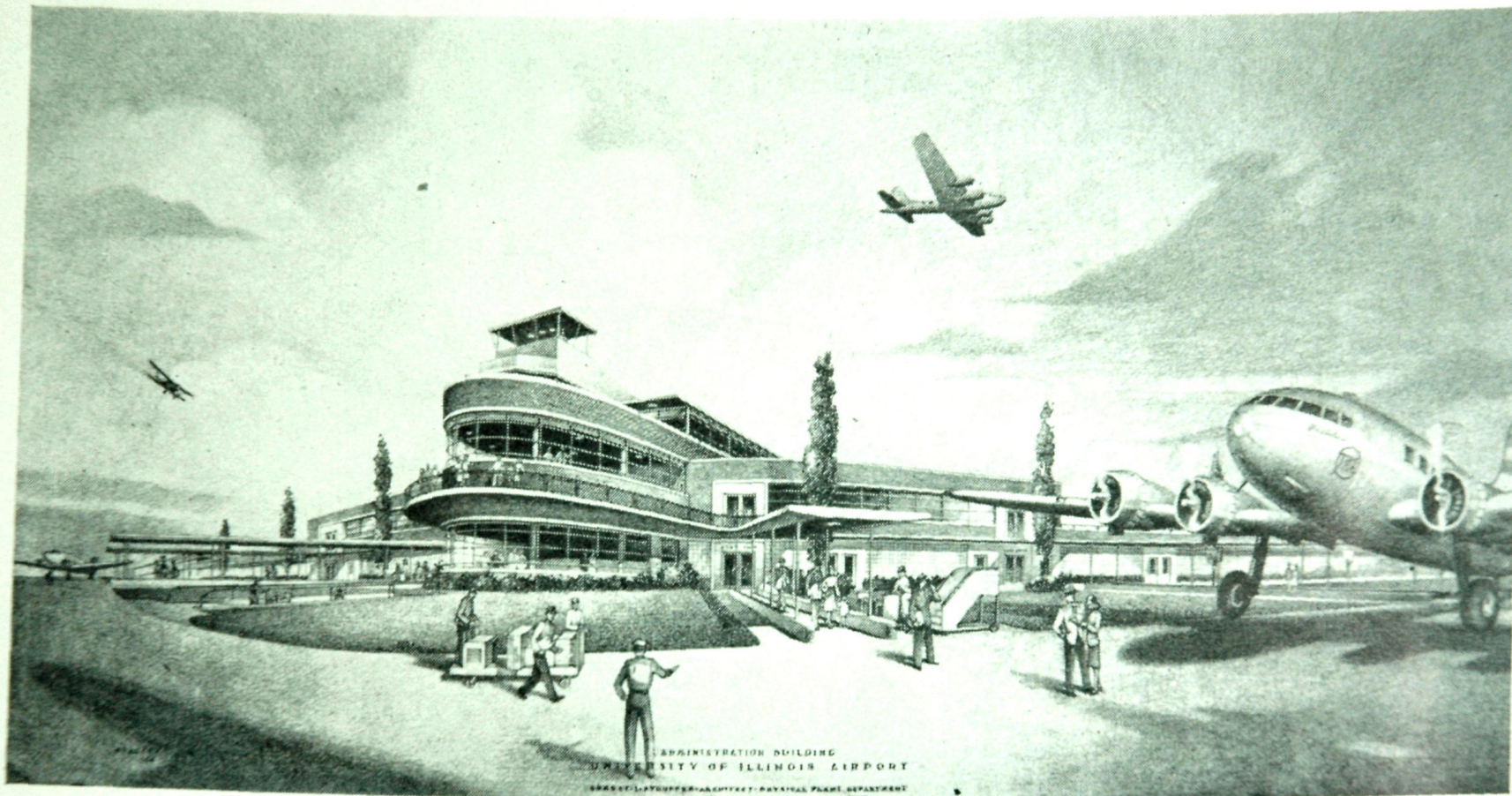


Dedication

UNIVERSITY OF ILLINOIS AIRPORT

Friday, October 26, 1945



Architect's Drawing of the Administration Building for the University of Illinois Airport

