private aviators felt the existing private airport being used at that time was inadequate.

The Elevated Interest of Santa Clara Valley as a Military Base

On February 12, 1931, President Herbert Hoover signed a bill providing \$5,000,000 dollars to build a United States Naval Air Station in Mountain View. Three years later construction was underway. Thereafter when the construction was completed, it was named the home of the "Macon" (an aircraft's name).¹³ Not long after, the Macon crashed into the Pacific near Point Sur. In the meantime, Admiral William A. Moffett had made a large impact in the county and soon after his death, the official name of the station was changed to Moffett Field. The Naval Base had a dramatic impact on society in terms of aviation and names of popular aviators became a dinner time discussion.

The Role of Ernest H. Renzel, Jr.

Ernest H. Renzel, Jr., known to many as "Ernie" was an enthusiastic supporter of the idea of a municipal airport for San Jose. He was a former mayor of San Jose and chairman of the airport commission. Renzel formed a committee for the planning of the airport so he would have an idea of cost and placement. He then suggested the idea of a municipal airport to the "Citizens Central Airport Committee" on March 14, 1939. Its organization was supported by six fraternal and civic organizations. Many areas were discussed as a location of the proposed airport: the "Mary Ives Croker estate, stretching from Newhall Street to Brokaw Road between the Southern Pacific Railroad and Guadalupe River was obtainable at \$300 an acre, the Fillmore Tract at \$300 an acre, the San Jose Airport, King Road, at \$320 an acre, or Kampfen, at story Road, for \$400 an acre."¹⁴ The committee, after a long deliberation, finally chose the Crocker estate, which provided all the necessities and was available at an affordable rate. The committee had much power and advised the city to buy the estate. So in 1940 Mr. Renzel used his power to purchase 484 acres of land. There was not much resistance to his suggested 10 cent tax raise which the city imposed during 1941-1942 to obtain the finances to build the airport. Renzel justified his well made decision by later stating, "San Jose owns its airport; it pays all its expense, and, since it began in 1940, has never failed to pay into the city's general fund excess revenues amounting to millions of dollars. The airport is not a ballpark -- it is a tremendous economic base for San Jose."¹⁵ The San Joseans approved the city's master plan for the municipal airport in early 1942.

The Early Usage Of The Airport

The building process moved quite rapidly even though red tape caused continual delays. In 1947, Leo F. Piazza acquired the enormous job of paving the 1,900 foot dirt runway and also the parking apron, parking lot and the access road. While the airport was under construction, Mr. James M. Nissen was made airport manager in 1948. Nissen became overwhelmed with the progress of the airport, and with all of his ambition leased sixteen acres of the airport's yet unfinished land. He used this for his private use. Although much work remained unfinished the airport was finally opened February 1, 1949. Grand celebrations were supported by Southwest Airways which became the "regularly scheduled commercial passenger and freight service. This service provided six daily flights. "Usually, if we put on a half dozen passengers, it was a good load," Nissen said.¹⁶ "About 2,500 passengers used the airport in 1949."¹⁷ The flights were forced to double, and the small terminal building was inadequate, as staff numbers increased, and the passengers hurriedly rushed in and out of the building. Southwest was going through hard times. Consequently, they weren't able to keep up with their planes running on time, and the small runways limited the amount of weight that was able to be transported. The passengers didn't like being told how much baggage they could carry. The people of San Jose, however, were determined to have a first class airport. The city begged for federal funding to buy more land to expand the airport. Fortunately, the federal government helped the city out and gave them enough money to make improvement projects. Surprisingly, the San Joseans approved a 3.5 million dollar bond in 1956, with smaller bonds in the course of the year 1957 when many of the projects were completed. Later,

the federal government provided a grant of 3.6 million dollars for expansion of a new terminal, now known as Terminal C. The main terminal had a ground breaking ceremony on April 27, 1964, and opened in September 16, 1965. During this time the City Manager A.P Hammann and Airport Manager James M. Nissen were overseeing the projects to make sure that it received full attention, and when they were completed it proved that they did a fine job with over 6 million dollars poured into the projects. There is a bronze plaque on the wall dedicated to Nissen and Hamann at the airport terminal. There is also a bronze bust of Ernest Renzel Jr. in what is now terminal C.

