

TO: SENATOR DOLE  
FR: GREG SCHNACKE  
DA: MAY 21, 1992  
RE: BELOIT AIRPORT DEDICATION

YOU HAVE SEEN THE SCHEDULE, I HAVE ADDED IT BELOW. ALSO ATTACHED IS A GOOD ARTICLE THAT GIVES SOME FAMILY BACKGROUND, AND THE PRESS RELEASES WE DID ON THE PROJECT.

YOU WILL RECALL YOU RECEIVED A CALL FROM YOUR FRIEND DALE WELLER, PRESIDENT OF BANK CHASE IN CHASE, KANSAS INQUIRING WHETHER ANYTHING COULD BE DONE TO IMPROVE THE AIRPORT. HE TRAVELS THERE ALOT AND APPARENTLY THE RUNWAY WAS IN PRETTY BAD SHAPE. FROM THERE, WE CONTACTED THE DEPARTMENT OF TRANSPORTATION AND THEN-SECRETARY SKINNER. THEY AWARDED THE \$1.2 MILLION FOR THE PROJECT IN 1990, AND THE CITY PUT UP 10 PERCENT, OR ABOUT \$120,000. THEY COMPLETELY RECONSTRUCTED THE 3600 FOOT RUNWAY, TAXIWAY AND APRON. THEY ARE ABLE TO TAKE SMALL JETS NOW.

AS YOU KNOW, THE AIRPORT IS TO BE DEDICATED FOR THE MORITZ FAMILY (PRONOUNCED MORTZ). JOE, THE FATHER, WAS KILLED IN THE 1940'S IN A STORM THAT HIT A HANGER AT THE AIRPORT (I THINK). STAN, ONE OF JOE'S SIX CHILDREN, DIED SUDDENLY LAST YEAR AFTER A HEART ATTACK. HIS WIDOW JEAN WILL BE THERE. ANN AND TOM ARE JOE'S CHILDREN.

PROGRAM:

Welcome & Introduction of Priest for  
invocation - Mayor Ed Specht

Invocation by Priest

Introduction of Senator - Mayor Specht

SPEAK - Senator Dole

Mayor Ed Specht & Senator Dole - make  
the official dedication of Moritz  
Memorial Airport - Senator will present  
plaques.

Tom Moritz, Mrs. Stan (Jean) Moritz, &  
Ann Moritz will accept on behalf of the  
Moritz family.

Tom Moritz will briefly discuss the  
history of Moritz Memorial Airport

Mrs. Stan Mortiz and Ann Moritz will  
make brief remarks on behalf of Stan  
Moritz.

Mayor Specht will conclude the  
ceremonies.

TO: Senator Dole  
FR: Kerry

\*The correct pronunciation of Moritz is "MORTS".

5/20/9-

# Moritz Memorial Airport to be dedicated Saturday

## Joe Moritz, aviation pioneer, and Stan Moritz, airport booster, to be honored at airport dedication

### Sen. Bob Dole to speak

by Peg Luke

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The airport was reopened to traffic on December 5, 1991, following completion of the new 3600 foot concrete runway and apron.

Joe Moritz pioneered aviation in Beloit and was one of the first Beloit residents to own an airplane as well as becoming the first airplane dealer. He died on August 5, 1947, while helping airport employees hold untied planes down during a storm estimated to have winds of 100 mph. The partially completed roofing tore loose on the cement block hangar which was under construction, causing the 75' long, 12' high west wall to collapse, almost burying him. He was 46 years old.

At Joe's death, he was general manager of Moritz Implement Co. and president and major stockholder of Beloit Air Service, Inc. With the GI bill paying for veteran's flying lessons, he had 100 enrolled in his flight training school. Nine airplanes were utilized in that school.

Joe was introduced to flying by his younger brother, Oscar, who got caught up in the thrill of flying in 1927. Oscar bought his first small plane in 1928 and flew it over Tipton's valleys and hills, where the family lived at the

time. It is remembered that youngsters would scurry out of the house when they heard his plane. One little fellow, not aware of who was in the plane, nor what a plane was, shouted: "Mamma, come outside quick!. Look up! There is somebody flying in a haystacker."

