

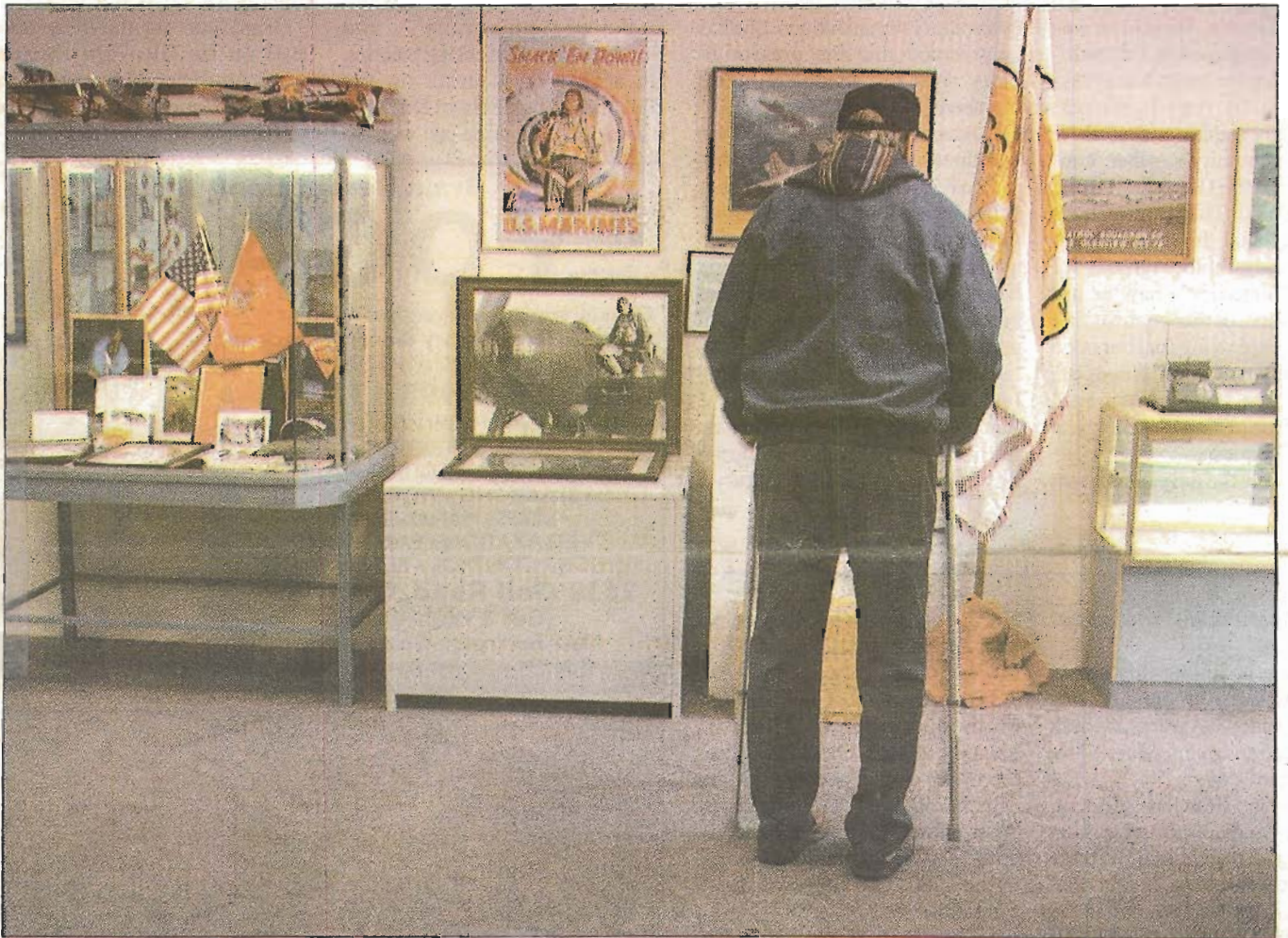
Glenview

JOURNAL

NEWS THAT HITS HOME!

WEEK OF MARCH 27, 2005

Final Flight?



George Starzyk of Park Ridge tours the Glenview Hangar One Museum during its last day open in The Glen Town Center last Saturday. In bottom photo, miniature plans line wall of museum. (Journal Photos by Tom Wessell)

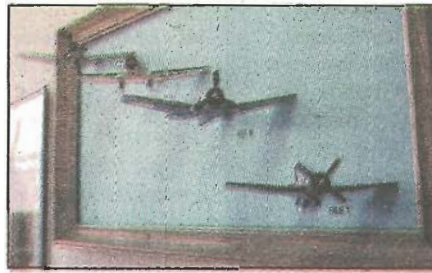
Hangar One Museum Packs Up Space In Glen, But Preservationists And Local Officials Are Hoping To Strike Deal To Remain Open Elsewhere

By **MICHAEL SEBASTIAN**
JOURNAL REPORTER

Glenview's Hangar One Museum is packing its artifacts and pictures, preparing them for storage, and readying to leave its temporary location in The Glen Town Center. Once the museum leaves this temporary site, it becomes homeless. Many hope that is temporary as well.

The Glenview Hangar One Foundation is dedicated to commemorating the historical contribution of the men and women that served at the Glenview Naval Air Station. Among the foundation's primary goals is to develop a permanent museum in The Glen, which can serve as a center for knowledge about the former base.

