

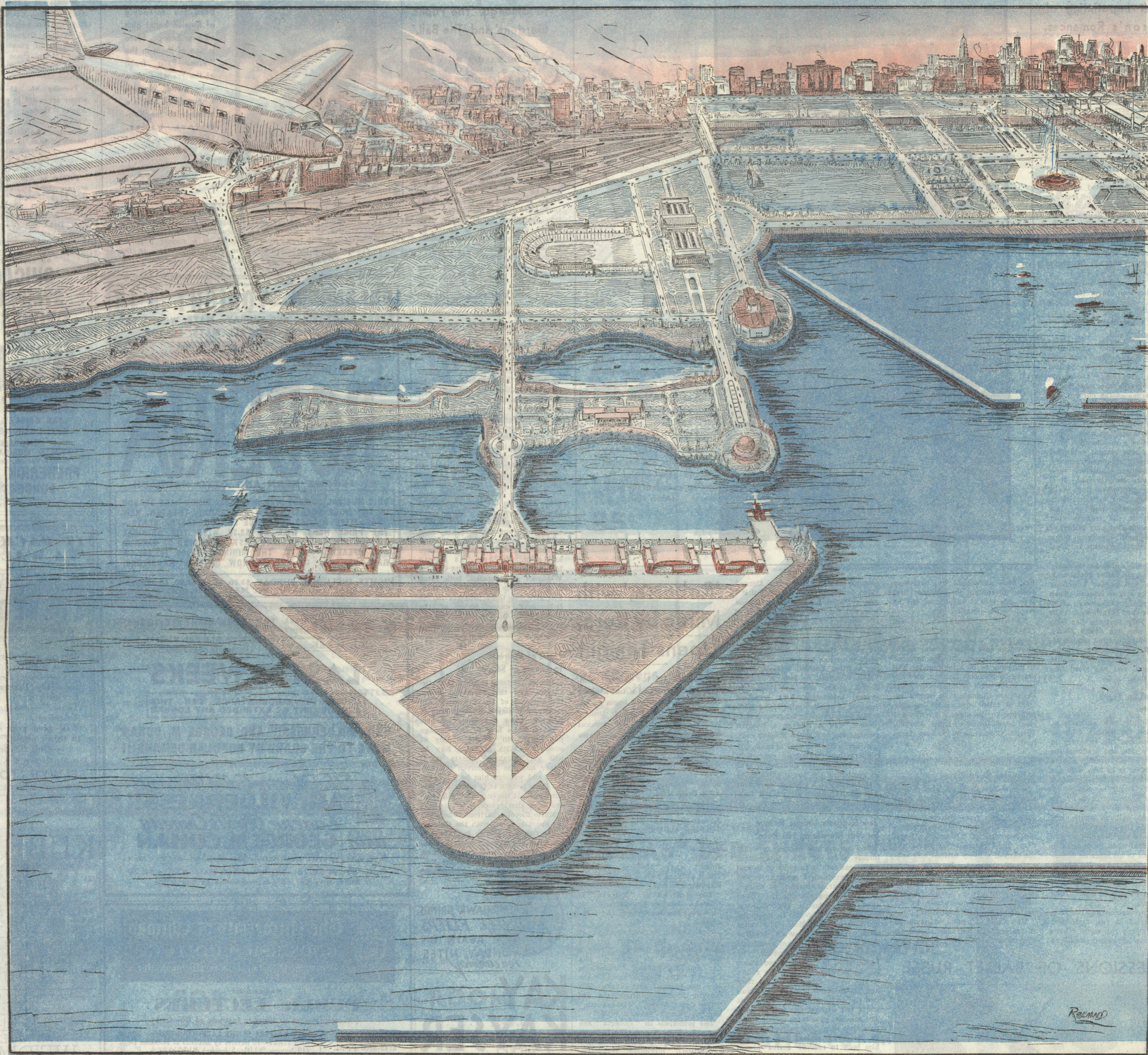
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Section

# Chicago Sunday Tribune

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Drama Music  
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By WAYNE THOMIS

## A Downtown Airport

IN THE belief that too few Chicagoans have had an opportunity to know the real facts about the proposed island airport in Lake Michigan off 16th street, and that almost no one has seen an accurate scale drawing of the proposed flying field, this page is dedicated to the greatest contribution Chicago can make to the development of the nation's air transport industry.

The reader sees in the drawing reproduced here the island complete, with sodded field, runways, aprons, ramps, bridges, hangars, and terminal office as they ultimately will be constructed. Behind the island, a part of the beautified lake front and harbor, is the city's sky line. It is the view which would be seen by an airman flying a mile out in the lake at a 3,000-foot altitude.

This airport will constitute the most modern terminal field in the world—modern in equipment, size, beauty, and, above all, location. No city in the world will have an airport so near its heart. A ten-minute ride in a taxi-cab will take an air traveler landing here to any of the loop hotels, office buildings, or downtown railway stations. Mail will be transferred from the baggage com-

partments of air liners to the sorting rooms of the new postoffice within the same time.

The present Chicago airport at 63d street and Cicero avenue is a 55-minute trip by motor car from the loop. Thus use of the island airport will cut at least 45 minutes off the journey of every air traveler arriving at or departing from Chicago. To show what time means in the matter of mail transportation, it might be pointed out here that even today a round trip from the central postoffice to the south side airfield consumes as many minutes as a flight to Cleveland or Detroit. As speeds of modern planes increase to 250 and 300 miles an hour within the next decade, this time element will become increasingly important and the saving of minutes increasingly valuable.

Total area of the field shown here is 200 acres. It will be made by dumping sand and cinders inside pilings and covering all with loam. Each of the three main runways,

paralleling the sides of the triangular field, will be 3,500 feet long. They will be connected with smaller runways each 1,600 feet long. The main ribbons are to be 200 feet wide and the smaller taxiways 40 feet wide.

The base of the island, parallel to the shore, will be 1,600 feet straight east of Northerly Island, with the line of 16th street its axis. It will be 5,800 feet east of the Illinois Central tracks at 16th street and 8,000 feet east of the first building line at this point. The shoreward end of the southeast-northwest runway will be 9,600 feet from the first building line at Randolph street and Michigan avenue, and the southwest-northeast runway will be 5,800 feet from the building line at 28th street and Cottage Grove avenue.

Operators of air lines, construction engineers, and aviation experts say that the proposed airport on the lake front will offer no really vexing problems in the

building. No flying over business or residential areas will be necessary when the airfield finally is functioning. With the nearest business and residential buildings more than a mile away, people within them will not be disturbed by motor noises from planes. In fact, the explosions within the engines of the planes will be less disturbing than exhaust noises from automobiles in the street.

The airport will be self liquidating, it has been pointed out by men familiar with the financial phases of projects such as that. Mayor Kelly has asked the federal Public Works administration for a grant of \$2,580,000 and a loan of \$6,020,000, so that construction may be started on the lake front airport. The project falls within the class of undertakings suitable for that type of loan.

According to estimates, the construction of the airport will provide employment for about 45,000 men for a period of 21 months—23,177 directly and 17,000 indirectly.

The airfield at 63d street and Cicero avenue will be retained as a repair base, and as a training, sport, and military flying field. Machine shops for each air line using the lake front airport also will be retained at the far south side field, the island port being used exclusively as a passenger, mail, and express terminal.