Several airlines moved in not long after the completion of the building had taken place in 1965. Pacific Southwest Airlines was dedicated as the airline of San Jose Municipal Airport. Then came Air California, in 1967, which by moving to the airport opened flights to Los Angeles and San Diego. United Airlines moved in and opened flights to Denver, Chicago, New York, Detroit, and Philadelphia. This brought great success to the airport. Thereafter, Western Airlines promised San Jose a connection with Hawaii, and Continental agreed to come into the airport monopoly and provided flights to the Pacific Northwestern cities. People of the San Jose area were excited about the airport, but they didn't just want to ride in a plane - they wanted to fly a plane. This had been, after all, the dream of many for a long number of years. People were obtaining licenses at a steady rate. In April, 1965, Alice Wiesendanger received her pilot's license, at the age of sixty-four years, and was flying down to the mines of San Diego.¹⁸ People of all ages were interested in flying, and if they worked hard enough they were able to obtain their license.

Later Improvements

In 1968, reacting to pressure from the airlines, the city of San Jose agreed to lengthen it's runways. "They lengthened them to 8,900 feet long and to sustain a 300,000 wheel load."¹⁹ This now allows DC-8's and 707's to land with less stress for the maintenance crew. A twenty-four hour lighting system was added to exceed any improvement the city had ever made. A radio system and new fueling system were also introduced to the airport.

Airport Noise Monitoring System

The San Jose International Airport was the first to have a state certified Noise Monitoring System, which was introduced in 1972. The system is run by a computer which runs and operates fourteen microphones that are placed in the path of the planes in the community. At the site of the microphones there is a remote system that senses the sound level of the planes that pass overhead. Then once the information is taken the microphone sends back the information to the computer, the computer can now distinguish what is aircraft noise and what is the general noises of a metropolitan city. As the data is processed it computes the level of the noise and whether it is at a dangerous level. The computer is also able to record air traffic controllers and the aircraft crews which are used in training. The computer (when it is finished) can pinpoint the aircraft's flight path in about 100- 50 feet.²⁰ If the city or any official has a question about the flight operations of a specific aircraft, the computer will be able to bring up the information to the screen and identify the aircraft. The dates and times are also brought up for the official to see. This helps the efficiency of the airport since it is the eighth busiest in the nation at this point in time. In 1986 more than 5.6 million passengers went through the airport's boarding gates.²¹ This allows the airport to meet the state requirements.

Catastrophic Event That Faced Officials

In November 1991, American Airlines debated whether it should move its hub from San Jose International Airport. The City Council argued that it had done all it could do to help American stay and that it was now their decision. American eventually decided not to leave its thirty year contract that had been in existence for 13 years. If they had left San Jose Airport, a debt of 126 million dollars would have been imposed on everyone in the city, one that the City Council was sure not to obtain for the next year's budget. American Airlines had the power to pull out within thirty days which would have put the burden on the other airlines that probably would have been forced to leave because the cost for them to stay would have been too enormous.

The Airport as a Neighbor

For many years, there have been a number of complaints by neighbors regarding the noise level around San Jose Airport. Since San Jose International Airport is owned by the City of San Jose, the complaints about the airport go straight to the city council. In 1991 San Jose International Airport launched a program that would insulate the houses of 1,750 homes in five years at a cost to the city of 5.5 million dollars. The people of the Citizens Against Airport Pollution were happy that they were finally getting addressed. Russ McBrien, Vice Chairman of Citizens Against Airport Pollution, said, "This is a small step in the right direction"²². But he believes that, "Noise is better solved at the source."²³

After promising nine years ago (1982) to soundproof the homes of so many residents to make their lives a little more peaceful, "officials now admit the program has been a failure and says they are trying to come up with a new one"²⁴. They were only able to complete soundproofing fifty-three homes, and many residents complained about the poor quality of the work. Santa Clara Mayor Everett "Eddie" Souza said, "...some of the sound proofing work was poorly done and looked horrible."²⁵ The officials said they hoped to come up with a new program which has not yet been approved by the city council.

