

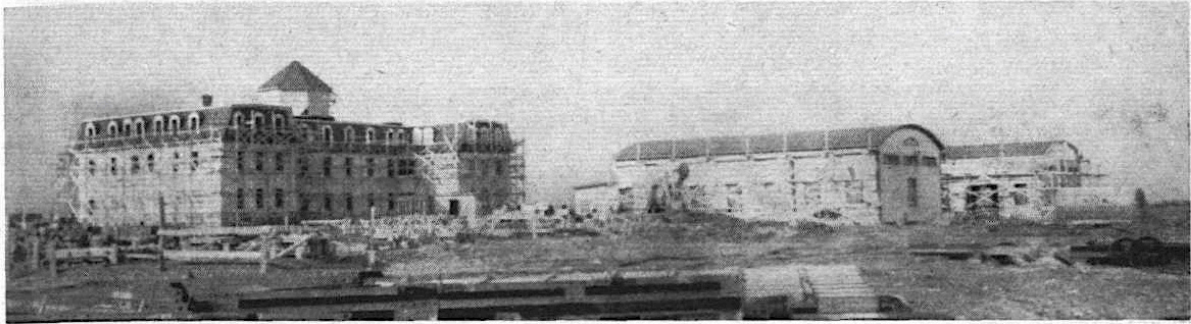
Gander 1938

(by Robert G Pelley, 20 September 2021)
bobsganderhistory.com

The following excerpt is from "Flight" magazine, an English aviation revue, dated 20 January 1938. This article about Gander was part of a series called "Airports of Today". This article gives notably a great summary of the lighting system. The quality of the original is that of the non-digital era. Please use our zoom as required.

JANUARY 20, 1938. FLIGHT. c

Airports of To-day



NORTH ATLANTIC AIRPORT I

THE new transatlantic airport in Newfoundland lies 213 miles from St. John's (the capital city) on the main railway. It is approximately 400ft. above sea level and is built on a level plateau with no obstructions of any kind in the vicinity. Gander Lake is $1\frac{1}{2}$ miles to the south. The site was covered with young trees when clearing operations began in 1936. The total cleared area is 770 acres, while the runway area is 254 acres—the equivalent of 100 miles of 20ft. road. The airport is in the fog-free zone, and the only possibility of bad visibility will be that caused by low cloud.

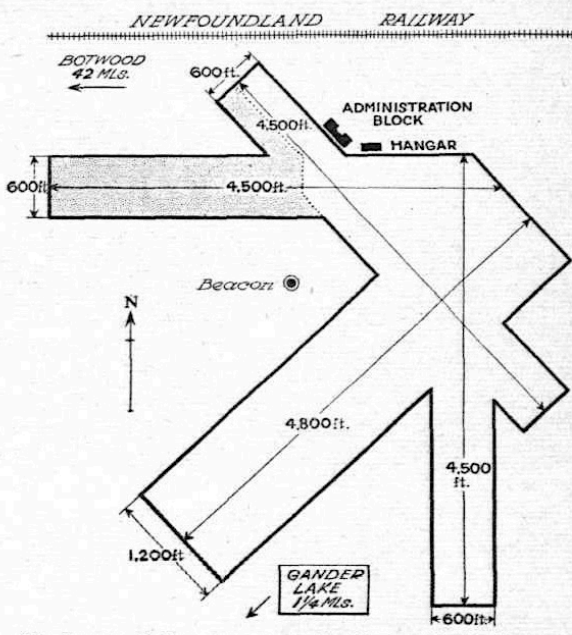
There are four runways, each intersecting at an angle of 45 degrees, so that no take-off or landing need be made more than 22 degrees out of wind. These runways will be surfaced with a $\frac{1}{4}$ in. deep paving of Colas and crushed stone and will be able to withstand a landing shock of 5 tons per sq. ft.

A wooden structure, the administration building is three stories high with a control tower on the roof; it is now nearing completion and is intended to house the staff, besides providing the office space for meteorological, wireless and control departments, Customs and so forth.

Illumination

Lighting arrangements, as already described in *Flight*, have been carefully studied. In place of the usual floodlight, "surface contact" lights are set in each runway at intervals of 50ft. down the centre-line. These lights project about two inches above the surface and cast a horizontal beam, thus doing away with the dazzle difficulty. Each runway is outlined by orange-coloured boundary lights placed at intervals of 200ft. These lights are six feet high, permitting the pilot more easily to judge his height for the touch-down, and those at the end of each runway are green in colour. The boundary lights are of the contact-breaking "tip over" kind to prevent damage in the case of collision, and the airport will also have a neon marker beacon mounted on a 14ft. tower, the location of which is shown on the sketch.

The radio receiving station will be located two miles west of the airport and the transmitter two miles east, both on a line roughly at right angles to the main, or No. 3 runway. This spacing gives a minimum of interference. At each end of the blind-landing runway there are two suitably spaced



The layout of the runways at the Newfoundland Airport, with a photograph of the buildings as they appear at present. The part of the runway system which has so far been completed is shaded. The whole system, with the hangars, should be ready in time for this summer's transatlantic experiments.

marker beacons for approaches from either direction. Installation of the D/F equipment is now proceeding and should be completed in time for the crossings in the late spring or early summer. The control, meteorological and wireless organisation for Atlantic flights will be centred at the airport.