History Nebraska ­– Potential Collections and Resources

1. [**RG3726.AM**](https://nebraskahistory.pastperfectonline.com/archive/9434C81B-F6ED-4028-A4B5-612837894440)**: Encil Chambers, 1895-1979** 
   1. This collection consists of one box of manuscript material arranged in six series:
      1. (1) Incoming Correspondence, 1921-1929;
      2. (2) Military documents and pamphlets, 1919-1939;
      3. (3) Lincoln Standard Aircraft material;
      4. (4) Broadsides and photos dealing with Page's Aerial pageant;
      5. (5) Newspaper clippings dealing with Chambers' parachute jumps, Page's Aerial pageant and the Lincoln Standard Aircraft Company, 1921-1939, 1974; and
      6. (6) Miscellany. This collection relates primarily to the aviation career of Encil Chambers, including his military service during and after WWI. Its primary emphasis is on his parachute jumping work with Page's Aerial pageant, and the development of the Lincoln Standard Aircraft Company.
   2. Series 1 consists of incoming correspondence, 1921-1929:
      1. personal letters – “including one from the mother of a boy recently killed in an **air accident**
   3. Series 2 contains military documents and pamphlets, 1919-1939:
      1. “…pictures of Chambers **and the plane from which he jumped to break the world parachute record in 1921**.”
   4. Series 3 consists of material relating to the Lincoln Standard Aircraft Company:
      1. “Also provided are seven **Aviation Study Course pamphlets and quizzes** to accompany them…”
   5. Series 5 consists of photocopies of loose and scrapbook newspaper clippings, 1921-1929 and 1974:
      1. “They deal primarily with **Chambers' parachute jumps and aerial pageant work**. There is also quite a bit of material on **Ray Page** (President of Lincoln Standard Aircraft) and the expansion of his business…”
   6. Goeres, *Wings Over Nebraska*, pp. 55
      1. Chambers became associated with Ray Page’s Aerial Pageant and the Lincoln Standard Aircraft Company, becoming plant manager and director of the company in the early 1930s.
2. [**“Lincoln Aviation Personalities before 1930,”**](https://mynehistory.com/items/show/320.)**Explore Nebraska History**
3. [**Nebraska Historical Marker**](a.%09http:/www.e-nebraskahistory.org/index.php?title=Nebraska_Historical_Marker:_Lincoln_Aviation_Personalities_Before_1930)**: Lincoln Aviation Personalities Before 1930** 
   1. Terminal, 40.847264, -96.75542
4. **Nebraska Historical Marker: Lincoln's Emergence as an Aviation Center**
   1. 2400 W Adams St, Lincoln Municipal Airport (LNK), Lincoln, NE
   2. 40.846624, -96.75494
5. Lincoln Airplane & Flying School, 2415 "O" St.
6. [Lincoln Airforce Project](https://www.lincolnafb.org/history.php)
   1. Lincoln’s Air Park West Industrial Zone, formerly Lincoln Air Force Base
      1. Strategic bombers, long-range missiles during Cold War
   2. “Early Aviation in Lincoln, Nebraska”
      1. 1920s Lincoln: an aviation hub seemingly destined for greatness
      2. Lincoln Standard Airplane at 24th and “O”
      3. Arrow Airplane opened a facility in Havelock (site of the former Goodyear manufacturing plant) 4021 N. 56th St.
      4. Biplanes were constructed within the former Industrial Arts Building at the Nebraska State Fair Grounds
      5. Great Depression: Lincoln couldn’t hold onto its prominence, nexus of aviation manufacturing shifted to Wichita, Kansas
      6. Lincoln Air Force Base (1928) – established on a 160-actre plot northwest of Lincoln for use as a municipal airport
         1. Later named after C. Lindbergh?
      7. Lincoln
         1. Became an air mail stop during 1928
         2. United Airlines began service to Lincoln Municipal in 1927
         3. Numerous airfields cropped up around the city in the early decades of the 20th century
            1. Page Field (near present day Lincoln Memorial Cemetery)
            2. Union Airport
            3. Arrow Airport
   3. “World War II”
      1. **27 February 1942**: Lincoln announced to be home of an Army Air Field
         1. One of the few continental aircraft engine mechanics school
            1. Training tens of thousands of fighter mechanics
            2. As well as air crews in heavy bombers (B-17 and B-24)
         2. Lincoln one of 12 AAFs in Nebraska at the time
            1. Alliance
            2. Scribner
            3. Scottsbluff
            4. Offutt
            5. Harvard
            6. Fairmont
            7. Bruning
            8. McCook
            9. Ainsworth
            10. Kearney
            11. Grand Island
         3. Facilities included a hospital, barracks, mess halls, hangars and an extensive air field – as well as a chapel
            1. Chapel: Currently on the register of historic places, still stands Northwest of Air Park, last of the era
      2. In the waning months of the war, Lincoln AAF transformed into a homecoming transfer base – last month of operations was December 1945
   4. “1946-1950”
      1. Nebraska Air National Guard + Naval Reserve unit moved into the former AAF grounds
      2. Former hospital for Lincoln Army Air Field was converted into housing after the war
         1. Became known as Huskerville; primarily filled with married university students who attended UN
            1. Grocer, theater, many apartments
            2. Polio outbreak in 1952: 2 dead, 31 paralyzed.
   5. “The Early Days of LAFB” – Lincoln Air Force Base
      1. Former WWII site re-activated on 21 February 1952
      2. The city eagerly re-channeled Oak Creek around the needed lengthened runway to support jet bombers (see aerial images)
      3. New barracks, mess halls, road improvements, recreation facilities, warehouses, weapons bunkers, expanded operations buildings constructed
      4. Two massive hangars were built at $1 million each, house weapons
         1. “The amount of concrete used for the apron and runways at Lincoln would amount to the largest concrete project in state's history.”
      5. 01 February 1954:
         1. Lincoln AFB officially activated along with 98th Air Base Group
         2. First major aircraft: KC-97
         3. Numerous units worked concurrently to help maintain a critical portion of America’s nuclear deterrent.
   6. “Major Operations”
      1. 07 December 1954: first B-47 Stratojet landed in Lincoln from Boeing Wichita, Kansas factory
         1. Marked the beginning of the “Force for Peace” mission in nuclear deterrence.
      2. Air base became the 5th largest town in Nebraska
         1. “Everything from a barber shop to a credit union to a dental clinic made the base largely *self-sustaining*. Swimming pools, a gym, tennis courts, baseball fields and clubs soon made their presence felt as well. *Bowling Lake* was constructed in 1958 using (what has been ironically gestured by veterans as) volunteer time of airmen and officers. The lake was dug on the Northwest side of the base and was known for its fishing qualities and boating events.”
         2. Airmen and their families in Lincoln:
            1. Housing was short in Lincoln proper