San Jose needed to expand in 1972 and the people at the south end of the airport were tired of the loud planes flying overhead every five minutes. This was the city's relocation program that made it possible for the residents of a majority of the south end of the airport to move out. The Airport made it possible so the city could assess the house a

little above fair market value, and helped the people move within 50 miles of the original location of their home.²⁶ This enormous project was completed in 1993.

A New Control Tower

Blind spots on radar were a plausible cause for a mid-air in 1981 collision for a plane that was on final approach to the San Jose Airport. The FAA says the workers knew the limitations of the equipment. A worker says, "It's not that we don't know the limitations. It's that we have been complaining for years about how we need new equipment as the planes get more advanced, but we need to be able to keep up with them." Mike Ruscoe said, "we have been totally unsuccessful in getting any changes."²⁷ Would this have been the last straw for the San Jose International to pour in millions of dollars to build a new tower or an excuse?

About one hundred people gathered on December 6, 1991, to celebrate the groundbreaking for a 3.3 million traffic control tower at the San Jose International Airport. It was paid for by the Federal Aviation Administration and will eventually replace the airport's original tower that was built at the start in 1957 for a bleak \$141,000. This drove the airport into the 21st Century. The newly - completed tower contains all new equipment and is located on the western side of the airport allowing for a much better view.

Kids Port and Other Kids' Benefits

The San Jose International Airport has moved into the 21st Century with Kids Port.²⁸ In San Jose Terminal C, children can check out a child size control tower, noise center, runway, sky bridge, and planes. American Airlines has a room especially for unaccompanied children which allows the parents to take a break. All of the airlines at the airport have, an adult policy, which requires an adult with identification, from the adult that departed the child at the previous airport, this allows for children's safety. The air attendants are also at the call of the children for any help or directions needed. San Jose Airport will take extra care to make sure a child is comfortable. The airlines have many special prizes for the children who fly the airline. San Jose International Airport also has video games in the terminals for them to play to help pass the time. They can also purchase gifts, souvenirs, and prizes. The airport provides brochures to entertain children because they can be challenging at times! The airport also provides child seats (car like seats) on the plane, available at the information desk. Most Information Areas carry bassinets. If not, they are at their finger tips. San Jose Airport provides nurseries in Terminal A and in the women's restrooms of Terminal C that have tables that allow you to change your baby. The planners realized that many of these objects were overlooked when the first plan for the airport was made, but that's why they have things called improvements. They have recently installed changing stations in the men's rest rooms also so that the father has an equal opportunity to change the baby. San Jose International Airport has many opportunities. San Jose is always looking for ways to enhance the flying experience of children.²⁹

Terminal A

Terminal A, which opened in February of 1990, brought a modern look to the Airport and cost the city a “whopping” 147 million dollars. The old Terminal C building had been in existence for twenty-five years and had supported all of the airlines. The new terminal allowed American, Reno Air, and Southwest Airlines to expand from the cramped 160,000 square foot Terminal C to the new 243,800 square foot building. This new sixteen gate facility allows the passengers a convenient place to park in a connected parking garage. The five rental car agencies permit tourists and business executives the freedom to rent a car in a matter of minutes instead of hours. This expansion of the airport increased the efficiency so more airlines and passengers can arrive and depart on time. Although Terminal A and Terminal C are not connected, there is a shuttle that links the two terminals together. These expansions allowed the airport to employ 6.7 percent of the working people in Silicon Valley which increases San Jose International Airport’s economic position.

