

Listed 10 September 1997

United States Department of the Interior
National Park Service

IHSI # 19-18043
NRHP # 97001126

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Idaho Falls Airport Historic District

other names/site number Fanning Field, Red Baron Hangar

2. Location

street & number 2381 Foote Drive N/A not for publication

city or town Idaho Falls, Idaho N/A vicinity

state Idaho code ID county Bonneville code 019 zip code 83402

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

[Signature] 8-5-97
Signature of certifying official/Title Date
Idaho State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" on one or more lines for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" on all that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1930-1947

Significant Dates

1936, 1937

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

C.R. Black, Engineer

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

See continuation sheet(s) for Section No. 9

Idaho Falls Airport Historic District
Name of Property

Idaho Falls, Bonneville County, Idaho
City, County, and State

10. Geographical Data

Acreeage of property 4 acres

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/2 4/1/4/4/0/0 4/8/1/8/6/5/0
Zone Easting Northing

B 1/2 4/1/4/5/2/0 4/8/1/8/6/5/0
Zone Easting Northing

C 1/2 4/1/4/5/2/0 4/8/1/8/5/2/0

D 1/2 4/1/4/4/0/0 4/8/1/8/5/2/0

Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet(s) for Section No. 10

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title William R. Shaw, P.E.

organization Idaho Falls Historic Preservation Commission

date August 26, 1996

street & number P.O. Box 50220

telephone (208) 523-0637

city or town Idaho Falls

state ID zip code 83405-0220

Additional Documentation

Submit the following items with the completed form:

- **Continuation Sheets**

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and/or properties having large acreage or numerous resources.

- **Photographs:** Representative **black and white photographs** of the property.

- **Additional items** (Check with the SHPO or FPO for any additional items.)

Property Owner

name City of Idaho Falls, Aviation Department

street & number 2140 N. Skyline Drive

telephone (208) 529-1221

city or town Idaho Falls

state ID zip code 83402

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Name of Property Idaho Falls Airport Historic District

County and State Idaho Falls, Bonneville County, Idaho

NARRATIVE DESCRIPTION

The Idaho Falls Airport Historic District consists of a hangar, administrator's (caretaker's) cabin, a beacon tower, and the surrounding landscaped area, representing the original site of operations for the Idaho Falls Airport.

The hangar was built in 1936 to provide for maintenance, repair, and shelter for aircraft, and support for the pilots. It continues to serve in that role today. It is a gabled-roof log structure constructed of hand-hewn, peeled, native white pine. Sidewalls are laid up in "piece-sur-piece" fashion (massive side notched vertical log posts with tapered infill logs stacked horizontally). Logs are chinked with a soft mortar mix. The gable ends and roof covered by rough-dressed white pine planking. The structure rests on a concrete foundation (with masonry footings) faced with decorative red sandstone. The hangar doors are in two, forty-foot sections, each segmented into eight, five-foot panels of beam-and-plank construction, with one window of nine lights in each panel and a pleasing cross-buck decoration on the outside faces. The outside trusses defining the gable ends are exposed, providing a tour-de-force display of the log members and forged gusset connections. Windows in the administrative and storage areas of the hangar are side-by-side, one-over-one double-hung sash.

The hangar's interior space is divided between the airplane storage and maintenance area (by necessity, a large, open space) and the much smaller administrative area, now serving as the offices of the current lessee. The interior walls are paneled in the airplane area and plastered in the administrative area. The interior spaces of the hangar have remained virtually unchanged in the airplane area, and have been modified only slightly in the administrative area.

The cabin was also built in 1936. It is a single story, hipped-roof, rectangular, log structure of hand-hewn, peeled, native white pine. It rests on a concrete basement foundation (with masonry footings) faced with decorative red sandstone. There is a single-bay garage and small workshop built into the basement accessed by a vehicle ramp down into the east (rear) elevation. The basement extends to the south some six feet beyond the south cabin wall to form the foundation of a porch running two-thirds of the way east from the front door on the west side. The cabin roofing is standard asphalt shingle, but the two chimneys are faced with the same red sandstone used throughout the site. Most windows in the cabin are similar to those in the hangar, with the living-room windows (located on the front elevation) larger and consisting of a fixed sash with sixteen lights.

