ILLINOIS HISTORIC AMERICAN BUILDINGS SURVEY
U.S. ARMY AIR CORPS HANGAR
IL HABS No. CK-1996-12

PART I: GENERAL INFORMATION/IDENTIFICATION

Location:	6013 South Central Avenue Midway Airport Chicago, Cook County, Illinois
Quad:	Englewood and Berwyn Quadrangles, Illinois - Cook County
UTM:	16.436710.4625760
Dates of Construction:	1932-1938
Architects/Engineers/Builders:	Construction Division, Office of the Quartermaster, 6th Corps Area, 1819 West Pershing Road, Chicago, Illinois
Present Owner:	City of Chicago Department of Aviation Chicago, Illinois
Present Occupant:	Vacant
Present Use:	Vacant
Significance:	The U.S. Army Air Corps Hangar is one of a few pre-World War II buildings remaining at Midway Airport. It is of special interest in that it was designed by the Construction Division of the Quartermaster Corps, which performed military construction activities until transfer of this responsibility to the U.S. Army Corps of Engineers in 1941. Originally constructed in 1932 at the then-named Chicago Municipal Airport as a simple utilitarian steel structure, the hangar evolved into a barracks and multi-functional structure for Army use with the construction of three additions. Simple brick additions to the west were completed in 1933 and 1934. In 1938, the east wing was completed, adding a significant architectural character to the structure. This addition was designed in a simplified Art Deco style, with rectilinear, stepped brick massing and linear limestone ornamentation. The hangar represents the era of the 1930s and 1940s, when Chicago Municipal Airport served the needs of civilian and military air transport. After World War II, and following its acquisition by the City of Chicago, the hangar was used principally for storage.
Date:	01 August 1996

PART II: HISTORICAL INFORMATION

A. Physical History:

1. **Dates of erection:**

   a. 1932 construction - steel hangar

   b. 1933 construction - north half of west wing (one story)

   c. 1934 construction - south half of west wing (one story)

   d. 1938 construction - reconstruction of north wall of 1932 hangar section; east wing (two story)

2. **The Architects/Engineers/Builders:**

   Construction Division, Office of the Quartermaster, 6th Corps Area, 1819 West Pershing Road, Chicago, Illinois

   The Construction Division of the Office of the Quartermaster, 6th Corps Area, designed and built the U.S. Army Air Corps Hangar (1933-1938). The Quartermaster Corps was a sub-element of the U.S. Army, responsible for construction of military facilities of the Army. The Chicago Division was located at 1819 West Pershing Road.

   In 1941, Undersecretary of War Robert P. Patterson recommended a transfer of all Army construction to the Corps of Engineers and drafted a bill that would make that possible. In a memorandum to President Roosevelt on 28 August 1941, Undersecretary of War Robert P. Patterson wrote: "The engineers, as you know, do a great deal of civilian construction in normal times, rivers and harbors, flood control, etc., and are a going concern. The Quartermaster, on the other hand, has normally no adequate organization to handle construction..." The bill passed both houses on 1 December 1941.[1]

   In a book entitled *Those Army Engineers, A History of the Chicago District, U.S. Corps of Engineers,* by John Larson, General Julian L. Schley, Chief of Engineers, is quoted:

   > ...if responsibility for Air Force construction was given to the Corps, the existing organization of the Engineer Department would be used without material change. The detailed engineering design and all construction would be handled through Division and District Engineers....To get results required, those organizations must be allowed to handle, with as few

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[1] John W. Larson, *Those Army Engineers, A History of the Chicago District.* U.S. Army Corps of Engineers (Washington, DC: United States Government Printing Office, undated).

> restrictions as possible, all engineering design, preparation of construction drawings and specifications, procurement, constructing, accounting and disbursement.[2]

On December 16, 1941, a week after Pearl Harbor, the entire Army construction program transferred from the Quartermaster Corps to the U.S. Army Corps of Engineers. Before the end of World War II, the Corps of Engineers was involved in 27,000 projects including camps for 5.3 million troops, armaments plants, hospitals, ports, bomber bases, Pentagon construction, and facilities for the Manhattan project.

Alterations to the U.S. Army Air Corps hangar during and after World War II were designed and implemented by the Engineer Office of the War Department.

3. **Original and Subsequent Owners, Occupants, Uses:**

The U.S. Army Air Corps Hangar and early additions were built between 1932 and 1938 on land that was leased to the United States of America by the City of Chicago. The original building (1932) was initially owned by the United States Army and used by the U.S. Army Air Corps as an aircraft hangar. After the construction of additions in 1933, 1934, and 1938, the structure was also used as barracks and an operational facility by the Army. By December of 1946, the U.S. Army Air Corps vacated the building, and from 1946 to 1947 it was used by the Civil Aeronautics Administration to store airplanes. During that time, the ownership of the hangar was transferred from the Army Corps to the War Assets Administration. In October of 1948, the City of Chicago bought the building for a storage facility. While owned by the City of Chicago, the building was occupied by other parties including the Federal Aeronautics Administration which maintained an air traffic control center in the building in 1959. Part of the building was leased by the Federal Aeronautics Administration from the City of Chicago from prior to 1963 to 1970 or later. From 1984 to 1994, Monarch Air Service, a private aviation company, stored vehicles in the hangar. The City of Chicago had a pump for an underground fuel tank housed within the building until 1995, when it was moved outside in a structure adjacent to the east wing.

4. **Original Plans and Construction; Additions and Alterations**

In May of 1932, the United States Army leased the site of the future Army Air Corps Hangar from the City of Chicago. The initial construction of the steel-framed, gabled hangar occurred in 1932 and 1933. Shortly thereafter, additions were constructed along the west side of the building. The south half was built in 1933, and the north half was added in 1934. Both additions were simple one-story brick structures. The adjacent Oil Storage Building was built in 1935, also consisting of a one-story brick structure. In 1938, the north wall of the original hangar was modified; the aircraft doors were removed; and a brick wall with large windows and overhead doors was built. A two-story brick addition in a simplified Art Deco style was constructed

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[2] *Ibid.*

along the east side of the original hangar in 1938. The east wing was the last major construction phase of the building, with remaining construction consisting of alterations and modifications to the existing structures. In 1939, a new metal smoke stack was added to the existing smoke stack, and the old operations office in the east wing was altered. More alterations occurred to the first floor of the east wing in 1945, but by 1946 the building was vacated by the Air Corps and subsequently used only as a storage facility without significant alterations. In 1995, a fuel pump and station used by City of Chicago Department of Aviation vehicles were moved from the interior of the hangar to the northeast side of the building.

B. Historical Context

1. Early History of Aviation in Chicago: 1890s through World War I

The history of aviation in the Chicago area dates back at least to the 1890s, when glider experiments were carried out on the sand dunes along Lake Michigan by Octave Chanute, a retired engineer and scientist.[3] In December 1903, the Wright Brothers made their first successful flight on the sand dunes of Kitty Hawk, North Carolina. Five years later, the U.S. Army ordered its first airplanes from the Wrights.[4]

Chicago's first aviation society was founded in 1910. The "Aero Club" sponsored exhibitions and meets, as well as a flight training center.[5] In July of 1911, the Aero Club established the Chicago area's first permanent airfield, providing an alterative to pastures and race tracks. Cicero Field, a 180-acre site in Chicago's western suburbs, was created on land donated by Aero Club member Harold F. McCormick through a gift of $18,500.[6] During the next few years, the Chicago area became a center of manufacturing and exhibition, with the Aero Club of Illinois offering "the only permanent landing field, storage, and maintenance services [in Illinois] until after WWI."[7]

Although military aviation development in the United States lagged behind that in Europe during the early years of this century, on 18 July 1914, the U.S. government

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3 Chanute's work influenced the designs of the Wright Brothers' flyer. Eugene Carl Kirchherr, *Airport Land Use in the Chicago Metropolitan Area: A Study of the Historical Development, Characteristics, and Special Problems of Land Use Type Within a Metropolitan Area*, Doctoral Thesis (Evanston, Illinois: Northwestern University, June 1959), page 13.

4 *Ibid.*

5 *Ibid.*, pages 13 and 16.

6 An adequate airfield was defined as 75 to 100 acres with one or two wooden storage buildings. *Ibid.*, pages 14-15.

7 *Ibid.*, page 16.

established the Aviation Section of the United States Signal Corps. The first important role of military aircraft was as "scouts" for observation.[8]

In 1915, Cicero Field closed to make way for housing developments and the Aero Club moved its activities to Ashburn Field, located at 83rd Street and Cicero Avenue.[9] Prior to the American entry into World War I, military pilots were already being trained at Ashburn Field as well as at Fort Sheridan.[10]

The year 1915 also saw the development of an American fighter aeroplane, an armed, single-seat scouting aircraft. In the same year, Congress established the National Advisory Committee for Aeronautics to "supervise and direct the scientific study of the problems of flight with a view to their practical solution" and "to direct and conduct research and experiments in aeronautics."[11]

Development of military aviation accelerated rapidly during the First World War. In April of 1917, the year in which the United States entered the war, the Aviation section of the Signal Corps had a total of 112 pilots,[12] and the War Department planned to enlarge Ashburn Field. However, land values of adjacent properties were prohibitively high, so a site near Rantoul (in north central Illinois, near Champaign-Urbana) was selected. This new site, Chanute Field, was in use by the military by the summer of 1917, and Ashburn Field was returned to the Aero Club. The Overman Act of 20 May 1918 removed aviation from the Signal Corps by establishing the Army Bureau of Aircraft Production and the Air Service, U.S. Army. By 1918, the U.S. Army Air Service had 12,449 pilots.[13] In the same year, airmail service was inaugurated by the Post Office Department.[14]

2. **The Postwar Context**

In the years immediately following the First World War, the development of military aircraft was limited by lack of funding. The U.S. Army Air Service remained a supporting arm of the Army, even after the Army Reorganization Act of 1920.

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8 Bruce Robertson, editor, *United States Army and Air Force Fighters: 1916-1961*. Compiled by K.S. Brown, E.F. Heyn, R.A. Freeman, M.J.F. Bowyer and P. Berry (California: Aero Publishers, Inc., 1961), pages 9 and 54.

9 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 16.

10 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 17.

11 Robertson, *United States Army and Air Force Fighters: 1916-1961*, pages 9 and 95.

12 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 17.

13 *Ibid.*

14 *Ibid*, page 19.

Although large numbers of wartime craft remained serviceable, many planes were inactivated, and few new planes were produced.[15]

Continuing interest in flight was encouraged by the "gypsy flyers," former military pilots who purchased surplus military planes and offered flight training and charter services in different communities.[16] However, few permanent airfields were established in the years immediately following the war, and dirt roads and pastures continued to serve as airfields. Airfields constructed for wartime training were dismantled, leaving the country without a basic system of facilities for the commercial operation of aircraft. This affected the growth of both military and civil aviation. Some military officials suggested the formulation of a cooperative plan between the U.S. Army and municipalities desiring airfield facilities. This temporary program called for construction of airfields according to Army specifications by communities, with the government providing the steel hangars.[17]

From the end of the war until 1925, most airports in the Chicago area were temporary except for Ashburn Field and Grant Park Air Mail Field.[18] In 1919, Checkerboard Field was constructed at the intersection of First Avenue and Roosevelt Road in Broadview. This field became a busy aeronautical center and mail terminal in the 1920s, and served as an airmail depot when Grant Field became too congested.[19] In 1921, the government constructed an airmail terminal on the grounds of Hines Veteran Hospital near Checkerboard Field; the new field was known as Hines Field.[20] Other airfields began to appear: Lincoln Tavern in Morton Grove; Burmeister Field near Niles; Wilson Airport at River Road and Lawrence Avenue; and Park Ridge (Heath) Airport at River Road and Touhy.[21]

An ongoing investigation into the air service between 1923 and 1926 led to approval by Congress in July 1926 for air sections to be formed in each division of the Army General Staff. In addition, a new Secretary of War position was created to foster aviation interests under the title of U.S. Army Air Force. Limited funding allowed establishment of a service with less than 10,000 officers and men, including four

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15 Congress appropriated less than one-third of the funds requested by the Air Service. Robertson, *United States Army and Air Force Fighters: 1916-1961*, pages 20 and 21.

16 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 19.

17 *Ibid.*

18 Poor drainage at Ashburn Field limited flying in inclement weather, so airmail service was moved to Grant Park Field. *Ibid*, page 20.

19 *Ibid.*, page 20.

20 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, pages 15 and 21.

21 *Ibid.*

pursuit squadrons with sixty aircraft. Funding increased with a five-year budget expansion program starting in 1927.[22]

Three factors have been cited as encouraging the growth of American aviation during the latter half of the 1920s.[23] First, the Kelly Air Mail Act turned airmail service over to private business. Second, the Aeronautics Branch of the Department of Commerce was created to establish standards of safety, test and license aviators, and develop rules governing air traffic, although the government would not participate in airport construction and operation. Finally, Charles Lindbergh's trans-Atlantic flight made aviation a popular topic of public interest. With interest in aircraft production increasing, speed became the paramount issue in design and development.[24]

3. **Construction at Chicago Municipal Airport: 1922 through 1939**

On 3 October 1922, the Chicago Municipal Airport landing field between 63rd Street and 48th Street opened. Initially, three hangars, each 30 feet by 110 feet in plan, were constructed. The hangars could accommodate 25 planes, and plans were made to construct repair shops and a belt railroad and siding for transfer of freight between rail cars and airplanes.[25]

In 1926, Colonel P.G. Kemp leased a site from the Chicago Board of Education in the south half of School Section 16. The tract was bounded by 59th Street on the north, Cicero Avenue on the east, 63rd Street on the south, and Laramie Avenue on the west, and was bisected by the Chicago & Western Indiana Railroad right of way. With a Mr. Sievert, Kemp constructed a hangar at the Cicero Avenue end of the main northeast-southwest cinder runway.[26] In mid-1926, the City of Chicago leased 120 acres of the property and assigned the acreage to the Department of Public Works, Bureau of Parks, Recreation, and Aviation (under the direction of Richard W. Wolfe, Commissioner, and Walter Wright, Superintendent) for development and operation.

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22 Robertson, *United States Army and Air Force Fighters: 1916-1961*, page 30.

23 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 23.

24 Robertson, *United States Army and Air Force Fighters: 1916-1961*, pages 28-29.

25 *Daily News*, 3 October 1922. (According to Kirchherr, the Chicago Municipal Airport site did not come into use as an airport until 1923-1924. Kirchherr, page 21.)

