

Editorial

That Saipan Airport.....

Oh my, we're impressed—and just a touch envious—of the announced plans for Saipan's new Isley Field. The preliminary sketches do make it look extremely attractive, and islandly. Design work on the Saipan International Airport is almost completed. The Trust Territory Public Works Department has now set April 1 as the target date for letting bids on the terminal, which is expected to cost roughly \$3 million.

Project manager architect Charles Wright said: "It was a challenge to achieve an island feeling for this medium-sized island airport, to make it a place where you want to be. But I think we've been successful."

Judging from the sketches, we think so to. The buildings will have a peaked-roof effect, that look like Micronesian buildings would be expected to look. There isn't perhaps, any true Micronesian architectural style, but the airport terminal, with its open space, high roofs, and overhangs does capture the essence of island architecture. It reminds us, a little, of the very beautiful island style of the airport in Pago Pago, American Samoa.

We like the idea that the design had the unanimous endorsement from the airlines who will actually be using the terminal. Wright worked with the airlines on the basic plan. This is quite different than when Guam's International Airport was originally opened. At that time only one airline was servicing Guam, Pan American, who weren't even consulted by the architects, and were forced to rebuild their quarters after the airport was officially opened. There were no plans made for additional airline space either.

In the Saipan complex space has been allowed for lease to four airlines, which are Air Micronesia, Air Pacific, Japan Air Lines, which has landing rights, and Pan American, who hope to acquire such rights.

Another incredible error in the Guam terminal, was that no space was provided for shopping facilities. The present Duty Free shop was added, right in the middle, after the rest of the terminal had been completed. Saipan won't be so short sighted, providing plenty of highly accessible space for a prime concessionaire, and a potential for small shops or kiosks for those who want to specialize in local fruits and vegetables, or handicrafts. The concessionaire may be duty-free, providing enabling legislation is passed by the Congress of Micronesia. Transit passengers will have easy access to the shops. There will also be a double-sided currency exchange counter open to incoming and outgoing passengers. This was also left out of Guam's original terminal.

One of the brightest spots in the planning, though, comes from the recognition that an airport on a small island becomes at once a community center, a recreational area, a restaurant, a shopping center, a meeting place for people. There are outdoor waiting areas, and elevated observation decks overlooking the apron or field. "We thought it was very important that people have a chance to see what's going on, so that the airport has a friendly feeling. This is especially necessary in this day of airport security measures. But also, on an island the airport becomes a gathering place, a focal point of activity. People just naturally gravitate towards it. This is

Voice Of The People

Dear Editor:

For the past four years members of our Association, many with wives and children, have visited your beautiful island while touring the Pacific. At the beginning of this New Year may we convey to the people of Guam our sincere appreciation for your gracious hospitality and kind cooperation.

Governor and Mrs. Camacho have always been most helpful in the success of our visits. Their annual reception has been the highlight of our tour of the Pacific area.

We've made plans to return in 1974 to Guam, and hopefully, for many years to come.

Thank you again and Hafa Adai.

Sincerely yours,
/s/Richard M. Keehan
Executive Director

Dear Editor:

This letter is in Rebuttal to "On the Go with Janet Go" article of Sunday, Jan. 6, 1974 where she condemned the Sports Car Club of Guam and the Motorcycle Club of Guam for "Their Flagrant Waste of Precious Gasoline." I can't speak for the Motor cycle Club, but I can speak for the Sports Car Club of Guam.