The desert climate of eastern Idaho, tight airport budgets, and the quality of the original craftsmanship in the buildings' construction, have combined to preserve both structures in a state remarkably close to the original. The plank roof of the hangar was covered in the 1960s with

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

metal; double-glazed glass has replaced the original single-glazed glass in some of the hangar windows; and the Red Baron decoration was placed on the roof and west facade. But no significant changes have been made to the remaining exterior features, including the hangar doors, the exposed gable ends, most of the windows, or the plain, chinked-log appearance. Archive photographs taken during the early period of the hangar operations, show much the same building as portrayed in photographs taken as part of this nomination.

The beacon tower is a simple, four-sided tower structure built with an open lattice configuration of bolted angle iron, rising some sixty-seven feet above the surrounding landscape. Its four legs are spread nine and one-half feet square and stand on a two-foot high mound of soil. Directly beneath the tower is a small wooden shed which houses an emergency generator. The beacon mechanism and lamp are intact and remain on top of the tower. The tower is located directly to the south of the hangar on the edge of the tarmac. It was constructed in 1930 to serve traffic on the original 1,500 foot runway, thus predating the two log structures by some six years. It functioned throughout the period of significance as the main beacon for expanded traffic after the hangar and administration building were put into service. It continued in service until 1995.

The surrounding acreage is fully landscaped, with a lush lawn of grasses bordered by lilac, russian olive, and small pine. Mature pine, elm, cottonwood, and Russian olive trees, along with large bushes, dot the landscape and testify to the age of the site and of its uninterrupted occupancy. The pathway between the hangar and the cabin is flagged with red sandstone and extends along both sides of the cabin to the back.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

STATEMENT OF SIGNIFICANCE

The Idaho Falls Airport Historic District is eligible for the National Register of Historic Places under Criterion A. Its construction and operation marked the beginning of commercial aviation for Idaho Falls and the surrounding communities. Built between 1930 and 1937, the nominated facilities completed Idaho Falls Municipal Airport as a fully operational air transport facility capable of servicing planes, people, and airmail. This facility functioned both as a final destination and as a link in the ever increasingly connected communities of the West from 1930 until the construction of the new air terminal in the early 1960's. Furthermore, the District stands as an unique and enduring reminder of the progress made possible by the Works Projects Administration (WPA) in Idaho.

State Aeronautics Director Arthur C. Blomgren, along with U.S. Department of Commerce officials, visited Idaho Falls in 1929, inspecting sites for a proposed local airport. Work on new airport facilities site began later that same year under the leadership of Idaho Falls Mayor Brazilla Clark when the City acquired the present airport property. The first landing strip and beacon tower were completed in 1930. The United States Postal Service, as represented by Postmaster Joe Marley, was an early supporter of improved facilities after experiments with airmail beginning in 1920 proved the worth of air carriers. Passenger service to Yellowstone National Park started from Idaho Falls in 1935, and local barnstormers and other enthusiasts sailed the skies above. It wasn't until 1937, however, that the City offered more than just a gravel landing strip and water to the future of America's transportation.

The WPA in Idaho, and across the country, placed a high priority on airport and airway projects, both to support the new and booming air transport business and to better prepare local facilities for anticipated national defense needs. In 1935, local and national priorities combined in a partnership between the WPA and the City of Idaho Falls to produce the plans and funding needed to build a true airport. By 1937, the hangar and its related nominated facilities were completed, the runways extended and improved, and new underground fueling tanks and pumps installed. Federal oversight of construction provided certification that the facilities met national standards and on June 8, 1938, the Idaho Falls Municipal Airport was given its first operation permit.