Between 1956 and 1958 1,000 units of Air Force duplex, apartment and standard houses were built West of Northwest 48th Street.

A school, Arnold Elementary was also built, even then operated by Lincoln Public Schools. Older children tended to go to school at Whittier Junior High and then Lincoln High School.

It should be said that airmen also found homes inside of Lincoln, especially the Belmont neighborhood of Northwestern Lincoln.

* + 1. Need to know more about Lincoln’s strategic importance
       1. “Throughout the 1950's, Lincoln became a major Strategic Air Command base and a very powerful asset to American strategic forces.”
  1. “Zenith”
     1. 1960s Cold War Omnipresence
        1. “…new missions arrived however, starting with the deployment of *Army Nike-Hercules Surface-to-Air missiles* sites around Southeastern Nebraska. One site was located near Davey, Nebraska and another near Crete, Nebraska, with the other two sites defending the Offutt defense area. The supersonic, nuclear defensive missiles were deployed in 12 at each site. The 6th Missile Battalion, 43rd Artillery controlled the sites.”
        2. Unbelievable missile presence
           1. Nike-Hercules missile (1960-1966)
           2. Atlas-F missile (early 1960s)
        3. “Due to the ongoing threat posed by Soviet ICBMs, the Air Force began to develop a rapid-response alert program aimed at dispersing B-47 bombers. Under Operation "Clutch Pedal", Lincoln B-47s could be sent to civilian airfields in order to launch more quickly under wartime conditions. In addition, Operation "Reflex Action" regularly posted Lincoln B-47s in England and Spain for quick-reaction alert to strike Soviet targets if necessary.”
           1. “In October 1962, during the Cuban Missile Crisis, Lincoln activated "Clutch Pedal" for the first and only time, also preparing its very new missile force out of the ground on alert. The Army Nike missile sites also went on alert. Tense moments arose but the crisis ended without major confrontation. This was the peak of Lincoln Air Force Base's time of deterrence during the middle of the 20th century.”
     2. Mid-1960s: Air Force decided to close the installation, shutting down an economic lifeblood of the city
     3. “June 25th, 1966 when the base officially closed”
     4. “The two Nike missile batteries stood down the same day, the last major weapon systems to be stationed near Lincoln AFB.”
     5. “On January 3, 1967 the active Air Force departed Lincoln although the Air National Guard remains to this day.”
     6. “Lincoln Air Force Base during its day was once said to be one of the most critic al SAC bases in the United States.”
        1. Source?