Road Improvements

As a result of the number of complaints it was receiving about how congested the traffic was on the road that leads to and around the airport, the airport widened its roads in 1991. But of course this would upset the people who had spent the last twenty-five years watching the planes fly overhead in a make shift observation area at the south end of the airport. The observers were able to drive up onto the dirt road with their children and their grandparents to see the 737's and private planes fly over. But in October of 1991, when they widened the road the people noticed big "No Stopping At Any Time" signs that they never expected. Airport officials remain confident in telling the citizens of San Jose that they will have a new observation deck soon. It will be able to hold twenty cars and it is being planned for use at the southwest end of the boulevard. Unfortunately, the officials don't have the estimated \$45,000 dollars it needs to start the project. Marilyn Mora an administrator of the airport tells us that they, "will work on it in July 1, 1992, we'd really like to do it."³⁰ Hopefully, the project will be complete and not determined a flop like the soundproofing project.

Customs Moves In

In 1995, American Airlines planned to drop its San Jose Service to Tokyo, but the U.S. Treasury Department intervened as it plans to eventually make San Jose International Airport an official port of entry. When the final plan is made, it will allow for San Jose Airport to expand its air cargo business and international flights which means that luggage wouldn't have to be flown or driven to Oakland or San Francisco first to pass through customs. This is a crucial part of an International Airport. The implementation of customs will possibly drop the price of imports coming into San Jose. Hopefully, in the coming months a Direct Port will be added. American Airline's San Jose to Tokyo flight brings in an annual 200 million dollars. Consequently it would be an enormous downfall for the economic status of Silicon Valley if these flights were to be deleted from American's itinerary. Approval of this project is expected to come soon.³¹

Conclusion

The San Jose International Airport and City of San Jose work together to make San Jose a productive metropolitan city. It is estimated that the population of the city will be one point five million residents in the year 2000.³² The estimated passenger arrival and departure is to be at fourteen million in the year 2000, which is an outrageous growth compared to when it first opened with only about 20,000 passengers.³³ The airport allows employees to fly into the heart of Silicon Valley, which saves them time for important business meetings; instead of driving for forty-five minutes to and from the San Francisco Airport. This is a great advantage to the businesses, the museums, and local businesses that rely on residents and tourists for their business. The airport is directly responsible for the ethnic diversity in San Jose that it brings every year. With Santa Clara County being the wealthiest county in the nation you could hardly expect less than a high tech, efficient and helpful airport. This airport not only serves the city of San Jose, but also serves the immediate cities and towns to the south, east, and west, like Los Gatos, Morgan Hill, Santa Cruz, and Monterey. Ralph Tonseth says that "all this has translated into a positive direction for the airlines and one that indicates that we're willing to work with them."³⁴

Ralph Tonseth says that "our goal, as they say in the computer industry is to be user friendly."³⁵ The airport staff has provided it's support for the airport and has come up with so many ways for kids and business workers to adapt to a departure or arrival, like its food area in the new Terminal A. It has a Mc Donald's right in the gate area for their convenience. The Airport provides free shuttle service for transferring flights that only take five to ten minutes each way. This is one reason that the San Jose airport is so

exciting to come to. They look out for the user of the facility, not the profits of the airlines. The San Jose International Airport is so profitable because it has so many connecting flights that allows for more flights out and into San Jose. Since San Jose Airport has a balance of airlines instead of one major hub it allows the airport to have a good balance of service. Reno came into San Jose airport as an unstable company not knowing how it was going to take over and rent America Eagles flight and gates, but the transition has proved to be the most effective of all the decisions made by any airline and airport. All airlines working with the airport have proved to be equal opportunity employers.

Since A. Carter showed us his new balloon and Montgomery provided us with his outstanding research of aviation, to the modern San Jose International Airport it works as mutual reliance with the people of the community and people of the airlines. Just as airlines bring people into San Jose, the air age brought the airport into San Jose.