The rest of Idaho was not standing still. Pocatello also built expanded airport facilities funded by the WPA. National Parks Airways, operating out of Salt Lake City, became a part of Western Air Express in 1937 and tied Pocatello and Idaho Falls into the air route from California to Montana. By 1941, the WPA had helped build two new Idaho airports and had improved three others as part of a national program that pumped over \$200 million into airport facilities across the country. The facilities constructed at Idaho Falls, however, were considered by the WPA to so epitomize the advantages of up to date air transport facilities to a community, that they highlighted this project (along with eight others across the Nation) in their June, 1940, Report on Progress.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

The sixty-year history of what became Fanning Field (named after a former mayor in 1956) quickly became an essential part of area commerce and community life, with a scrapbook of human interest and technology stories that gave it color and a pulse. The assumption of progress drove most management decisions, however, and shortly after the new administration building was completed in the early 1960s, the old log administration building was removed, leaving us only the foundation (now buried under six inches of topsoil and grass) and a few black-and-white photographs. Both the hangar and cabin still perform their original functions for a private flying service. They remain, intact and well maintained, as testaments to the early development of aviation in Idaho and the important role that the WPA played in that development. No other WPA aviation structure known in the State has retained this level of integrity. As such, the Idaho Falls Airport Historic District is significant under Criterion A and is a worthy addition to the National Register of Historic Places.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

BIBLIOGRAPHY

Report on Progress of the WPA Program, Federal Works Agency, Work Projects Administration, June 30, 1940.

Wayne E. White, A History of Aviation in Idaho, 1930 - 1950, Boise State University, June 1977.

R. E. G. Davies, DELTA; An Airline and Its Aircraft, Miami, Paladwr Press, 1990.

Progress of The W. P. A. Program in Idaho, Federal Works Agency, Work Projects Administration, June 30, 1941.

H. P. "Pete" Hill, Aviation Development Within the Idaho Falls Area, The Idaho Falls Centennial Plus Twenty Committee, May, 1985.

Arthur A. Hart, Wings Over Idaho, Historic Boise, Inc., 1991.

Original design drawings by C. R. Black, City Engineer, City of Idaho Falls, 1934, held in city archives.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

VERBAL BOUNDARY DESCRIPTION

The Idaho Falls Airport Historic District is delineated by the polygon whose vertices are marked by the following UTM reference points: A) 12/414400/4818650, B) 12/414520/4818650, C) 12/414520/4818520, D) 12/414400/4818520

BOUNDARY JUSTIFICATION

The polygon described incorporates all of the area traditionally associated with the historic portion of the Idaho Falls Airport.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number ADD Page 1 Name of Property Idaho Falls Airport Historic District
County and State Idaho Falls, Bonneville County, Idaho

PHOTO LOG

Information Common to All Photographs:

