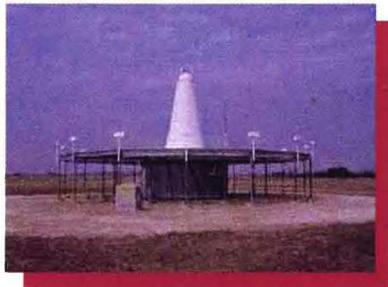
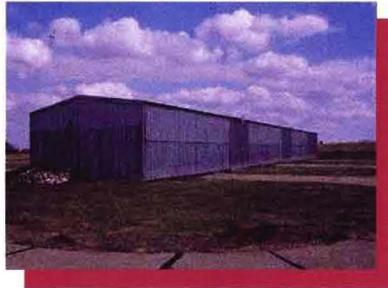


Final Report

Nebraska Historic Buildings Survey

General Aviation Development in Nebraska Phase II



Prepared for:

**Nebraska State Historical Society
State Historic Preservation Office**

and

Nebraska Department of Aeronautics

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*Madison, Wisconsin
August 2001*

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Executive Summary

The Nebraska State Historical Society (NSHS) and the Nebraska Department of Aeronautics, in cooperation with the Federal Aviation Administration (FAA), entered into an agreement to conduct a two-phase project, focusing on aviation development in Nebraska. Phase I included the preparation of a historic context of general aviation in Nebraska and a sample field survey of four municipal airports. Based on historical records of the Nebraska Department of Aeronautics, a questionnaire, and a telephone interview of airport managers, 15 additional airports with pre-1961 resources were selected for field survey. Upon completion of Phase I of the project, Mead & Hunt, Inc., provided recommendations for Phase II of the project. In 2001 the NSHS contracted with Mead & Hunt to complete Phase II of the project. This report encompasses the field survey, inventory, and evaluation of 15 Nebraska municipal airports – Creighton, David City, Fremont, Gordon, Gothenburg, Imperial, McCook, Neligh, Ord, Rushville, Stuart-Atkinson, Superior, Trenton, Wayne, and Valentine. A Multiple Property Document Form for General Aviation Facilities in Nebraska was also prepared as part of Phase II of this project.

Field Survey

Mead & Hunt conducted a field survey of 15 municipal airports selected by the NSHS. A total of 94 resources were identified and assigned Nebraska Historic Buildings Survey (NeHBS) site numbers. Historic resources at each of these airports were first evaluated collectively for their potential to contribute to a historic district. At this time, four potential historic districts have been identified. Buildings and structures were also evaluated individually for National Register eligibility applying *Criterion C: Architecture* and *Criterion A: Events*. Seven individual resources are recommended as potentially eligible for the National Register. Additionally, one individual resource and one historic aviation district are recommended to be reevaluated when they reach the 50-year age requirement.

Phase II activities were completed by a team of Mead & Hunt architectural historians and historians, including Chad D. Moffett, Christina Slattery, Amy R. Squitieri, Mary R. Ebeling, and Matthew T. Becker. Randal Mack, certified pilot with Mead & Hunt, assisted the project team in field survey efforts.

Chapter 1
National Register Criteria and
Property Types

Chapter 1

National Register Criteria and Property Types

National Register of Historic Places

The National Register of Historic Places (National Register) is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties, including buildings, structures, and objects, can be individually listed on the National Register or they can be components of a historic district. A historic district is a concentration of resources that collectively qualify for listing on the National Register. Components of a historic district may not be individually eligible, but meet National Register criteria as part of a larger complex whole.

To qualify as eligible for the National Register, properties must be at least 50 years old and possess historic significance and integrity. To be listed on the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the National Park Service:

- ▶ *Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.*
- ▶ *Criterion B – Association with the lives of persons significant in our past.*
- ▶ *Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master,*

or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

- ▶ *Criterion D – Potential to provide important information about prehistory or history.*

Generally, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing. However, they may qualify if they fall into one of the following categories:

- ▶ Moved properties that are significant for architectural value.
- ▶ Reconstructed buildings when built in a suitable environment.
- ▶ Commemorative properties with significant design, age, tradition, or symbolic value.
- ▶ Properties less than 50 years old that are of exceptional importance.

Important in the determination of eligibility of a property is historic integrity. Historic integrity is defined as the ability of a property to convey its significance. A property's historic integrity must be evident through a combination of seven historic qualities, including:

- ▶ *Location* – Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.
- ▶ *Design* – Applying to the elements that create the physical form, plan, space, structure, and style of a property.
- ▶ *Setting* – Quality of integrity applying to the physical environment of a property.

National Register Criteria and Property Types

Standard plans have been identified for the following buildings and structures:

▶ Administration Buildings

Several standard plans for small metal administration buildings were developed by the Nebraska Department of Aeronautics in the 1950s. These buildings are often referred to on the plans as “Steelox” buildings because the plan for these buildings was based on the use of “Steelox” brand metal panels. Building components were ordered in standard configurations from metal manufacturers and were supplied to airports as a collection of unassembled parts. Contractors were then employed to erect the building from the prefabricated components and to provide a foundation, fixtures, utilities, and other building elements at the airport site.

“Steelox” administration buildings

Building contract specifications called for the use of “Steelox”-brand prefabricated metal panels. In Nebraska, these panels were manufactured and sold by Armco Drainage and Metal Products, Inc. (Armco). “Steelox” administration buildings have low-pitched, side-gable roofs and often have shed roof extensions over the front and side entrances, and sit atop concrete slab foundations. The buildings have vertical metal siding with multi-pane metal casement windows. The roof is covered with a metal standing seam roof.

The Steelox Company, located in Mason, Ohio, began operating in 1934 and introduced the original standing seam roofing system.² Armco, historically located in Middletown, Ohio, with an office in Wahoo, Nebraska, was likely affiliated with the present-day Armco Steel Company, short for the American Rolling Mill Company, which dates to 1913. Armco patented a specialty steel that became the industry standard for corrugated steel curves and drainage systems. Armco later became known as CONTECH Construction Products, Inc.³ In some instances, manufacturers were found for other

components of administration buildings, including the type of exterior doors, windows, and louvers.

Plans were prepared for administration buildings in a variety of sizes, including 20' x 20'; 40' x 24'; 28' x 56'; and 28' x 48' buildings. Smaller buildings were often planned for expansion; for example, the 20' x 20' standard plan included a “future extension area of about the same size as the original section.” The interior layout of the building typically included a waiting room/lobby, office, and men’s and women’s toilet. Larger buildings also included some of the following additional spaces: operator’s and manager’s offices, utility room, kitchen and dining room, Civilian Air Patrol pilot’s room, and a classroom. Administration buildings based on these standard plans are known to have been built at the following airports: Ainsworth, David City, Hartington, Imperial, Mitchell, Ord, Rushville, Stuart-Atkins, Superior, and Valentine.

Modifications to the standard plan did occur, however, and included alternate window configurations and interior layouts. In these instances, a “Special Provisions Proposal and Contract” may have been required. In these proposals and contract documents, specific standards for each component of the building were identified, and often included the name and address of the manufacturer of the parts, the standard plan numbers, and the specific company catalogue part numbers. Research revealed “Special Provisions Proposals and Contracts” for the administration buildings located at Ord, Rushville, Superior, and Valentine.