1. What about the *birds* that you could find around the air field?
   1. Red-tailed Hawks
   2. Canada Geese
2. “[Aviation in Nebraska](https://history.nebraska.gov/sites/history.nebraska.gov/files/doc/ntb18.pdf),” *Nebraska Trailblazer*, Nebraska State Historical Society, no. 18:
   1. “The most successful airplane created by Arrow Aircraft of Lincoln, Nebraska, was the Arrow-Sport. The attractive little plane proved to be a top seller when it was taken to air shows in New York and Chicago. Today, if you visit the Lincoln Airport terminal, you can see an old Arrow-Sport hanging from the ceiling.”
   2. Lindberg’s *Spirit of St. Louis* rested in Lincoln at one time.
   3. First night airmail flight in the nation – from North Platte to Chicago
      1. Farmers’ bonfires lit the path
   4. Arrow Aircraft and Motors Company (1925)
      1. Havelock, Nebraska (now a part of Lincoln)
      2. Used modern assembly-line techniques
      3. Women workers during the war
      4. *Barnstorming*: performing aerial stunts and parachute jumping, popular at county and state fairs
      5. Airplane spotting in Nebraska – a children’s activity advertised by Kellogg’s
3. Get more information on “[Pioneering Aviators From Flyover Country](https://journalstar.com/entertainment/arts-and-culture/nebraska-aviation-history-on-display/article_ad835000-4bc6-57e0-bad8-1c4f53293072.html)” exhibit c.2012
4. Goeres, Vince et al. *Wings Over Nebraska: Historic Aviation Photographs*. Nebraska State Historical Society: Lincoln, NE, 2010.
   1. Frontispiece
      1. “Lt. Paul Wagner and Sgt. Encil Chambers prepare for Chambers’s 1921 record jump of 22,200 feet (see p. 59). Later, at the 1921 American Legion convention in Kansas City, Chambers set a new record with a jump of 26,800 feet.”
         1. Newspaper articles about this guy????
   2. Opposite Table of Contents
      1. “The Lincoln Playboy was designed with the goal of making a marketable small plane. This Playboy is manned by Victor Roos and his wife [NAME?] in 1931. RG2929-303”
   3. (p. ix)
      1. “A Lincoln Sport LS-2, one of many airplanes designed and manufactured in Nebraska during the early decades of aviation (Photo reverse from original.) RG2801-1-128”
   4. Mentions the Macdonald Collection
      1. Frederick Macdonald – commercial photographer in Lincoln during 1920s-1940s.
   5. Nathaniel Dewell – commercial photographer in Omaha during 1920s-1930s – anything in Lincoln
   6. Professor George E. Condra – former dean of the UN Conservation and Survey Division
      1. Captured many pictures of early Nebraska Aircraft Corporation airplanes and the landing field on Lincoln’s South Twentieth Street
   7. Mrs. Ray Page (later Mrs. Ethel Abbott)
      1. Kept a scrapbook of Lincoln Standard Aircraft Corporation activities during 1920s.
   8. Encil Chambers also kept a scrapbook
   9. Charles Taylor and the Wright Brothers
      1. Former Lincoln resident
         1. Moved there when boy, went to school there, left at 12 to work for the *Nebraska State Journal*
         2. Moved to Kearney in his 20s
         3. Moved to Dayton, OH in 1894 to go work for the Wright Brothers
            1. First in their bicycle shop
            2. Then helped them design and build the 12-horsepower engine that powered the first flight (3-4)
   10. Dirigible photo take in Lincoln, p. 8, RG2158-2868
   11. Wright Brothers plane at [Nebraska State Fair in 1910](https://history.nebraska.gov/publications/nebraskas-first-aviation-meet), p. 9, – in Lincoln?
   12. Charles Lindbergh (26)
       1. 01 April, 1922 – arrives in Lincoln via motorcycle
       2. Stayed at Savoy Hotel (11 & “P”) – present-day Embassy Suites
       3. Enrolled at Lincoln Standard Aircraft Company
          1. Only student that spring
       4. Otto Timm – exhibition pilot and aircraft designer who worked at Lincoln Standard
          1. Gave 20 yo Lindbergh and 16 yo [Harlan “Bud” Gurney](https://www.airspacemag.com/history-of-flight/slim-and-bud-9461697/?page=2) their first plane ride
          2. After they had helped him assemble a **Lincoln Standard Tourabout** at the **South Twentieth Street** field