John J. Montgomery and his associates. From left: Justice W. G. Lorigan, Frank Hamilton, John J. Montgomery, and Dan Maloney.

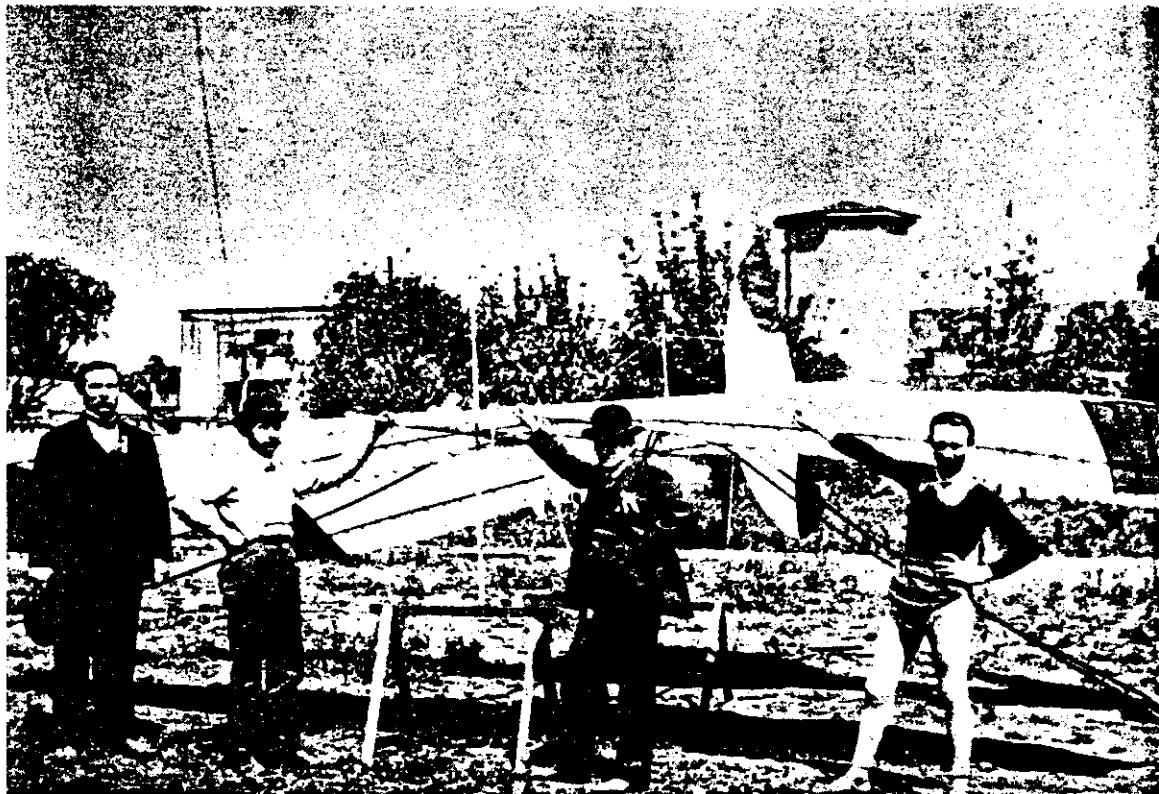


Photo from Rev. A. D. Spearman, S.J., University of Santa Clara

John J. Montgomery's glider that took his life.