Listed in the “Special Provisions Proposal and Contract,” were the following specifications for building components:⁴

- Exterior walls and the roof were to be constructed in equal quality to “the Steel Building manufactured by the Parkersburg Rig and Reel Company, general offices at Parkersburg, West Virginia, or the Armco Drainage and Metal Products, Inc., [of]

National Register Criteria and Property Types

engineering research, and air races. Properties may also be associated with, and gain significance as part of, government-sponsored programs such as the Works Progress Administration (WPA) projects and the Civil Air Patrol. In Nebraska, a number of properties at Offutt Air Force Base have been listed on, or are eligible for, the National Register as war-related aviation facilities.

Criterion B – Significant Person

Individuals significant to the history of aviation may include pilots, engineers, airline executives, military officers, airport managers, or government officials. For example, a property may be eligible for its association with an important figure in state and national aviation history such as James H. “Jack” Knight. In 1921 Jack Knight completed a key leg for the successful eastbound flight of the first transcontinental flight without night stops. At a time when night flights were not common, Knight flew the 830-mile leg from North Platte, Nebraska, to Chicago, stopping in Omaha and Iowa City.

Criterion C – Design/Construction

Air-related buildings, such as administration buildings, terminals, and hangars, would likely be eligible under *Criterion C* as the work of a significant architect or as a representative of an important architectural style or construction method. A complex of airport buildings may also serve as an example of a property type representing a period of airport development and technology and be eligible under *Criterion C*.

In Nebraska, the Norfolk Administration Building, completed in 1946, is being nominated to the National Register as a significant example of the Streamline Moderne style. Aircraft may be eligible under *Criterion C* if it is a good representative of an important type of resource or if they represent

a significant development in technology or engineering.

Criterion D – Information Potential

Criterion D usually refers to archaeological properties; however, aviation wrecks and ruins of facilities may qualify for listing for the potential to yield information.

Integrity and Eligibility Issues

Aviation-related property types have similar integrity and eligibility issues as other resource types. Aviation resources are largely utilitarian in form, materials, and construction, and are readily modified to serve the functional needs of the facility. Due to functional needs and airport safety, alterations and relocation are common. Alterations and changes to the physical appearance of an individual property or historic district that may affect its historic integrity include additions, changes in fenestration, enclosed windows or doors, and the replacement of exterior siding materials. For example, hangars are frequently modified with the replacement of original doors, the construction of additions, and replacement of exterior siding material.

As runways are improved and enlarged, buildings, structures, and objects at the airport are commonly moved. The relocation of resources at airports is not unusual and the relocation of a resource within the airport property may not diminish its ability to convey individual significance or contribute to the overall significance of a complex of resources. However, if a resource is relocated, it must retain the association and context of its original setting to remain eligible for the National Register.

National Register Criteria and Property Types

buildings at an airport complex may affect the cohesiveness of the resources and the historic integrity of the entire complex. If too many modern buildings (noncontributing resources) are present, the airport complex may not qualify for the National Register.

Chapter 2
Inventory of Surveyed Properties

Chapter 2

Inventory of Surveyed Properties

Survey Methodology

Statewide, the NSHS and the Department of Aeronautics identified approximately 59 airports that were established before 1961. This number excludes former World War II military base airports, current military airfields, and major airports such as Omaha and Lincoln.¹⁰

The identification of airports for the Phase II field survey began with a questionnaire submitted by the Department of Aeronautics in the summer of 2000. The request for information regarded buildings and structures that were constructed before 1961. Responses were received from most airports, often including detailed histories and historic images. Based on the response to the questionnaire, airports established after 1961 or with no extant pre-1961 historic resources were eliminated from further study. The NSHS and the Department of Aeronautics reduced the number of potential candidates for Phase II field survey to 32. A sample survey of four airports – Beatrice, Hastings, Norfolk, and North Platte – was completed under Phase I of this project.

To gather more information about the potential for historic resources, the remaining 28 airports were the subject of a telephone survey. In March-April 2001, Mead & Hunt contacted the airport managers and/or local officials to learn more about their facilities. Once again, managers were asked about the history of the airport facilities, and in particular, the status and condition of pre-1961 buildings and structures. Questions were targeted with information learned from the previous questionnaire, historic and current airport site plans, information from the Department of Aeronautics's Annual Reports, and

historical research. The results of the telephone survey guided Mead & Hunt's efforts to identify candidates for the Phase II field survey.

Based on data gathered, we identified a typology for a typical municipal airport in Nebraska. This typology serves as the basis to compare facilities and identify candidates for Phase II field survey. From our research we found that the typical municipal airport was established in the 1940s-1950s and includes the following resources: an administration building, several hangars dating from a range of years, a beacon, and a maintenance building.

Utilizing the results of our telephone survey and comparison of the data, we identified 15 municipal airports for the Phase II field survey that were established prior to 1961 and were likely to retain historic buildings and structures. Mead & Hunt conducted a reconnaissance survey of the 15 municipal airports during June 2001.

Prior to fieldwork, Mead & Hunt interviewed present airport managers, and conducted site-specific research at the Nebraska Department of Aeronautics and the NSHS to establish the dates of construction, uses, and alterations of historic resources located at each airport.

This survey documents aviation-related buildings, structures, and objects within the main complex of the airport. Surveyed resources were generally constructed before 1961; however, several resources constructed at later dates were included in the survey. In some cases, post-1961 resources resembled resources found in standard plans developed in the 1950s or other resources constructed

before 1961; however, subsequent research revealed post-1961 dates of construction. Features such as ground markers and navigational aids were typically relocated as airport improvements were completed. In some cases, the date of construction attributed from research may represent the relocation date instead of the actual construction date. Due to the frequency of improvements at airports after 1961, runways, aprons, and lighting systems were determined not to be historic and were not surveyed. Information from the files of the Nebraska Department of Aeronautics was used to evaluate the integrity and significance of the airport properties.¹¹

At the 15 airports, Mead & Hunt identified and documented a total of 94 historic properties. The *Survey Findings* of this chapter provides a brief historic overview of the development of each airport, identifies surveyed resources at each airport, and provides a discussion of National Register eligibility of the surveyed resources. Resources were evaluated individually and as a collection. In general, secondary resources ancillary to the development of the airport, like windsock poles and small storage hangars, were not considered individually eligible. Seven individual properties, and four districts are being recommended as potentially eligible for the National Register. Additionally, one individual property and one district are recommended to be reevaluated when they reach 50 years of age.

Each surveyed building, structure, or object was assigned a Nebraska Historic Buildings Survey (NeHBS) number. These site numbers begin with an abbreviation of the county (for example, PC for Pierce) and a two-digit number referring to its location in the county. Each community is assigned a number, for example, "01" in Pierce County stands for the community of Foster. Rural

areas are assigned the code "00." The last three numbers refer to the specific building or structure (for example, PC00-012). A *Glossary of Architectural and Aviation Terms* is located in the Appendix of this report addressing aviation-specific property types and National Register terminology.