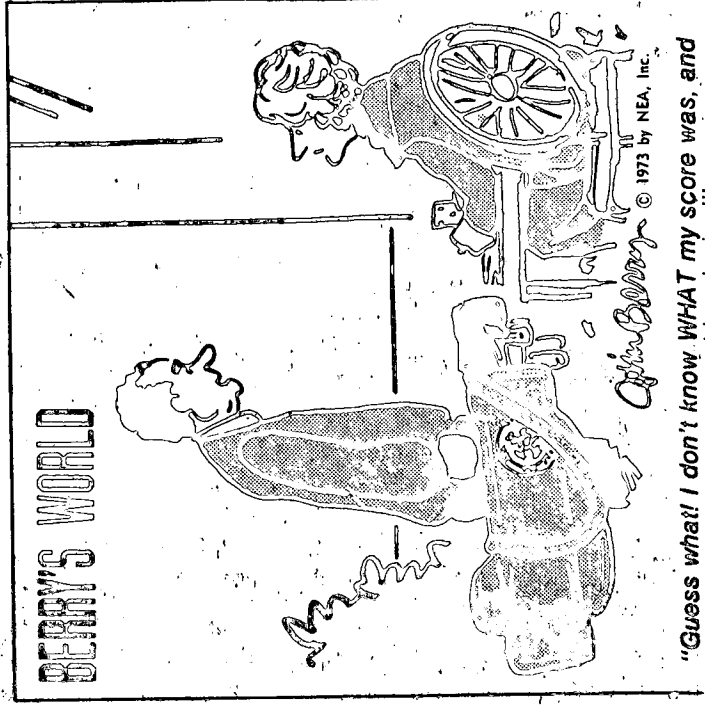
This subject has been brought up before the general membership and it was decided on that we would continue to hold Autocross's but cancel all Ralleys scheduled as to do our part for the Energy Crisis. Furthermore, we feel that an

In your article Sunday you told of a Fiesta which I assume you approve of, and you spoke of a Jam Session at the Country Club of the Pacific plus mentioning that the theaters, bowling alleys and all other recreational facilities should stay open for everyone to play after working all week along. To do all these things which you apparently approve of, you have to drive there to be able to do it.

Janet Go, an Autocross to us is our playing, and you approve of playing, so why do you disapprove of us? Furthermore, an Autocross is an event, which test a drivers ability and a cars handling ability with a strong factor on

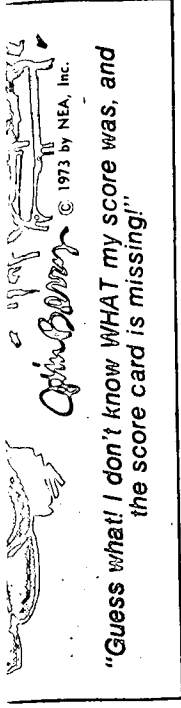
V/R

C.C. Lantis Jr.
Naval Station
V.P. & Activities Chairman-SCCG



"Guess what! I don't know WHAT my score was, and"

ON THAT WE WOULD CONTINUE TO hold Autocross's but cancel all Raileys scheduled as to do our part for the Energy Crisis. Furthermore, we feel that an Autocross is a form of entertainment to us, in fact our events are open to anyone.



"Guess what! I don't know WHAT my score was, and the score card is missing!"

The architects are also smart in giving special consideration to tour groups, which they estimate may eventually comprise 60 per cent of the traffic at Saipan. Again, they looked at Guam, and saw what happened here, and planned ahead. Of course, when Guam's airport was built, there was absolutely no consideration given for tour groups, because we have never even seen such a group before, nor did we ever expect to see one. In the Saipan complex there will be a special tour group area in the arrival building, so tours can be pulled away from other passengers to queue up for buses. Tour buses will have their own service road. Departing groups will have separate check-in facilities.

We even like the idea of the plans that call for the restoration of the old concrete structure that once housed Japanese airport operations for use as a mini-museum on Micronesia, and a visitors orientation center, appropriately utilizing this link with Saipan's Japanese past.

There is potential for growth in the Saipan terminal plans, while the Guam terminal seemed to ignore the possibility of growth, besides being too small the day it opened. Wright said that they don't want to lock themselves in, and noted that the aircraft industry is expanding so fast that it's hard to design as fast as it changes.

The airport should be completed by early 1975, and will see a projected first year traffic of 125,000 passengers, and expect to be able to meet Saipan's aviation growth needs for the year 2000, or for the next 25 years. Parts of the terminal is designed for a peak load potential of 400,000 with no delays. That isn't beyond the realm of possibility—Guam could have hit that mark by 1975, if it wasn't for an anticipated slowdown because of the energy crisis.