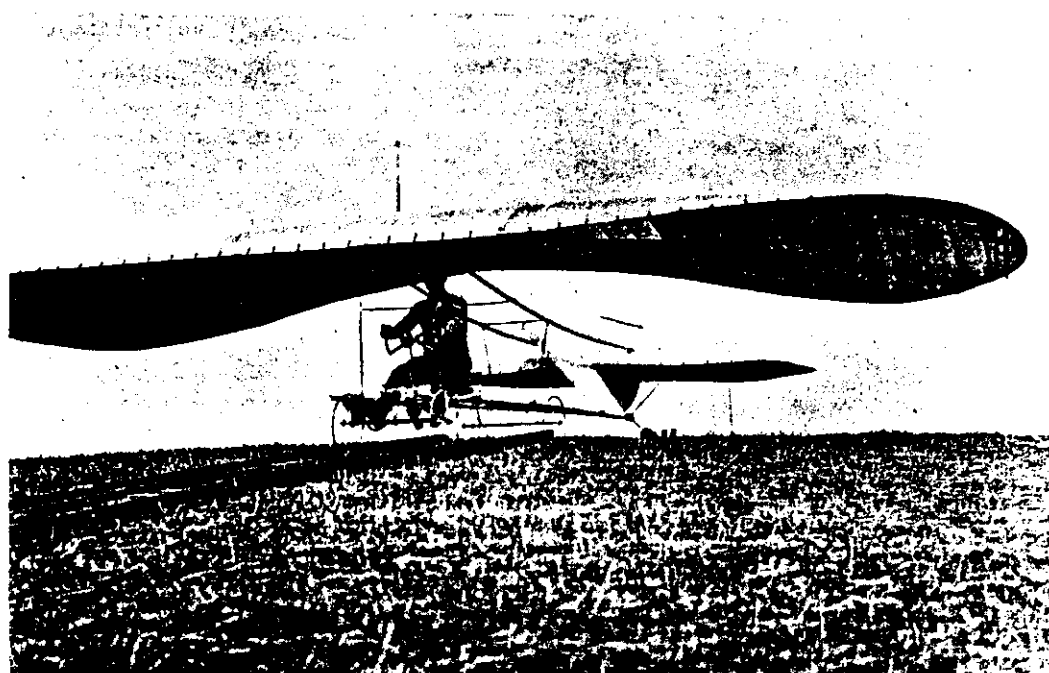


Photo from Rev. A. D. Spearman, S.J., University of Santa Clara

On left: Roy Francis

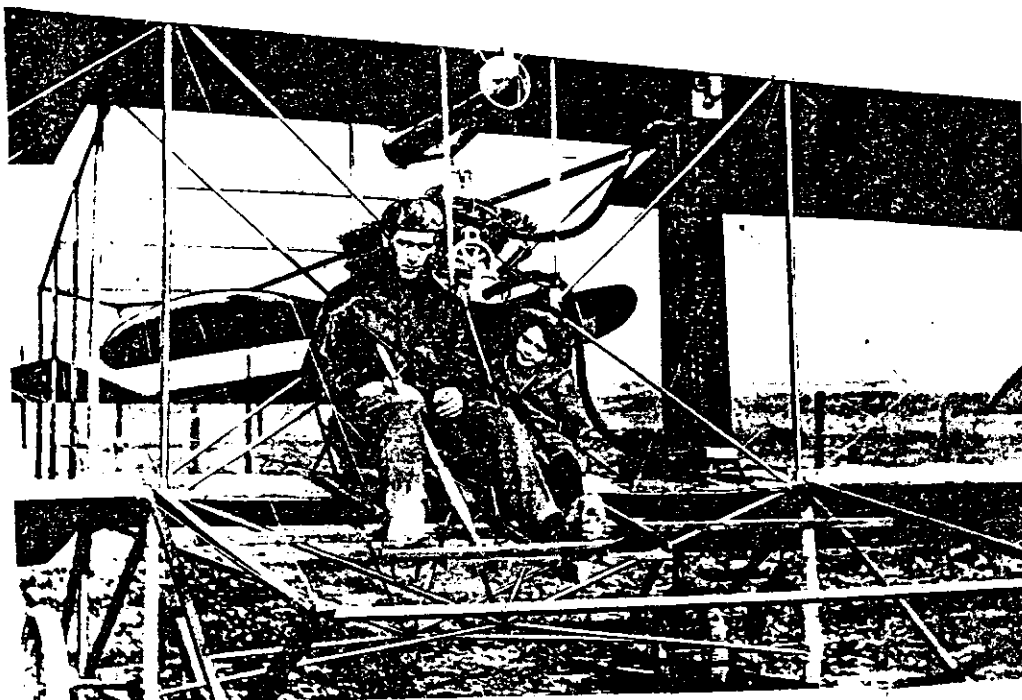


Photo from Rev. A. D. Spearman, S.J., University of Santa Clara

Lenore Fowler



Photo from San Jose Mercury News.

James Nissen



Photo from Ron Burda, San Jose Mercury News.

Notes

- ¹Mercury News Staff and Wire Reports, San Jose Mercury News Paper, p. 15 D.
- ² Frank Sweeny, Flier Flocks With An Elite Group Of Aerial Heroes, p. 6B.
- ³ Clyde Arbuckle's, History of San Jose, p.467.
- ⁴ S.J. Spearman, John Joseph Montgomery, Father of Basic Flying, p. 52.
- ⁵ Ibid., p.48.
- ⁶ Ibid., p. 49.
- ⁷ Clyde, Op. Cit., p. 469.
- ⁸ Ibid, p. 470.
- ⁹ Leland Joachim, San Jose Mercury News Paper, p. 1A.
- ¹⁰ Harry Harper, The Evolution of the Flying Machine, p. 51.
- ¹¹ Lenore Fowler, San Jose Aviatrix Dies At 74, p. 1A.
- ¹² Harry Farell, San Jose and Other Famous Places, p. 26.
- ¹³ S. J. Spearman, Op. Cit., p.53.
- ¹⁴ Clyde, Op. Cit., p. 471.
- ¹⁵ Leigh Weimers, Movers, Shakers Start '94 Off With Change of Pace, p. C.
