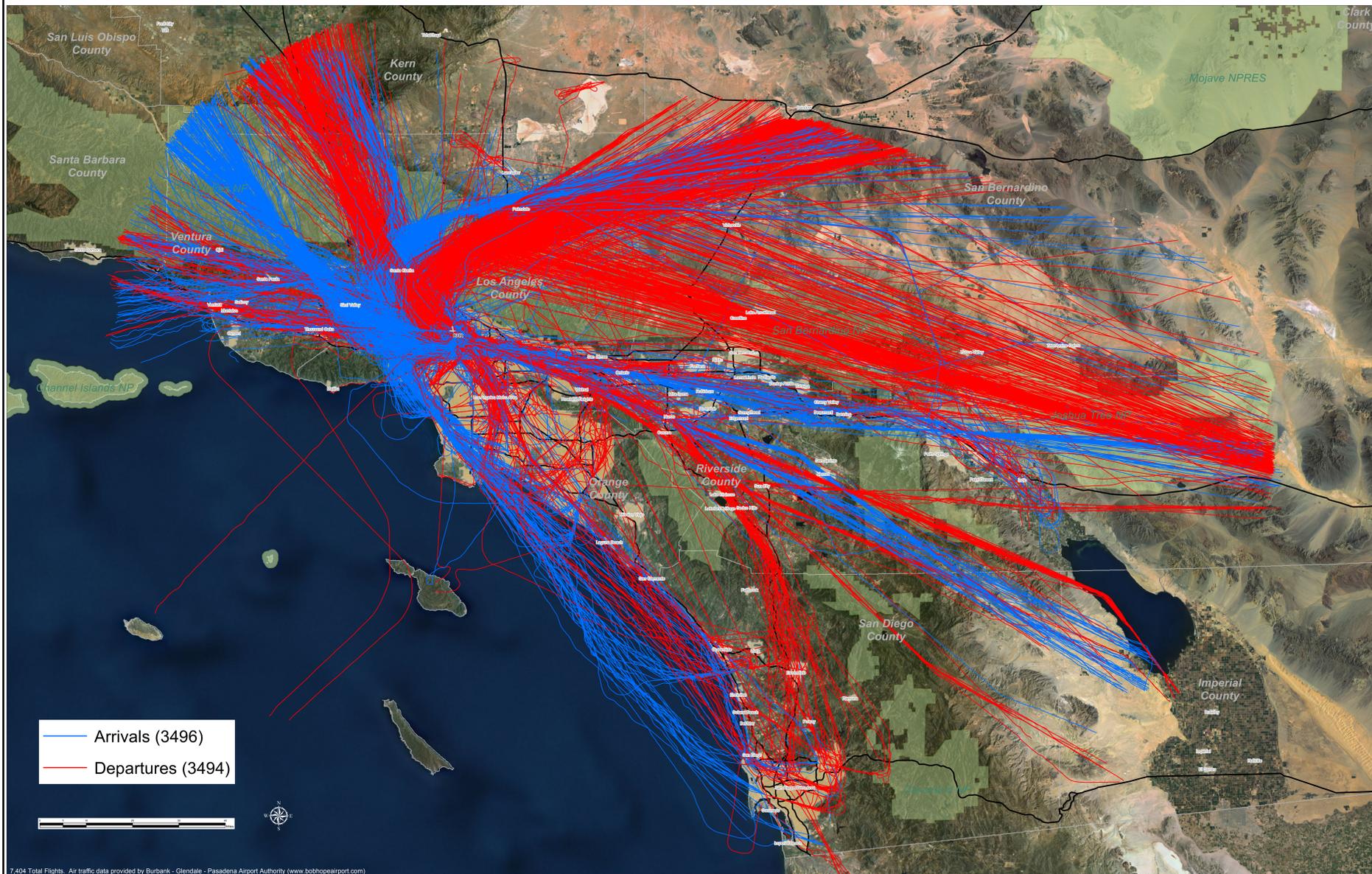
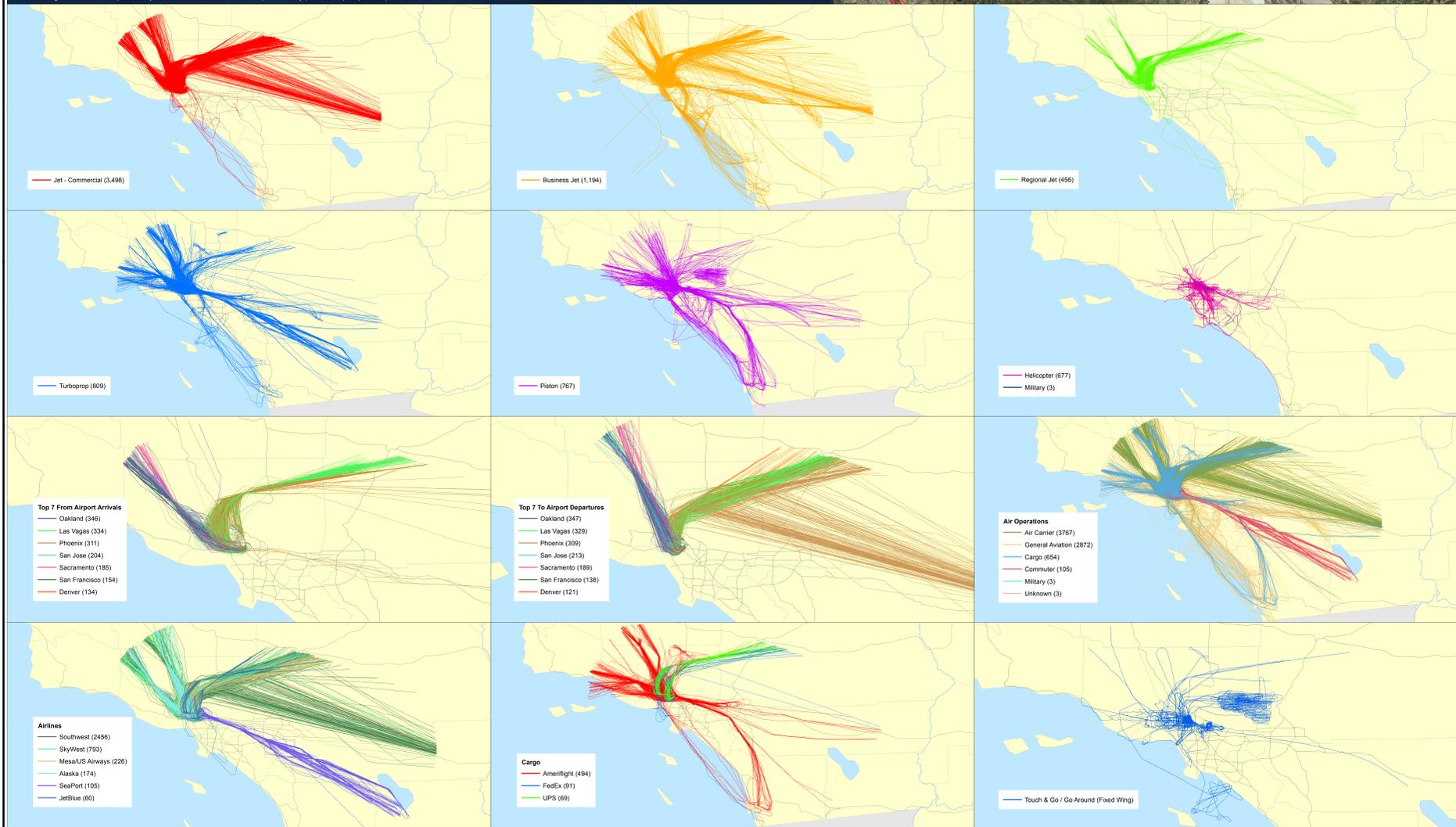