          3. I.O. Biffle – came to Lincoln to work for Ray Page
             1. Became Lindbergh’s instructor
             2. Kind of kept Lindbergh from flying solo
          4. Lindbergh never flew solo in Lincoln as a student because he didn’t have the money
          5. Instead, Lindbergh “traded his last two pre-paid hours of flight training to Ray Page for a Hardin-made parachute. Lindbergh and Gurney made their first jumps on the same day.”
          6. “During the spring of 1922, Lindbergh acted as ticket seller, ground crew, parachute jumper, and wing walker for Errold Bahl as he barnstormed through southeastern Nebraska.”
             1. Lindbergh continued to barnstorm under various supervisors into the mid-1920s.
   13. Harlan “Bud” Gurney, Nebraska Aviator (32)
       1. Mentions Capt. Ralph McMillen
       2. After his first airplane ride, Gurney went on to become
          1. A parachutist
          2. Wing walker
          3. Exhibition pilot for Page Aerial Pageants
             1. A barnstorming company run by Lincoln Aircraft owner Ray Page
       3. Left Lincoln in the 1920s to become one of the first airmail pilots
5. Cather letters
   * + 1. [01/19/1942](https://cather.unl.edu/writings/letters/let2760):
          1. “I was amused when Helen Louise wrote me that she had gone to visit you by airplane during her vacation! The way you youngsters spin back and forth between Nebraska and California takes my breath away. I can’t get used to it. For so many years it was always so much easier to go from New York to France or England, than to go from New York to California, and it was a much more confortable [sic] trip.”
6. Follow-up links
   * + 1. <https://nebraskahistory.pastperfectonline.com/webobject/7BC086AF-3E71-4D1E-9DAB-239297184691>
       2. <https://nebraskahistory.pastperfectonline.com/webobject/D3F76498-0929-409F-9D55-325352849520>
       3. <https://nebraskahistory.pastperfectonline.com/webobject/1CFC8BF4-DA23-4669-AAAA-541822669194>
       4. <https://nebraskahistory.pastperfectonline.com/webobject/B6CF797E-3E20-4E34-AB0A-751870373936>
       5. <https://www.google.com/search?sa=X&rlz=1C1GCEB_enUS938US938&q=Rudder,+Stick,+and+Throttle:+Research+and+Reminiscences+on+Flying+in+Nebraska+Robert+E.+Adwers&stick=H4sIAAAAAAAAAB2LsQrCMBQAcSg4iIOj08NRiqEOFbs56OgQnYXk5dGGpAm8pJT-jl_h50m73R3cervbiFZUVT9qTDUeFjvr3lwvkz_uHTZCx-iEGnIXuZk5QQx--hYfORhDXMIrW3QlqGDg3XHM2VMDkhIpxm7JknobbEIKSPMODz_Z0IIN8CTNKjkFMmriDPcT3MxInH7F6g9jZgfengAAAA&ved=2ahUKEwicn9W99truAhXPG80KHa7jAPkQmxMoATAVegQIDRAD&biw=952&bih=900>
7. Evelyn Sharp:
   1. [Biography, by Diane Bartels](https://www.thriftbooks.com/w/sharpie-the-life-story-of-evelyn-sharp---nebraskas-aviatrix_diane-ruth-armour-bartels/1183207/item/8332283/?mkwid=%7cdc&pcrid=450663950280&pkw=&pmt=&slid=&plc=&pgrid=104669221093&ptaid=pla-929394389010&gclid=Cj0KCQiApY6BBhCsARIsAOI_GjZmsusxPrHLbr6sJ7K3hvi8BOuBUhCrFAqvYm1tv2WSbq-dp6w5qmoaAoHsEALw_wcB#idiq=8332283&edition=5456124)
8. Know more about women in the Nebraska National Guard or at Offutt Air Base
   1. Their stories
9. Wing Commander at Offutt
10. 1979 Lincoln Aviation Institute Newspaper Ad
    1. Print-out? Framed?
11. 1939 article in *The Daily Nebraskan*, “Air-minded NU students get opportunity to show their stuff”
    1. Lab at NU for flying lessons
    2. Students studied the “history of aviation, including everything airlike [*sic*] from legendary flights to the development of World War fighting ships is one course.”
       1. I’d love to get a copy of this book – or an image or something.
    3. 40 NU students, including 3 women.
    4. Wesleyan had a similar program at the same time
12. 1982, *The Daily Nebraskan*, [“Beginner’s fear of flying outweighed by benefits”](https://nebnewspapers.unl.edu/lccn/sn96080312/1982-09-24/ed-1/seq-9/#words=airplane+airplanes+Airport+airport+Flight+flight+flights+fly+flying)
    1. By [**Vicki Ruhga**](https://www.bloomberg.com/profile/person/3785152) – autobiographical -- vicki.westerhaus@bclplaw.com
    2. Wanted to learn to fly – went to Lincoln Municipal Airport
    3. Taught by “**Pamela Mitchell**, national spokeswoman for the ‘Cessna Flight Plan’ learn-to-fly program.”