Oscar gave Joe his first flying lesson in a OX-5 American Eagle biplane. The year was 1928.

That hooked Joe on flying and for the next 19 years he flew approximately 6,000 hours in single engine planes with no injury accidents.

In 1933, when Moritz Implement moved from Tipton to Beloit with Joe and his brother Ves as managers, they furnished planes and capital for Oscar to give flying lessons at a field north of Beloit. At the time, Beloit had no airport and leased a site for a landing field.

In spite of the tough economic times and the blowing dust of the 1930s, Joe and Ves kept turning their ready cash into airplanes and the training of pilots.

With the difficult economy, the city government continued to delay providing Beloit with an airport. Consequently, Joe bought a 160 acre farm which became known as the Moritz Airport. Francis R. Fowler writes, "In the minds of many, it was known as 'Moritz's Waste of Time and Money.'" struggling Kansans could see no future for the airplane in Kansas.

A public relations effort began to turn that around when, in 1938, the Moritzes hosted an air show with over 100 visiting airplanes. In order to hold the air show, the Moritz broth-

ers had to have the runways lengthened and widened. It was at that show that two small planes collided in mid-air during a flour bombing contest. Both pilots survived.

Another bit of publicity promoted flying when Joe flew Beloit's beauty queen and the Chamber secretary to the American Royal. Their pictures appeared in the Kansas City Star.

In 1939, Oscar began training pilots for the army and in 1942, Joe moved his family to Hays where he spent a year at Walker Air Field training older pilots to serve the Army Liaison Training School as instructors of cadet flyers.

Pilots they had trained privately and for the army went on to fly bombers over Europe and to fly convoys for the Air Transport Command.

By 1943, when Joe returned to Beloit (Oscar moved to Goodland and Ves had gone to California for his health), people were becoming air-minded.

In 1944, the Beloit Rotarians invited Major Robert Morgan to address a district convention. Morgan had piloted the Flying Fortress, "Memphis Belle," completing 50 missions over Europe. The major arrived in a B-25 bomber, but the rain-and-snow soaked turf runway was too short and soft for the 29-ton plane which came in at 150 mph. Morgan finally brought the bomber to a stop in a soggy wheat field, but not before the bomber had gone through a barbed wire fence and one blade of the four-blade propellor sheared off a stone post, pulverizing the stone and denting the tip of the blade.

After the pilot spoke at the Rotary convention, men armed with spades plus a tractor spent three hours digging paths for the plane's three wheels, enabling it to get back on the runway. It was not able to take off due to the damaged propellor which turned 27,000 revolutions per minute at full power.

Although the city didn't own the airport, the city fathers were quite embarrassed over the

incident. At the time, Joe was a member of the Chamber of Commerce and chairman of the airport committee. In June of 1945, Beloit voted \$35,000 in bonds for improvement of the airport, after buying it from Moritz for \$16,000. On the airport property were the Moritz hangar, which had been built to shed ten planes and two small private hangars. In 1946, the federal government agreed to match \$20,000 of the city's bonds.

With the money on hand, the Civil Aeronautics Authority gave approval for the construction of a new 100x3200 foot runway, a hangar apron, water hook-up to city, and a fence around the airport. The specifications were written under Joe's direction and approved by the City Council on the night he died.

Many of Joe's flying hours were logged during emergency flights. In the ten years before his death, he flew sick and injured to hospitals all over the mid-west. And during the floods which occurred rather frequently in those years, he always flew as an observer.

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FROM BELoit POLICE DEPT

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Tom said Stan would be embarrassed if he knew Tom was telling this: Stan had purchased a Swift and wanted to show Tom how to achieve proper 'attitude'—rev the engine up until the tail comes up. What Stan didn't anticipate was the gust of wind that picked the tail up, dropping the nose into the ground. Stan's wife, Jean, says the broken propeller is in their basement.

Neither Joe nor Stan had an injury accident during their many years of flying.

Stan, too, did much charity flying, taking the sick and injured to hospitals. He and Beloit City Administrator Gene Miles flew many miles to scout airports when Beloit decided to improve the Beloit airport.

