Large Airplane Traffic Into
And Out of Norman Expected
When Extensive Program Of
Improvements Is Completed

A CREW of 75 men was working steadily last month on actual construction
of the quarter-million-dollar O.U.-Norman flying field, an airport that will
qualify for the next-to-highest rating given American airports. Westheimer Flying
Field will not only be one of the very best university airports in the United States—if
not the best—but will also be able to accommodate all types of land planes except
heavy bombers.

The convenient location, not far from the campus; the engineering advantages of
the 289-acre site, and the careful planning of necessary buildings are expected to give
Norman and the University an extremely valuable asset.

Half a hundred individuals who spent uncounted time and effort in promoting the
"dream" now feel adequately repaid. They can see the educational dividends the field
will pay. They can see the advantages that commerce, the City of Norman, and Uni-
versity friends and visitors will enjoy from it. They can see the important contribution
it makes to the nation's defense efforts.

Importance of the airplane was recognized at O.U. as far back as 1928-29 when University officials instituted a department
of aeronautical engineering in the College of Engineering. That department has grown and is still growing. Momentum has
been added by the wind tunnel, one of the few in the country which has recently been
rebuilt to simulate a flying velocity of 500 miles per hour.

By the new addition of actual flying field facilities, aeronautical engineering students
will have greater opportunities for study of a plane at different times during its flying
life. While it isn't suggested that students will actually test materials and planes by
flying them at different speeds, different altitudes, etc., possibilities for observation
and study of real planes will add to the effectiveness of the aeronautical engineering
curriculum.

Probably the greatest and most immediate
ate of the educational benefits from the
of the field will be the advantages
for the University's program of Civil-
ian Pilot Training. The program has made
strides forward with the makeshift facili-
ties used so far, but much better results are
expected with a field properly drained,
graded, and provided with runways.

Improvements mean added safety. O.U.'s
flying program has the commendable rec-
ord of no injuries to either students or in-
structors and only one minor mishap which
damaged a plane slightly. With a larger field, however, and good runways, the dan-
ger of a plane in the hands of a beginner is greatly diminished. Likewise an experi-
anced pilot can handle a plane with greater
precision on a field properly constructed.

When the field project is completed and
buildings erected—the buildings will be a
separate undertaking—there will be space
for holding classes that are now necessarily
held at the University. There will be room
for material displays such as wings, mo-
tors, weather maps, for the students' study
and observation at any time, and especially
while they are awaiting their turn in the air.
The University has that equipment now
located in the Armory and accessible to
students.

With the old airport the University has
handled the CPT primary and secondary
flying courses. After the improvements, the
University hopes to be approved for a cross-
country flying course and for the instruc-
tors' "refresher" course which is normally
connected with it. Thus, those trainees who
wish to continue their flight work in order
to qualify for a commercial license, for po-
sitions as co-pilots on airlines, or for an in-
structorship will not have to go to other
institutions.

Chances are that after Westheimer Field's completion, the University quota in
both primary and secondary training will be increased, R. V. James, engineering
teacher and director of the CPT program,
says. The University will thus be able to
meet the increase in the number of appli-
cants that are expected because of the new
policy of the United States Army Air Corps
which now gives credit for CPT flying in-
struction to its cadets.

An indication of a different type of bene-
fit that will be derived from the new field
was given last spring when the United
States War Department approved the pro-
posed project by declaring it to be of mili-
tary importance. At that time it issued the
specifications which the new field must and
will meet in order to make it a Class 3 air-
port, the type in which the War Depart-
ment is interested. Specifications include
the necessary lighting, grading and drain-
age of the whole field, and fencing.

When completed, the field will be able to
accommodate all army aircraft except the
heavy bombers. Light bombers will have
ample room to take off and land. No one
has suggested that the field will be used as
a bomber base, but as a part of the national
program for complete defense preparations,
it provides one more field which can be
used for emergency landings, for practice
flight terminals, and as possible location for
training bases in the air corps' extensive
program of educating aviators.

To the educational and military value of
the improved field, add also commercial
and civic benefits. Safety in air travel is aug-
mented by each good field added to the
number on which passenger or mail planes
can land in an emergency. Likewise air
travel becomes more useful as the number
of cities served is increased by construction
of adequate take-off and landing facilities
conveniently located. This applies to pri-
ivate flying as well as travel by established
commercial air lines. At present there are at
least three planes privately owned by Nor-
mans and Norman townspeople. Undoubtedly there will be more when the new field is finished and
hangar facilities are constructed.

Approval of the $20,000 airport bond
issue last summer by the people of Norman
was one of the major factors that made
the proposed new field possible. The agree-
ment between the University and the City
of Norman at that time called for reciprocal
casements on land owned by each; that is,

Walter Kraft, superintendent of Univer-
sity utilities and general supervisor of the
big expansion program at Westheimer
Flying Field.
each is to have free legal use of the land of the other—the City of Norman of its own land, the 129 acres bought with a part of that $20,000 and of the 160 acres bought for the University by Walter Neustadt, Ardmore oil man, with the funds of the Max Westheimer estate; and vice versa. Consequently the field will be the municipal airport as well as the University's flying field.

Funds provided for the field construction project are as follows:

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<td>The University, labor and materials</td>
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<tr>
<td>City of Norman, land, improvements</td>
<td>21,000</td>
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<tr>
<td>WPA, regular and defense funds</td>
<td>196,983</td>
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Total for field alone: $232,468

With proper facilities close to the town and to the University, the day is probably not far distant when a large number of friends and business guests of the University or the city will fly in, transact their business and return to their homes the same day. As many as a dozen different individuals flew planes in to see one football game this fall. And last year a Fort Worth woman "commuted" to Norman in her own plane to take a special course.

A hangar and other buildings are not a part of the present project to put the field itself in condition to meet the War Department's specifications. Those specifications do not call for any building whatsoever. University officials, however, are formulating plans for the needed buildings, and they hope to be able to begin actual work on them by the time the field is finished. The buildings are expected to cost about $40,000.

For use in that proposed building program Mr. Neudstadt presented the University with another check for $10,000 in November. The new gift brings the total contribution from the Westheimer estate to approximately $25,000, which includes besides the original land fund of $10,500 and the latest $10,000, large amounts of stone, steel, and other building materials representing between four and five thousand dollars.

Speeding construction work on the field, Walter Kraft said last month, "We're making an effort to have the field in good condition in every way before July 1 of next year."

Professor in New York

Another Oklahoman making the grade in the big town is Dr. John A. Leavitt, '36 bus. He is teaching statistics, money and banking at the College of the City of New York.

In 1937 he received his master's degree in business from Columbia University, and in the summer of 1941 was awarded a Ph. D. from the same institution. His thesis on "The Voting Trust" was published by the Columbia University Press, 1941.

Mr. Leavitt was in the research department of the Federal Reserve Bank of New York as statistician for several months before accepting his present teaching post.

Mrs. Leavitt, '35 ed, is also a Sooner, and like her husband, is a former resident of Oklahoma City.

O. U. Glassware

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Any Sooner graduate or former student will appreciate a dozen of these fine, hand-blown glasses, each bearing the decorative University of Oklahoma seal in red and white. In addition to the glasses shown in the photograph, we have available a 7 1/2-ounce old-fashioned glass, and a glass cocktail shaker.

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<td>cocktail shaker</td>
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ADD FOR POSTAGE: 20c inside Oklahoma, 35c outside

TOTAL REMITTANCE ENCLOSED

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