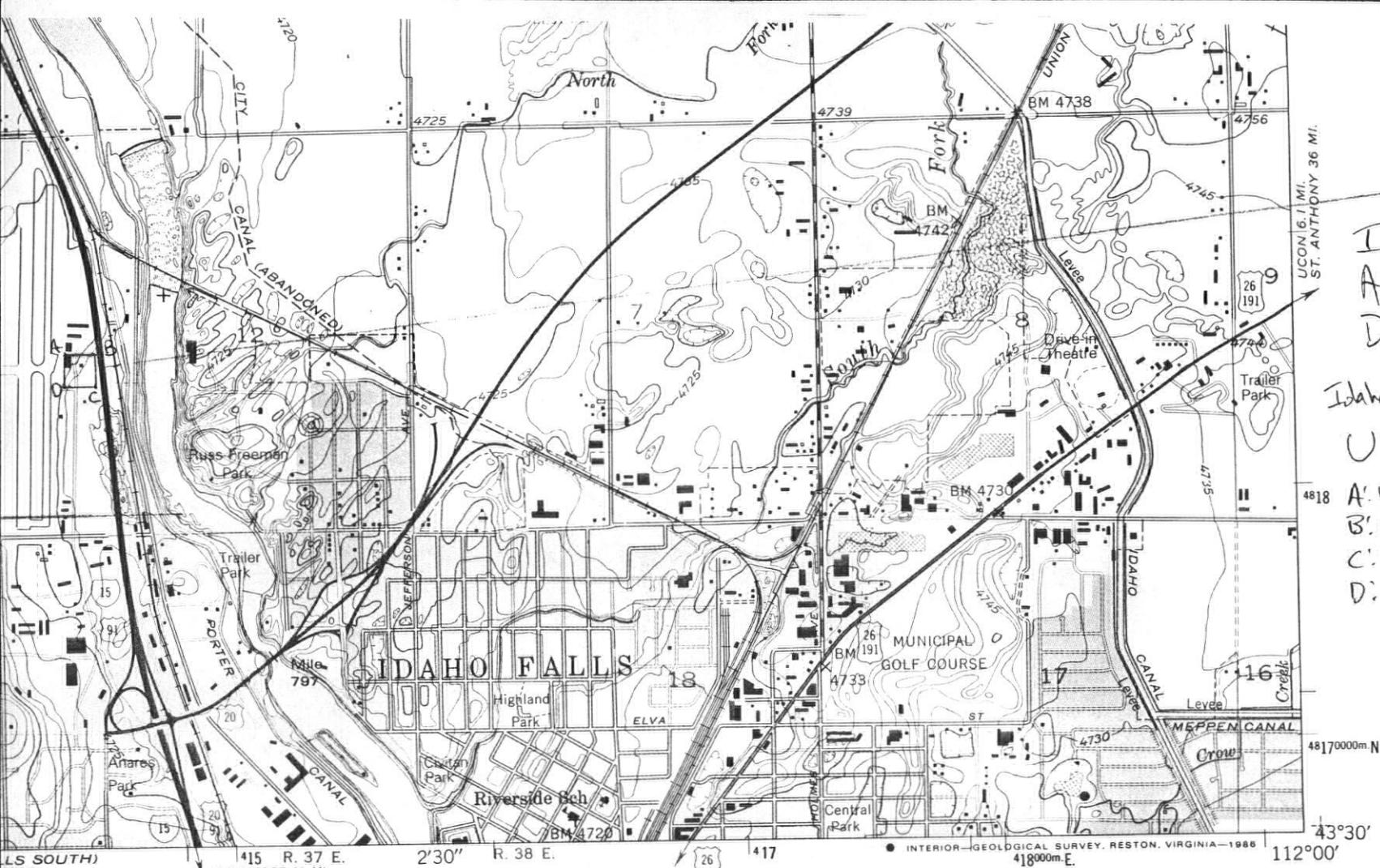
Renee Magee, Photographer

Photo Date: 7/22/97

Original Negatives on file, Idaho State Historic Preservation Office

View Descriptions:

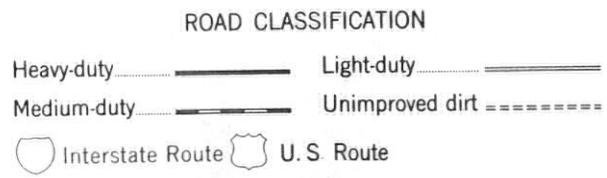
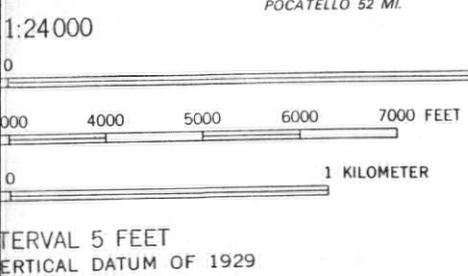
Photo #1	Hangar from SW
Photo #2	Hangar from S
Photo #3	Hangar from E
Photo #4	Hangar from NE
Photo #5	Hangar, door detail
Photo #6	Hangar, truss detail
Photo #7	Cabin from NW
Photo #8	Cabin from SE
Photo #9	Beacon tower from SE
Photo #10	Hangar and tower from S
Photo #11	Landscape and cabin from SW