26 Casey, John A., *Chicago Aviation and Airports: The First Forty Years, 1926-1966* (Department of Aviation, City of Chicago), page 1; James Ronald Wray, *Atlas of Chicago Municipal Airport*, Master's thesis (Chicago, Illinois: The University of Chicago, March 1948), pages 1, 14, and 29. (Maintenance records from May 1947 identify Mr. Casey as Municipal Airport Superintendent. Letter from W.D. Foy, Chief, Property Division, Office of Real Estate Disposal, to John A. Casey. 12 May 1947. Record of War Assets, file 270, National Archives.)

The City appropriated $10,000 for construction and improvement of the site.[27] The Chicago Aero Commission assisted with the site improvement plans.[28] The Nathan Hale Elementary School was constructed in the southwest corner of the property.[29]

In 1927, two cinder runways were constructed, each 90 feet wide and 1,200 to 1,500 feet long. Ground lights were also installed at the site.[30] The City of Chicago negotiated ten hangar ground rental leases with airlines.[31] Hangars were constructed along 63rd Street for Universal Air Lines and Northwest Airways, Grey Goose Air Lines, Embry Riddle Company, and Standard Oil Company. The City completed taxiways and ramps in front of hangars.[32] Seven airmail routes established terminals at the Chicago Municipal Airport.[33]

On 1 December 1927, airmail and express mail contractors transferred from the Maywood Air Mail Field to the Chicago Municipal Airport. During that month, the first contract airmail plane, from Boeing Air Transport, arrived at Chicago Municipal Airport from Omaha, Nebraska. The plane was piloted by Ira O. Biffle, the man who taught Charles Lindbergh to fly.[34] On 13 December, as part of a week-long National Airport Conference held at the site, the Chicago Municipal Airport was formally dedicated.[35] In addition to meeting the need for an airmail terminal in Chicago, the facility responded to increasing demand for commercial service and support for private aviation.

During the same month, the U.S. Weather Bureau was established.[36] In February 1928, an aeronautical observation station was established at Chicago Municipal Airport. The observatory would furnish weather reports to air transport lines and

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27 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 1.

28 United States Department of Commerce, *Chicago Airport Conference, December 12-15, 1927.*

29 Wray, *Atlas of Chicago Municipal Airport*, pages 9 and 29. The building had a 125-foot chimney. In 1959, the school at the airport was abandoned for safety reasons. (Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 89.)

30 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 1.

31 *Ibid.*, page 15.

32 *Ibid.*

33 Wray, *Atlas of Chicago Municipal Airport*, page 29.

34 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 2.

35 Wray, *Atlas of Chicago Municipal Airport*, page 26.

36 *Ibid.*, page 27.

other air operators, information previously provided by the weather station at the University of Chicago.[37]

By July 1928, Superintendent Wright reported that construction work on the airport, planned by the Chicago Aero Commission and implemented by the City's Department of Public Works, was half completed. At that time, airport improvements included four cinder runways varying in width from 100 to 170 feet, with a total length of 10,000 feet, all located on the east half of the site; the west half of the site was to be developed as a turf landing surface for dry weather use. Other facilities included field and runway lighting, nine hangars, a Post Office building, express office, passenger station, and field manager's office. Hangars were initially constructed only along the south and east sides of the field. Two hangars were in use by the Illinois National Guard. It was estimated that 600 planes arrived and departed from the airport each month. Construction of several additional buildings was planned, including a large administration building.[38]

In 1929, a traffic controller was stationed with a flag at the take off end of the runway, which was headed into the wind. When the wind direction changed, the controller moved to the other runways.

A police detail was assigned to Chicago Municipal Airport in 1929 to control spectators and flying enthusiasts. A small administration building and comfort station were constructed at 59th Street and South Cicero Avenue. Also in that year, significant passenger service by scheduled airlines began at the airport.[39] National Air Transport maintained a weather bureau in its hangar south of the airport offices. The west half of the site remained undeveloped at this time.

In 1930, the City leased 588.689 acres of the square-mile property from the Board of Education. A bond issue of $450,000 was voted in November 1930 to fund further construction and additional taxiways, runways, sewers, and concrete ramps in front of hangars.[40] Airlines began using larger, tri-motor Boeing and Ford planes to carry 12 to 15 passengers and large amounts of mail. Student flying instruction ceased at this time due to heavy commercial traffic at the airport.

On 25 June 1930, a fire destroyed three hangars and 50 airplanes at Chicago Municipal Airport. The property destroyed included Universal Airline's double hangar, Grey Goose Line's hangar, and Stout Line hangar.[41]

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37 *Daily News*, 8 February 1928.

38 "Chicago Municipal Airport: An Institution," *Airports*, I, July 1928, 27, 38.

39 *Ibid.*, page 17.

40 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 5.

41 *Chicago Tribune*, 25 June 1930.

Construction at Chicago Municipal Airport continued in 1931, with runway extensions, taxiways, and a new administration building and passenger terminal at 62nd Street and Cicero Avenue. The Administration Building was dedicated on 15 November 1931.[42]

In 1931, the Illinois Aeronautics Commission was established.[43] Many of the temporary airfields within the Chicago area closed as new community airports developed throughout the state, and Chicago Municipal Airport gained importance as a central focus of activity.[44]

In 1933, the year of the Chicago World's Fair, a two-way radio control tower was established at the airport and operated by the City.[45] On 1 June, the site was listed as a municipal airport used as an operating base by Air Corps Reserves and the Illinois National Guard in the *Description of Airports and Landing Fields in the United States.*[46]

In military aviation development, the 1930s saw the acceptance of the two-seat pursuit plane as emphasis shifted from observation to aerial fighting, and bomber designs began to be developed.[47] By July of 1933, the Army Air Corps had 17 squadrons of pursuit planes located at Selfridge Field, Michigan; Langley Field, Virginia; Albrook Field, Canal Zone; March Field, California; Barksdale Field, Louisiana; Wheeler Field, Hawaii; and Clark Field, Philippine Islands.[48]

By 1 September 1934, Chicago Municipal Airport was listed as a municipal airport with no military classification in the *Description of Airports and Landing Fields in the United States.*[49]

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42 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 5. The *Descriptions of Airports and Landing Fields in the United States*, 1 September 1931, listed the Chicago Municipal Airport as a 640-acre municipal airport with four cinder runways.

43 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 40.

44 *Ibid.*, page 34.

45 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 6.

46 *Description of Airports and Landing Fields in the United States*, Washington, DC: U.S. Government Printing Office, page 48.

47 Robertson, *United States Army and Air Force Fighters: 1916-1961*, page 30.

48 *Ibid.*, page 42.

49 *Description of Airports and Landing Fields in the United States*Washington, DC: U.S. Government Printing Office, page 53.

In 1935, seven commercial airlines used the Chicago Municipal Airport: United, American, Transcontinental & Western Air (TWA), Eastern, Northwest, Chicago & Southern, and Braniff. TWA inaugurated the first non-stop flight from Chicago to New York with a DC-3; the flight took 4 hours and 5 minutes.[50]

In September 1935, plans were made for Works Progress Administration (WPA) projects for improvement and further enlargement of the airport. Plans submitted in October were for $2,138,000 of work including grading, lighting, sewers, surfacing, and enlargement of runways and for general landscaping. A total of $522,000 was immediately allotted for Works Progress Administration work to start in December 1935.[51] Works Progress Administration work continued in 1936, with 8,000 people working on WPA projects at the airport.[52]

In 1937, the airport expanded north to fully occupy the portion of the tract leased by the City located between the railroad tracks and 63rd Street, except for the area occupied by the elementary school site.[53] A report by the American Municipal Association highlighted the need for improvements to municipal airports, citing the growth in passenger traffic and the increasing volume of airmail and industrial air transport. A summary of this report, published in August 1937, cited Chicago Municipal Airport as the second busiest airport in the country, with as many as 200 flights arriving and departing each day.[54] The report also noted that there was room for expansion within the airport site. Also in August 1937, additional WPA and PWA projects with funding of $4,452,000 were developed to extend and improve runways, construct a large administration building, and also to build a new railroad right-of-way (an issue resolved in 1940).[55]

The passage of the Civil Aeronautics Act in 1938 created the Civil Aeronautics Administration (CAA). This agency assumed the responsibilities of the Aeronautics Branch of the Department of Commerce. The CAA performed a survey of U.S. airports and identified deficiencies in both the number and caliber of airports.

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50 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 7.

51 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 7.

52 *Ibid.*, page 21.

53 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 87.

54 "Cities Seek National Airport Program," *The American City*, August 1937.

55 *Ibid.*

An air traffic control center was established at the airport in 1938 to regulate air carrier traffic.[56] In the same year, work was continued by the WPA and private companies on the site's sewers, water system, paving, and lighting.[57]

In 1939, an eighth airline, Pennsylvania Central, began operations at Chicago Municipal Airport.[58] (In 1943, the Pennsylvania Central discontinued its operations at the airport; but resumed operations in 1944.[59])

4. **Construction of the U.S. Army Air Corps Hangar (#1 Army Corps Hangar)**

In 1927, the U.S. Army Air Corps Hangar that is the subject of this study appeared in a design for the proposed "#1 Army Corps Hangar."[60] By 1928, the airport had twelve hangars, four cinder runways, and lighting for night landings. One hundred airplanes were based at the airport to serve sightseers, flight students, and a few corporations. The extension of some taxiways was initiated, and the City began negotiating for more airport land.[61]

On 12 May 1932, a lease was created between City of Chicago and the federal government for two, 280 foot by 200 foot deep lots at the airport. The sites were designated for construction of airplane hangars and storage and operations of government-owned airplanes, "for flying activities pertaining to Headquarters Sixth Corps Area, and for training purposes in connection with the Air Corps Activities." The lease extended from 1 July 1932 through 30 June 1933, with an option for renewal at an annual rental of one dollar, through 31 December 1950, and stipulated that:

> The Lessee shall have the right, during the existence of this lease, or any renewals thereof, to erect upon each lots covered in this lease, a standard airplane hangar of the United States Air Corps and to make such alterations

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56 *Ibid.*, page 39.

57 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 8. On 1 January 1936, 1937, and 1938, the Chicago Municipal Airport was listed as a municipal airport and operating base for the Army Air Corps in the *Description of Airports and Landing Fields in the United States.*

58 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 8.

59 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 10.

60 Survey of south half of Section 16 (National Archive, Record of War Assets, file 270).

61 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 5.

and attach such fixtures and facilities to the said hangar as are in accordance with the practice of the Lessee in its flying field;...[62]

In 1933, a year of increasing activity in U.S. military aviation, plans were proposed to construct the south half of the west wing addition on the U.S. Army Air Corps Hangar by the Construction Division, Office of the Quartermaster, 6th Corps Area. The addition included alterations to the west wall of the existing hangar and modifications to create new interior spaces in the west wing. These included (from south to north) observation and locker rooms, a toilet room, boiler room and coal room; and construction of a wood framed and insulation board ceiling in the south half of the hangar.[63]

In 1934, plans proposing the north half of the west wing addition to U.S. Army Air Corps Hangar were prepared by the Construction Division, Office of the Quartermaster. The design included alterations to create new interior spaces, including (from south to north) quarters, stock room and shop; and a new concrete floor and gypsum ceiling in the north half of the hangar.[64]

In August 1935, plans were developed for the oil storage building adjacent to the northwest corner of the U.S. Army Air Corps Hangar.[65]

In 1938, plans were developed for a new north end wall of the U.S. Army Air Corps Hangar.[66] Plans were also developed for the east wing addition, including new interiors spaces on the first floor (from south to north): an operations office, pilots' locker room, day room, Commanding Officer's storage, storage, mess hall, kitchen, kitchen storage, parachute folding room, lecture room, armament room and parachute drying room; second floor: commanding officer's office, toilet, waiting room, corridor, flight surgeons room, eye examination room, meteorological room, stair hall, non-commissioned officers' quarters, toilets, squad room, toilet, radio repair room, and

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62 Lease #W-56-QM-249, May 12, 1932, Record of the War Assets, file 270, National Archives. For Lots 37 and 38, indicated as Hangar Spaces 37 and 38, at the Municipal Airport, located at South Cicero Avenue, and West 63rd Street, City of Chicago, Cook County, State of Illinois.

63 Drawings, Alterations and Addition of U.S. Hangar, Construction Division, Office of the Quartermaster, 6th Corps Area, 23 November 1933.

64 Drawings, Alteration and Addition to U.S. Hangar, Construction Division, Office of the Quartermaster, 6th Corps Area, 5 May 1934.

65 Drawings, Oil Storage Building, Construction Division, Office of the Quartermaster, 6th Corps Area, 17 February 1936.

66 Drawings, New North End Wall for U.S. Army Hangar Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 1 February 1938.

photo lab and dark room.[67] In 1939, plans were developed for a new smoke stack on the building.[68] Additional plans proposed the alteration of the old operation office for the east wing, with the space divided into an R.O. Rest Room, quarters for transient officers, a small toilet, and a corridor.[69]

5. **World War II Construction Activity at the Airport**

The beginning of war in Europe in 1939 encouraged government funding for construction of new airports and improvements to existing fields to meet military requirements. Ten million dollars was expended on Chicago Municipal Airport.[70] With the escalation of the war in Europe in 1940 and 1941, government funding to the military forces increased and the aircraft industry saw rapid development, with Britain and other European countries purchasing fighter aircraft from the United States.[71]

With the resolution of legal difficulties with the Chicago and Western Indiana Railroad in 1940, a site for a new right-of-way was purchased north of 65th Street and west of Central Avenue.[72] In 1941, the Chicago and Western Indiana Railroad relocated its right-of-way. New runways were constructed in a dual-pattern system, permitting one runway to be used for landings and a parallel runway for takeoffs. This configuration allowed for 60 landings and 60 takeoffs per hour.[73]

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67 Drawings, Two-story Addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 15 April 1938.

68 Drawings, New Smoke Stack for Water Heater at the U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 26 January 1939.

69 Drawings, Alterations to Old Operations Office at U.S. Army Hangar, Chicago, Illinois, to provide quarters for transient officers as requested by Air Corps, Construction Division, office of the Quartermaster, 6th Corps Area, 27 April 1939.

70 *Ibid.*, pages 38-39.

71 Robertson, *United States Army and Air Force Fighters: 1916-1961*, page 53.

72 Cost of site was $1,001,810. Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 87. Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 8.