Scanned Photos: - scans color photos in black and white

Black Binder – titled “Airfield Photos”

* This binder should only have photos taken out if they are going to be put into a banker box and labeled folders.

Page 1 – Front

1. Snowy White Owl - Regular photos (5x7s)
   1. Two individual photos
   2. Three photos scanned in bulk

Page 1 – Back

1. Airfield Sign Alpha Taxiway circa 2000
   1. Yellow sign w/a black arrow pointing left next to a black “A”
   2. Polaroid
2. Equipment Damage circa 2000
   1. Fairly illegible captions
   2. Polaroid

Page 2 – Front and Back

1. November Taxiway circa 1991?

Page 3 – Front and Back

1. Rejuvinator Test Strip and 35L Breakup
   1. Circa 1994
   2. Kodak

Page 4 – TBC

[American-Eagle Aircraft Company](https://www.wingsofhistory.org/american-eagle-model-a-101/)

**Dr. Charles E. “Doc” Carothers, obituary from *Lincoln Journal Star*, Friday, 03 January 1986, p. 7.**

1. At 58, Carothers “was performing aerial maneuvers for a feature being filmed by KMTV (Channel 3) of Omaha when his one-seat experimental plane crashed as it approached the runway at Pesters Airport, 112th and Holdrege streets.”
2. “Carothers, who was known throughout the nation for his competitive aerobatics, was described as a cautious pilot by KMTV reporter John Haxby, who had been working on the story with Carothers for more than a year.”
3. “Carothers had just done a series of stunts over the runway at the private airstrip, Haxby said, then appeared to lose power and crashed into the runway at a 45-degree angle.”
4. “The fuel-injected single-engine plane, which Carothers built and called the Cam Machine, was destroyed.”
5. “Carothers had said in earlier newspaper interviews that he did not consider himself a stunt pilot, did not take chances and did not feel that his avocation was risky.”
6. “The November crash was not his first one. He suffered minor injuries in 1975 when the engine of his Pitts Special quit and the craft was hit by another plane during an air show in Clarksdale, Miss.”
7. “In 1983, Carothers was flying an experimental stunt plane when the hand-made propeller broke. He shut the engine down and glided to a landing on a grassy field near Eagle, suffering only minor injuries.”
8. “On Nov. 7 he suffered severe head and internal injuries but had been removed from the intensive care unit at Lincoln General. His condition was upgraded from critical to serious about three weeks after the accident.”
9. “One of his physicians, Timothy R. Lieske, said Friday that Carothers died as the result of injuries from the crash and that until he had discussed the situation with Carothers’ family he would make no further comment.”
10. “Carothers, who had been flying longer than he had been filling teeth, learned to fly when he was a college freshman and two military pilots took him up in an Army trainer and taught him aerobatics, according to newspaper clippings. He also was an advocate of transcendental meditation, which he said relaxed him before air-show competition.”
11. “Funeral services were pending Friday at Butherus-Maser & Love Mortuary.”