Jeanne remembers Stan, in 1988, while returning from Kansas City with some local passengers, ran into a white-out and had to make a forced landing. As he touched down, he taxied past a flag pole on a golf course—he had landed at a farm near Chapman that had a private golf course. A few days later he flew the plane out.

At the time of his death, Stan was also making business flights for Moritz Implementation. Tom said, "It was out of love and necessity."

It was Stan who was instrumental in getting the word to Senator Bob Dole that helped secure the Small Cities Airport grant which financed the new 3600 foot concrete runway and hangar apron. Smoky Hill Construction was the contractor for the approximate \$900,000 project.

In the Moritz tradition, Tom, too, learned to fly while he was too young to solo. He learned from the instructors in his father's flight school. He flew while he was in high school and then

flew single engine jets while he was in the air force, serving in Africa.

In recognition of the upcoming dedication services, Experimental Aircraft Ass'n Chm. of the Board Paul Poberezny of Oshkosh, Wisconsin, has written, "Stan is one of us who loved the freedom of flight that untapped vast oceans of air above us. Now that he has made his last flight, he has left a lot of love and a great desire by the many he has touched to enjoy the wonderful experiences of flight. It is very difficult in the day to day living to know how each of us touches someone else's soul and to be honored to have the airport named after him. We will carry the memory of the Moritz families' love for flight and those they touched."

Stan's friends bid him their final goodbyes on April 13, 1991.

Dear Moritz Family Members,

I was delighted to learn that today, May 23, 1992, your hometown airport is being renamed Moritz Memorial Airport to honor posthumously two members of your family—Joe and Stan Moritz.

On the land he owned and farmed, Joe Moritz built a landing strip and opened a flight school. From this modest beginning through years of improvement and expansion, the airport has become a valuable asset to citizens of Beloit, Kansas, and surrounding communities.

As you gather with family, friends and acquaintances for the airport dedication ceremony, know that this is a fitting remembrance of both Joe's efforts to establish the airport and Stan's devotion to general aviation.

This honor also recognizes their well-respected stature in your community and memorializes their personal commitment to aviation.

Stan was an AOPA member for many years. When he passed away last year, AOPA and general aviation lost a good friend. We at AOPA are extremely proud, as you must be, that the airport is being rededicated in honor of two Moritz generations.

Many of general aviation's successes can be credited to high caliber people such as those of the Moritz family of Beloit, Kansas.

Sincerely,  
Phil Boyer, President  
Aircraft Owners & Pilot's Ass'n

#### MESSAGE FROM THE WHITE HOUSE

At one point or other in our lives, we have all been told the sky is the limit. It seems that Stan Moritz took those words literally. Along with his father, he charted a new course in bringing aviation to this part of the country, and as a result, inspired many others to spread their wings. Today's dedication to Stan Moritz and his father's memory will ensure that all those who pass through, alight, or depart from this airport will remember their legacy.

More than metal, concrete, and glass, this airport is a place of beginnings and endings, of new adventures and of final destinations. In a deeper sense, it reflects the restless soul of our nation, our boundless energy and drive to move onward and upwards to better things. Today's dedication ceremony is a tribute to that American character, and just as importantly, to the man who possessed that adventurous spirit, Stan Moritz.

On this special occasion, I join all those gather in Beloit, Kansas for the dedication of the Moritz Memorial Airport. It is a fitting honor for a man with lofty vision.