Survey Findings

Antelope County Airport, City of Neligh, Antelope County

Overview

The Antelope County Airport is located southwest of the city of Neligh in northeastern Nebraska. The airport is sited outside the city limits east of State Highway 14 in Township 25 North, Range 6 West, Section 29. The airport has one paved runway oriented to the northwest-southeast and a turf runway oriented to the north-south. The airport is currently owned by Antelope County. The airport is surrounded by agricultural and undeveloped land with farmsteads and individual residential homes throughout the area.

In September of 1940, the state provided the city of Neligh with a \$900 grant for the construction for an airfield. In April 1941 the city of Neligh leased 30 acres of land from Don Lambert to operate as an airfield.¹² The airport site location was approved by the Civil Aeronautics Administration and the Nebraska Department of Aeronautics on 9 December 1946, and by this time, the airport property had grown to 99.5 acres with additional land purchased from Mr. Louis Pofahl. The city of Neligh acquired title to the airport property on 19 May 1947, and the airport opened the following year.¹³ During 1948, the airport underwent improvements, including grading, drainage, a gravel access road, and the installation of airport boundary

markers.¹⁴ Antelope Flying Service began operations and flight instruction at the airport by owner Ed Hladovcak on 13 March 1948.¹⁵

By 1951, the city constructed an administration building at the airport. The building was constructed of concrete block and measured 24 feet 8 inches by 33 feet 11 inches with steel frame windows.¹⁶

In c. 1960 an airplane-shaped wind tee, or a tetrahedron, was designed and built by Everard A. "Bud" Blackburn from a brake drum and located on the airfield.¹⁷ Beginning in 1962, the airport hosted a Photographic Meteor Tracking Station to track meteors and spacecraft at the northwest corner of the airport property. The facility was one of 16 such sites erected and operated jointly by the National Aeronautics and Space Administration (NASA) and the Smithsonian Institute. A small building with sensors was erected by Udey Construction Company as the station.¹⁸

During the 1960s, a contract with the Rain Chief Engineering Company of Grand Island announced the construction of new hangar buildings south and east of the administration building.¹⁹ In 1975 the Antelope County Airport Authority was created to operate and maintain the airport.²⁰

Survey Results

Six resources retained historic integrity and were surveyed at the Antelope County Airport. Historic resources at the airport include an administration building, one hangar, two multi-"T" hangars, a rotating beacon and tower, and a tetrahedron. Modern buildings at the airport include a large hangar.

Administration Building, c. 1950, AP00-270

This one-story, concrete-block building has a side-gabled roof with asphalt shingles. An entrance is centrally located on the west elevation with two, six-pane windows located on either side. The south elevation features two, four-pane windows and an entrance with a small porch stoop and gabled overhang.

Single-"T" Hangar, c. 1965, AP00-271

This corrugated metal building has a gabled roof and faces southwest. Sliding doors are located on the southwest elevation with roller-track extensions on the west and south corners. A small addition is located at the rear, creating a "T"-shape.

Multi-"T" Hangar, c. 1965, AP00-273

This long and narrow building is clad in corrugated metal siding and has a gabled roof and a concrete slab foundation. Sliding doors access the six individual interior spaces, many in "T"-shapes, to store planes. "Fulfab, Inc., Canton, O." is marked on the hangar as the manufacturer.

Multi-"T" Hangar, c. 1965, AP00-274

This long and narrow building is clad in corrugated metal siding, has a gable roof, and a concrete slab foundation. Sliding doors access the six individual spaces, many in "T"-shapes, to store planes. Sliding doors are located on the west and east elevations, with roller-track extensions extending to the north and south.

Rotating Beacon and Tower, c. 1950, AP00-272

This structure consists of a pyramidal tower painted red and white with a rotating beacon light measuring approximately 2 feet in diameter. A windsock pole is attached to the top of the beacon.

Inventory of Surveyed Properties

Tetrahedron, c. 1960, AP00-275

This structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction. A windsock pole is located south of the structure.

Antelope County Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	c. 1950	AP00-270
Single-“T” Hangar	c. 1965	AP00-271
Multi-“T” Hangar	c. 1965	AP00-273
Multi-“T” Hangar	c. 1965	AP00-274
Rotating Beacon and Tower	c. 1950	AP00-272
Tetrahedron	c. 1960	AP00-275

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at the Antelope County Airport. Three of the six buildings of the airport complex do not meet the 50-year age requirement and do not possess architectural or historical significance. Taken as a whole, the complex lacks the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at the Antelope County Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Creighton Municipal Airport, Knox County Overview

Creighton Municipal Airport is located in Knox County, in the northeastern portion of the state along State Highway 59. The airport is located about one-half mile to the east of the city of Creighton in Township 29 North, Range 5 West, in Section 22. The airport has a paved runway that is oriented north-south and a turf runway that is oriented northwest-southeast.

Creighton Municipal Airport consists of 160 acres and was officially approved by the Civil Aeronautics Administration on 15 April 1947 and by the Nebraska Department of Aeronautics on 19 April 1947.²¹ Immediate interest in aviation resulted in the construction of three buildings, two turf landing strips, and a graveled driveway entry road by 1948.²²

In 1952 a rotating beacon was erected at the airport on a 51-foot steel tower purchased from the community of Mead, in east-central Nebraska.²³ In 1953 the city of Creighton purchased a private metal hangar building, which was already standing at the airport, for \$1,500.²⁴ On 19 July 1954, disaster struck when a frame, 1951 airport building that housed an office, workshop, and additional hangar space burned. In response, the airport was granted \$5,000 of state and municipal funds to construct an "administration building in connection with two stall hangars."²⁵ As the volume at the airport continued to grow, the city of Creighton requested landing lights due to increased night flights in 1955. However, the city found itself financially overburdened with the construction of the 30-foot by 80-foot, two-place, multi-"T" hangar, which forced the city to abandon its request to pay for the fixtures.²⁶

K&S Enterprise Aviation Club began offering flying lessons at the airport by 1966.²⁷ In 1967 the Airport Board favored the construction of a "steel Behlen hangar building," and asked the Nebraska Department of Aeronautics for matching funds to cover the costs of construction.²⁸ In 1968 the Department of Aeronautics lists the construction of a six-place, multi-"T" hangar. Later in 1979, the state sponsored the construction of a 60-foot by 80-foot shop hangar building. The relocation of one of the three existing hangars was anticipated during the reconstruction and extension of the northwest-southeast runway in 1975.²⁹ An 18-foot by 24-foot metal administration building was constructed in 1986 at the airport by Simpson Structures of Norfolk, Nebraska.³⁰

Survey Results

Four resources retained historic integrity and were surveyed at the Creighton Municipal Airport. Historic properties at the airport include two multi-"T" hangars, a rotating beacon and tower, and a segmented circle. Modern buildings at the airport include a c. 1985 administration building and several large hangars.

Multi-"T" Shop Hangar, 1955, KX00-337

This corrugated metal hangar building has a gabled roof and was constructed in 1955, on top of an existing concrete slab, with funds from the Nebraska Department of Aeronautics. The building has two "T"-shaped airplane storage spaces and a 12-foot office section.³¹ Multi-pane windows and an entrance are located at the east elevation. Sliding doors are located on the north and south elevations with roller-track extensions. The building appears to be used for storage and is inaccessible for planes to taxi to the runway.