**Dr. Charles E. “Doc” Carothers,** [**AP Report of crash**](https://apnews.com/article/5f459e7798db13a5186ca2b881a7afa9)**, 08 November 1985**

1. https://apnews.com/article/5f459e7798db13a5186ca2b881a7afa9
2. LINCOLN, Neb. (AP) \_ A homebuilt airplane crashed while the pilot was doing stunts for a television feature film, and he was in critical condition Friday at Lincoln General Hospital.
3. Authorities were trying to determine what caused the plane piloted by dentist Charles Carothers, 58, of Lincoln to crash on a private airstrip Thursday, said Lancaster County Sheriff’s Deputy Bill Woodruff.
4. Carothers was performing stunts for photographer John Haxby of KMTV in Omaha when his one-seat, single-wing airplane crashed.
5. Carothers had turned his engine off for the stunt, Haxby said. ″It looked like he couldn’t get the engine started again,″ he said. Haxby said Carothers tried to make the runway without power but the aircraft crashed.
6. ″The plane hit on the nose and wing and spun around.... We call it a cartwheel,″ Haxby said.
7. Carothers was pinned in the wreck for an hour and 15 minutes before firefighters could remove him.
8. Huxby said Carothers is a cautious pilot and and wasn’t doing any extraordinary stunts.
9. ″The stuff he was doing tonight, he’s been doing all over the country,″ the photographer said.
10. Woodruff said he couldn’t observe anything wrong in Haxby’s videotape of the crash.
11. A tape of the radio contact between Haxby and Carothers was too garbled to determine anything, Woodruff said.

**TO READ**: [Carothers, “The Flying Dentist” from UPI](https://www.upi.com/Archives/1982/06/06/Daredevil-dentists-dual-lifeNEWLNDrills-in-the-office-thrills-in-the-air/2792392184000/)

[Alan Carothers, possible descendent, works at Lincoln East High School](https://ehs.lps.org/directory/)

[**Sky Ranch Subdivision, near 112th and Holdrege**](https://journalstar.com/news/local/sky-ranch-subdivision-boasts-plane-hangars/article_5b393049-9597-5465-a606-515af3081c28.html)

[AVIATION DEVELOPMENT IN NEBRASKA FINALSURVEY REPORT](https://archive.org/details/AviationDevelopmentNeb/page/n10/mode/2up), Barbara M. Kooiman (2000) --- Kooiman, Aviation Development in Nebraska (2000)