DEDICATION OF THE
UNIVERSITY OF ILLINOIS AIRPORT

UNIVERSITY OF ILLINOIS

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and Supervising Engineer for University of Illinois Airport Con-
struction

FRED HAROLD TURNER, Ph.D., Dean of Students

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Schedule of Events

Morning

- 10:30 Arrival of United States Army and United States Navy aircraft scheduled for participation in air show.

Afternoon

- 12:25 Flag raising accompanied by playing of Star Spangled Banner by combined Chanute Field and Truax Field Bands.
- 12:30 Air Show
(Events to be determined by Special Events Division, United States Army Air Forces Headquarters and United States Navy Bureau of Aeronautics):
- a. Jet propulsion planes.
 - b. Helicopters.
 - c. Captured Japanese and German planes.
 - d. Paratrooper demonstration.
 - e. Flying demonstration.
 - f. Demonstrations by United States Navy aircraft.
- 3:00 Dedication Ceremony (*see details of this program on opposite page*).
- 4:05 Retreat Ceremony.
- 6:30 Assembly of guests for dedication banquet, second floor lounges of Illini Union Building.
- 7:00 Dedication Banquet.
- 9:30 Informal reception at Urbana Golf and Country Club.

Dedication Ceremony

Honorable CHESTER R. DAVIS, Presiding

The Star Spangled Banner

Combined University of Illinois and Army Air Forces Bands
and the Audience

Invocation

Reverend Father EDWARD J. DUNCAN, S.T.D.
St. John's Catholic Chapel, Champaign, Illinois

Address — "To the Boys and Girls of Illinois and the Nation"

Honorable PARK LIVINGSTON
President of the Board of Trustees

Address — "Aviation Goes to College"

Honorable DWIGHT H. GREEN
Governor of Illinois

Address

Honorable SCOTT W. LUCAS
United States Senator from Illinois

Address

Honorable C. WAYLAND BROOKS
United States Senator from Illinois

Address — "The Development of the University of Illinois
Airport"

ARTHUR CUTTS WILLARD
President of the University

Benediction

Reverend Father DUNCAN

Illinois Loyalty

Combined University of Illinois and Army Air Forces Bands
and the Audience

DEVELOPMENT OF THE AIRPORT

President ARTHUR CUTTS WILLARD

THE UNIVERSITY OF ILLINOIS AIRPORT was conceived and has been developed to implement a comprehensive program of education and research in aeronautics and to provide commercial and private landing facilities for the promotion of air transportation and national defense. It has been the policy of the University during the seventy-seven years of its existence to meet so far as possible the demands for new and varied educational and research programs growing out of the rapidly changing social, industrial, and professional life of our State and Nation.

The most recent demand for a new program of education and research at the University rests squarely on the amazing growth of air transportation all over the world. The supreme importance of the airplane in war has accelerated research and development in design, and has caused a vast increase in the manufacture of many types of aircraft, in the training of pilots and ground crews, and in construction of airports. Air transport will assume as much importance in the post-war economy as it did in the war. The present airport facilities of the United States can be compared with highway facilities twenty-five years ago. There were then fairly good automobiles, but their use was limited by lack of paved roads. Billions of dollars have since been spent for highways. We now have good airplanes, but their use is limited by lack of airports. This is true of the middle west in general, and of the State of Illinois in particular.

The University, through the Engineering Experiment Station, has made important contributions during the past forty years to the development of railway and highway transportation. This has been done through the cooperation of members of the staff and the use of equipment of nearly every department of the College of Engineering and the departments of other divisions of the University. With proper adjustments and additions to the staff and facilities, the University of Illinois can make contributions to the training of personnel and to the development of air transportation comparable with those which have increased the economy, safety, and comfort of railway and highway transportation.