73 *Ibid.*

In 1941, the City of Chicago, Bureau of Parks and Recreation and Aviation, assumed responsibility for the operation of the Chicago Municipal Airport.[74] The new Chicago Municipal Airport was rededicated on 30 June 1941.[75]

With the entry of the United States into the war on 7 December 1941, military and naval air activity rapidly increased at Chicago Municipal Airport. Reportedly, the inadequacy of the Chicago Municipal Airport became evident during these years.[76] The airport expanded from 120 acres in 1927 to 540 acres in 1942, with a new lease negotiated and fixed fees for airlines established.[77] The contract negotiated in 1942 between the City of Chicago and the Board of Education arranged for the airlines to help support the operation of the airport. Ground and hangar leases were changed and extended to 31 December 1964, and a graduating scale of landing fees was put into effect. Contract terms include a loan for $1,000,000, without interest, for the construction of a larger administration building to be started after the war. The WPA finished contracted work at the site.[78]

Although Midway Airport was expanded to meet military and civilian air transport needs during the war, it was not considered a permanent military base. This was due to the fact that the field was not considered adequate for use by jet engine fighter planes.[79]

6. **Wartime Alterations to the U.S. Army Air Corps Hangar**

In January 1942, plans were developed for installation of a non-code fire alarm system in the hangar. These plans were drawn by the war department, U.S. Engineer Office, Repairs and Utilities Branch.[80]

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74 *Ibid.*, page 40.

75 *Chicago Daily News*, 30 June 1941.

76 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 47.

77 The City had been paying $23,660 per year to the Chicago School Board, plus 10 percent of the airport's gross revenues. Chicago *Tribune*, 9 April 1964.

78 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 9.

79 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 118.

80 Drawings, Fire Alarm System for the U.S. Army Hangar, Municipal Airport, Chicago, Illinois, War Department of the United States Engineer Office, Construction Division, Repairs and Utilities Branch, 1 January 1942.

In December 1942, a contract was signed between the City of Chicago and the federal government leasing land adjacent to the hangar for construction of an airplane parking space.[81]

Plans for further alterations to the U.S. Army Air Corps Hangar were developed in 1943. These included alterations to the first floor dividing the observation room into a pilot's room, maintenance room, and extended corridor with a new partition wall; the Commanding Officer's closet was made into a woman's lounge.[82] On 4 August 1943, the lease for the hangar property was amended, adding 0.42 acres to the original site.[83]

7. **Midway: Post World War II through the Early 1950s**

In August 1945, with the end of the Second World War, numerous defense contracts were canceled. This resulted in downsizing of the industry, demobilizing of the Air Force, and founding of the Air National Guard with its focus on local defense.[84]

At Midway Airport, groundbreaking for a new terminal occurred on 28 May 1945. Located on the west side of Cicero Avenue at 57th Street, the new terminal was a 1,300 foot long structure with a dining room, coffee shop, waiting rooms, and a large auto parking lot to the east. The terminal, which had 15 gates, was completed in 1947. Certifications of three airlines were received from the Civil Aeronautics Board for foreign operations, and the airport reportedly had the greatest runway capacity in the country.[85]

On 21 August 1945, Mayor Edward J. Kelly appointed a committee to survey the Chicago area for a new airport location. The site of Douglas Airport (Orchard Place), west of Mannheim Road and south of Higgins Road, was selected. This airport had originally been built by the military and turned over to Douglas Aircraft Corporation

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81 Lease W-2288-ENG-018, 11 December 1942. Record of the War Assets, file 270, National Archives.

82 Drawings, Alterations in U.S. Army Hangar, Municipal Airport, Chicago, Illinois, War Department of the United States Engineer Office, Great Lakes Division, Repairs and Utilities Branch, 18 October 1945. During the war years, the U.S. Army Air Corps Hangar (#1 Army Corps Hangar) was also called Chicago Adjutant General Depot, Chicago Municipal Airport, Chicago Quartermaster Depot, Chicago Signal Depot, and Chicago Signal Sub-depot. Mary Moore Allen, *Origin of Names of Army and Air Corps Posts, Camps and Stations in World War II in Illinois* (Goldsboro, North Carolina, unpublished), pages 2-3.

83 Supplemental agreement between City of Chicago and the United States of America, Amendment No. 1, 4 August 1943, Record of the War Assets, file 270, National Archives

84 Robertson, *United States Army and Air Force Fighters: 1916-1961*, page 91.

85 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 13. Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 87.

for the assembly of Douglas military C-54 airplanes. It had four concrete runways, each 150 feet wide and 5,500 to 5,700 feet long.[86] This was the beginning of O'Hare Airport.

On 1 December 1945, Delta airlines began operations at Chicago Municipal Airport.[87] In 1946, Trans-Canada Airlines began operations at Chicago Municipal Airport.[88]

On 26 July 1947, the National Security Act created the independent U.S. Air Force, and Executive Order No. 9877 defined the roles and responsibilities of the new military branch. The National Security Act Amendments of 1949 organized the military services with the Department of Air Force included within the Department of Defense.[89]

On 12 December 1949, the Chicago Municipal Airport was formally renamed "Midway Airport" in recognition of the Battle of Midway (3-4 June 1942).

8. **The Postwar History of the Hangar**

In 1945, a plan was developed showing the hangar and oil building with utility connections and landscaping.[90] In 1946, Parks Aircraft Sales and Service, Inc., proposed rental of the hangar for a period of five years to use as a "first class overhaul base" to store their customers' airplanes.[91] In May 1946, the lease between the City of Chicago and the federal government for use of the hangar was amended, giving the government the option to terminate the lease at any time by giving 30 days notice in writing.[92]

In September 1946, the Civil Aeronautics Administration expressed interest in the acquisition of the hangar to house their airway traffic control station, central equipment control and monitoring station, and a Safety Regulations Division

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86 *Ibid.*

87 *Ibid.*

88 Casey, *Chicago Aviation and Airports: The First Forty Years, 1926-1966*, page 12.

89 Robertson, *United States Army and Air Force Fighters: 1916-1961*, page 96.

90 This plan was drawn by the Construction Division, Office of the Quartermaster, 6th Corps Area. Drawings, 1 January 1946, Record of the War Assets, file 270, National Archives.

91 Letter, Parks Aircraft Sales and Service to Major Pyle, Surplus Aircraft Division Reconstruction Finance Corp., 15 January 1946. Record of the War Assets, file 270, National Archives.

92 1932 lease amendment, 13 May 1946. Record of the War Assets, file 270, National Archives.

headquarters. Proposed uses included hangar spaces and facilities for the maintenance and repair of official aircraft, and a weather bureau station.[93]

In October 1946, numerous components of the hangar were recommended for declaration as surplus real property. These included fans, pumps, heaters, hot water tanks, lavatories, sinks, showers, urinals, and fire extinguishers.[94] On 24 October, the entire hangar was declared surplus real property.[95]

On 6 December 1946, the hangar was put on "standby" condition, pipes drained and all utilities disconnected. The Civil Aeronautics Administration retained access to the building and used the interior for parking of its vehicles. The property included approximately five acres with four buildings: the hangar, two guard houses, and the oil house. The hangar was described as containing a central steam plant, unit heaters, and gas, light and plumbing facilities.[96]

In January 1947, the Air Installations Property Officer reported stock at the hangar of 32.10 tons of West Kentucky coal and 5.85 tons of bituminous coal.[97]

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93 Letter from Alvin O. Priel, Acting Administrator, Civil Aeronautics Administration, Commerce Department, to Lt. General R. Littlejohn, Director of War Assets Administration, 13 September 1946. Record of the War Assets, file 270, National Archives.

94 Letter from Capt. Howard A. Smith, U.S. Air Corps Air Installation Officer, to the Mr. C. Sleight, Real Estate Division of the Office of Division Engineers, 11 October 1946. Record of the War Assets, file 270, National Archives. The components of the hangar listed in the report included one fan (autovent, exhaust 12"); one fan (ventilating, 1 ph, 1140 rpm, autovent, Frame PG 203, 115V, 2.5 amp 60 cy); one pump (1500 rpm, 60 cy, motor 220V, 3 ph. 1.86 amp, Motor #744-252); eight unit heaters (1.2 hp 220V, 3 ph, 7 amp, 850 rpm); one heater (hot water, type R, Series 7, size 735); one tank (hot water, 250 gal.); one pump (2.2-1.1 amp, 1755 mph, 3 ph); seventeen lavatories; ten showers; eleven water closets with flushometer valves; two slop sinks; one sink (developing, 3'7" x 8'8"); two urinals (wall hung); six urinals (stall type with flushometer valve); one fan (ventilating, 1.2 amp, 1/2 hp); one blower (w/motor, housing type, 1140 rpm, 60 cy, 110/220V, 14" blades); one siren (Faraday); one boiler (50 hp under 15 psi); one ventilating fan (60 cy, 1 ph, 1730 rpm, 1/4 hp); one blower (with motor, 1730 rpm, 60 cy, 220/440V 3 ph); one tank (gasoline storage, 25,000 gal. equipped with air release); one pump (gas main, 8 amp, 220V, 3 ph, elver 22 rpm, 3 ph); (one pump, gas main. 220/440V, 3 ph); unit heater (with motor, 1/20 hp, 3 ph, 60 cy, 220V, 840 rpm); extinguisher (fire, 4 gal. pump type).

95 Declaration form recorded, 12 November 1946; authorized and signed, 24 October 1946. Record of the War Assets, file 270, National Archives.

96 Preliminary report, 120646. Record of War Assets, file 270, National Archives.

97 Letter, Capt. H.A. Smith, Air Corps, Air Installations Property Officer, to Chief Management and Disposal Branch, Real Estate Division, Office of Division Engineers, 22 January 1947. Record of the War Assets, file 270, National Archives.

In February 1947, the hangar was officially transferred from the Army Corps to Frederick D. Gallagher, acting on behalf of the War Assets Administration.[98] The Army claimed accountability, and profits if sold, for the 37.95 tons of coal remaining in the hangar bins.[99] A survey was performed by the Engineer Branch of the Army Corps on 10 and 11 February 1947. The property was described as follows:

> Hangar is one story, 200' x 110'. Clearance 22 feet. Reinforced concrete foundation and floors, structural steel framing, brick and sheet steel exterior walls, steel trusses, corrugated sheet metal roof (painted), suspended ceiling, steel sash, ventilator type, hollow rough tile partitions, incandescent lighting, unit heaters, (8). Four sheet iron covered, electrically operated, telescoping doors, 22' x 28' on the south end of building. One vertical lift wood door 12' x 14' located in northeast corner of building.
>
> Office addition is two story, 22' x 200'. 12 foot ceilings, reinforced concrete foundation and floors. Floors covered with mastic tile. Structural steel framing, brick exterior walls, steel roof framing, steel roof deck, roll roofing, steel sash, plaster and glazed tile partition walls. Two stairways located at center and north end of building. Incandescent lighting. Heated with radiators.
>
> Barracks addition is one story. 190' x 20' with 10 foot ceiling. Reinforced concrete foundation and floors. Steel frame, steel sash. Plaster, glazed tile and rough tile partitions. Incandescent lighting. Heated with radiators.
>
> Guard house is one story. 12' x 12' x 10' high. Frame. Temporary construction. Asphalt composition siding. Inside partitions covered with beaver board. Wood sash. No heating unit. Incandescent lighting. (Note: The guard house is not included in the current survey.)
>
> Oil house is one story 16' x 20' x 14' high. Reinforced concrete foundation. Brick walls. Steel sash. Barred windows (No keys available. Could not enter building.)
>
> Concrete apron is approximately 300' long by 261' wide, is 6" thick and lies immediately south of the hangar.[100]

The utilities survey of the property reported that water service had been cut off and pipes drained by this date; the gas service was disconnected; and all electric current

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98 AAF report, 4 February 1947. Record of the War Assets, file 270, National Archives.

99 Letter from Capt. H. A. Smith, Air Corps, Accountable Property Officer to Deputy Regional Director, War Assets Administration, referring to the transfer of the hangar property from the Army to the War Assets Administration, 4 February 1947. Record of the War Assets, file 270, National Archives.

100 Reported 14 February 1947. Record of the War Assets, file 270, National Archives.

except for lighting had been disconnected. The boiler and hot water heaters had also been drained.

Even as early as 1947, the U.S. Army Air Corps Hangar showed deterioration related to deferred maintenance and its vacant condition. The February 1947 survey reported conditions including the following: roof leaks and extensive related damage to walls and ceilings; damage to hangar doors and locks; unsanitary toilet fixtures; and missing shower fixtures.[101]

In February 1947, the City requested use of the hangar for parking rolling equipment in exchange for providing 24 hour security services.[102] The report of an inspection performed on 11 February noted that the site had been used for the training of air force personnel but was vacant. The report noted that the buildings did not have sprinkler systems, and that water had been shut off and all pipes and fixture have been drained to prevent freezing. Although the building was not being heated, it was noted that heat could be provided from the existing boiler. Finally, the report noted that although hazard to the building was slight, some climate-related deterioration was occurring.[103]

In March 1947, temporary use of the hangar was authorized for the Civil Aeronautics Administration to garage a C-47 or DC-3 airplane. At the same time, radio landing equipment was installed upon the building.[104] The City was given permission to use the north one-third of the hangar building for storage of mobile equipment. The south two-thirds were reserved for use of Army planes stopping in Chicago.[105]

Also in March 1947, an inspection of the buildings noted evidence of roof leaks, a broken cast iron roof drain, an open window, out-of-order toilet fixtures and showers, general cleaning requirements, and a shortage of fire prevention equipment. The City was advised to use the north hangar door unless equipment was so large

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101 Preliminary Engineering Survey, 14 February 1947, prepared by L.T. Page, Engineer, WAA. Record of War Assets, file 270, National Archives.

102 Letter from J.P. Dunne, Assistant Supervisor, Department of Public Works, Bureau of Parks and Recreation and Aviation, City of Chicago, to W.D. Foy, Property Management Commissioner, War Assets Administration, 11 February 1947. Record of the War Assets, file 270, National Archives.

103 The boiler was described as a "stoker-fed Titus boiler, Type #166-B, operated ordinarily at a pressure of 20 pounds or less," with heat distributed by overhead unit heaters in the hangar and steam radiators in offices and barracks. Letter from C.J. Phillips, Safety Engineer, to Mr. J.C. Harvey, Chief, Safety and Security Branch, 14 February 1947, reporting 11 February 1947 inspection. Record of the War Assets, file 270, National Archives.

104 Correspondence between War Assets Administration and Civil Aeronautics Administration, 10 and 13 March 1947. Record of the War Assets, file 270, National Archives.

