

The Knowledge Bank at The Ohio State University
Ohio State Engineer

Title: Editorial

Issue Date: Feb-1929

Publisher: Ohio State University, College of Engineering

Citation: Ohio State Engineer, vol. 12, no. 4 (February, 1929), 14-15.

URI: <http://hdl.handle.net/1811/34551>

Appears in Collections: [Ohio State Engineer: Volume 12, no. 4 \(February, 1929\)](#)

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THE NEW COLUMBUS AIRPORT

In November, 1928, the people of Columbus voted a bond issue of \$850,000 for an airport. The campaign carried on before the election was one of the most interesting ever seen in this city. Newspapers carried advertisements about it, pamphlets were distributed, speeches were made, and every possible means was used to make the people of Columbus become "air-minded" enough to be willing to pay a little more in taxes for an airport. The raise in taxes will be very small, being less than one percent per year on each one hundred dollars worth of taxable property.

The need of Columbus for a new airport became apparent when the Transcontinental Air Transport Company selected this city as its eastern air terminus, on the proposed transcontinental train-plane route. This company, whose technical head is Colonel Charles A. Lindbergh, chose Columbus after an intensive study of the territory hereabouts. Meteorological maps show that Columbus is in an area, extending from about thirty miles north of the city southeast into Texas, which is entirely free from violent weather disturbances.

Other air transport companies have signified their intention of making Columbus an important station, if not a terminus, on their routes. The Army has decided to hold its spring air maneuvers between Columbus and Dayton, using the airports of the respective cities as bases.

Columbus has several small fields, for example, Norton Field, located about three miles out east Broad Street and within a short distance of the new field. Norton Field is at present leased by the government for use as an army air field. Space is rented to anyone desiring it and several companies use it, but Norton Field is too small to be used as a landing field for transport planes and still have room for the other activities characteristic of an airport. Since no more ground can be added to it and the lease expires in 1931, the field will probably not be used after that time as the government has announced its intention of renting space on the new field.

There is also a small airport on Sullivant Avenue called the Columbus Airport. This field is even smaller than Norton Field and the ground is not in as good condition. Runways are necessary here and are made from cinders. This airport is probably kept running by the fact that the air mail uses it. Every night at approximately nine-thirty the plane comes in from Louisville, Kentucky, lets off the mail for Columbus, takes on any outgoing mail and heads northeast toward Cleveland. It stops at Columbus, going the other way, about four o'clock in the morning.

The future airport is located on the high level plateau adjacent to the Army Reserve Depot, bounded on the north and west by James Pike, on the east by Poth Road, and on the south by the

B. and O., and Pennsylvania tracks. It can be reached in fifteen minutes from Broad and High. It is much closer than any of our other fields.

This site has many advantages, some of which follow: it can be purchased with a minimum of investment on the part of the city (other cities are paying and have paid millions of dollars for airports inferior to what this will be); it is the closest available acreage to Broad and High Streets which is sufficiently isolated from residential development that air activity will not prove an annoyance or hazard to home districts; it has railroad facilities for both freight and passenger use; last but not least, the character of the ground is such that very little leveling will be necessary and the important item of drainage will present less of a problem here.

It is interesting to note that in the length of the field, which is 6,500 feet, there is only a difference of twenty feet in the level of the ground. At the east end it is 820 feet above sea level and at the west end 800 feet. This is a very small difference for a plot of ground over a mile long.

A test is being made of the soil by Professor Eno of the Ohio State University Engineering Experiment Station, to determine what drainage plan will be used. It is known now that one large storm sewer, emptying into Big Walnut Creek, will be used, but the amount of small ditches that will be necessary will be determined by the character of the soil as revealed in these tests.

After the little leveling that is necessary following the removal of the trees and buildings is done, the runways will be constructed. Present plans provide one for a prevailing northwest wind, and one for a prevailing southwest wind. The northwest one is to be 2500 feet long and the other 3500 feet. They will be 25 feet wide. The runways will be constructed either from rough surfaced macadam or from rough surfaced concrete. The rough surface is necessary to prevent skidding, an ever present danger in airplane landing. The runways will be principally for the use of the heavy transport ships. The lighter craft will take off and land anywhere on the field.

The buildings to be constructed on the grounds, such as hangars, administrative offices, railroad station, and repair shops will probably be placed on the east end of the field. Whether they will be constructed of brick, stone, or metal has not been decided at the present time. Provisions will be made for lighter-than-air craft as the need arises. They will be located on the west end of the field.

The lighting system for the field is another large problem. According to the Department of Commerce regulations the boundary of the field must be marked by white lights placed not less than 250 feet apart. Then there are beacons, landing lights, and signal lights required, besides lighting for all the buildings on the ground. It has not been decided yet whether the current will be brought over from the municipal light plant or whether it will be manufactured on the grounds. The latter appears to be the way which will be the cheapest in the long run. To bring the current from the city will represent an initial outlay of \$37,000, while the field lights alone will cost \$50,000.

This project will probably do more for Columbus commercially, than any other single thing has done in the past few years as it will bring new industries to Columbus. Several aircraft manufacturing companies have signified their intention of locating near the field, and one, the Columbus Aircraft Company is already in Columbus and building the "Skylark," a cabin monoplane.

ENGINEERING COLLEGE EXPANSION

Construction work is constantly going on on the campus but it is doubtful whether many of us realize just what it will eventually accomplish. Think of what once was the chemistry building. It is rapidly undergoing a transformation so that it will fit into the layout of our proposed Engineering College group. Engineering College officials are seeing their dreams taking definite form with the construction or change in each Engineering College building. The new chemistry building forms the east boundary of the proposed engineering group and it is now practically completed.

The front cover shows the architect's perspective of the northern section of the quadrangle. The court as seen here will take the place of our present barracks. The frontispiece shows the plat plan for the entire group. Only two buildings shown in the plan are complete now—the Administration Building and the new Chemistry Building. The rest will eventually look as shown in the plat plan.

The following key will designate the buildings as shown:

1. Administration Building
2. Language Building
3. Brown Hall
4. Lord Hall (after alteration to fit proposed layout)
5. Lord Hall (at present)
6. Robinson Laboratory
7. Mechanical and Electrical Engineering Building
8. Chemistry Building
9. Chemistry Laboratory
10. Industrial Engineering Building
11. Engineering Experiment Station

At the present time engineering students must trek all over the campus to attend classes but the future student will be able to complete an entire engineering course entirely within his own sector. The expansion will mean that more students can be taken care of with less time wasted and with more efficient and elaborate equipment. Much needed departments can be added to the college to give the future student a broader choice of curricula.

The buildings comprise the Engineering Group according to latest drawn plans. A great deal of credit, for the present and ultimate success of the plan, is due to Prof. J. N. Bradford, the University Architect, and Prof. C. E. Sherman, Chairman of the Engineering College Building Committee. The first thorough plan was worked out in 1922, and by working to a definite plan no time will be lost in the future in discussing the location of engineering buildings.