The design of many types of airplanes for military and civilian service requires, in addition to the fundamental engineering training, instruction and research in aerodynamics, thermodynamics, engines, structural design, fatigue of metals, vibrations, radio, metallurgy, and tests and specifications of materials and instruments. This will require modifications and additions to existing advanced undergraduate and graduate courses in the departments of Mechanical Engineering, Civil Engineering, Theoretical and Applied Mechanics, Electrical Engineering, Metallurgical Engineering, and Physics.

Airport design is in its infancy. Many problems are involved: selection of site, grading, drainage, soil stabilization, paved runways, a comprehensive lighting plan, design of hangars and other buildings, the analysis and treatment of soil, weather bureau, radio facilities, water supply, and sewage disposal. The planning and construction of airports require the cooperation of men trained in Architec-

ture, Civil Engineering, Electrical Engineering, Meteorology, and Agronomy.

Air transportation will require education and research in many fields of knowledge now represented at the University. The newly established Department of Aeronautical Engineering will need the assistance of experts in many fields, including, of course, all the other engineering departments — Civil, Mechanical, Electrical, Chemical, Metallurgical, and Theoretical and Applied Mechanics.

At least a score of departments in other colleges of the University have been giving consideration to their share in such a program, and a number of them are actually engaged in research work in fields closely related to the problems of air transportation. Among the science departments are Physics, Geology (Meteorology), Geography, Chemistry, Psychology, and Mathematics.

In the College of Agriculture and the Agricultural Experiment Station the development of air transportation is of significance in dealing with problems of getting special crops to markets and in fighting insects and plant diseases by the use of aircraft in applying insecticides.

In the College of Commerce and Business Administration there is great interest in the development of courses of instruction and programs of economic research in the fields of administration, financing, and the operation of airports and air lines.

The requirements of war have served to emphasize the importance of unsolved physiological and medical problems involving the fundamental problems of circulation, body

temperature, special sense acuity, muscular coordination, work capacity, and mental alertness and fatigue. The fighting services are subjected to an extreme range of temperature, humidity, and atmospheric pressure, varying from arctic cold to tropical desert and jungle heat, from atmospheric pressures at sea level to the low pressures and temperatures of high altitude flying. In the over-all development of aeronautical educational and research programs the biological sciences have an important place. Since 1937 the University of Illinois has been developing a group research program in its Colleges of Medicine, Agriculture, and Engineering to study the influence of atmospheric environment on humans and animals.

One of the most important services of the University of Illinois Airport will be to provide flight training in civilian, military, and naval aeronautics. The program in civilian aeronautics will include flight instruction and vocational training. The University has already applied to the War Department for the establishment of an Air Corps unit of the Reserve Officers' Training Corps. The United States Navy has recently established a Naval Reserve Officers Training Corps at the University, and the Airport will be available for any use the Army and Navy desire to make of it as a part of their training programs.

The University of Illinois Airport has been made possible by Acts of the General Assembly of Illinois appropriating funds for the purchase of land and the construction of buildings, enabling legislation authorizing the Board of Trustees of the University to enter into the necessary negotiations and contracts with the United States Government, and a grant of

funds by the Civil Aeronautics Administration. The State of Illinois has provided \$750,000 for land and buildings. The United States Government has to date expended \$1,500,000 for grading, drainage, construction of runways and taxiways, and other ground improvements. Due to lack of critical materials during the war it has not been possible to begin construction of buildings until recently. The Board of Trustees purchased a hangar from the Defense Plant Corporation which was removed from its original location near Grady, Arkansas, to the University Airport site. Plans and specifications for an Administration Building have been completed, and its construction will begin as soon as contracts can be awarded. This building will include a control tower, weather station, administrative offices, ticket office for air lines, a main waiting room for passengers, food service, and general space adaptable for educational programs.