Multi-“T” Hangar, c. 1965, KX00-339

This long and narrow building is clad in corrugated metal siding and has a gabled roof with a concrete slab foundation. Sliding doors access the building’s four “T”-shaped storage spaces. Roller-track extensions for the sliding doors are located on the building. “Creighton” is air-marked on the roof in white. The building may have been moved to its current location.³²

Segmented Circle, c. 1965, KX00-340

This structure consists of approximately 15 metal ground markers. The markers are approximately 2½ feet high, constructed in an “A”-shaped configuration, and covered with corrugated metal. The ground markers are painted in alternating colors of red and white. The ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s.

Rotating Beacon and Tower, c. 1950, KX00-338

This structure consists of a pyramidal tower painted in red and white, with a rotating beacon light measuring approximately 2 feet in diameter.

Creighton Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Multi-“T” Shop Hangar	1955	KX00-337
Multi-“T” Hangar	c. 1965	KX00-339
Rotating Beacon and Tower	c. 1950	KX00-338
Segmented Circle	c. 1965	KX00-340

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at the Creighton Municipal Airport. Several of the historic buildings comprising the original airport complex have been demolished. The remaining buildings are common examples of airport hangars with no known architectural or historical significance. The intrusion of modern resources diminishes the setting, so that taken as a whole, the complex lacks the feeling and integrity of an early municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at the Creighton Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

David City Municipal Airport, Butler County

Overview

David City Municipal Airport is located 1½ miles south of David City along State Highway 15 in Butler County. The airport is located in Township 5 North, Range 3 East, in Section 31. Historically, the airport was located on 160 acres of land purchased by the city in 1947-48 from portions of the "Jones Farm."³³ Today, the airport has two runways – a paved runway is oriented northwest-southeast, while a turf runway is oriented north-south. David City is the county seat of Butler County, but the airport does not have commercial service; however, corporate, agricultural, medical, and recreational aviation activities occur at the airport.³⁴

The Civil Aeronautics Administration approved the airport location on 16 April 1947. A draft Airport Layout Plan dated 5 June 1947 shows no buildings and two runways.³⁵ By 1948, a wood frame office building measuring 8 feet by 8 feet and a corncrib were located at the airport.³⁶

In July 1950, David City applied for a federal grant for the construction of an administration building, a well and pump for water, and a sewage disposal system.³⁷ The project called for the construction of a metal, one-story, administration building measuring 24 feet by 40 feet. The construction specifications and plans dated 1950 call for a "Steelox" administration building based on standard plans Nos. 10 and 11, with minor changes to the door arrangement and the size of the concrete stoop.³⁸

The July 1950 building layout plan shows one "T" hangar located to the south of the proposed site of the administration building. The next year David City proposed the construction of a shop hangar measuring

42 feet by 36 feet, a multi-"T" hangar measuring 80 feet by 30 feet, and the construction of additional single "T" hangars and concrete aprons as funds permitted.³⁹ By January 1952, the airport received funding and completed the shop hangar and the frame and roof for a "T" hangar to the south of the administration building, making a total of four buildings at the airport.⁴⁰

By 1977, two buildings had been built to the northwest of the administration building and north of the graveled entrance road.⁴¹

Survey Results

Eight resources that retained historic integrity were surveyed at the David City Municipal Airport. Historic properties include an administration building, one hangar, four single-"T" hangars, a rotating beacon and tower, and a jet aircraft memorial. The airport also contains modern hangar buildings to the west of the main airport complex.

Administration Building, 1951, BU00-102

This "Steelox" standard plan administration building has its original siding and windows. It follows the standard administration building plan, with an entrance symmetrically located on its east elevation with a pair of multi-pane windows on either side. An additional entrance is located on the south elevation.

Hangar, c. 1952, BU00-106

This building is clad in corrugated metal with a round roof. The building is orientated to the southeast-northwest. A pair of sliding doors is located on the southeast elevation with roller-track extensions on either side.

Inventory of Surveyed Properties

Single-"T" Hangar, c. 1949, BU00-104

This hangar displays "T"-shaped massing with a shed roof. The building is sheathed in corrugated metal siding. The southeast elevation has sliding doors with roller-track extensions on either side.

Single-"T" Hangar, c. 1952, BU00-105

This hangar displays "T"-shaped massing with a shed roof. The building is sheathed in corrugated metal siding. The southeast elevation has sliding doors with roller-track extensions on either side.

Single-"T" Hangar, c. 1955, BU00-107

This hangar displays "T"-shaped massing with a shed roof. The building is sheathed in corrugated metal siding. The southeast elevation has sliding doors with roller-track extensions on either side.

Single-"T" Hangar, c. 1955, BU00-108

This hangar displays "T"-shaped massing with a shed roof. The building is sheathed in corrugated metal siding. The southeast elevation has sliding doors with roller-track extensions on either side.

Rotating Beacon and Tower, c. 1950, BU00-103

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Jet Aircraft Memorial, c. 1965, BU00-101

This aircraft is mounted on metal supports connected to concrete footings.

David City Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1951	BU00-102
Hangar	c. 1952	BU00-106
Single-"T" Hangar	c. 1949	BU00-104
Single-"T" Hangar	c. 1952	BU00-105
Single-"T" Hangar	c. 1955	BU00-107
Single-"T" Hangar	c. 1955	BU00-108
Rotating Beacon and Tower	c. 1950	BU00-103
Jet Aircraft Memorial	c. 1965	BU00-101

National Register Recommendations

Potential Historic District

Six buildings and one structure at the David City Municipal Airport may qualify for the National Register as contributing elements of a historic aviation complex:

- ▶ Administration Building, 1951, BU00-102
- ▶ Hangar, c. 1952, BU00-106
- ▶ Single-“T” Hangar, c. 1949, BU00-104
- ▶ Single-“T” Hangar, c. 1952, BU00-105
- ▶ Single-“T” Hangar, c. 1955, BU00-107
- ▶ Single-“T” Hangar, c. 1955, BU00-108
- ▶ Rotating Beacon and Tower, c. 1950, BU00-103

The airport was developed after World War II to accommodate the aviation needs of Nebraska communities. As a collection of the historic properties, this complex retains good integrity and represents a good example of post-World War II municipal airport development in Nebraska. As such, this complex may be eligible under *Criterion C: Architecture* as an example of an intact municipal airport. The complex has few modern intrusions.

Individual Properties

- ▶ Administration Building, 1951, BU00-102
This building is also recommended as potentially eligible individually under *Criterion C: Architecture*, as an example of a 1950s standard plan “Steelox”

administration building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design after World War II. The administration building retains good integrity.

Fremont Municipal Airport, Dodge County Overview

The Fremont Municipal Airport is located in Dodge County in eastern Nebraska. Fremont is the county seat and largest community in Dodge County. The airport is located at the northwest edge of the city and to the southeast of U.S. Highway (USH) 30. The airport's paved runways consists of one that is oriented to the northwest-southeast, and another to the north-south.