- ¹⁶ Frank Sweeny, S. J. Radar Blind Spots Revealed, p. 1B.
- ¹⁷ Administration Marketing Officers, Quick Facts San Jose International Airport, p. 10.
- ¹⁸ Mercury News Staff and Wire Reports, Into the Yonder, p. 1A.
- ¹⁹ Ibid., p. 7.
- ²⁰ Administration Marketing Officers, Op. Cit., p. 10.

-
- ²¹ Ibid., p. 12.
- ²² Jean Deitz Sexton, Valley Inventing the Future, p. 256.
- ²³ Frank Sweeney, Airport Plans to Jetproof Homes Insulation project Begin in January, p. 1B.
- ²⁴ Brad Kava, S. J. Airport Bungles Soundproofing Project, 1B.
- ²⁵ Ibid, p. 1B.
- ²⁶ Land Acquisition Program, Draft Environmental Impact Statement, p. 24.
- ²⁷ Maline Hazel, Ground Broken For S. J. Airport Tower, p. 9B.
- ²⁸ Administration Marketing Officers, Kids In Flight: San Jose International Airport, p. 1.
- ²⁹ Ibid, p. 2.
- ³⁰ Frank Sweeney, Jet-Viewing Fans Forced To Take New Approach, p. 1B.
- ³¹ Tony Kontzer, Port Status Arriving In Nick of Time, p. 1.
- ³² Administration Marketing Officers, Op. Cit., p. 8.
- ³³ Ibid, p. 4.
- ³⁴ Ibid., p. 1B.
- ³⁵ Tim Larimer, San Jose Skyline Ducks Under The Air Traffic, p. C6.