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May 20, 1992 - THE SOLO



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Dear Moritz Family Members

BELOIT NEWS

- 0 CITY IS DEBT-FREE, FOLLOWING CAPITAL OUTLAYS FOR  
RENOVATION/CONSTRUCTION OF THE MEMORIAL BUILDING, SEWER  
SYSTEMS, WATER TREATMENT PLANT, & WATER SLIDE AT THE POOL.
- 0 FRISBEE GOLF COURSE COMPLETED IN 1992 IS VERY SUCCESSFUL IN  
ATTRACTING COMPETITORS FROM A WIDE AREA.
- 0 CHAUTAUQUA PARK IN THE BEND OF THE SOLOMON RIVER WILL BE  
FEATURED BY A WICHITA CHANNEL 3 FILM CREW IN TOWN TO RECORD  
HISTORIC HOMES, CLASS BEING HELD IN THE "LITTLE RED  
SCHOOLHOUSE," ARTS IN THE RENOVATED DEPOT/COMMUNITY CENTER.
- 0 15 NEW BUSINESSES IN 1991, MOSTLY LOCAL PEOPLE/START-UP.  
"COASTAL MART" - QUICK STOP CHAIN  
"COUNTRY LANE" - CRAFTS, HOME DECORATIONS, & GIFTS  
"FARMWAY CORNER" - CAR WASH & QUICK STOP  
"ALCO" - IN FORMER TG&Y BUILDING  
"COWBOY CAFE"  
READY MIX PLANT, ELECTRONIC SERVICES, SCHWAB EATON  
CONSULTANTS (ENGINEERING), 2 NEW OPTOMETRISTS, EDWARD D.  
JONES & CO., ELECT SOLUTIONS, KRIER FARM SUPPLY, BEAUTY  
SHOP.  
8 NEW BUSINESSES IN 1992.
- 0 KEY CREDIT GOES TO CITY MANAGER GENE MILES, WHO CAME FROM  
TOPEKA 5 YEARS AGO.
- 0 KANSAS FILM COMMISSION & TOURISM ARE OTHER FOCUS.
- 0 HOSPITAL DOES WELL. 40 BEDS & 40 SWING BEDS. 20 LONG-TERM  
ON A WING. WAIT LIST FOR "HILLTOP LODGE" INDEPENDENT LIVING  
APARTMENTS.
- 0 MAYOR ED SPECHT, RETIRED KPL, GETS GOOD MARKS. HE WILL BE  
EMCEE.

News from Senator

# BOB DOLE



(R - Kansas) SH 141 Hart Building, Washington, D.C. 20510-1601

FOR IMMEDIATE RELEASE  
July 2, 1990

CONTACT: SARA BELDEN  
(202) 224-8953

## DOLE ANNOUNCES \$646,380 FOR BELOIT MUNICIPAL AIRPORT

WASHINGTON - Senator Bob Dole (R-Ks) announced today that the Beloit Municipal Airport will receive \$646,380 from the U.S. Department of Transportation as FY90 discretionary money. Dole has been working with Secretary of Transportation Sam Skinner to ensure that Kansas receives its fair share of federal airport funding. The funding will be used to overlay the runway, taxiway, and apron.

"This is a boost for economic development in Kansas. Kansas airports are playing an increasing role in local development activities. Access to air transportation services is vital to Mitchell County and the surrounding areas," said Dole.

In addition, the city of Beloit plans to spend additional local money to add 400 feet to the 3600 foot runway, allowing the airport to adequately handle jet aircraft.

This is a 90/10 Federal Aviation Administration (FAA) airport improvement grant. The local share is \$71,820.

News from Senator

# BOB DOLE



(R - Kansas) SH 141 Hart Building, Washington, D.C. 20510-1601

FOR IMMEDIATE RELEASE  
September 7, 1990

CONTACT: SARA BELDEN  
(202) 224-8953

DOLE ANNOUNCES AN INCREASE OF \$572,220 FOR  
BELOIT MUNICIPAL AIRPORT

WASHINGTON - Senator Bob Dole (Ks) announced today that the Beloit Municipal Airport will receive an additional \$572,220 from the U.S. Department of Transportation as FY90 discretionary money. Dole had announced in July that the airport received \$646,380. This additional funding will be used to acquire land for approaches.

"This additional funding will significantly improve the scope of this project. Rural Kansas communities are increasingly dependent upon quality air transportation services. I will continue to work to make sure Kansas receives its fair share of discretionary funding," said Dole.

The combined amounts, \$1,218,600, is from the FAA's Airport Improvement Program, part of the Airport and Airways Trust Fund.