The airport site, originally consisting of 267 acres of land, was approved by the Civil Aeronautics Administration and the Nebraska Department of Aeronautics in 1947.⁴² The Fremont Airport was constructed during World War II by the Civil Aeronautics Commission with funding from a Civilian Defense Appropriation. Federal funding continued with the completion of taxiway paving in 1948. The city of Fremont assumed ownership of the airport sometime after World War II.⁴³ A section of a hangar-office building at the airport currently houses the Fremont Civil Air Patrol unit. This building already existed at the airport in 1947.⁴⁴

Before 1950, a 40-foot by 40-foot hangar and repair shop was constructed.⁴⁵ During the 1950s, improvements funded by the city included the installation of runway lights, a wind cone, and a tower for a beacon.⁴⁶ Plans revealed that in 1947 the airport had one building, listed as an "administration and hangar building" located in the northeast corner of the property.⁴⁷

Between 1950 and 1960 three hangars were constructed measuring 40 feet by 80 feet.⁴⁸ In 1951 the city of Fremont requested federal funding for the construction of an administration building. In order to grant the funds, the Nebraska Department of Aeronautics asked the city of Fremont to

show that the building was "substantiated from the standpoint of national defense or contributing to the national economy."⁴⁹ In a report outlining the area's contribution to national defense, the Fremont Chamber of Commerce reported 14 companies in the Fremont area that were producing products under defense contracts and that there were 18 aircraft based at the airport in 1951.⁵⁰ An inventory of the existing buildings at the airport in that year listed two shop-and-storage hangars, a single storage hangar, and a small-frame building, formerly a contractor's field lavatory remodeled into a lunchroom.⁵¹ In 1959 funds were approved to construct a four-place, multi-"T" hangar at the airport and the building was likely constructed during the early 1960s.⁵²

Growth at the airport continued into the 1960s and 1970s. The administration building was constructed under matching state funds in 1965.⁵³ The building measured 32-feet by 52-feet and was constructed of brick and concrete-block masonry at a cost of \$24,000.⁵⁴ The administration building (with a total of 2,400 square feet), originally featured a pilot lounge and an area for the fixed-base operator.⁵⁵ In 1969 the *Nebraska Airport Directory* showed a total of nine buildings at the airport.⁵⁶

After 1970, a hangar measuring 60 feet by 80 feet was constructed, and by 1974, there were five storage and four "T" hangars located at the northeast end of the airport adjacent to USH 30.⁵⁷ In 1987 the city of Fremont requested the Nebraska Department of Aeronautics to approve an amendment to the airport layout plan that allowed for the relocation of several "T" hangars from along Airport Road, located to the east of the airport, to the north-central portion of the airport.⁵⁸

Survey Results

Nine resources retained historic integrity and were surveyed at Fremont Municipal Airport. Historic properties include an administration building, a hangar-office, four hangars, one multi-"T" hangar, a rotating beacon and tower, and a segmented circle and tetrahedron. The airport also contains modern hangar buildings within the main airport complex.

Terminal Building-John T. Siems Building, 1965, DD05:A-313

This one-story brick building displays a rectangular form with an undulating, multi-gable roof constructed of pre-formed concrete. The building has one- and two-pane fixed windows, and has double-entry doors on the south and north elevations. The building is named the "John T. Siems Building." J. Siems is credited with establishing an airfield at the location in 1940, and continued to influence operations at the airport until his death in 1994. In 1953, Siems is listed as airport manager.⁵⁹ Siems also operated a business called "Aero Aiders" at the airport (located in building DD05:A-314), taught students in the Civil Air Patrol program, and provided a crop-dusting service.⁶⁰

Hangar-Office Building, c. 1943, DD05:A-314

This combination hangar-office building is constructed with brick and stucco. The building is painted with pilasters and brick relief on the south, east, and west elevations. The southernmost section of the building operates as a hangar with a round metal roof with a pedimented gable. The northern two-story section of the building has a flat roof with double-hung sash windows with accented sills. The north elevation is symmetrical with the central entrance surrounded with a transom and sidelights. During the 1950s, J. Siems, airport manager, operated the Siems Aero Aiders at the

building.⁶¹ Currently, the Fremont Civil Air Patrol unit is housed in the two-story office section of the building.

Hangar, c. 1950, DD05:A-315

This gable-roof hangar is clad in metal siding with exposed exterior wall bracing. Sliding doors are located on the west and east elevations with roller-track extensions on either side.

Hangar, c. 1950, DD05:A-316

This building has a gable roof and is clad in metal siding with exposed exterior wall bracing. Sliding doors are located on the north and south elevations, with roller-track extensions on the north and south elevations.

Hangar, c. 1965, DD05:A-317

This building has a gable roof and is clad in corrugated metal siding. Sliding doors are located on the north elevation with roller-track extensions on either side.

Hangar, c. 1950, DD05:A-321

This building has a gable roof and is clad in metal siding with exposed exterior wall bracing. Sliding doors are located on the north and south elevations, with roller-track extensions on the north and south elevations. Three ventilator hoods are evenly spaced across the center of the roof.

Multi-"T" Hangar, c. 1960, DD05:A-318

This long and narrow building is clad in corrugated metal siding and has a gable roof with a concrete slab foundation. The hangar has sliding doors on the west and east elevations to the four individual spaces, many in "T"-shapes, to store planes.

Inventory of Surveyed Properties

*Rotating Beacon and Tower, c. 1950,
DD05:A-320*

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

*Segmented Circle and Tetrahedron, c. 1965,
DD05:A-319*

This structure consists of approximately 15 metal ground markers. The markers are approximately 2½ feet high, constructed in an "A"-shaped configuration and covered with corrugated metal. The ground markers are painted alternating red and white. The

ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s. A small tetrahedron is located within the circle. This structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction.

Fremont Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Terminal Building-John T. Siems Building	1965	DD05:A-313
Hangar-Office Building	c. 1943	DD05:A-314
Hangar	c. 1950	DD05:A-315
Hangar	c. 1950	DD05:A316
Hangar	c. 1965	DD05:A-317
Hangar	c. 1950	DD05:A-321
Multi-"T" Hangar	c. 1960	DD05:A-318
Rotating Beacon and Tower	c. 1950	DD05:A-320
Segmented Circle and Tetrahedron	c. 1965	DD05:A-319

National Register Recommendations

Potential Historic District

Four buildings and one structure at the Fremont Municipal Airport may qualify for the National Register as contributing elements of a historic aviation complex:

- ▶ Hangar-Office Building, c. 1943, DD05:A-314
- ▶ Hangar, c. 1950, DD05:A-315
- ▶ Hangar, c. 1950, DD05:A-316
- ▶ Hangar, c. 1950, DD05:A-321
- ▶ Rotating Beacon and Tower, c. 1950, DD05:A-320

The Fremont Municipal Airport was developed during the 1940s to accommodate the aviation needs of Fremont, with portions of the airport constructed during World War II by the Civil Aeronautics Commission with funding from a Civilian Defense Appropriation. Currently, a unit of the Civil Air Patrol is located at the airport. As a collection of historic properties, the airport retains good integrity and has few modern intrusions. As such, the complex may be eligible under *Criterion C: Architecture* as an example of an intact municipal airport. The airport may also gain significance under *Criterion A: History*, for its role in national defense during World War II, for its association with the Civil Air Patrol, or for its development during World War II under the Civilian Defense Appropriation.