The Airport project could not have been initiated or carried to completion without the public-spirited cooperation of many groups and individuals, in Champaign-Urbana, in Champaign County, in the State of Illinois, and in Washington. Public officials, private citizens, and representatives of labor, industry, the press, and other agencies have all contributed their support. While credit is due to many, the Honorable Dwight H. Green, Governor of Illinois, and the Honorable Scott W. Lucas, Senior United States Senator from Illinois, were outstanding figures in the development of the project. It was Governor Green's enthusiastic support which resulted in the necessary State legislation, and the efforts of Senator Lucas made possible the Federal Grant.

The Honorable Park Livingston, President of the Board of Trustees of the University of Illinois, was constantly in touch with State legislation and Federal negotiations, and General Chester R. Davis, member of the Board and Chairman of its Committee on General Policy, rendered equally valuable service, especially in connection with the Federal negotiations. The activities of these two men were a most important contribution to the ultimate success of the program. Senator Everett R. Peters, St. Joseph, Illinois, and Representatives Charles W. Clabaugh, Champaign, and Ora D. Dillavou and Tom M. Garman, Urbana, of the Twenty-fourth Senatorial District in the General Assembly of Illinois, successfully sponsored and secured the passage of the State legislation. Civil Aeronautics Administration officials in Washington and in the Chicago Regional Office were most cooperative throughout the planning and development of the project. Great credit is due to James J. Doland, Professor of Civil Engineering and Supervising Engineer for the Construction of the Airport, for his tireless efforts in the design, development, and construction of the Airport.

The result of this splendid cooperation has made possible the construction of one of the finest airports in the country. The Board of Trustees of the University of Illinois is deeply grateful to all who contributed to this enterprise.

The University of Illinois Airport is unique in that it was conceived, designed, and constructed for the citizens of Illinois and the nation.

ADVISORY BOARD ON AERONAUTICS

IN THE DEVELOPMENT of the University's program of education and research in aeronautics, and to make the most effective use of the airport and other facilities to be provided for this program, University officials felt the need of advice from men of long experience in air transportation industries, including aircraft manufacturers, operators of transportation lines, and research agencies. The Board of Trustees on March 14, 1944, authorized the appointment of an "Advisory Board on Aeronautics" to assist in the organization and development of this program. Dr. Baldwin M. Woods, Professor of Mechanical Engineering at the University of California, was appointed Consultant on Aeronautics and Chairman of the Advisory Board on Aeronautics. The complete personnel of the Advisory Board is as follows:

BALDWIN M. WOODS, Professor of Mechanical Engineering, University of California, *Chairman*

W. J. BLANCHARD, General Manager, Aeroproducts Division, General Motors Corporation, Municipal Airport, Dayton, Ohio

ALLAN F. BONNALIE, United Air Lines Transport Corporation, Chicago (From 1940-1945 Mr. Bonnalie served as a Commander in the United States Navy, Bureau of Aeronautics)

L. R. INWOOD, Executive Assistant, Transcontinental and Western Air, Incorporated, Kansas City, Missouri

J. E. SCHAEFER, Vice President, Boeing Airplane Company, Wichita Division, Wichita, Kansas

Colonel A. D. TUTTLE, Medical Director, United Air Lines Transport Corporation, Chicago

BRUCE UTHUS, Director, Aviation Education Service, Civil Aeronautics Administration, Washington

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Supervising Engineer for the
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Director, Engineering Experiment
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Editor, 1944-1945, Daily Illini
Champaign

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Editor, The News-Gazette
Champaign

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Chicago

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Broadcasting System, Inc.
Chicago

ROBERT SINK
Editor, The Evening Courier
Urbana

C. C. TAPSCOTT
McQuay-Norris Manufacturing
Company
St. Louis, Missouri

J. F. WRIGHT
Director of Public Information
Director of Station W I L L
University of Illinois
Urbana

AIRPORT DATA

Purpose of the Airport: To implement a comprehensive program of education and research in aeronautics, and to provide commercial and private landing facilities for the promotion of American air transport and national defense.