**SENATOR BOB DOLE**  
**MORITZ MEMORIAL AIRPORT**  
**DEDICATION**  
**MAY 23, 1992**

**THANK YOU, MAYOR SPECHT.**  
**IT'S A PLEASURE TO JOIN WITH**  
**THE MORITZ FAMILY AND WITH**  
**EVERYONE HERE ON THIS**  
**SPECIAL OCCASION.**

**FOR AS LONG AS I CAN  
REMEMBER, KANSAS HAS LONG  
HAD A CLOSE CONNECTION  
WITH AVIATION.**

**THERE'S OUR STATE MOTTO--  
"TO THE STARS THROUGH  
DIFFICULTIES."**

**THERE'S OUR CLAIM AS THE  
BIRTHPLACE OF AMELIA  
EARHART.**

**THERE'S THE FACT THAT  
KANSAN DWIGHT EISENHOWER  
CREATED NASA, AMERICA'S  
CIVILIAN SPACE AGENCY.**

**THERE'S THE COSMOSPHERE  
MUSEUM IN HUTCHINSON.**

**THERE'S THE AVIATION  
MANUFACTURERS THAT CALL  
KANSAS HOME.**

**AND THERE IS THE STORY OF  
JOE AND STAN MORITZ, AND  
THE ENTIRE MORITZ FAMILY.**

**IT WAS IN 1928 WHEN JOE  
TOOK HIS FIRST FLYING LESSON  
IN A QX-5 AMERICAN EAGLE BI-  
PLANE.**

**WE'VE COME A LONG WAY  
SINCE THEN, BUT ONE THING  
THAT HAS NOT CHANGED IN THE**

**PAST SIXTY-FOUR YEARS IS THE  
LOVE AFFAIR BETWEEN THE  
MORITZ FAMILY AND THIS  
AIRPORT.**

**THERE'S NO OTHER WAY TO  
SAY IT. BELOIT WOULD NOT  
HAVE A MUNICIPAL AIRPORT IF  
IT WASN'T FOR THIS  
REMARKABLE FAMILY.**

**IT WAS JOE MORITZ WHO**

**BOUGHT A 160 ACRE FARM FOR  
USE AS AN AIRPORT AND  
FLIGHT SCHOOL.**

**IT WAS JOE WHO WAS THE  
DRIVING FORCE BEHIND ALL THE  
EARLY IMPROVEMENTS.**

**AND, AS WE ALL KNOW, JOE  
GAVE HIS LIFE HERE WHILE  
HELPING EMPLOYEES HOLD  
DOWN PLANES DURING A**

**SEVERE STORM.**

**AND JUST AS JOE HAD  
TAUGHT HIS SON, STAN, HOW  
TO FLY, HE ALSO TAUGHT HIM  
TO FIGHT FOR A CAUSE HE  
BELIEVED IN.**

**AND STAN BELIEVED IN THE  
IMPORTANCE OF IMPROVING  
BELOIT'S AIRPORT.**

**STAN WAS INSTRUMENTAL IN  
WORKING WITH MY OFFICE TO  
BEGIN THE PROCESS THAT LED  
TO FUNDING FOR THE NEW  
RUNWAY AND HANGAR APRON.**

**I AM VERY PLEASED THAT THE  
FUNDING HAD BEEN OBTAINED  
BEFORE STAN'S PASSING LAST  
YEAR.**

**JUST DOWN THE HILL FROM  
THE UNITED STATES CAPITOL IS  
THE SMITHSONIAN AIR AND  
SPACE MUSEUM. THERE,  
AMONG OTHER HISTORIC  
AIRPLANES, YOU CAN FIND THE  
VOYAGER--THE PLANE THAT  
DICK RUTAN AND JENNA  
YEAGER FLEW NON-STOP  
AROUND THE WORLD.**

**IN A MEETING WITH  
PRESIDENT REAGAN AFTER  
THAT FLIGHT, DICK RUTAN SAID,  
"WHAT KIND OF WORLD WOULD  
IT BE IF THERE WERE NO  
DARING."**

**THROUGHOUT OUR HISTORY,  
KANSAS AND AMERICA HAVE  
BEEN BLESSED BY MEN AND  
WOMEN WHO HAD THE DARING**

**TO LOOK TO THE STARS...TO  
DREAM...AND TO MAKE THAT  
DREAM A REALITY.**

**JOE AND STAN MORITZ WERE  
TWO SUCH PEOPLE, AND I AM  
HONORED TO BE HERE TO  
DEDICATE THIS AIRPORT IN  
THEIR NAME.**