Additional research will need to be completed to understand the relationship of the airport and its resources to these historical events. The period of significance for both events under *Criterion A: History* for which it gains significance will likely end

before many of the surveyed properties were constructed.

Individual Properties

- ▶ Hangar-Office Building, c. 1943, DD05:A-314
This building is also recommended as potentially eligible individually under *Criterion C: Architecture* as a distinctive example of a combination hangar and office hangar building with good integrity. The building may also be eligible under *Criterion A: History* for its association with national defense and the Civil Air Patrol.

Gordon Municipal Airport, Sheridan County

Overview

The Gordon Municipal Airport is located in Township 33 North, Range 41 West, Section 29 in Sheridan County. The airport is located 1 mile east of the city of Gordon north of USH 20 and south of the Chicago and Northwestern Railroad corridor.

The airport was surveyed in March 1938 by the Nebraska Aeronautics Commission in a WPA-sponsored project. The airfield was listed as an auxiliary field with state license No. 25 and offered no services.⁶²

Historically, the airport consisted of 160 acres, purchased by the city c. 1945 with municipal bond funds.⁶³ The city requested funding from the Nebraska Department of Aeronautics to construct a shop storage hangar measuring 60 feet by 100 feet designed by the state. In 1946 the city submitted an application to construct the hangar.⁶⁴

In 1946 flight activities at the airport had increased, and “over one hundred applications for flight training under the G.I. Bill of Rights have been received.” City officials reported seven local resident fliers that owned private planes at the airport and that commercial operations were being established.⁶⁵ In June the airport hosted the *Tri-State Air Show* and dedicated the airport in what was billed as “northwest Nebraska’s finest airport.”⁶⁶ Later that year, the Nebraska Aeronautics Commission approved the application of the city of Gordon to construct two, four-place storage hangars with stucco exteriors.⁶⁷ By 1947, the two new hangars had been constructed.⁶⁸ Another hangar was likely added to the airport after a “permit to erect hangar” was issued in November 1947 by the Nebraska Department of Aeronautics.⁶⁹

In 1953 there were three buildings indicated on a plan of the airport. One building was marked as “city hangar,” another as “Miller Bros.,” and the other as “Hull.” Presumably these names indicated the occupants or owners of the buildings.⁷⁰ In 1958 the Gordon Municipal Airport sought to locate a residence for the operator at the airport and was also approved for the construction of a “Steelox” administration building, that measured 24 feet by 40 feet, by the Nebraska Department of Aeronautics.⁷¹ Due to a runway extension and planning activities, the building was not erected until after June of 1969 when the Gordon Airport Authority requested bids for the construction for a shop building, and the erection of the Steelox administration building at the same time.⁷²

Survey Results

Four resources retained historic integrity and were surveyed at the Gordon Municipal Airport. Historic properties at the airport include two hangars, a rotating beacon and tower, and a segmented circle. The airport includes a large c. 1969 hangar located at the airport.

Shop Hangar, c. 1948, SH00-145

This flat-roofed, one-and-a-half story concrete-block building served as a shop hangar. Sliding doors are located on the southwest elevation. A one-story ell is located at the south corner of the southwest elevation. The building has multi-pane windows; several windows have been boarded or replaced with glass block windows.

Multi-“T” Hangar, c. 1955, SH00-146

This long and narrow building is clad in corrugated metal siding and has a gable roof with a concrete slab foundation. Sliding doors access the four individual spaces, many in “T” shapes, to store planes. The

Inventory of Surveyed Properties

building has roller-track extensions oriented to the northwest and southeast.

Rotating Beacon and Tower, c. 1950, SH00-144

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter. A small shed is located within the base of the tower, with an additional shed located to the south.

Tetrahedron, c. 1965, SH00-147

This structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction. Numerous translucent glass bulbs line the top ridge of the tetrahedron.

Gordon Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Shop Hangar	c. 1948	SH00-145
Multi-“T” Hangar	c. 1955	SH00-146
Rotating Beacon and Tower	c. 1950	SH00-144
Tetrahedron	c. 1965	SH00-147

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at Gordon Municipal Airport. Several historic building components comprising the airport complex have been demolished. The remaining hangar buildings exhibit diminished integrity and have no known architectural or historical significance. The intrusion of modern resources diminishes the setting. Taken as a whole, the complex lacks integrity and the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at Gordon Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Gothenburg Municipal Airport, Dawson County **Overview**

The Gothenburg Municipal Airport is located east of the city of Gothenburg, north of USH 30 in Township 11 North, Range 25 West, Section 14 in Dawson County. The airport includes one paved northeast-southwest oriented runway and one turf northwest-southeast oriented runway. The airport is situated on the edge of the city with modern development to the west, and open, agricultural land to the other directions.

The site of the Gothenburg Municipal Airport was approved by the Civil Aeronautics Administration on 6 March 1945. During 1945 and 1946, the city acquired 140 acres and established the airfield with state and municipal funds. By 1949, airport facilities consisted of an administration-shop building, two hangars, and a beacon.⁷³ Gothenburg Flying Service operated at the airport, providing service and instruction during the late 1940s and 1950s.⁷⁴

In 1950 federal and state funds were used to complete the grading and drainage for the two runways.⁷⁵ The 1953 *Nebraska Airport Directory* showed four hangars and the administration-shop building.⁷⁶ During 1953, federal and state funding was used to install runway lighting and a clear-green rotating beacon and tower.⁷⁷ In 1959 state funds were allocated to replace a Quonset building at the airport.⁷⁸

In 1971 state funds were allocated to construct a storage hangar measuring 80 feet by 60 feet; then in 1978 state funds were allocated to construct a storage hangar measuring 75 feet by 80 feet.⁷⁹ In 1973 the Gothenburg Municipal Airport established an airport authority to manage and develop the airport.⁸⁰ In 1982 the city of Gothenburg

changed the name of the airport to Quinn Field in honor of long-time aviation supporter Jess Quinn (1891-1975).⁸¹ In 1984 matching state funds were allocated for the construction of an administration building, currently used as the Chamber of Commerce building to the southwest of the airport building complex.⁸² During the late 1980s, three Dawson County airports – Cozad, Lexington, and Gothenburg – joined to improve their approaches and a VOR was installed at Cozad. Afterwards, Non-Directional Radio Beacons and all associated buildings and structures at all three airports were decommissioned and moved to other locations.⁸³ In 1990 Quinn Field was listed as having a VOR and 30 based aircraft.⁸⁴

Survey Results

Four resources that retained historic integrity were surveyed at the Gothenburg Municipal Airport. Historic properties include an administration-hangar building, one hangar, one single-“T” hangar, and a rotating beacon and tower. The airport also contains several modern hangar buildings.

Administration-Hangar Building, c. 1945, DS06-201

This administration-hangar building was constructed as one building with a flat roof. The administration-section of the building is located on the southeast elevation, while the hangar-section occupies the majority of the building oriented to the northwest. The administration-section of the building has a modern hipped-roof addition that extends from the southwest corner, covering much of the original administration-section of the building. A small cupola on the southwestern corner of the original administration-section roof is still visible. The hangar-section is rectangular and clad in corrugated metal with sliding doors on the southwest and northeast elevations.