105 War Assets Administration interoffice memo from J. S. Harvey, Engineer, to W. D. Foy, Property Management Division, 12 September 1947. Record of the War Assets, file 270, National Archives.

that it required entry through the south hangar door, with the City assuming responsibility for any damage. The City was also to perform necessary repairs to the building.[106]

By May 1947, negotiations had begun between the War Assets Administration and the City to classify the hangar, oil building, and site as airport property, for transfer to the City of Chicago and to be made available to the Civil Aeronautics Administration for housing and servicing aircraft. The building was also to be used as for the Office of Safety Regulations, the Communications System and Weather Bureau, Airway Traffic Control, and Central Equipment Control and Monitoring.[107]

In June, the City approved use of the hangar by the Civil Aeronautics Administration under a revocable interim permit.[108] During the same month, a notice of availability of the hangar and apron was published in the *Chicago Journal of Commerce* in Chicago by the War Assets Administration, in compliance with the government lease form restoration clause.[109]

By late June, the hangar was used by the City and the Civil Aeronautics Administration for storage of two empty gasoline trucks, one tractor and trailer, and one light truck. American Airlines also used the facility to provide space for two mechanics performing experimental work on a gyroplane.[110]

On 2 July 1947, the City invoked priority rights for the acquisition of the hangar.[111] An appraisal performed on 10 July gave the estimated market value of the "improved airport property" as $225,000; the estimated cost to dismantle and remove as $40,000;

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106 Conditions report by R.V. Schilsky, ORPD Engineer; M.J. Monchan, City Airport Engineer; J.A. Casey, Municipal Airport Superintendent; performed at the request of W.D. Foy, 10 March 1947. Record of the War Assets, file 270, National Archives.

107 9 May 1947, report from George R. Borsari, Chief, Liaison Staff, Office of Airports, Department of Commerce, Civil Aeronautics Administration, to War Assets Administration, Non-industrial Division. File 270, National Archives.

108 Letter, Non-industrial Division, ORPD to War Assets Administration, 11 June 1947. Record of the War Assets, file 270, National Archives.

109 Letter, Deputy Zone Administration, Office of Real Property Disposal, to Mr. Thomas Drumm, Deputy Administration, War Assets Administration, 20 June 1947. Record of the War Assets, file 270, National Archives.

110 Interoffice memo, J.W. Lowell to W.D. Foy, Property Management Commissioner, War Assets Administration, 25 June 1947. Record of the War Assets, file 270, National Archives.

111 Letter from Lawless, Spalding and Burke, War Assets Administration, to Commission of Public Works, City of Chicago, 3 July 1947. Record of the War Assets, file 270, National Archives.

the net cost to restore as $45,000; and the gross salvage value as $15,000.[112] On 14 July, the City was the only bidder on the hangar property. The City requested that the federal government restore the property before relinquishing it.[113]

By September, the hangar was used for storage (with no rental) and contained a United Air Lines helicopter; one Beech Bonanza belonging to Merrill G. Meigs, publisher of the Chicago Herald American and Chairman of the Chicago Aero Commission; and two or three Civil Aeronautics Administration airplanes.[114] A conditions report noted that the Civil Aeronautics Administration was storing radar equipment in the hangar, and four small planes in the south portion: a United Air Lines Urban Liner, Beech craft two-seater, Stinson Voyager two-seater, and Fairchild-Tandom two seater. The city was storing trucks and other mobile equipment in the north one-third of the hangar. The condition of the property was described as "run down due to lack of maintenance," and as follows:

> The building needs cleaning out. Plaster has fallen from ceilings of several of the first floor offices, probably due to leaks in the roof, previously reported. The large hangar doors have no adequate means of being locked and are easily pushed open. The two steel plate doors outside the coal room are not provided with locks, leaving the coal exposed to theft. One of the doors requires repairs to the hasp.[115]

Repairs recommended in 10 March 1947 letter had not been made. On 14 October 1948, a contract was signed between the War Assets Administration and the City of Chicago giving the hangar building to the City.[116] By December, a Reinspection Fire Protection and Security Report noted necessary repairs to boiler and steam pipe lines had been made by the City, and that the hangar was heated. All fire extinguishers were removed from the building as the City maintained a fire station on the airport grounds.[117]

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112 David T. Bjork, Appraiser, J.J. Meleny, Chief, Appraisal Division, 17 July 1947. Record of the War Assets, file 270, National Archives.

113 Letter, Office of Real Property Disposal, to Deputy Administration, WAA, 14 July 1947. Record of the War Assets, file 270, National Archives.

114 Letter from John A. Casey, Supervisor of Operations and Airports, City of Chicago, to Mr. W.D. Foy, Chief Management Division, WAA, 10 September 1947. Record of the War Assets, file 270, National Archives.

115 Conditions report of hangar, interoffice memo, written by J.S. Harvey, Engineer, War Assets Administration, to W.D. Foy, Property Management Division, WAA, 12 September 1947. Record of the War Assets, file 270, National Archives.

116 Contract #WS(5) 722, 14 October 1948. Record of the War Assets, file 270, National Archives.

117 Report, 8 December 1947. Record of the War Assets, file 270, National Archives.

On 23 August 1958, the responsibilities of the Civil Aeronautics Administration were transferred to the Federal Aviation Agency.[118] In 1959, the Federal Aviation Agency air traffic control center at the west end of the airport controlled air traffic for about 200 miles. Contemporary maps indicate that the traffic control center was located in the U.S. Army Air Corps Hangar.[119] Lease records indicate that the Federal Aviation Agency used the hangar from before 1963 through at least 1970. In a lease beginning on 1 February 1963, the United States of America agreed to pay the City of Chicago $1,377 per year for use of 1,377 square feet of space in the hangar for use by the Systems Maintenance Sector for a period of one year, with the option of extending the lease for two additional years.[120] This lease superseded an earlier lease that expired on 31 January 1963, indicating the earlier presence of the Federal Aviation Administration. A lease beginning on 1 July 1966 with options to extend the lease until 30 June 1969 was similar to the 1963 lease except that this lease identified the building's use as the Airways Facilities Sector.[121] A subsequent lease for the Airways Facilities Sector for the period from 1 July 1969 to 30 June 1970 with one-year options to extend the lease to 30 June 1972 included a plan identifying the location of the 1,377 square feet of leased space.[122] (The space leased consisted of the north part of the east wing, specifically the north part of Room 118, Room 120, Room 121, the south part of Room 123, Room 124, and Room 125, corresponding to the room numbering system used in the following section of this text.) From available documentation, it is not known when the Federal Aviation Agency vacated the building. In an apprasial from 1981, the name of the building was listed as "City Garage," the condition was described as "very poor," and the recommended best use was listed as "demolition and reuse of the land."[123] Additional appraisals from 1982 list the occupancy as a city garage that was to be vacated and reiterate the deteriorated condition of the building.[124] Also, it was noted that since the was so close to a runway, it violated Federal building height restrictions. In 1984, the

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118 72 Stat, 810. (*The United States Government Manual: 1995-1996*, Government Printing Office.) "FAA" is painted on one of the interior doors of the U.S. Army Air Corps Hangar.

119 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, pages 119-120.

120 City Council, City of Chicago, *Journal* (18 December 1963), page 1972.

121 City Council, City of Chicago, *Journal* (29 December 1966), page 8291.

122 City Council, City of Chicago, *Journal* (29 July 1969), page 5894.

123 Mid-America Appraisal and Research Corporation, *Appraisal* (for the City of Chicago Department of Aviation, December 1981).

124 Mid-America Appraisal and Research Corporation, *Property Description* (for the City of Chicago Department of Aviation), 19 May 1982. Wm. A. McCann & Associates, Inc., *Description of Improvements* (for the City of Chicago Department of Aviation), 30 July 1982.

building and site were leased to Monarch Air Services for the period from 14 February 1984 to 31 December 1994 for the use of vehicle storage and parking.[125]

9. **Expansion, Decline, and Renewal: 1953 through the Present**

In 1953, thirteen more gates were added to the 1947 airport terminal.[126] In 1956, the airport was considered the busiest in the country, with total operations of nearly 369,000 aircraft movements, 1,795 of which were military.[127]

In 1959, passenger jet planes arrived in Chicago.[128] Midway Airport, until that time predominant over the newer O'Hare Airport, no longer offered the capacity required for jet passenger planes, and O'Hare rather than Midway began to expand rapidly. In May 1962, the City sought the assistance of the federal government in keeping Midway Airport operating, seeking particularly to encourage the use of Midway by propeller-driven planes.[129] By April 1964, scheduled airlines no longer used Midway Airport. By June 1966, it was reported that most of the aircraft using Midway were private executive aircraft and business planes.[130]

In August 1967, United Airlines stopped its three daily flights from Midway, but in December of the same year initiated six daily jet flights linking Midway Airport to Washington, DC, New York City and Minneapolis-St. Paul. A $9 million project was developed to facilitate the use of Midway Airport by jet airplanes. This work included 6,000 foot runways, repaved with eight inch concrete overlays to accommodate larger jet planes; renovation of the main terminal; and replacement of the original extensions and gates with three "finger" to house airline passenger waiting rooms and loading gates.[131] These improvements were completed in 1968.[132]

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125 Interview, Jeffrey P. Koerber, Project Manager, Wiss, Janney, Elstner Associates, Inc., with Janice Wolf, City of Chicago Department of Aviation, O'Hare International Airport.

126 Kirchherr, *Airport Land Use in the Chicago Metropolitan Area*, page 89.

127 *Ibid.*, pages 110 and 117.

128 *Daily News*, 2 May 1962.

129 *Daily News*, 2 May 1962.

130 *Chicago's American*, 26 June 1966.

131 Chicago *Tribune*, 10 December 1967.

132 Landrum & Brown, Inc., *Airport Master Plan Study, Landside Facility Requirements, Chicago Midway Airport* (For the City of Chicago Department of Aviation, 1980), III-1.

In February 1968, spokespersons for American and United Airlines stated that most of their flights from Midway Airport served community businessmen. Airport management announced that the following airlines were scheduled to begin operations: Trans World Airlines, Inc., Braniff International, Northwest Airlines, Lake Central Airlines, Allegheny Airlines, Ozark Airlines, Inc., Eastern Air Lines, and North Central Airlines.[133]

By 1970, approximately 682,000 passengers were using Midway Airport annually. In 1973, however, the international fuel crisis caused a significant reduction in service at the airport. In 1978, only limited air carrier activity was reported at Midway.[134]

Midway Airport continues to experience periods of growth and decline. In recent years, terminal facilities have been refurbished and services increased. The Chicago Transit Authority recently linked the airport to downtown Chicago with completion of a train line. Except for its function as a storage facility, the U.S. Army Air Corps Hangar no longer plays an active role in airport operations. (A copy of the historical chronology can be found at the end of this report.)

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133 Chicago *Tribune*, 27 February 1968.

134 Landrum & Brown, Inc., *Airport Master Plan Study, Landside Facility Requirements, Chicago Midway Airport*, III-1.

PART III: ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character

The initial Army Air Corps Hangar was built in 1932 as a utilitarian steel structure with a functional design typical of military buildings. The 1933 and 1934 additions of the west wing are simple brick structures also of utilitarian design. The east wing, added in 1938, has more architectural character through the use of a symmetrical form and limestone trim. The east addition exhibits simplified Art Deco styling in the form of rectilinear, stepped brick massing and linear limestone trim and ornamentation, although it is still utilitarian in nature.

2. Condition of fabric

At this writing, the U.S. Army Air Corps Hangar and the adjacent Oil Storage building are in fair to poor condition. Most distress is related to a lack of proper maintenance. The roof waterproofing systems have generally lost their integrity, resulting in damage to the roof, walls, and interior. The built-up asphalt membrane of the east wing roof has deteriorated, and in some areas of the east wing, the wood roof joists have experienced structural collapse. In the central hangar, the corrugated metal roof is displaced or has completely deteriorated in several locations. Although the steel bar joists of the roof of the west wing remain intact, the metal roof deck exhibits localized deterioration.

As a result of the failed roofing, the interior finishes and partitions throughout the building exhibit extensive water damage. The exterior brick masonry is in fair condition with areas of deterioration on all facades. On the east elevation, there is severe spalling and pitting of the brick as well as localized cracking of the masonry resulting from corrosion of the steel lintels. The brick on the north facade is also extensively spalled. Significant masonry cracking is evident on the Oil Storage building with displacement cracks as wide as three quarters of an inch. Additionally, much of the glazing of both buildings is broken or missing, with several windows boarded over.

B. Site

The Chicago Midway Airport site is bounded on the north by 55th Street, on the east by Cicero Avenue, on the south by 63rd Street, and on the west by Central Avenue, in Township 38 North, Range 13 East, Section 16. The site is bordered by a chain link fence on all sides. The building addressed in this report is located in the southwest quadrant along the east side of Central Avenue between 60th and 61st Streets, on lots 37 and 38. The street address for the building is 6013 South Central Avenue.

C. Description of Exterior:

1. Overall dimensions

The U.S. Army Air Corps Hangar at Midway Airport is composed of three parts: a central structure, a one-story wing on the west, and a two-story wing on the east. The overall footprint of the building is rectangular. The overall dimensions of the building are 168 feet (51 meters) in the east-west direction by 204 feet (62 meters) in the north-south direction. The three primary sections of the building are the central hangar, measuring 113 feet (35 meters) by 198 feet (60 meters); the west wing, measuring 21 feet (6 meters) by 181 feet (55 meters); and the east wing, measuring 34 feet (10 meters) by 204 feet (62 meters). The main facade of the building faces east and is characterized by a projecting central bay flanked symmetrically by three pairs of stepped-back bays.

2. Walls

a. West Elevation

The west wing was planned as two separate additions. The northern half, measuring 21 feet from east to west by 101 feet from north to south, was built in 1933. The southern half, measuring 21 feet from east to west by 80 feet from north to south, was built in 1934. The exterior walls of both additions are red face brick laid with a header course every six courses (English bond). A belt course of rowlocks is located at the level of the limestone window sills, creating a continuous horizontal banding. A chamfered stone coping crowns the facade above a continuous soldier course. A continuous soldier course at the base of the wall is mostly covered by the existing level of grade.