Bibliography

- Administration Marketing Officers, Kids In Flight: San Jose International Airport, California: San Jose Airport Committee, 1993.
- _____, Parking & Services Directory, California: San Jose Airport Committee, 1993.
- _____, Quick Facts San Jose International Airport, California: San Jose Airport Committee, 1993.
- _____, San Jose International Airport Innovation and Insight, California: San Jose Airport Committee, 1993.
- Arbuckle, Clyde, History of San Jose, California: Smith & McKay Printing Co., 1986.
- Beilharz, Edwin A., and Donald DeMers, Jr., San Jose: California's First City, New York: Continental Heritage Press, 1981.
- Farell, Harry, San Jose and Other Famous Places, California: Smith & McKay Printing Co., 1983.
- Fowler, Lenore, "San Jose Aviatrix Dies At 74," San Jose Mercury News, p. A1, March 10, 1965.
- Harper, Harry, The Evolution of the Flying Machine, London: Hutchinson and Company, Ltd., 1930.
- Hazle, Maline, "Ground Broken For S. J. Airport Tower," San Jose Mercury News, p. 9B, December 6, 1991.
- Joachim, Leland, "Pioneer Aviators Recall Days When Dreams Took Wing," San Jose Mercury News, p. A1, 1968.
- Kava, Brad, "S. J. Airport Bungles Soundproofing Project," San Jose Mercury News, p. 1B, December 2, 1991.
- Kontzer, Tony, "Port status arriving in nick of time," Business Journal, p. 1, April 17-23, 1995.
- Land Acquisition Program, Draft Environmental Impact Statement, FAA Western Region: 1974.
- _____, Final Environmental Impact Statement, San Jose Municipal Airport, FAA Western Region: October, 1974.

Larimer, Tim, "San Jose Skyline Ducks Under the Air Traffic," San Jose Mercury News, p. A1, November 15, 1987.

Mercury News Staff and Wire Reports, "American to Raise S. California S. J. Fares," San Jose Mercury News, p. 15D, September 27, 1991.

_____, "Into The Yonder," San Jose Sunday Magazine Section, p. A1 April 25, 1965.

_____, "San Jose's Airport Has Paid Its Way," San Jose Mercury News, p. 6C, November 17, 1991.

_____, "S. J. I. A's. Northern Runways Would be Inundated by a Foot of Water in a 100 Year Flood," San Jose Mercury News, p. C3, 1988.

More, Marlyn, interviewed by Brandon Macias, San Jose International Airport, San Jose, Cal., 11 A.M., February 22, 1995.

San Jose City Council, Improvement Pamphlets 94-95 for the City of San Jose, Costs and Improvements, California: 1994.

Save Our Valley Action Committee, San Jose Metropolitan Airport Study, January, 1970.

Sexton, Jean Deitz, Silicon Valley Inventing the Future, Hong Kong: Windsor Publications, Inc., 1992.

Spearman, S. J., Rev. A. D., John Joseph Montgomery, Father of Basic Flying: Santa Clara, University of Santa Clara, 1967.

Sweeny, Frank, "Airport Plans to Jetproof Homes Insulation Project Begin in January," San Jose Mercury News, p. 1B, November 20, 1993.

_____, "Flier Flocks With An Elite Group Of Aerial Heroes," San Jose Mercury News, p. 6B, February 15, 1987.

_____, "Janet Hitt's Perfect Job Keeps Her Up In The Air," San Jose Mercury News, p. C6, April 18, 1974.

_____, "Jet Viewing Fans Forced To Take New Approach," San Jose Mercury News, p. 1B, October 7, 1991.

_____, "S. J. Radar Blind Spots Revealed," San Jose Mercury News, p. 1B, 9B, August 20, 1981.

Vivian, Charles E., A History of Aeronautics, New York: Harcourt, Brace and Company, 1921.

Weimers, Leigh, "Movers, Shakers Start '94 Off With Change of Pace," San Jose Mercury News, p. C, Friday January 7, 1994.

William F., James, and George H. McMurry, History of San Jose California, California: San Jose Unified School District Department, of Instruction, 1975.

WILLOW GLEN HIGH SCHOOL
ADVISOR: MRS. KATHRYN C. PHILP