Inventory of Surveyed Properties

Hangar-Building No. 3, 1959, DS06-198
 This building is clad in corrugated metal with a round roof. The building is orientated to the southeast-northwest. Sliding doors are located on the southeast elevation with roller-track extensions to either side. The building is marked "Building 3" on the exterior front elevation.

Single-"T" Hangar-Building No. 6, c. 1950, DS06-199
 This building displays T-shaped massing and is sheathed in corrugated metal siding with a front-gable roof. Pole bracing and roller-

track extensions are attached to the northeast and southwest corners of the hangar with sliding doors. The building is marked "Building 6" on the exterior front elevation.

Rotating Beacon and Tower, 1953, DS06-200
 This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Gothenburg Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration-Hangar Building	c. 1945	DS06-201
Hangar-Building No. 3	1959	DS06-198
Single-"T" Hangar-Building No. 6	c. 1950	DS06-199
Rotating Beacon and Tower	1953	DS06-200

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at Gothenburg Municipal Airport. The administration-hangar building exhibits diminished integrity due to alterations, and several historic buildings of the historic complex have been demolished and replaced with modern resources. The remaining hangars are common examples of aviation resources and possess no known architectural or historical significance. Taken as a whole, the complex lacks integrity and the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at Gothenburg Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Imperial Municipal Airport, Chase County Overview

The Imperial Municipal Airport is located one-half mile southeast of the city of Imperial, northeast of the junction of USH 6 and State Highway 61. The airport is located in Township 6 North, Range 38 West, Sections 3 and 10 in Chase County. The airport includes one paved runway oriented northwest-southeast and one turf runway oriented northeast-southwest. The airport is surrounded by open, agricultural land with modern commercial development to the west.

The location of the Imperial Municipal Airport was approved by the Civil Aeronautics Administration on 31 January 1949 and by the Nebraska Department of Aeronautics on 23 February 1949. During the late 1940s, the airport had four turf strips, a concrete block hangar building measuring 40 feet by 40 feet, seven metal hangar buildings ranging from 32 feet by 30 feet to 40 feet by 60 feet, and a frame office building that measured 10 feet by 16 feet.⁸⁵

In 1951 the airport received funds to acquire additional land and to construct a metal administration building that measured 24 feet by 40 feet.⁸⁶ Plans dating to 1951 call for a "Steelox" administration building based on standard plans.⁸⁷ That same year the FAA established a flight service station at Imperial Municipal Airport, at the time there were three large buildings, and the airport had three smaller buildings, and four "T" hangars at the airport.⁸⁸

During the 1970s, several buildings were constructed at the airport. In 1994 the airport listed 18 "T" hangars, a conventional hangar to the south and north of the administration building, a terminal building, and a small building.⁸⁹

Survey Results

Seven resources retained historic integrity and were surveyed at the Imperial Municipal Airport. Historic properties at the airport include an administration building, another airport office building, a hangar, three small utility buildings, and a rotating beacon and tower. There are several modern hangar buildings at the airport.

Administration Building, 1951, CH00-035

This "Steelox" standard plan administration building has its original siding and multi-pane windows. An entrance is centrally located on the northeast elevation with an additional entrance located on the southeast elevation.

Airport Building, c. 1951, CH00-036

This building appears to follow the form and is constructed in the same materials as standard plan "Steelox" administration buildings. The building is longer than the other "Steelox" buildings surveyed during the project. The building has its original siding and multi-pane windows, and sits atop a raised concrete foundation.

Corrugated metal enclosures surround the entrances, located on the east and south elevations. This building may have been used as facilities for the FAA, which established a flight service station at the airport in 1951.

Quonset Hangar, c. 1945, CH00-041

This corrugated metal building has sliding doors on the east elevation with roller-track extensions to the north and south.

Utility Building, c. 1951, CH00-037

This small rectangular building has a gable roof and is clad in metal panels similar to the "Steelox" standard plan administration buildings. Two ventilators are located on the roof. One-over-one casement windows cover the original six-over-six windows. A

Inventory of Surveyed Properties

small metal awning shelters the window on the north elevation.

Utility Building, c. 1951, CH00-038

This small rectangular building has a gable roof and is clad in metal panels similar to the "Steelox" standard plan administration buildings. Two ventilators are located on the roof. One-over-one casement windows cover the original six-over-six windows. A small metal awning shelters the window on the north elevation.

Utility Building, c. 1951, CH00-040

This small rectangular building has a gable roof and is clad in metal panels similar to the "Steelox" standard plan administration

buildings. Two ventilators are located on the roof. One-over-one casement windows cover the original six-over-six windows. A small metal awning shelters the window on the north elevation.

Rotating Beacon and Tower, c. 1950, CH00-039

This structure consists of a pyramidal tower painted orange and white with a rotating beacon light measuring approximately 2 feet in diameter. A windsock is attached to the side of the tower.

Imperial Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1951	CH00-035
Airport Building	c. 1951	CH00-036
Quonset Hangar	c. 1945	CH00-041
Utility Building	c. 1951	CH00-037
Utility Building	c. 1951	CH00-038
Utility Building	c. 1951	CH00-040
Rotating Beacon and Tower	c. 1950	CH00-039

National Register Recommendations

Potential Historic District

Six buildings and one structure at the Imperial Municipal Airport may qualify for the National Register as contributing elements of a historic aviation complex:

- ▶ Administration Building, 1951
CH00-035
- ▶ Airport Building, c. 1951, CH00-036
- ▶ Quonset Hangar, c. 1945, CH00-041
- ▶ Utility Building, c. 1951, CH00-037
- ▶ Utility Building, c. 1951, CH00-038
- ▶ Utility Building, c. 1951, CH00-040
- ▶ Rotating Beacon and Tower, c. 1950,
CH00-039

The airport was developed after World War II to accommodate the aviation needs of the city of Imperial. The collection of the historic properties at the Imperial Municipal Airport represents a good example of post-World War II municipal airport development in Nebraska. As such, this complex may be eligible under *Criterion C: Architecture* as an example of a municipal airport. The complex has few modern intrusions and retains good integrity. The complex may also be eligible under *Criterion A: History* for its association with the FAA as a flight service station beginning in 1951; however, more research needs to be completed to determine the relationship and significance of the airport and buildings and the FAA.

Individual Properties

Two properties are also recommended as individually eligible:

- ▶ Administration Building, 1951,
CH00-035
This building is recommended as potentially eligible under *Criterion C: Architecture* as an example of a 1950s standard plan administration building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design. The administration building retains good integrity.
- ▶ Airport Building, c. 1951, CH00-036
This building is recommended as potentially eligible under *Criterion C: Architecture* as an example of a 1950s standard plan administration-type building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design. The airport building retains good integrity. Further, this building also may be eligible under *Criterion A: History* for its association as a flight service station for the FAA beginning in 1951; however, more research needs to be completed to determine the relationship and significance of the airport and the FAA.

McCook Municipal Airport, Red Willow County

Overview

The McCook Municipal Airport is located to the east of the city of McCook, the largest city and the county seat of Red Willow County. The airport lies north of USHs 6 and 34 in Township 3 North, Range 29 West, Sections 21, 22, 27, and 28. The airport includes a paved runway oriented to the northwest-southeast and a second paved runway oriented to the northeast-southwest. The airport is surrounded by open, agricultural land with modern commercial development to the southwest of the main building complex.