Planning ahead is the key, and there are some areas that Saipan may even be a little too conservative. They have parking for about 228 cars, a figure that seems extremely low to us. Also, planners should consider additional space for other airlines, such as Air Nauru, Air Niguni, Philippine Air Lines, or China Air Lines, for the future. We hope too, that airport planners are taking into consideration the continuing boom in air freight, a factor that will require special facilities, and special warehousing.

There are still some "ifs" in the Saipan project. Enough money is not available right now to do the job right, but it is obvious that it will cost three times as much in the long run to do a patch up job, a catch up job, as is being done for Guam.

Wright said: "As our neighbor, we had the Guam airport as an example of what to look for, both the good and the bad. Let me stress, however, that there was no conscious effort to one-up Guam—only an effort not to repeat Guam's mistakes." Fine, we'll go along with that. Now Guam should emulate Saipan, bring over Mr. Wright, and start working on a new plan for Northwest Field. JCM.

Nixon Flies Commercial

By Art Buchwald

WASHINGTON — Almost everyone in Washington has been greatly impressed with President Nixon's sacrifice in flying commercial to San Clemente, Calif., for the holidays. In taking a United Air Lines flight, the White House pointed out, the President was setting an example for saving fuel and also showing his faith in the commercial aviation industry.

But there are a few people in the town, though, who are concerned the President might make a habit of flying on a commercial airline and it could endanger the national security of the country.

Suppose, for example, the President gets a call at San Clemente from Henry Kissinger in Washington, D.C.

"Mr. President, I think you better get back right away. The Russians are up to something in the Middle East, and it could mean very serious consequences for the Free World as we know it."

The President shouts to his wife: "Pat, we have to get back to Washington right away! Tell Tricia and the Secret Service to pack immediately. We're leaving in a half-hour."

Mr. Nixon dials the airline. He gets a recording. "Due to the energy crisis," the voice says, "all of our reservation clerks are tied up. Your call has been put into a computer and as soon as one of them is free, we will connect you."

"Please do not hang up as this will be the last voice you hear until someone is free to serve you." The President holds for 45 minutes. Finally he gives up and says to the family, "Come on, we'll go to the airport and get our reservations there."

The party of 20 jumps into the limousines and drives to the Los Angeles airport. "You get the luggage," the President yells to Pat. "I'll get the tickets."

Mr. Nixon gets into a long line. He waits 20 minutes and finally gets up to the counter. Just as he's about to say something, the reservation clerk puts up a sign: "Next Counter Please."

The President says, "Look I've got to get to

The clerk who is counting his cash says, "I don't care if you're the President of the United States. This counter is closed."

"But I am the President of the United States."

"You are? Could I have your autograph?"

"Yes," the President says, signing his name.

"Now can I have tickets to Washington, D.C.?"

"I'm sorry," the clerk replies. "I'm going to lunch."

The President gets in the next line. Pat comes up and says, "You should have gotten in this line in the first place."

The President, trying to hold his temper, says, "Pat, I don't need you to tell me which line I should have gotten into. Now shut up."

Pat, in tears, says, "You never talked to me that way when we flew on Air Force One."

A half-hour later the President is at the Counter, "I would like 20 first-class seats to Washington, D.C., on Flight 151."

The reservation clerk goes to the computer and starts hitting the keys. "We don't have 20 first-class seats. We can put three in first class, 12 in tourist and the rest will have to be standby."

"All right, but hurry," the President urges. "The plane is leaving in five minutes."

"Is this family plan?" the reservation clerk asks.

"Three on family plan, the Secret Service men will fly tourist."

"How old are they?"

"If they're under 21 and have student cards, they can fly for 25 per cent off."

"For heaven's sakes, please, I don't want to miss the plane. A generation of peace depends on me getting on this flight."

"Yes, sir. I'll have to write up these tickets."

"Look, just take this money and write them up later."

"I'm sorry, sir. That would be highly irregular. You do have time, you know."

"What do you mean I have time?"

"Flight 151 has been canceled. The next flight will leave at 9 o'clock tonight with a change of enitment in Waco, Texas."