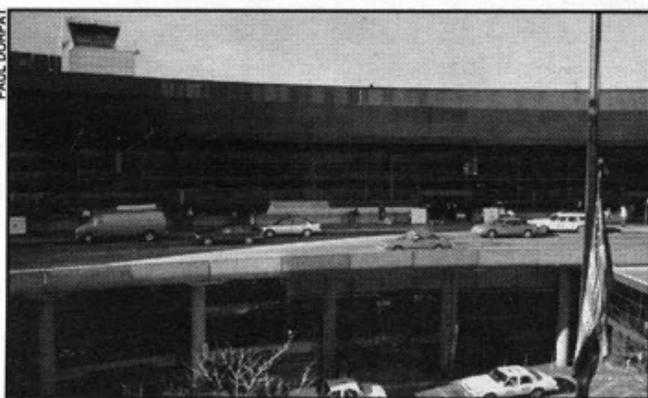


BY PAUL DORPAT



MUSEUM OF HISTORY AND INDUSTRY



PAUL DORPAT

The original full-service Sea-Tac terminal, seen above on the occasion of its 1949 dedication, survives today hidden within the super airport's new terminal, left.

Sea-Tac Terminal

ON APRIL 18, 1942, THE day Jimmy Doolittle's B-25s made the first raid on Tokyo, crews started work on clearing the Highline site around Bow Lake Airport's short dirt runway for the area's first "super airport." Now Seattle Tacoma International Airport opens its cosmopolitan front door to at least 16 international airlines.

As it was for many other large-scale public works, war was the efficient cause for this one. Soon after Pearl Harbor, the military had bumped private airlines off Boeing Field to Snohomish County's Paine Field, deciding that the King County Airport should be reserved for testing Boeing's B-17 bombers. Although the airlines were soon allowed to return, the search was on for an alternative runway. The Bow Lake acres were chosen over a site east of Lake Sammamish, which was widely favored by King County officials and the Army. That choice had at least something to do with

United Airlines' desire to keep control of its primary franchise to move passengers to and from Tacoma.

On Oct. 31, 1944, a VIP-laden United Airlines mainliner DC-3 hopped from Boeing to Sea-Tac for the new airport's first official landing. It was not officially opened until 1947 and not fully enjoyed until its passenger terminal and administration building were dedicated July 9, 1949, before 30,000 celebrants.

This view of the new terminal and the air show above it was recorded that inaugural day by a Post-Intelligencer photographer. This Sea-Tac scene and many others are included in "Blueprints: 100 Years of Seattle Architecture," the Museum of History and Industry's revealing exhibit of local landmarks — past and surviving. **P**

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