However, Hangar One learned that half



its temporary space at 1951 Tower Dr. would be leased by Glen Town Center developer OliverMcMillan. The museum, which was open only during limited hours and was staffed by volunteers, had its last exhibition day on Saturday, Mar. 25. Now, a state legislature is working to possibly deliver much needed funding to Hangar

One.

"I believe it's very important to make this work because the museum speaks to far more than just the rich history of the Glenview Naval Air Station," State Sen. Jeffrey Schoenberg (R-9th) commented.

On Monday (Mar. 28), Schoenberg met with officials from the Village of Glenview. The meeting had been scheduled before the senator learned about the museum's current troubles. The topic became among the chief items for discussion, though.

The Village of Glenview has provided Hangar One with \$40,000 to \$50,000 worth of funding, according to Village Manager Todd Hileman. Glenview is also exploring the uses of its "saw tooth" prop-
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Hangar One Museum volunteer Bob Coffin (left) discusses airplane photos with flying enthusiasts (from l. to r.) Dick Hill, Jeannie Hill and Vivian Kelly at the museum on Saturday.
(Journal Photo by Tom Wessell)

Hangar One

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erty in The Glen, located near Naval land by Shermer Road and West Lake Avenue, which Hangar One President Frank Mack has said would prove a desirable site for a Hangar One museum.

"Our appropriate role here is keeping the conversation flowing," Hileman told the Journal.

This flow of conversation that Hileman referred to involves communication between Hangar One and OliverMcMillan, the San Diego-based developer that both sides agree has been the foundation's largest benefactor. Since Jan. 1, 2004, the developer has provided Hangar One with about \$150,000 worth of free rent, according to OliverMcMillan's chief financial officer Paul Buss. Also, OliverMcMillan has an offer on the table outlining a matching funds proposal with Hangar One, Buss said. "We'd like to see them succeed," he stressed.

In mid-March, OliverMcMillan informed Hangar One it would soon be leasing half the 2,800-square-foot space Hangar One currently occupies. The developer offered the remaining space for free, but Hangar One decided it was not worth it. The foundation would have been forced to move while construction work was performed on the site. Mack said he feared that the group might be asked to again move out of this space as soon as the foundation returns.

The site Hangar One occupied was leased to the foundation for free. The initial agreement between the developer and Hangar One stretched between Jan. 1, 2004 and Dec. 31, 2004. Hangar One understood, according to the agreement, that if OliverMcMillan found a customer for the space, it would then give Hangar One a 30 day notice indicating it must move out, officials explained. When Dec. 31, 2004 passed, the sides struck another deal for

free rent, this time on a month to month basis. The developer needed to only provide 10 days notice that the foundation must relocate, according to this agreement.

On Mar. 2, Buss and Mack discussed the museum. According to Mack, the topic of professional fundraising was mentioned. Also, Mack said he asked Buss to develop a proposal that would identify a site the foundation could occupy for five years at a discounted rate.

The foundation later learned on Mar. 21, from Mid-America Asset, the leasing company for OliverMcMillan, that Hangar One had 10 days to move out, because the site had been leased. Buss would not say who leased the site. Shortly after that, a newspaper story detailing the foundation's coming relocation was released. It was then that Schoenberg contacted Mack. "He took a legitimate interest," Mack said. "He wants to make sure our mission doesn't die."

Schoenberg, who chairs the state senate's appropriations committee, told the Journal that funding could be available for Hangar One through a state grant program. He said this program — the Public Museum Grant Program — has helped other area museums, including The Grove, which received \$300,000 through this grant. The Public Museum Grant Program, however, was placed on hiatus this year, along with the state's other capital programs due to funding issues, Schoenberg said. If approved this year, the program would be paid for primarily through a 75 cent tax hike in the sale of cigarettes, Schoenberg said. Illinois' fiscal year ends July 1. Until a budget is passed, more than likely around July 1, Hangar One won't know if these funds are available.

Hangar One has a problem even if these funds are available. A museum can only receive these state funds if it has a permanent home. "They have to be in possession of the site," Schoenberg explained. "It can't

be a concept." This is a problem Mack also iterated. Hangar One, he said, cannot realistically appeal for funds until a business plan is developed. A business plan cannot be developed, he continued, until the foundation knows where it can move.

Mack said the foundation has about \$75,000 in the bank. Only about \$50,000 is available,

\$25,000 of that money to give to the village for funding Glenview previously provided. Hangar One also explored possibly leasing the third floor of the original hangar, which is located above The Book Market, from OliverMcMillan for a price. "We were intrigued by this space, because it was never designated for commercial purpose," Mack stated. Hangar One contemplated performing a feasibility study for possible use of the site.

"We would have to build the site out to code," Mack explained, which includes adding an elevator and additional staircase. "We're looking at a \$750,000 to \$1 million build-out." The 1,000-square-foot space was small but efficient, Mack noted. "By early January [2004] we had a conversation about cost and decided collectively that it wouldn't work."

Following the Mar. 2 Mack and Buss meeting, Buss returned with a proposal offering Hangar One to erect glass case displays in The Glen move theater. Buss said it is about a 100-foot space. "It's free space," he indicated. "They just need to pay to do it."

Mack said this proposal will be reviewed, but he feared that taking that space may preclude Hangar one from being offered a full site elsewhere. "We're grateful for it and very appreciative," Mack said "This isn't the big bad developer against the non-profit organization."

The many pictures and artifacts from the museum are now being placed in storage until Hangar One finds a home.