The upper portion of the west wall is clad in sheet metal below the roof edge with window openings above the full length of the west wing roof. The original steel exterior sheathing on the west side of the hangar was replaced by red brick veneer over structural clay tile during the 1934 construction of the west wing. The north and south ends of the west elevation of the hangar are clad with red face brick laid with a header course every six to eight courses. The column at the northwest corner of the hangar is covered with red-colored stucco.

b. East Elevation

The exterior walls of the east facade, built in 1938, are faced in red brick laid in an English bond. Soldier courses at the base and top of the masonry wall complete the brick patterning. A belt course of limestone with edges chamfering in at each window sill create a horizonal band across the facade. The sills on the second floor are limestone. A 3'-6" high chamfered stone coping crowns the facade. The facade is symmetrically organized with a central projecting bay flanked by three pairs of adjoining bays. The central projection is characterized by seven piers which divide the central facade into eight two-story bays, each with two window openings with recessed spandrels. A brick soldier course and limestone trim surround the grouping of bays.

The first pair of bays which abut the central projection are characterized by a brick pier subdividing the wall surface into two two-story bays consisting of window openings with recessed spandrels. A brick soldier course with limestone corner blocks surrounds the two bays.

The second pair of symmetrical bays incorporates the main entry portals of the facade. Each door opening is surmounted by a horizontally-striped recessed stone spandrel and a second-story window opening. Ornamental limestone blocks incised with a combed texture form a post and lintel configuration that surrounds the opening. Square limestone blocks define the corners of the surround. A fluted ornamental limestone band, five feet high, is located directly below the chamfered stone coping which crowns the facade.

The outermost wings of the east facade are characterized by eight brick piers subdividing the surface into repetitive bays. Each bay consists of pairs of stacked window openings with recessed spandrels. A limestone belt course creates a band around the wing at the window sill. A five-sided projecting bay of red brick with limestone is located at the south end of the east facade. There are three window openings on this bay: one centered on both the north and south face, and one continuous opening extending through the three sides facing the airfield. A tubular frame installed to support a fabric awning extends over the balcony above the five-sided projecting bay, although no fabric covering remains.

c. South Elevation

The building's south facade is composed of a central gabled hangar and two flanking brick wings.

At the west, the 1933 wing is faced in recessed from the central hangar. This wing is faced with red brick laid in English bond with a brick rowlock course creating the belt course abutting the limestone sills. A soldier course is located at the base of the facade as well as directly under the chamfered stone coping. There is a window opening near the west end and a doorway near the east end of the facade.

The gabled hangar portion of the south facade is faced with corrugated steel. Three layers of lettering are partially visible on the gable peak. These read, in white paint: "U.S. ARMY" and "TRANSIENT AIRCRAFT"; in black paint: "AIR CORPS ALTITUDE 614 FEET"; and in white paint: "U.S. ARMY." A fourth layer of lettering is not legible. The edge of the gable is corrugated metal. The hangar door opening measures 19 feet (5-1/2 meters) high by 111 feet (34 meters) long. The hangar doors consist of two pairs of insulated, twenty-eight foot wide panels that are operated electrically on either side of a central opening. The doors are clad with sheet metal. There is a row of window openings near the top of each door section. A personnel door is located within the third door panel from the southwest corner. A metal track extends twenty-eight feet beyond the 110 foot door opening to both the west and east. The track is anchored to the south wall

of the 1938 wing on the east and to a twenty foot high free-standing metal tripod set on a concrete base at the southwest corner.

The two-story wing on the east end of this elevation is faced with red brick laid in English bond with a soldier course at the base and top of the wall. Two brick piers subdivide the wall surface into three two-story bays. There are five window openings and one personnel door in this facade. The repetitive bays are tied together by a brick soldier course with limestone corner blocks. The sills, belt course, and chamfered coping are also limestone. The metal track for the hangar doors extends along the masonry wall at a height of approximately 19 feet.

d. North Elevation

The exterior walls of the north elevation are composed of three parts: a central gabled hangar and two flanking wings.

The north facade of the 1934 wing, located to the west of the gabled hangar, is faced with red brick laid in English bond with soldier courses at the bottom and top of the masonry wall. A rowlock belt course at the level of the limestone sills creates a continuous horizontal band. A chamfered limestone coping crowns the facade. One window opening is centered on this facade.

The lower portion of the north wall of the hangar was reconstructed in 1938, replacing the original hangar doors with red brick. A metal coping, partially consisting of the former hangar door track, extends along the abutment of the top of the newer wall to the older gable end. The upper gable is vertically-ribbed corrugated steel with a steel ribbed cornice. There are four large window openings and three door openings on this facade. The column at the northwest corner of the hangar is faced with red colored concrete.

The 1938 part of the north elevation is a two-story brick wall subdivided by two piers into three bays, each consisting of a second-story blind opening, a recessed spandrel, and a first-story window. A limestone belt course creates a horizontal band across the facade. The blind openings on the upper story have limestone sills, and although they resemble filled-in window openings, were originally designed with brick infill. A metal ladder is attached to the northeast corner of the building leading to the roof.

3. Structural system, framing

The hangar structure consists of eleven, twenty-paneled modified Fink trusses supported by eleven pairs of 10-inch steel columns, at twenty feet on center. At the building corners, the columns are encased in concrete. The columns on the east side are partially set in masonry. New support members were added to the trusses to bear the addition of a two-ton roller-bearing trolley in two of the hangar bays. The structure of the foundation walls and footing walls could not be observed during the survey, and no archival documentation of these building elements was found.

In the 1933 west wing of the building, twelve-inch bar joists with bridging are set at 5'-6" on center, set on masonry walls. The metal roof deck atop the bar joists is noted on the original drawings as 20 gauge steel. The 1'-1" thick masonry bearing walls are structural clay tile faced with red brick. There are steel lintels above all of the window openings. The masonry walls are constructed on three-foot deep concrete foundation walls on a one-foot thick footing set at four feet below grade. The floors slabs are four-inch thick concrete on grade.

The 1934 west wing is spanned by twelve-inch bar joists with bridging, at 5'-6" on center, set on masonry bearing walls. The metal roof deck atop the bar joists is noted on the original drawings as 20 gauge steel. The 1'-1" thick masonry bearing walls are structural clay tile faced with red brick. All exterior window openings have steel lintels. The masonry bearing walls are constructed on three-foot deep concrete foundation walls and on a one-foot thick footing set four feet below grade. The floors slabs are four-inch thick concrete on grade.

The walls of the 1938 wing are load-bearing brick masonry. The typical wall thickness is 1'-2" (three wythes of brick). The concrete slab is four inches thick on grade, with mechanical pipe trenches sunk 2'-6" below the level of the floor slab. Three-foot deep concrete foundation walls set on one-foot thick footings collectively extend four feet below grade. The second floor is reinforced concrete slab and beam construction. The slab portion is from 3-1/2 to 4-3/4 inches thick. The second floor is supported by the exterior masonry walls and concrete columns that are typically twelve inches square. Each column has an individual footing. The roof structure consists of steel beams supported by the masonry walls. Steel beams support wood ceiling joists (2x6s at 16 inches on center) and wood roof joists (2x8s at 16 inches on center). The roof decking is one inch thick plywood sheathing.

The roof of the one-story projecting bay is 2x10 wood joists at one foot on center. The built-up roof serves as a floor for a second-story balcony. The structure of the roof appears to be cantilevered.

(The structural information in this report was determined primarily from archival original drawings. The general structural configuration of the east and west wings of the building was confirmed by observations through window openings. Portions of the building were in poor condition at the time of survey. The building owner offered the survey team access to the interior of the building. The survey team decided not to enter the building due to deteriorated and hazardous building conditions.)

4. Chimneys

There are two chimneys on the west elevation of the building. The main chimney is located at the south end of the 1933 addition. It measures 43 feet in height above grade, and is corbeled brick capped with limestone. It served as the primary flue for the boiler room. A second chimney, also brick capped in limestone, is located at the north end of the 1934 addition. It extends about one foot above the level of the limestone cornice.

5. Openings

a. Doorways and doors

West elevation. There are two personnel doors on the west facade. The metal door led into Room 106, the boiler room. The wooden door led into Room 108.

East elevation. Two principal entrances facing the airfield on the east facade have wood panel doors, each surmounted by a transom. One second-story doorway is located at the south end of the facade, above the projecting bay. All doors and surmounting transoms are boarded over with plywood.

North elevation. There are four entrances on the north elevation. Three are located on the hangar portion of the building. A 15' by 15' corrugated metal garage door is located on the west end of the facade. A personnel door is located to the west of the metal garage door. A 8' by 10' wooden garage door, (now boarded over), is located on the east end of the elevation. The fourth entrance, located in the east wing, is a personnel door. It is a wood panel door with nine glazed panes in the upper half, surmounted by a four-paned glazed transom. This door opens into the kitchen and is currently boarded over with plywood.

South elevation. There are four 18'-9" by 28' sliding hangar door panels on the south elevation. The doors are constructed of three 2x4 stacked wood stud walls sheathed with plywood and faced with metal plates of varying dimension. Each door has six, metal-framed wire glass windows. Each window consists of nine panes. The personnel door in the third hangar door section from the west is plywood with a spring closer. The personnel door located at the west end of the east wing opens to Room 111. The present door is a solid wood unit. The transom that surmounts the door is boarded over with plywood.

b. Windows

West elevation. The exterior wall of the two brick additions (1933 and 1934) each have four window openings. The portals on the 1933 portion (north end) are boarded over from the outside. The four window openings on the south portion (1934) have steel-framed casement windows with fixed transoms. The northernmost opening contains two units, the next opening contains four, the third opening contains three, and the southernmost opening contains four window units. Each unit consists of nine clear glass panes, three across and three down. The three northern openings are covered with iron window guards. The window guard unit installed in the third unit from the north may be original. The 1934 plan shows details of a window guard unit which was installed flush with the exterior wall with anchors secured within the horizontal mortar joints. The two northernmost window guards which are extant on this elevation project out from the wall and are mounted to the outside face brick with metal brackets.

There is a ribbon of 40 metal-framed fixed sash window units above the west wall of the one-story addition that spans the west wall of the hangar portion of the building. Each unit consists of nine panes of wire glass.

East elevation. There are 58 window openings span the east elevation, with 30 openings on the second story and 28 on the first story. Each opening contains paired metal-framed casement units with a glazed transom. Each casement unit contains eight panes of clear glass. The transoms have eight panes of clear glass, four across and two down.

The five-sided projecting bay at the north end has three window openings: two separate openings centered in the north and south walls, and one continuous opening spanning the three faces to the east. There are eight metal-framed casements with fixed transoms on the projecting bay. The six units form a continuous ribbon of glazing around the three eastmost faces.

North elevation. The north exterior wall of the hangar has four, fifteen-foot wide window groups. In each group there are eight metal-framed wire glass windows with nine lites. The upper sash is fixed, and the lower windows are inward-opening awning units.

The west wing has one opening with three metal-framed fixed sash window units. Each unit consists of nine panes of clear glass.

The east wing has three window openings on the first floor. Each opening contains paired metal-framed casement with fixed transom. Each casement contains eight panes, two across and four down. The transoms consist of eight panes, four across and two down. All three units have been boarded over from the inside.

South elevation. The fixed, metal-framed wire glass window units, each with nine panes, form a glazed ribbon along the south exterior wall of the original hangar.

The flanking wing to the west has one window opening with two fixed sash window units. Each sash unit consists of nine panes of frosted glass.

The east wing has five window openings, three on the second story and two on the ground floor. The upper story units are paired metal-framed casements, each consisting of six lites, two across and three down. The lower openings have paired metal-framed casements with fixed transoms. Each casement consists of eight clear glass panes, two across and four down, and the transoms have eight clear glass panes, four across and two down.

6. Roof

a. Roof shape and covering

The roof of the building consists of both sloped and flat areas. The gabled roof of the hangar is covered with corrugated steel with the ridge running north to south. Two wood-framed racks are anchored to the ridge of the roof on the north half of the hangar. Archival documents reveal that these racks may have been installed in 1947 for use by the Civil Aeronautics Administration to support their radio landing equipment.

The roof on the west wing slopes from east to west with four metal scupper boxes and downspouts. Rolled asphalt was installed over insulating board as a roof membrane.

The roof on the east wing slopes from west to east, to a continuous gutter on the west side. Four downspouts for the gutter are shown on original drawings.

The roof of the projecting bay at the southeast corner is a built-up asphalt membrane. A scupper box and downspout are mounted on the north corner of the projecting bay.

b. Cornice and eaves

The cornice of the hangar portion is metal, corrugated in some areas and smooth in others. The two brick wings flanking the hangar have stone parapets crowned with a chamfered stone coping.

7. Lighting Fixtures

Two light fixtures are affixed to the north elevation of the hangar portion of the building. These floodlights are each mounted on two horizontally extending brackets which surmount a single vertical pipe. The four light fixtures (floodlights) mounted on the south elevation of the hangar portion of the building are of two different styles, three with rectangular metal housings and one with a conical housing.

D. Description of Interior:

1. Floor plans

In plan, the building is divided into three main areas. The central hangar remains as one large, uninterrupted space with a small masonry enclosure constructed at the north end adjacent to the east wing. The 1933 and 1934 additions to the west form a linear series of rooms primarily accessed from the main hangar space. The 1938 addition to the east functions for the most part without corridors. The second floor of the east wing is arranged as a series of adjoining rooms with two stairways dividing the floor roughly into thirds. The first floor is more random in layout. The south third consists of rooms off a single-loaded corridor that also provides access to the main hangar. The north third has a similar circulation pattern, with an

elongated room acting as the corridor. The large central room has been divided with partitions.

The postwar function of the rooms is unknown. A numbering system has been created and used in the drawings and in this description to identify the extant interior spaces. (A copy of the room schedule is attached at the end of this report.)

(For this survey, the interior spaces were only observed from door and window openings. Portions of the building were in poor condition at the time of survey. The building owner offered the survey team access to the interior of the building. The survey team decided not to enter the building due to deteriorated and hazardous building conditions.)

2. **Interior Spaces and Finishes**

a. **Hangar.**

The interior finish of the walls is exposed clay tile masonry. The remains of a concrete block partition wall that ran east-west in the north half of the hangar are on the floor. The extant upper portion of this wall, which is made of sheet metal plates, extends up to the gypsum ceiling. The interior doors are wood with wood frames and are intact. The floor is a concrete slab.

The ceiling on the south half of the hangar is framed in wood suspended from the steel roof trusses and finished with a one-inch insulation board. The ceiling on the north half is 3-1/2 inch thick gypsum concrete reinforced with twelve gauge twisted wire at three feet on center and 5/8 inch steel rods diagonally tied to each truss. The supports for the suspended ceiling are attached to the bottom chord of the roof trusses. Two styles of light fixtures remain affixed to the ceiling throughout the hangar: a metal pendant luminaire with bell shaped housing and a porcelain ceiling socket with incandescent bulb.

b. **West wing (south to north)**

The interior spaces of Rooms 102-109 were not observable.