Location: Tolono Township, Champaign County, near Route U.S. 45; six miles southwest of Illini Union Building on the campus.

Owner and Sponsor: University of Illinois, Urbana, Illinois.

Construction Agencies: Civil Aeronautics Administration, Chicago, Illinois, and Washington, D. C., and Board of Trustees of the University of Illinois.

Area: 762 acres.

Runways: Three, each 5300 feet long, 150 feet wide, paved with concrete. One, turfed (E-W), 4000 feet long, 150 feet wide.

Taxiways: Paved with concrete; 50 feet wide; total length, 12,000 feet.

Total Paved Area: 338,000 square yards (equivalent to 29 miles of highway surface 20 feet wide).

Drainage Pipe: 89,000 feet (equivalent to 17 miles).

Contractors:

Johnson-Greene Company, Ann Arbor, Michigan, grading and drainage.

Cooke Contracting Company, Detroit, Michigan, paving.

Chas. M. Porter Company, Maywood, Illinois, drainage.

Terry Baker Company, St. Louis, Missouri, seeding.

John Felmley Company, Bloomington, Illinois, hangar erection and apron construction.

Champaign Plumbing and Heating Company, Champaign, Illinois, plumbing and heating installation.

Construction Starting Date: May 31, 1944.

THE STAR SPANGLED BANNER

Oh! say can you see, by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming?
Whose broad stripes and bright stars through the perilous fight,
O'er the ramparts we watched, were so gallantly streaming.
And the rockets' red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there.
Oh! say does the star spangled banner yet wave
O'er the land of the free and the home of the brave?

ILLINOIS LOYALTY

We're loyal to you, Illinois,
We're "Orange and Blue," Illinois,
We'll back you to stand
'Gainst the best in the land,
For we know you have sand,
Illinois!

Rah! Rah!