Burbank Bob Hope Airport

Air Traffic April 2014



7,404 Total Flights. Air traffic data provided by Burbank - Glendale - Pasadena Airport Authority (www.bobhopeairport.com)



Airport History

1928 - A Grape Vineyard

Bob Hope Airport began its history as **United Airport** when it opened on Memorial Day weekend, 1930. Built by the United Airports Company of California, Inc., it was said to be the first multimillion-dollar airport in the country, and it quickly became the primary airport for the greater Los Angeles region. Many of the early heroes of aviation frequented the facility, especially those connected with nearby Lockheed Aircraft Company, such as Wiley Post, Amelia Earhart, and Charles Lindbergh.

In 1940, as World War II approached, Lockheed purchased the airport and began expanding its facilities in support of the war effort. Lockheed changed the airport's name to **Lockheed Air Terminal** and continued to operate it as a commercial airport, even as thousands of B-17s, Hudson bombers, and P-38 fighters rolled off the assembly lines.

During the late 1920s, valley civic leaders spearheaded by the Burbank Chamber of Commerce and the Burbank Review (newspaper) began a drive for an airport. The parcel of land to be the airport was originally a grape vineyard the lower right corner of the parcel of land was at the intersection of Vanowen St & Hollywood Way. United Aircraft and Transport Corporation selected this location on account of the unexcelled climatic conditions of the San Fernando Valley and its freedom from fog and high winds. They also selected the location because of its proximity to Hollywood, Beverly Hills, and Los Angeles which made it particularly desirable as a mail and passenger terminal. The location was also close to manufacturing and growing valley residential areas.