The interior finish of the walls in Room 110 is exposed clay tile masonry. There are no remaining ceiling finishes and few remaining wood doors and frames. The floor was covered with debris and the finish or material was not observable. Pendant luminaires with bell shaped housings are extant.

c. **East wing (first floor, south to north)**

The interior finishes of Room 111 are plaster or drywall. The floor finish is 1'-0" x 1'-0" vinyl tile. The ceiling is 1'-0" x 1'-0" acoustical tile.

The interior wall surface of Room 112 is plaster or drywall. A dividing partition wall of wood stud and drywall has been added, separating Room 111 from

Room 112. A wood-framed Dutch door provides access to Room 122. The floor finish is 1'-0" x 1'-0" vinyl tile. The ceiling finish is plaster.

Room 113 was not observable.

Room 114 is a toilet room with a glazed tile wall finish. The floor finish is vinyl tile. The ceiling finish is 1'-0" x 1'-0" metal tiles with a white enamel finish.

Room 115 was not observable.

The staircase in Room 116 is painted reinforced concrete. The handrails are tubular metal with square posts. The interior wall finish of the stair hall is plaster on clay tile partitions. The floor finish was not observable due to debris. The ceiling finish is unknown.

Room 117 was not observable.

A wood door with a glass panel opens from Room 117 into Room 118. The wood is painted blue and the door hardware is extant.

There is wainscoting of yellow-brown rectangular glazed tiles to the height of six feet on all interior walls of this space. The ceiling and upper wall portion are faced in white tiles that are 1'-0" x 1'-0". The square tiles also cover the dropped ceiling below the concrete beams. The doors and door frames are wood. The finish floor was not observable due to the debris. A section of the pipe trenches which are shown on the 1938 archival plans and which extend the entire length of the building (from the east wing to the west wing and from south to north along the east wall of the east wing) are visible in the floor of this room. The covering for the trench has collapsed in this room. The 1938 drawing shows the covering to be a wood frame sheathed with plywood. Various pipes and mechanical ducts hang from the ceiling.

Room 119 was not observable.

In Room 120, the south wall is clad in rectangular glazed tiles from floor to ceiling. The north and south walls are finished with tile and plywood on wood stud framing. No finish remains on the west wall. The floor finish was not observable due to debris. The ceiling finish in the east half of the room is the underside of the painted concrete slab. In the west half of the room, the ceiling finish has completely deteriorated. Pendant luminaires with single bell housings remain in the room and have been placed on the floor. A metal sign which reads: "Snack Bar and Lounge A Concourse" is on the floor.

Rooms 121, 122, and 123 were not observable.

The interior wall surface of Room 124 is plaster on clay tile partitions. Interior wood doors and door frames are extant. The ceiling finish is plaster on the underside of the concrete slab above. A fluorescent light fixture is suspended from the ceiling. The floor finish was not observable due to debris.

The interior wall finish of Room 125 is plaster on clay tile partitions. Interior wood doors and door frames are extant in this room. The ceiling finish is plaster on the underside of the concrete slab above. A two-tube fluorescent light fixture is suspended from the ceiling. The floor finish was not observable due to debris.

The interior wall surface of Room 126 is plaster on clay tile partitions. Interior wood doors and door frames are extant. The ceiling is plaster finish on the underside of the concrete slab above. A four-tube fluorescent light fixture is suspended from the ceiling. The floor finish was not observable due to debris.

The interior wall finish of Room 127 is plaster on clay tile partitions. An interior wood door with door frame is extant. The ceiling is plaster finish on the underside of the concrete slab above. A four-tube fluorescent light fixture is suspended from the ceiling. The floor finish was not observable due to debris.

d. East wing (second floor, south to north)

The interior finish of the west wall of Room 201 is exposed brick. The remaining three walls are finished with plaster on clay tile masonry. Wood doors and door frames are extant. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

The west wall of Room 202 is faced with clay tile masonry and brick. The remaining three walls are plaster on clay tile masonry. The floor was not observable due to debris. The ceiling finish is no longer extant.

The staircase in Room 203 is painted reinforced concrete. The handrails are tubular metal with square posts. The interior wall finish of the stair hall is plaster on clay tile masonry. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

Glazed tile faces the interior walls from floor to ceiling in Room 204. The floor finish was not observable. The ceiling finish is unknown.

The west wall of Room 205 is faced with clay tile masonry and brick. The remaining three walls are plaster on clay tile masonry. The wood doors and door frames are extant. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

Glazed tile faces the interior walls from floor to ceiling in Room 206. The floor finish was not observable. The ceiling finish is unknown.

The interior wall finishes in Room 207 are plaster on clay tile masonry. A wood door and wood door frame are extant. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

Room 208 was not observable.

The interior wall finish of the south and east walls in Room 209 is plaster on clay tile masonry. The west wall is exposed clay tile masonry and brick. The north wall is wood stud framing partially faced with drywall. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

The south and east walls of Room 210 are plaster on clay tile masonry. The remaining walls are exposed brick or clay tile masonry. Two ceiling fixtures with incandescent bulb hangs with conduit from the ceiling. The floor finish was not observable due to debris. The ceiling finish is no longer extant.

4. Mechanical equipment

a. Heating, air conditioning, ventilation

The 1933 and 1934 drawings show a coal-fired steam heating system in the U.S. Army Air Corps Hangar. This system was designed to be powered by a #764 Kewanee boiler (or an approved similar unit) located in Room 106 (the boiler room) in the west wing. The boiler vented through the forty-three foot high masonry stack. The steam was pumped through a two-pipe system to ten perimeter radiators along the west wall of the west wing and to eight #50 Venturafin unit heaters in the hangar proper. The steam supply and return pipes ran along the ceiling and were attached with steel brackets.

The 1938 plans show a 120 H.P. Titusville boiler with a condensation pump in the boiler room. The addition of the east wing necessitated the digging of a trench (running west to east) under the floor of the hangar. The 1'-6"x 2'-6" concrete trench had a wood covering and contained the return line for the heating system. The steam supply pipe ran under the truss along the ceiling. These lines fed to the east wing (twenty-two perimeter radiators on the first floor and twenty-four perimeter radiator on the second floor). A second trench, running north to south through the east wing, was also built to house pipelines.

The 1935 drawings show that the heat for the Oil Storage building was also directed from the boiler room of the west wing, with an underground return and supply affixed to the top of the hangar door.

The original perimeter radiators and unit heaters were not observable during the visit. Two heating units, approximately twelve feet high by six feet wide by eight feet long, currently stand along the west wall within the hangar proper. These units may or may not be functional and did not appear on the 1946 inventory list. A post-war baseboard hot water heating unit is in room 111.

Remains of an air circulating system are evident in four rooms in the east wing: 111, 115, 118 and 120. The exact source or system for circulating air is unknown due to the inaccessibility of the interior of the building. A portable air conditioning unit is located in a transom opening above the kitchen personnel door on the east wing. Three exhaust vents are visible on the east elevation of the east wing.

b. Lighting

The 1933 and 1934 drawings indicate that underground electrical service was run to a distribution panel in the boiler room of the west wing as well as to the hangar. The building had both 60 amp and 100 amp service.

The 1938 drawings show two, ten-circuit distribution panels on each floor of the east wing. The extant light fixtures are noted within each room description above.

c. Plumbing

The city hookup for the water main is located at the fence line on the west side of the building, midway between the north and south ends. Archival drawings show the hot water tank in the boiler room of the west wing. A 3/4" recirculating pipe directed hot water throughout the west wing. Two separate recirculating pipes directed water into the east wing. The cold water pipes ran within the floor trenches. Downspouts were built into the outside walls leading from the roof of the east wing, and drained storm water into sewer pipes, through floor trenches, and into the City sewer and storm water system.

Seven toilets, two urinals, and five sinks were shown in the west wing on the 1933 and 1934 plans. The 1938 drawings show two water closets, four sinks, and two urinals on the first floor of the east wing and three showers, five water closets, seven sinks, and two urinals on the second floor. None were observable during the recent survey.

d. Miscellaneous

1) Electric motors for hangar doors, south end

The 1938 drawings show the installation of a type PD 224 C, 1-1/2 hp gearmotor with pinion. Eight motors are extant in total, one in the each bottom corners of the four door panels.

2) Oil storage tank

The 1935 drawings call for two, 940-gallon oil storage tanks set on concrete saddles in an underground vault within the Oil Storage Building. The tank and underground vault have been removed. The plans stipulate that the oil was to be pumped by the U.S. Government. No documentation of how the oil was used has been found.

3) Gasoline storage tank

A 25,000 gallon underground gasoline storage tank and control pump are located at the southwest corner of the west wing of the hangar building. According to the 1934 plans, the tank is tied to a mat foundation with steel straps. Three concrete pits with metal plate covers are shown, one on the

northwest corner and two on the east front of the building. The pit cover and projecting pipe of the pump are visible on the southwest corner. The tank and fueling pits were used by the U.S. Army Air Corps to fuel airplanes.

E. Outbuildings - Oil Storage Building

1. Description of Exterior

a. Overall dimensions

The oil storage building is located near the northwest corner of the U.S. Army Air Corps Hanger. It is rectangular in plan. An adjoining underground rectangular storage area is shown on the original drawings. The overall dimensions of building are 16 feet (5 meters) on the east and west by 22 feet (7 meters) on the north and south. The underground storage area shown on the original drawings measures 6 feet on the east and west by 10 feet on the north and south.

b. Walls

The exterior walls are faced in red brick in English bond with a soldier course across the top and base of the masonry wall. A belt course of rowlock bricks extend around the building on all four facades. There are limestone sills on the south and west facades. (The sills on the east elevation are the brick rowlock course.) A chamfered limestone coping crowns all four elevations.

There are three window openings on the building: one each on the east, south, and west elevations. An entrance is located on the south elevation, and an opening for a wood garage door is located on the north elevation.

c. Foundation

The building rests on concrete footings and foundation walls which extend 3'-2" below grade. The underground concrete and brick storage pit designed to hold two, 940-gallon oil storage tanks is shown on the drawings to be located under the west half of the building.

2. Structural system

Brick bearing walls support the structure. The roof structure consists of steel I-beams running in a north-south direction with bridging running in an east-west direction.

(Information about the foundations and other structural systems of this building are primarily derived from the archival drawings. The interior of the building was generally not accessible.)

3. Openings

a. Doorways and doors

The garage door on the north elevation is wood and is painted. A personnel portal, located on the east corner of the south elevation, is wood and is painted.

b. Windows

The window on the west elevation is boarded from the inside and has iron window guards. A pair of metal-framed wire-glass windows, each with nine wire-glass panes, are located on the east elevation. The upper three panes of each unit are fixed and glazed with frosted wire-glass. The lower two-thirds has been boarded from the inside. Window guard units have been installed on these windows. The window on the south facade is boarded over with plywood.

4. Roof covering

The roof slopes to a through-wall scupper box at the southwest corner of the building. The roof membrane shown on the original drawings is 4-ply asphalt over one-inch thick insulation board.

5. Description of Interior

The interior walls are faced with brick painted white. The floor was not observable at the time of the survey due to debris. There is no finish ceiling, and the exposed structure is painted white.

PART IV: SOURCES OF INFORMATION

A. Archival Drawings

1. **Drawings obtained from the City of Chicago Department of Aviation, Midway Airport**

   (Copies of selected drawings are included with this documentation.)

   Alterations and Addition of U.S. Hangar, Construction Division, Office of the Quartermaster, 6th Corps Area, 23 November 1933

   Plan No. 56-148-A
   West elevation, 1/8 inch to one foot; south elevation, 1/4 inch to one foot; roof detail, one inch to one foot; longitudinal section, 1/4 inch to one foot

   Plan No. 56-148-B
   Longitudinal section through hangar, 1/8 inch to one foot; detail of shower stall, 3/4 inch to one foot; detail of toilet partitions, 1/4 inch to one foot; cross section, 1/4 inch to one foot; elevation of sliding door, 1/2 inch to one foot; section through partition, one inch to one foot; detail of track support, one inch to one foot

   Plan No. 56-148-C
   Floor plan, 1/8 inch to one foot; foundation plan, 1/8 inch to one foot

   Plan No. 56-148-D
   Plumbing and heating floor plan, 1/8 inch to one foot; isometric diagram of piping top unit heater, radiator piping and piping to condensation pump, no scale; alternate boiler room plan, 1/8 inch to one foot; detail of induced draft fan, 1/4 inch to one foot; isometric diagram of boiler room and piping, no scale; detail of condensation pump, one inch to one foot, elevation of H.W. heater and tank, 1/4 inch to one foot

   Plan No. 56-148-E
   Elevations of electrical fixtures, no scale; detail of floodlight support in tile wall, one inch to one foot; detail of floodlight support and mullion, one inch to one foot; detail of support for floodlight, three inches to one foot; floor plan, 1/8 inch to one foot; alternate floodlight mounting, 1/2 inch to one foot

   Plan No. 56-148-F
   Section through steel doors, 1/2 inch to one foot; elevation of steel door, 1/2 inch to one foot; detail of boiler room stair, 1/2 inch to one foot; typical wall section, 3/4 inch to one foot; typical section through wall between hangar and addition, 3/4 inch to one foot; typical section through west wall of hangar, 3/4 inch to one foot; section through stack, 1/4 inch to one foot; plot plan, one foot to one hundred feet

   Plan No. 56-148-G
   Framing plan, typical panel, 1/4 inch to one foot; framing details, three inches to one foot; ceiling details: joist section and beam section, three inches to one foot; Half

section of roof, 1/4 inch to one foot; framing plan, 1/16 inches to one foot; plan showing details of framing, scale 3/4 inches to one foot

Gasoline Fueling System for U.S. Hangar, Construction Division, Office of the Quartermaster, 6th Corps Area, 10 February 1934

Plan No. 56-152-A
Plan showing arrangement of equipment and piping, 1/4 inch to one foot; detail of C.I. pipe roll chair: elevation and section, three inches to one foot; longitudinal section through tanks and pits, 1/4 inch to one foot; cross section through pits, 1/4 inch to one foot; plan of piping, one inch to one foot; plan of pump and control pit, 3/4 inch to one foot; section through pump and control pit, 3/4 inch to one foot