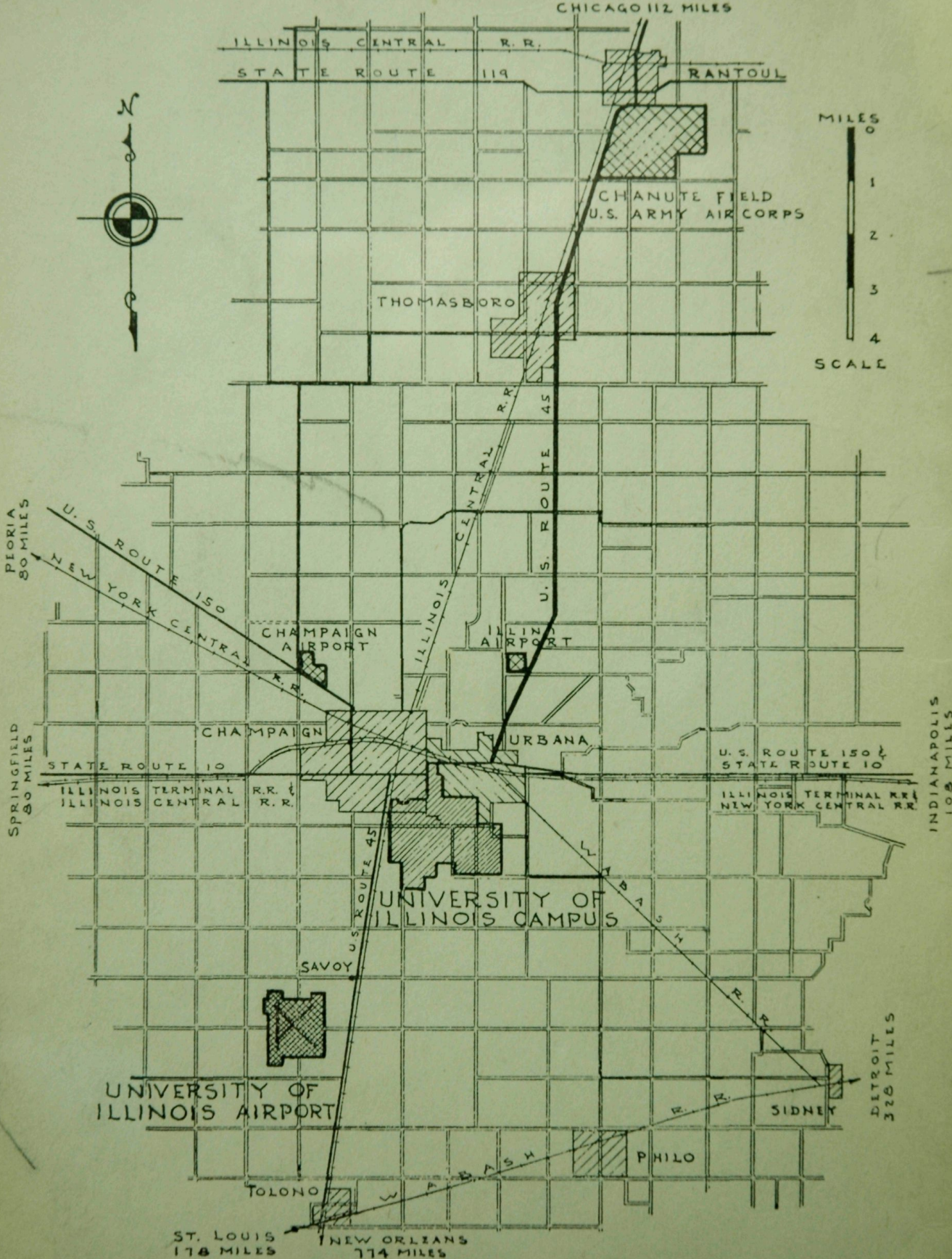
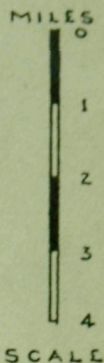
So crack out that ball, Illinois,
We're backing you all, Illinois,
Our team is our fame protector,
On! boys for we expect a
Vict'ry from you, Illinois!
Chehee! Cheha! Cheha-ha-ha!
Chehee! Cheha! Cheha-ha-ha!
Illinois! Illinois! Illinois!

Fling out that dear old flag of
Orange and Blue,
Lead on your sons and daughters,
Fighting for you;
Like men of old, on giants
Placing reliance,
Shouting defiance —
Oskee-wow-wow —

Amid the broad green plains
That nourish our land,
For honest Labor and for Learning we stand,
And unto thee we pledge our heart and hand,
Dear Alma Mater, Illinois.

2/0/7-2

CHICAGO 112 MILES



ILLINOIS CENTRAL R.R.
STATE ROUTE 119

RANTOUL

CHANUTE FIELD
U.S. ARMY AIR CORPS

THOMASBORO

PEORIA 80 MILES
U.S. ROUTE 150
NEW YORK CENTRAL R.R.

CHAMPAIGN AIRPORT

ILLINOIS AIRPORT

SPRINGFIELD 80 MILES

CHAMPAIGN

URBANA

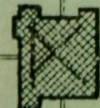
STATE ROUTE 10
ILLINOIS TERMINAL R.R.
ILLINOIS CENTRAL R.R.

U.S. ROUTE 150
STATE ROUTE 10
ILLINOIS TERMINAL R.R.
NEW YORK CENTRAL R.R.

INDIANAPOLIS 108 MILES

UNIVERSITY OF ILLINOIS CAMPUS

SAVOY



UNIVERSITY OF ILLINOIS AIRPORT

SIDNEY

DETROIT 326 MILES

ST. LOUIS 178 MILES

NEW ORLEANS 774 MILES

PHILO

TOLONO