IDAHO FALLS
AIRPORT HISTORIC
DISTRICT

Idaho Falls, Bonneville County
UTM's

- A: 12/414400 / 4818650
- B: 12/414520 / 4818650
- C: 12/414520 / 4818520
- D: 12/414400 / 4818520



IDAHO FALLS NORTH, IDAHO

43112 E1-TF-024

1948
PHOTOREVISED 1979
DMA 3571 II SE—SERIES V893

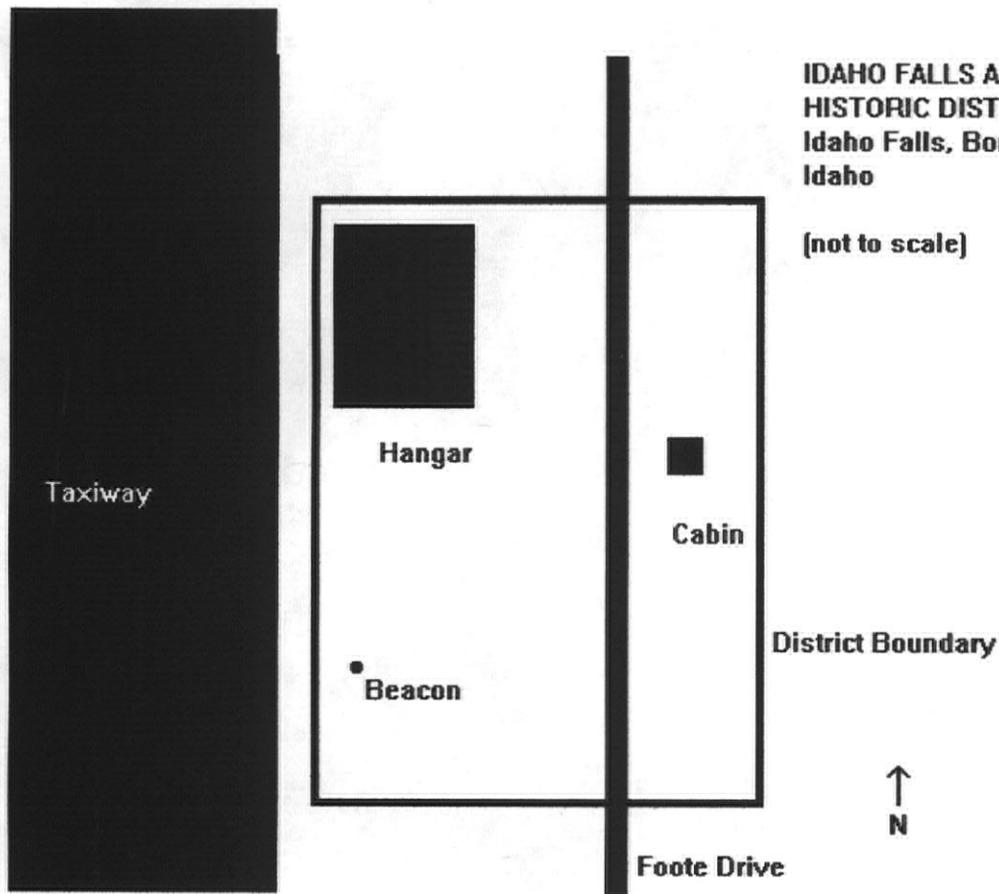
Revisions shown in purple compiled from aerial photographs taken 1976 and other source data. This information not field checked. Map edited 1979
Purple tint indicates extension of urban areas

NATIONAL MAP ACCURACY STANDARDS
FEDERAL GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
FOR MORE INFORMATION AND SYMBOLS IS AVAILABLE ON REQUEST

(AMMON)
3670 IV NW

**IDAHO FALLS AIRPORT
HISTORIC DISTRICT
Idaho Falls, Bonneville Co.
Idaho**

(not to scale)



Taxiway

Hangar

Cabin

Beacon

District Boundary

Foote Drive

↑
N



Hanger from the W



Hanger from the S.

OLD IDAHO FALLS AIRPORT HISTORIC DISTRICT
Idaho Falls, Bonneville Co.



OLD IDAHO FALLS
AIRPORT H.D.
Idaho Falls, Bonneville Co.

Caretakers Cabin
from the NW



Caretaker's Cabin
from the SW

OLD IDAHO FALLS
AIRPORT H.D.
Idaho Falls, Bonneville Co.