Plan No. 56-152-B
Details in plan showing methods for anchoring tank, 1/2 inch to one foot; side elevation, 1/2 inch to one foot; end elevation, 1/2 inch to one foot; detail of steel template for stud bolts, 1/4 inch to one foot, details of pit for expansion joints: plan, elevation and section, 3/4 inch to one foot

Plan No. 56-152-C
Plan of fueling pit, 1-1/2 inch to one foot;, section through fueling pit, 1-1/2 inches to one foot; details of concrete fueling pit for fill unit: plan, longitudinal section and cross section, 3/4 inch to one foot; Details of concrete pit for manhole: plan, longitudinal section and cross section, 3/4 inch to one foot

Alteration and Addition to U.S. Hangar, Construction Division, Office of the Quartermaster, 6th Corps Area, 5 May 1934

Plan No. 56-163-A
West elevation of hangar, 1/8 inch to one foot; north elevation, 1/4 inch to one foot; east elevation, 1/8 inch to one foot; detail of foundation at corner column, 1/4 inch to one foot; longitudinal section through hangar, 1/8 inch to one foot

Plan No. 56-163-B
Floor plan of hangar, 1/8 inch to one foot; foundation plan, 1/8 inch to one foot; details of work bench: front elevation, 1/8 inch to one foot; end, 1/2 inch to one foot; section through sides of drawers, 1-1/2 inch to one foot

Plan No. 56-163-C
Plan of piping wiring, 1/8 inch to one foot; elevation of electrical fixture, no scale; detail of flood light mounting, 1-1/2 inch to one foot; isometric of boiler and piping, no scale; isometric of piping for unit heaters, radiator piping and condensation pump, no scale

Plan No. 56-163-D
Waterproofing details, 1-1/2 inches to one foot; typical section through steel door, 1-1/2 inches to one foot; elevation of steel door, 1/2 inch to one foot; detail of reinforced concrete lintel, three inches to one foot; typical section through wall between hangar and addition, 3/4 inch to one foot; typical section through east wall

of hangar, 3/4 inches to one foot; alternate section through east wall, 3/4 inch to one foot; section through brick veneer above door of addition, 3/4 inch to one foot; detail of reinforced concrete lintel, three inches to one foot

Plan No. 56-163-E
Plot plan, one inch to forty feet; plan of roof showing design and lettering, one inch to twenty feet; detail of mirror in quarters, 1-1/2 inch to one foot; detail of shelving in quarters:plan, elevation and section, three inches to one foot; detail of window guard: plan, elevation and section, 3/4 inch to one foot; detail of south wall showing tile, 1-1/2 inches to one foot

Plan No. 56-163-F
Ceiling framing plan of hangar, 3/32 inch to one foot; details of trolley beam and supports: plan and elevation, 3/4 inch to one foot; elevation of trusses, 1/16 inch to one foot; details at lookout, 1-1/2 inches to one foot; detail of gypsum ceiling, three inches to one foot; detail of splice for ceiling beams, 1-1/2 inches to one foot; detail section A-A, 1-1/2 inches to one foot; trolley beam and supports, tie rod connections, 1-1/2 inches to one foot; plan of plates for wire cable supports, three inches to one foot

Details of Tank Piping - Oil Storage Building for U.S. Army Hangar at the Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 28 January 1936

Plan No. 56-32b
Plan, 1/2 inch to one foot; longitudinal section, 1/2 inch to one foot; cross section, 1/2 inch to one foot

Underground Electric Line for U.S. Army Hangar at the Municipal Airport Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 30 January 1936

Plan No. 56-24b
Plot plan, one foot to twenty feet; manhole: section and plan, 3/4 inch to one foot; cross section of trench, 1-1/2 inch to one foot; installation of pipes on pole, 3/4 inch to one foot

Oil Storage Building, Construction Division, Office of the Quartermaster, 6th Corps Area, 17 February 1936

Plan No. 56-232a
Floor plan, 1/4 inch to one foot; foundation plan, 1/4 inch to one foot; north, east and south elevations, 1/4 inch to one foot; cross section looking east, 1/2 inch to one foot; longitudinal section, 1/2 inch to one foot; detail of steel stair, 3/4 inch to one foot; detail of astragal of double doors, one half full size

New North End Wall for U.S. Army Hangar Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 1 February 1938

Plan No. 56-330A
Plan, 1/4 inch to one foot; elevation, 1/4 inch to one foot

Plan No. 56-330b
Wall section, 3/4 inches to one foot; stone sills: elevation and section, 1-1/2 inches to one foot; detail of lintel for overhead door, one inch to one foot; detail of horizontal sash, one inch to one foot; detail of sash lintel, one inch to one foot; detail for lintel for 3'0" door, one inch to one foot

Two-story Addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 15 April 1938

Plan No. 56-337-4
East elevation, 1/8 inch to one foot; south and north elevation, 1/8 inch to one foot; section, 1/8 inch to one foot

Two-story Addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th corps Area, 15 April 1938

Plan No. 56-337-7
Electric and telephone wiring in plan: first and second floor, 1/8 inch to one foot

Two-story Addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 20 April 1938

Plan No. 56-337-3
Second floor framing plan, 1/8 inch to one foot; stair detail, 1/4 inch to one foot; reinforced concrete spandrel beam schedule; reinforced concrete slab schedule; reinforced concrete column schedule; reinforced concrete beam schedule

Two-story addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 21 May 1938

Plan No. 56-337-11
Plan of south stairs: first and second floor, 1/4 inch to one foot; section through stair, 1/2 inch to one foot; elevation of railing, three inches to one foot; details of stair railing: wall type hand rail, 1/2 full size; newel, full size; stair hall mirror, 3/4 inch to one foot; details of mirrors: side and front elevation, 3/4 inch to one foot; section showing mirror anchorage to wall, full size; detail of roof framing over hangar at two story addition, 1 inch to one foot; plan of typical bay at down spout, no scale; longitudinal section through typical bay at downspout, no scale; detail of roof ventilator, one inch to one foot

Two-story addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 23 May 1938

Plan No. 56-337-1
Foundation plan, 1/8 inch to one foot; footing detail, 1/4 inch to one foot; wall column footing details, 1/4 inch to one foot; interior column footing detail, 1/4 inch

to one foot; details of wall footings, 1/4 in to one foot; first floor plan, 1/8 inch to one foot; detail of pipe trench, 1/2 inch to one foot

Plan No. 56-337-2
Second floor plan, 1/8 inch to one foot; window elevations, 1/4 inch to one foot; elevation of doors, 1/4 inch to one foot; Roof framing plan, 1/8 to one foot; roof plan, 1/16 inch to one foot; lintel schedule

Plan No. 56-337-5
Typical wall sections, 1/2 inch to one foot

Plan No. 56-337-6
Window framing details, three inches to one foot; door framing details, 1-1/2 inch to one foot; section through bay, 1/2 inch to one foot

Plan No. 56-337-8
Roof plan, 1/8 inch to one foot; Second floor plan, 1/8 inch to one foot; first floor plan, 1/8 inch to one foot

Two-story Addition to U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 26 May 1938

Plan No. 56-337-9
Heating plan, first and second floors, 1/8 inch to one foot

Plan No. 56-337-10
Heating elevation: section through hangar and plan view, 1/8 inch to one foot; detail of pipe hangar at ceiling, 1-1/2 inches to one foot; condensate pump return, no scale

Alteration of the U.S. Army Hangar Doors, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 10 June 1938

Plan No. 56-236-B
Plan and elevation of gearmotor and pinion, scale three inches to one foot

Cabinets and Equipment for the U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 10 June 1938

Plan No. 56-351-1
Elevations of tables, 1/2 inch to one foot; section through table, one inch to one foot; bench details, one inch to one foot; details of counter in operations office, 1/2 inch to one foot; detail of book case and magazine rack in day room, elevation and section, 1/2 inch to one foot; pilots locker room cabinet, one inch to one foot; detail of foot locker stand and show rack for squad room and N.C.O. quarters, one inch to one foot; photo lab and flight surgeons cabinet, 1/4 inch to one foot; detail of duck boards in pilot locker room, one inch to one foot; black board details: section and elevation, 1/2 inch to one foot, chalk rail, full size, and section through stile, one half

full size; detail of folding boards for form #1 in hangar, 1/2 full size; duck boards in shower room, 1/2 inch to one foot

New Smoke Stack for Water Heater at the U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 26 January 1939

Plan No. 56-385-1
Part plan of boiler room, 1/4 inch to one foot; section through hood, 1-1/2 inch to one foot; details of bracket: front, side and plan, 1-1/2 inch to one foot; details of anchors to stacks, 1-1/2 inch to one foot; North and east elevations of stack, 1/4 inch to one foot

Alterations to Old Operations Office at U.S. Army Hangar, Chicago, Illinois, to provide quarters for transient officers as requested by Air Corps, Construction Division, office of the Quartermaster, 6th Corps Area, 27 April 1939

Plan No. 56-435-1
1/2 inch to one foot

Fire Alarm System for the U.S. Army Hangar, Municipal Airport, Chicago, Illinois, War Department of the United States Engineer Office, Construction Division, Repairs and Utilities Branch, 1 January 1942

Plan No. 56-663
First floor plan, 1/16 inch to one foot, second floor plan, 1/16 inch to one foot

Gasoline Fueling System for U.S. Army Hangar, Municipal Airport, Chicago, Illinois, War Department, United States Engineer Office, Great Lakes Division, Repairs and Utilities Branch, 28 December 1942

Plan No. 2288-880
Plan, sections A-A, B-B. C-C and motor control connection diagram, one inch to one foot

Gasoline Fueling System for U.S. Army Airport, Municipal Airport, Chicago, Illinois, War Department of the United States Engineer Office, Great Lakes Division, Repairs and Utilities Branch, 1 February 1943

Plan No. 2288-888
Plan and section, one inch to one foot

Guard House, Municipal Airport, War Department, United States Engineer Office, Great Lakes Division, Repairs and Utilities Branch, 4 August 1943

Plan No. 2288-965
Floor plan, framing plan, cross section, front elevation, side elevation, detail at eaves, elevation of glazed partition, 1/4 inch to one foot

Alterations in U.S. Army Hangar, Municipal Airport, Chicago, Illinois, War Department of the United States Engineer Office, Great Lakes Division, Repairs and Utilities Branch, 18 October 1945

Plan No. 2288-883
Partial first floor plan, 1/4 inch to one foot; section A-A and B-B, 1/4 inch to one foot; counter details, one inch to one foot; clothes rack in elevation and side, 3/4 inch to one foot

2. **Drawings obtained from the National Archives, Great Lakes Division, Record of War Assets, file 270**

(Copies of these drawings are been included with this documentation.)

Survey of the South Half of Section 16-38-13, City of Chicago,Department of Public Works, Bureau of Maps and Plats, Division of Surveys, 1927

Drawing 462, scale unknown.

U.S. Army Hangar, Municipal Airport, Chicago, Illinois, Construction Division, Office of the Quartermaster, 6th Corps Area, 1 January 1946

Plan No. 56-419
Plot plan showing buildings and utility connections, scale one inch to twenty feet.

B. **Field Record** (enclosed)

Original drawings with field measurements, prepared by Wiss, Janney, Elstner Associates, Inc., November-December 1995

Historical Reference Material in notebook, including photocopies of reference documents, maps, photographs, and drawings

Field survey photographs in notebook, including color and black-and-white 3x5 prints, black and white contact sheet, and negatives

C. **Interviews**

Interview, Jeffrey P. Koerber, Project Manager, Wiss, Janney, Elstner Associates, Inc., with Najib Mahmud, City of Chicago Department of Aviation, Midway Airport, 5 January 1996.

Interview, Jeffrey P. Koerber, Project Manager, Wiss, Janney, Elstner Associates, Inc., with Mike Cross, Monarch Air Service, 5 January 1996.

Interview, Kaaren R. Dodge, Project Architectural Researcher, with Major Michael Driscol, U.S. Army Corps of Engineers, Chicago Division, 29 December 1995.

Interview, Jeffrey P. Koerber, Project Manager, Wiss, Janney, Elstner Associates, Inc., with Janice Wolf, City of Chicago Department of Aviation, O'Hare International Airport, 26 January 1996.

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National Archives, Record of the War Assets, file 270. Chicago, Illinois. Captain Howard A. Smith, Installation Officer to Office of Division Engineer, Great Lakes Division, 11 October 1946.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Captain H.A. Smith, accountable Property Officer to War Assets Administration, 4 February 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. J.P. Dunne, Department of Public Works to W.D. Foy, War Assets Administration, 11 February 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Preliminary Engineering Survey. L.T. Page, Engineering Branch, War Assets Administration to Chief Engineering Branch, War Assets Administration, 14 February 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Security and Fire Inspection, C.J. Phillips, Safety Engineer to James S. Harvey, Chief Safety and Security Branch, War Assets Administration, 18 February 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Ethan A. John, Real Estate Division, War Department to War Assets Administration, 19 February 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Frederick D. Gallagher, Office of Real Property Disposal to Regional Administrator, Civil Aeronautics Administration, 10 March 1947.

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National Archives, Record of the War Assets, file 270. Chicago, Illinois. Frederick D. Gallagher, Office of Real Property Disposal, War Assets Administration to Carl McCluer, Regional Administrator, Civil Aeronautics Administration, 10 March, 1947.

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National Archives, Record of the War Assets, file 270. Chicago, Illinois. W.D. Foy, Office of Real Property Disposal, War Assets Administration to John R. Casey, Municipal Airport Superintendent, 12 May 1947.

National Archives, Record of the War Assets, file 270. Chicago, Illinois. Joseph A. Burke, Office of Real Property Disposal, War Assets Administration to Thomas E. Drumm, Deputy Administrator, War Assets Administration and Sales Promotion staff, 20 June 1947.

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PART V: METHODOLOGY OF RESEARCH

Research for the Historic Building Documentation of the U.S. Army Air Corps Hangar at Midway Airport, Chicago, Illinois, was performed at the following locations: the Center for Research Libraries in Chicago, Illinois; Chicago Historical Society in Chicago, Illinois; City of Chicago Department of Aviation, Midway Airport in Chicago, Illinois; Curt Teich Postcard Archives in Wauconda, Illinois; the Municipal Reference Desk and the Government Publications Department at the Harold Washington Public Library in Chicago, Illinois; the State Historical Library in Springfield, Illinois; the Illinois State Archives in Springfield, Illinois; the National Archives, Great Lakes Region in Chicago, Illinois; the Newberry Library in Chicago, Illinois; the Interlibrary Loan desk at the Racine Public Library in Racine, Wisconsin; the Regenstein and John Crerar Libraries at the University of Chicago in Chicago, Illinois; and the University of Illinois at Chicago in Chicago, Illinois.