1. Nebraska Aviation, 1905-1960
   1. The Beginning (pp. 3)
      1. Interest in aviation/lighter-than-air craft (balloons) was around for decades before the Wright Brothers’ successful flight at Kitty Hawk, NC, in December 1903
         1. Balloon Corps-turned-Signal Corps established a balloon detachment at Fort Omaha, Nebraska between 1905-1907 (3)
            1. “Fort Crook became home to 61st Balloon Company…the airfield portion…was designated Offutt Field…in honor of 1st Lt. Jarvis J. Offutt [who] was killed while flying with the Royal Air Force in France and was Omaha’s first World War I air casualty” ([www.offutt.af.mil/geninfo/history](http://www.offutt.af.mil/geninfo/history)) (pp. 4)
      2. After the WB’s flight, however, interest in aviation that more closely resembles modern conceptions of flight took off in Nebraska.
         1. “In 1913, the Nebraska National Guard Signal Corps began an aviation section by building a biplane in Fremont” (5)
         2. “[A]viation interest continued to grow when a **Nebraska Aviation Corps** was officially organized in Lincoln on 19 July 1915. Their headquarters were at the **Nebraska State Fair Grounds**, and their first unit consisted of four officers and nine enlisted men. Their early maneuvers included the experimental dropping of bombs from the flying airplanes.” (5)
            1. Reference to (Hartman, 1990: 226, 228)
         3. “Though the few pilots in Nebraska who made up the Nebraska Aviation Corps made impressive military demonstrations of reconnaissance, bombing, and even aerial photography, the confidence in the airplane for military use was not established until well after World War I, and Nebraska Guard aviation did not receive any federal funds until the late 1920s, which hampered the advancement of military use of airplanes in Nebraska” (5)
            1. Reference to (Hartman, 1990, 232).
   2. Air Mail (5)
      1. In 1923, "the Post Office Department placed into service the first lighted airway between Cheyenne and Chicago, completely overflying Nebraska. The lighted route included acetylene gas blinker lights spaced approximately three miles apart. The pilots understood that the ground near each light was relatively flat and could be used in the event of an emergency landing, though with some risk."
   3. National Defense
      1. National Defense Act (1920)
         1. Enlargement of the regular army
         2. Provided for an officers’ reserve corps
         3. Federalized the National Guard (essentially replacing state militias)
      2. Civil Aeronautics Act (1938) created the Civil Aeronautics Board, which
         * 1. Issued and oversaw aircraft and pilot certification and suspension
           2. Issued air carrier route certificates and regulated airline fares
           3. Responsible for investigating aircraft accidents
      3. and Civil Aeronautics Administration (CAA), which
         * 1. Responsible for aviation regulations, airways, navigational facilities, control towers
           2. 1940: Congressional funding of Development of Landing Areas for National Defense (DLAND)
           3. “By 1941, there were a total of fifty airports in Nebraska, as opposed to only twelve in 1928” (8).
           4. “In 1941, there were 51 more airports proposed to be constructed in Nebraska, pending approval based on priority. Priorities were determined on the basis of the air route on which the airport was located as an emergency landing field, or where the airport served a large trading center or accredited flying school” (8).
2. WWII
   1. Establishment of Army Airfields in Nebraska
      1. “[T]he Midwest was considered a safe place to put defense training sites, manufacturing facilities, and installations” (9)
      2. “Through **surveys** conducted in 1940 and 1941, the U.S. Army Air Force found Nebraska ideal for training purposes. Meteorologists decided that the state had excellent year-round flying conditions” (9)
      3. Nebraska was “lightly populated with large open areas which would provide numerous locations for gunnery, bombing and training ranges…The state was intersected with many reliable railroad lines which would transport troops and material to Airfields and training facilities. Nebraska also had a strong public utilities system…Finally, Nebraska’s Senator George W. Norris was instrumental in lobbying for military facilities for his state” (9).
      4. “A total of twelve army Airfields were constructed and utilized in Nebraska during World War II…Lincoln and Offutt Field at Fort Crook were also located at pre-existing airports” (9-10).
      5. “Construction of these facilities was based on standardized plans and architectural drawings, with the buildings designed to be the ‘cheapest, temporary character with structural stability only sufficient to meet the needs of the service which the structure is intended to fulfill during the period of its contemplated war use’” (10).
      6. “To conserve materials, most facilities were constructed of wood, concrete, brick, gypsum board and concrete asbestos. Metal was sparsely used. Each facility was designed to be nearly self-sufficient, with not only hangars, but barracks, mess halls, even hospitals and recreation centers” (10).
      7. “Currently, of the twelve World War II Airfields in Nebraska, six are municipal airports,” with Lincoln being one of them (10).
3. Post War

Airport built in 1972, finished in 1974. $6 million, largely built with property tax and “mill” levy?

Similar design:

Duluth, MN (torn down)

Bozeman, MT (still standing, but added on and built around it)

2003 – board looked at options for remodeling, variety of renderings of options, chose not to move forward

Wayne Galvin

[Airway Bulletin, Hathi Trust](https://catalog.hathitrust.org/Record/009945721)

[Air Commerce Bulletin, Hathi Trust](https://catalog.hathitrust.org/Record/001719737)