Caretakers Cabin
from the SE

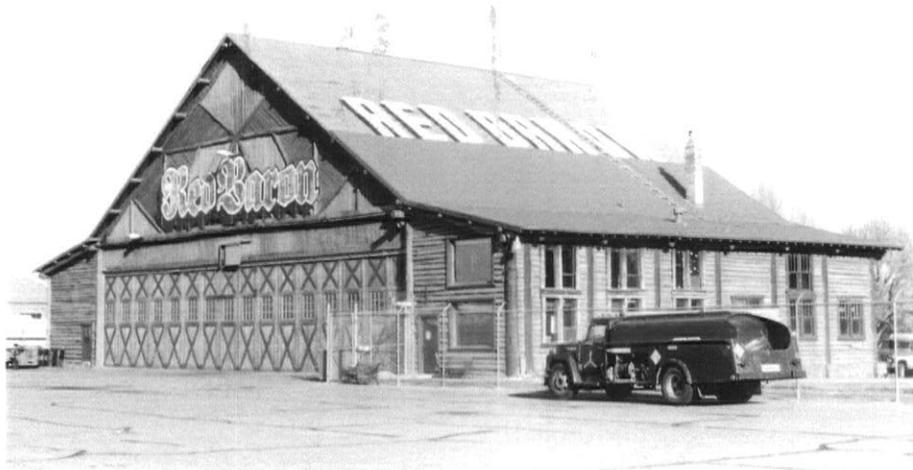


Hanger from the E
(detail)

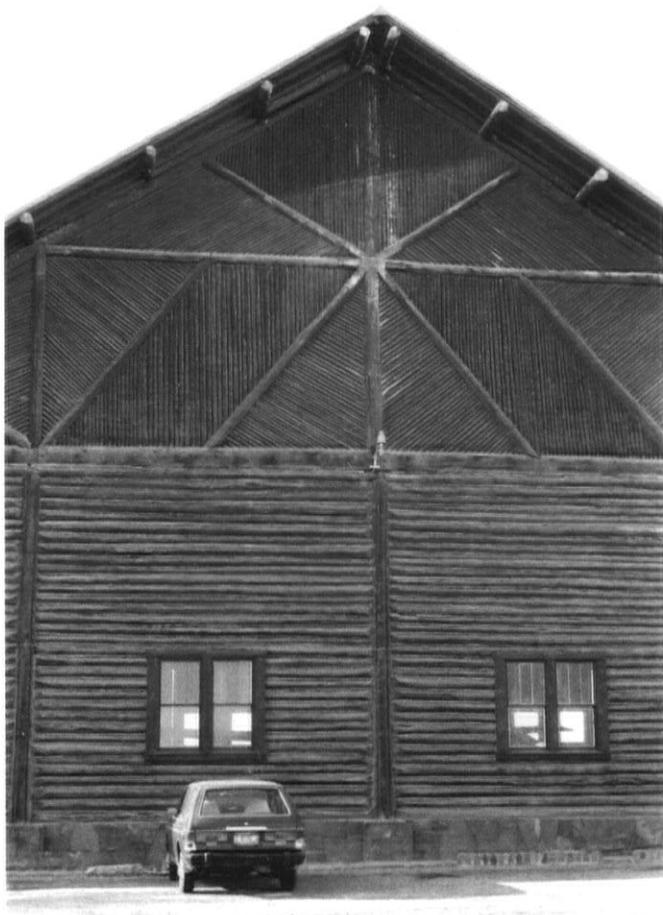


OLD IDAHO FALLS
AIRPORT H. D
Idaho Falls, Bonneville Co.

Hanger
foundation
detail



Hangar from the SW



OLD IDAHO FALLS
AIRPORT H.D.
Idaho Falls, Bonneville Co.

Hangar from the E.



~~RED BARON~~ BEACON TOWER

OLD IDAHO FALLS AIRPORT H.I.D.
Idaho Falls, Bonneville Co.

RED BARON HANGER NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