PART VI: PROJECT INFORMATION

This project was sponsored by the City of Chicago Department of Aviation, Chicago, Illinois, Kitty Friedheim, Deputy Commissioner of Planning, and Airport Owners Representatives. The documentation was undertaken by Wiss, Janney, Elstner Associates, Inc., Chicago, Illinois, under the direction of Harry J. Hunderman, FAIA, Project Consultant, and Jeffrey Koerber, RA, Project Manager; with assistance by Deborah J. Slaton, Architectural Historian; and with Lisa M. Puryear, Michael Fus, and Jason A. Aspin, delineators and Architects. The project began in November, 1995 and was completed in August, 1996 at the office of Wiss, Janney, Elstner, Associates Inc. The architectural research was conducted by Kaaren R. Dodge, Architectural Historian. The photography was performed by Leslie Schwartz.

Koerber, Fus, Puryear, and Aspin measured and delineated the measured drawings. The drawings were delineated on Auto CAD Release 13 and plotted on a Design Jet 650C ink jet plotter. Archival mylars were produced using a Dupont Perma Silver silver halide mylar reproduction process with full sized negatives. Dodge conducted the research associated with the project, compiled the historical chronology and assisted Slaton with the writing of PART II of the HABS report. PART III of this report was written jointly by Slaton, Dodge, Koerber, and Puryear.

U.S. ARMY AIR CORPS HANGAR
SCHEDULE OF HISTORIC ROOM FUNCTIONS

Room Number	Historic Function	Year
101	*Hangar*	1932
102	*Observation & Lockers*	1933
	A partition wall, running north-south was added to form a *R.O. Rest Room*	circa 1939
103	*Observation & Lockers*	1933
	Partition walls, running north-south and east-west were added to create *Quarters for the Transient Officers*	circa 1939
104	*Observation & Lockers*	1933
	The remaining space in the original *Observation & Lockers* room formed a *Corridor*, running north-south	circa 1939
105	*Toilet*	1933
	Toilet & Small Toilet	circa 1939
106	*Boiler Room*	1933
107	*Coal Room*	1933
108	*Quarters*	1934
109	*Stock Room*	1934
110	*Shop*	1934
111	*Operation's Office*	1938
	Partition walls, running north-south divided the *Operation's Office* into a *Maintenance Room & Corridor*	circa 1945
112	Unknown	1938

Room Number	Historic Function	Year
	Pilots' Room	circa 1945
113	*Corridor*	1938
114	*Toilet*	1938
115	*Pilots' Locker Room*	1938
116	*Stairhall*	1938
117	*Vestibule*	1938
118	*Day Room, C.O. Storage & Mess Hall*	1938
	The *C.O. Storage* room became the *Women's Toilet*. FAA sign painted on door separating rooms 116 and 118 suggests the space was used by the FAA sometime after 1958.	circa 1945
119	*Storage*	1938
120	*Kitchen & Kitchen Storage*	1938
121	*Stairhall*	1938
122	*Vestibule*	1938
123	*Parachute Folding Room*	1938
124/125	*Lecture Room*	1938
	A partition wall running east-west was added dividing it into two smaller rooms	after 1942
126	*Armament Room*	1938
127	*Parachute Drying Room*: two story opening	1938
201	*Commanding Officers Room* with two closets	1938
201A	*Toilet*	1938

Room Number	Historic Function	Year
202	*Waiting Room, Flight Surgeons Room, Eye Exam Room, Meteorological Room* and *Corridor*	1938
	The partition walls that framed these smaller spaces were removed opening the space into one large room	after 1942
203	*Stairhall*	1938
204	*Toilet*	1938
205	*Corridor, N.C.O. Quarters, and Squad Room*	1938
	The interior partition walls which framed the *N.C.O. Quarters* were removed	after 1942
206	*Toilet* with shower	1938
207	*N.C.O. Quarters*	1938
208	*Stairhall*	1938
209	*Radio Repair Room* and back *Corridor*	1938
	The partition wall between the back corridor and the repair room was removed and the north wall of the *Radio Repair Room* was moved six feet to the south	after 1942
210	*Photo Lab* and *Dark Room*	1938
	The partition wall dividing the *Photo Lab* from the *Dark Room* was removed	after 1942

U.S. ARMY AIR CORPS HANGAR
HISTORICAL CHRONOLOGY

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
1890s Octave Chanute, glider experiments on the sand dunes of Lake Michigan; work influences Wright Brothers			
December 1903 Wright Brother's successful flight at Kitty Hawk, North Carolina			
1907 Army sets up an Aeronautical Division in the Office of the Chief Signal Officers			
1908 Army orders first airplane from Wright Brothers			
	1910 Aero Club, Chicago's first aviation society is established		
	July 1911 Cicero Field, Chicago's first permanent airfield opens		
	1912 Chicago became a center for airplane manufacturing and exhibition		
18 July 1914 Establishment of Aviation Section of the United States Signal Corps			
1915 Establishment of U.S. National Advisory Committee for Aeronautics	**1915** Cicero Field closes; Ashburn Field becomes new airport for Aero Club		
April 1917 112 pilots in Aviation division of the U.S. Signal Corps	**circa 1917** U.S. military pilots trained at Ashburn Field and Fort Sheridan		

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
1917 Aviation Act of 1917, providing increased funds	**1917** Army Air Corps moves to Chanute Field at Rantoul, Illinois		
1918 Overman Act removes aviation from Signal Corps; establishes Army Bureau of Aircraft Production and the Air Service			
1918 12,449 pilots in Air Service			
1918 Inauguration of airmail service by the Post Office Department			
	1919-1925 Two permanent commercial airports: Ashburn Field and Grant Park Air Mail Field		
	1919 Checkerboard Field, Broadview, a prominent aeronautical center and mail terminal		
	1919 U.S. Mail Maywood Airport principal depot for Chicago airmail until 1927		
1920 Army Reorganization Act; Air Service remains part of Army			
Postwar Congress appropriates less than one-third of the funds requested by the Army Air Service			
Postwar Era of the "gypsy flyers"			

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
Postwar Few permanent airfields remain			
Postwar Military formulates a cooperative plan between the U.S. Army and municipalities for constructing airfields			
	After 1920 New airfields: Lincoln Tavern in Morton Grove; Burmeister Field near Niles; Wilson Airport at River Road and Lawrence; and Park Ridge (Heath) Airport at River Road and Touhy		
	1921 First night airmail from Omaha, Nebraska, to Chicago		
	1921 Airmail terminal on grounds of Hines Veteran Hospital (Hines Field)		
		3 October 1922 Chicago Municipal Airport landing field opens on Board of Education property	
July 1926 Congress approves formation of air sections in each division of Army General Staff; establishes Army Air Corps		**1926** Col. P.G. Kemp leases land from Board of Education and builds hangar	
1925-1930 Kelly Air Mail Act; Aeronautics Branch of the Department of Commerce established		**Mid-1926** City of Chicago leases 120 acres of Board of Education property	
1927 Lindbergh makes trans-Atlantic flight		**Early 1927** City negotiates ten hangar ground rental leases with airlines; City completes taxiways and ramps	**1927** Site survey shows "proposed" hangar on lots 37 and 38

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
	December 1927 Establishment of U.S. Weather Bureau	**December 1927** First contract airmail plane lands	
		13 December 1927 Dedication of Chicago Municipal Airport; site of the National Airport Conference	
		15 February 1928 An aeronautical observation station is established	
		1928 Airport has twelve hangars, four lighted cinder runways, and up-to-date lighting for night landings; City begins negotiating for more airport land	
		1929 Stationing of traffic controller on runway; small administration building and comfort station constructed at 59th Street and South Cicero Avenue; scheduled airlines first begin to carry passengers regularly	
		25 June 1930 (1:30 am) Major fire destroys three hangars and fifty airplanes	
		1930 City leases more than 588 acres from Board of Education; $450,000 bond issue for airport improvements passes in November	
	1931 Establishment of Illinois Aeronautics Commission	**1931** Extend runways, taxiways, new administration building and passenger terminal at 62nd Street and Cicero Avenue; Administration Building dedicated 15 November 1931	

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
	1931 Dispersion of airport concentration in Cook County	**1931** 640-acre municipal airport with four cinder runways	
			12 May 1932 Lease signed between City of Chicago and the United States of America for lots 37 and 38
			1932-1933 Construction of steel Army Air Corps Hangar
July 1933 Army Air Corps pursuit strength totals 17 squadrons located at Selfridge Field, Michigan; Langley Field, Virginia; Albrook Field, Canal Zone; March Field, California; Wheeler Field, Hawaii; Barksdale Field, Louisiana; and Clark Field, Philippine Islands		**1933** Two-way radio control tower constructed	**1933** Plans proposing west wing addition (south half)
		1 June 1933 Municipal airport used as an operating base by Air Corps Reserves and Illinois National Guard *(Descriptions of Airports and Landing Fields in the United States)*	
			1934 Plans proposing west wing addition (north half)
		1 September 1934 Municipal airport; no military classification *(Descriptions of Airports and Landing Fields in the United States)*	
		1935 Seven airlines: United, American, Transcontinental & Western Air (TWA), Eastern, Northwest, Chicago & Southern, and Braniff; TWA inaugurates first non-stop flight from Chicago to NY	**28 August 1935** Plans proposing oil storage building

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
		September 1935 Plans made for WPA improvement projects and further enlargement of airport	
		1 January 1936 Municipal airport and operating base for Army Air Corps *(Descriptions of Airports and Landing Fields in the United States)*	
		1936 WPA work continues; 8,000 employed	
		1937 Airport fully occupies the area between the railroad tracks and 63rd Street	
1938 Passage of Civil Aeronautics Act		**1938** Air traffic control center is established at airport	
		1938 WPA work on sewers, water system, paving and lighting	**1938** Plans proposing new north end wall
			1938 Plans proposing east wing addition
		1939 New airline, Pennsylvania Central; eight airlines at airport	**1939** Plans proposing new smoke stack
			1939 Plans proposing alteration of old operations office for east wing
1940 President Franklin D. Roosevelt requests 50,000 planes for the Army and Navy		**1940** Legal entanglements with Chicago and Western Indiana Railroad end	

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
1941 Congress sets up Army Air Forces		**1941** Chicago and Western Indiana Railroad relocates right of way; new runways constructed	
		1941 City of Chicago, Bureau of Parks and Recreation and Aviation, assumes responsibility for the operation of airport	
		30 June 1941 Dedication of "new" airport	
7 December 1941 U.S. enters World War II		**December 1941** Increase of military and naval activity	
1942 Army Air Corps incorporated in U.S. Army Air Force		**1941-1945** Inadequacy of airport becomes evident during war years	**1 January 1942** Plans for installation of non-code fire alarm system
June 1942 Battle of Midway			
			11 December 1942 Contract signed between City of Chicago and the United States of America for additional airplane parking space
1944 Army organizes airborne division and adds airborne troops		**1944** Almost all improvements are curtailed during war years	
August 1945 War ends; cancellation of vast contracts; contraction of aircraft industry and demobilization of the Air Force			**18 October 1945** Plans for alterations on first floor
1945 Birth of Air National Guard	**21 August 1945** Mayor Edward J. Kelly appoints a site selection committee to survey Chicago area for new airport location: Douglas airport (Orchard Place)	**1945** Groundbreaking for new airport terminal; certification of three airlines by the Civil Aeronautics Board for foreign operations	

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
		1945 Delta Airlines begins operations	
			1 January 1946 Revised plan showing hangar and oil building with utility connections and landscaping
			13 May 1946 Amendment to 1932 lease
			24 October 1946 Hangar declared surplus real property
			6 December 1946 Put on "standby" condition with drained pipes and all utilities disconnected; Civil Aeronautics Administration given temporary access
		1947 Construction of new passenger terminal with 15 gates	**4 February 1947** Officially transfers from Army Corps to War Assets Administration
			10 March 1947 WAA authorized temporary use by the Civil Aeronautics Administration to garage an airplane; installation of radio landing equipment upon building
			11 June 1947 City of Chicago approves use of property by Civil Aeronautics Administration under a revocable interim permit
			20 June 1947 Notice of availability (hangar and apron) published in the *Chicago Journal of Commerce*
			2 July 1947 City of Chicago invokes priority rights for the acquisition of the hangar property

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
26 July 1947 National Security Act becomes law; gives Army administrative structure			**14 July 1947** City of Chicago is only bidder on hangar property; City wants government to restore property before relinquishing
1948 Berlin airlift begins			**14 October 1948** Contract signed between the War Assets Administration and the City
		12 December 1949 Name changed to Midway Airport	**1949** City uses building for storage
		1953 Additional construction on 1947 terminal, adding 13 more gates	
		1956 Busiest individual airport in the nation, with total operations of almost 369,000 air movements, of which 1,795 are military	
23 August 1958 Civil Aeronautics Administration transfers to Federal Aviation Agency			
	1959 Passenger jets come to Chicago		**1959** Federal Aeronautics Administration (FAA) maintains air traffic control center in hangar
		2 May 1962 Chicago sought assistance of federal government to keep Midway Airport operating	
			13 December 1963 - 30 June 1966 FAA leases space in the for Systems Maintenance Sector
		9 April 1964 Midway Airport is now deserted by scheduled air lines	

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
		26 June 1966 Major portion of aircraft using Midway Airport are private executive aircraft, business planes	**1 July 1966 - 30 June 1969** FAA leases space in building for Airways Facilities Sector
		10 December 1967 United Airlines initiates six daily jet flights linking Midway Airport to Washington, DC, New York City, and Minneapolis-St. Paul	
		1967 Nine million dollar project to bring Midway Airport into jet age	
		1968 Improvements are complete	
			1 July 1969 - 30 June 1969 FAA leases space in the for Airways Facilities Sector
		1970 682,000 passengers annually	
			30 June 1972 Option for FAA lease expires on building
1973 International fuel crisis		**1973** Fuel crisis causes drastic reduction in service	
		1978 Token air carrier activity reported	
			1981 Appraisal notes poor condition of building
			1982 Appraisals note poor condition of building and violation of FAA restrictions for building height in proximity to runway

Aviation in the United States	Aviation in Chicago	Chicago Municipal Airport/ Midway Airport	U.S. Army Air Corps Hangar
			1984-1994 Monarch Air Service leases hangar and surrounding site for vehicle storage
			1995 City of Chicago fuel pump and station moved from interior to northeast side of building