1929 - Construction Begins

In 1929, the United Aircraft and Transport Corporation began construction of the "first one million dollar airport in the United States". The runways were constructed by discing the ground and sprinkling it seven times with heavy oil. A 2.5 inch thick plate surface gave a proper cushion for early planes which were not equipped with modern shock absorbers. Two large hangars and a terminal building were the first structures at the airport. Interestingly the field still had a vineyard with a dry inverted running through it.

1930 - Airport Opens

United Airport was dedicated with a big three day military and civilian air show that began on Memorial Day weekend, 1930. Note the Army Air Corps biplanes flying overhead and the crowd of visitors around the terminal and the two large hangars. Also note all the vehicles parked in the area and on the streets. Later, Hamilton Standard Propeller and Hornsby Aircraft Corporation (a subsidiary of United Aircraft and Transport Corporation) built plants at the airport. Pacific Air Transport was the only commercial line using the field and their San Diego-Seattle run landed one flight a day. The plane was a single engine Boeing 40B that carried four passengers and a pilot.

1942 - World War II Camouflage

As World War II approached, Lockheed Aircraft Company purchased the airport in 1940 and changed the name to Lockheed Air Terminal. They expanded their facilities in support of the war effort producing B-17s, Hudson bombers, and P-38 fighters while the airport continued to operate as a commercial airport. In the days following the attack on Pearl Harbor on December 7, 1941, fears of bombing raids on targets in the US prompted the military to turn Lockheed's airport and warplane manufacturing plant into the source that never was. Acres of chicken wire, feathers, and burlap were placed over the plant's buildings, including the airport terminal. Models of animals, trees, streets, even fake rooftops of non-existent homes were created to fool any enemy bombers on the ground and in the air. The airport and surrounding facilities looked like the surrounding valley with houses, streets, and trees from the air. The airport runways were painted to look like a residential area too, which caused some pilots to miss the airport. In the scene above you see the Lockheed plant and parking lots well camouflaged and the runway in front painted as a residential neighborhood.

1942 - Airport Under Camouflage

After the war, all the major carriers moved to Los Angeles Municipal Airport, today's LAX. But airline service returned to Burbank in a big way when jet airliners capable of using Burbank's short runways came along in the late 1960s. The airport's name was changed to **Hollywood-Burbank Airport**, and the airport caught on as the most convenient place for a quick flight to the Bay Area and other West Coast cities.

Lockheed sold the airport in 1970 to an airport authority created by Burbank, Glendale and Pasadena, who soon renamed it **Burbank-Glendale-Pasadena Airport**. The 3 million people living within 20 miles of the airport have continued to attract airline service up and down the West Coast as well as to mid-continent hubs such as Denver and Salt Lake City, and today there are even nonstop flights to New York.

During the war, approximately 7,000 acres of canvas, chicken wire, and chicken feathers covered the buildings and parking lots of the airport. Under the top top, as many as 80,000 employees during peak war production years passed concrete bomb shelters going to and from work. In the scene above you can see a ceiling of burlap covers the Lockheed Air Terminal and parking lot. During rainy days, many Lockheed employees complained that the wet feathers really stunk up the place!

1945 - Camouflage Removed

After World War II, the camouflage was removed from the airport. Compare this view with the other 1942 camouflage view. You can still see some of the painted areas at the beginning of the runway and a few of the fake houses on top of the Lockheed plant. At about this time, the terminal was used by United Air Lines, TWA, Western Airlines, and Pan-American Airways. Activities of the terminal have already reached the proportions of a reasonably large city. The Sky-Room, the restaurant section occupying most of the second floor of the Administration building, was doing a business reaching beyond the \$500,000 mark. Post-war era planning for the future indicated the expansion of the terminal, a large hotel, and other features of a popular recreational center.

1970 - Growth All Around

The airport grew in the 50s, 60s, and 70s and the Burbank community grew around it. Runways were lengthened to accommodate the larger jets and increased air traffic. Note the Lockheed plants is still next to the airport but parking has replaced some of the buildings. Inside through the years, Lockheed worked on secret projects that included the U-2 spy plane and the SR-71 Blackbird.

2014 - Today

Burbank Bob Hope Airport serves as a major airport in the Los Angeles area for over 4 million passengers each year. For April 2014 alone, 325,839 passengers and 191,650 pounds of mail passed through the airport. The airlines serving the airport offer non-stop destinations to Denver, Las Vegas, New York, Oakland, Phoenix, Portland, Sacramento, Salt Lake City, San Francisco, San Jose, and Seattle, as well as other direct and connecting flights across the country. Airlines include Alaska, Delta, JetBlue, Southwest, United, US Airways, and SeaPort.

This map created by the Information Technology Department - Geographic Information Systems July 8, 2014.

Historical photos provided by Burbank Historical Society (www.burbankhistoricalsociety.org)

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