Historically, the airport was sited on 640 acres of land purchased by the city in 1942.⁹⁰ Operations at the airport commenced in c. 1945.⁹¹ The site of the McCook Municipal Airport was approved by the Civil Aeronautics Administration on 16 April 1947 and by the Nebraska Department of Aeronautics on 19 April 1947.

By the early 1950s, a Civil Air Patrol unit had been formed and operated at the airfield; flight instruction was offered; and there were 115 registered pilots in the McCook area. In 1952, development at the airport included runway and taxiway paving, and the installation of runway lighting and a 24-inch rotating beacon.⁹² These improvements were initiated by commercial Civil Aeronautics Administration requirements for the operation of DC-3 aircraft to serve as a Midwest Airline service location.⁹³ In 1952 the airport featured four runways; one frame office building measuring 12 feet by 24 feet; three steel hangars – measuring 40 feet by 28 feet, 40 feet by 40 feet, and 40 feet by 60 feet; one concrete block hangar measuring 40 feet by 30 feet; one frame hangar measuring 40 feet by 25 feet; and one tile

lean-to hangar measuring 40 feet by 20 feet.⁹⁴

In 1953 McCook was awarded state aid to replace the old frame administration building, and by 1954, the airport awarded the contract to architect G.G. Athey and the Farmers Construction Company of Imperial.⁹⁵ Fourteen years later, state funds were allocated for a new administration building. The one-story modern administration building was completed by the engineering firm Benjamin, Peterson & Kasl Associates and building contractor Moffitt-Harrison Builders, Inc., of McCook.⁹⁶ Also constructed in 1968, the VOR building and equipment located at the airport was relocated to its present location, southeast of the main building complex.⁹⁷

The community of McCook was also owner of a second municipal airport for a brief period in the early 1950s. During World War II, the government established the McCook Air Force Base to the northwest of the community. Following the war, the base and its airport were closed. In 1950 the state, which had temporarily acquired the McCook Army Airfield, transferred the facility to the city for municipal use.⁹⁸ The city wanted to preserve the airfield as a facility to accommodate DC-3 and larger aircraft. However, the city found its distant location to be inconvenient and abandoned its efforts to establish an airport there, turning the property back over to the state in 1952. It has since been sold to private interests.

Survey Results

Nine resources retained historic integrity and were surveyed at McCook Municipal Airport. Historic properties at the airport include two hangars, one multi-“T” hangar, five single-“T” hangars (collectively assigned one NeHBS site number), a rotating beacon

and tower, a segmented circle, a tetrahedron, a jet aircraft memorial, and a VOR. The airport also contains two large modern hangar buildings.

Hangar, c. 1955, RW00-098

This hangar building has a front-gable roof and is clad in corrugated metal. A pair of sliding doors is located on the southeast elevation with roller-track extensions to either side.

"City Hangar" Building, c. 1955, RW00-099

This hangar building has a front-gable roof and is clad in corrugated metal. Sliding doors are located on the southeast elevation, with roller-track extensions on either side.

Multi-"T" Hangar, c. 1960, RW00-097

This long and narrow building is clad in corrugated metal siding and has a gable roof with a concrete slab foundation. Sliding doors access the four individual storage spaces, many in "T"-shapes.

Single-"T" Hangars, c. 1965, RW00-096

Five metal hangar buildings are arranged in two parallel lines, the axis of which is oriented to the southeast-northwest. The hangars display "T"-shaped massing with a modified Quonset-style construction. The front elevations are flat with an arched rear with a rounded section to the rear forming a "T"-shape. Sliding doors are located on the front elevations, with roller door extensions to either side.

Rotating Beacon and Tower, c. 1950, RW00-100

This structure consists of a pyramidal tower painted orange and white with a rotating orange beacon light measuring approximately 2 feet in diameter.

Jet Aircraft Memorial, c. 1968, RW00-101

This jet aircraft memorial is mounted on concrete footings. It has been painted camouflage with the letters "CT" located on the rear tail rudder. This object is adjacent to the 1968 terminal building.

Segmented Circle, c. 1965, RW00-102

This structure consists of approximately 15 metal ground markers. The markers are approximately 2½ feet high, constructed in an "A"-shaped configuration, and covered with corrugated metal. The ground markers are painted alternating red and white. The ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s. A windsock pole is located in the center of the circle.

Visual Omni Range (VOR), c. 1955, RW00-103

This round metal structure operates as a navigational aid. The structure is approximately 25 feet high. The bottom half consists of round riveted metal plates with a small door. The top half is cone-shaped. The structure is skirted by an elevated metal ground-plane that is supported by metal piers.

Tetrahedron, c. 1965, RW00-104

This structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction. A windsock pole is located next to the structure.

Inventory of Surveyed Properties

McCook Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Hangar	c. 1955	RW00-098
“City Hangar” Building	c. 1955	RW00-099
Multi-“T” Hangar	c. 1960	RW00-097
Single-“T” Hangars	c. 1965	RW00-096
Rotating Beacon and Tower	c. 1950	RW00-100
Jet Aircraft Memorial	c. 1968	RW00-101
Segmented Circle	c. 1965	RW00-102
Visual Omni Range	c. 1955	RW00-103
Tetrahedron	c. 1965	RW00-104

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at McCook Municipal Airport. The hangars are common examples of aviation resources and possess no known architectural or historical significance. The intrusion of modern resources diminishes the setting. Taken as a whole, the complex lacks integrity and the feeling of an early municipal airport. Research did not reveal any buildings at the airport that were associated with the Civil Air Patrol.

Individual Properties

- ▶ Visual Omni Range, c. 1955, RW00-103
As one of the few airports in Nebraska to have VORs installed before 1960, this structure is recommended to be reevaluated when it reaches 50 years of age under *Criterion C: Engineering* as an intact example of a navigational aid.

Modisett Field, Rushville, Sheridan County **Overview**

Modisett Field is located to the northeast of the city of Rushville, the county seat of Sheridan County. The building complex of the airport is located in Township 32 North, Range 44 West, Section 23, north of State Highway 20 along a county road. The airport is owned by the city and operated and maintained by an airport authority. The airport has one paved runway which is oriented to the northwest-southeast. The airport is surrounded by agricultural land with few intrusions.

The land for the airfield was deeded to the city of Rushville in 1935 by A.R. Modisett.⁹⁹ In 1938 the airport consisted of 160 acres of land with two landing strips marked by wooden boundary markers and a white circle in the center of the airfield, and no structures.¹⁰⁰

A hangar, called the "municipal hangar," was constructed in 1947.¹⁰¹ The hangar was constructed of cement blocks with stuccoed gables, and measured 48 feet by 60 feet with 14-foot-high concrete block walls, a round roof, and steel-frame sash windows.¹⁰²

The site of the airport at Rushville was approved by the Civil Aeronautics Administration and the Nebraska Department of Aeronautics on 31 March 1951. By the early 1950s, the facilities included a concrete-block office-hangar building measuring 30 feet by 173 feet, a concrete hangar measuring 50 feet by 60 feet, and a wood frame and stuccoed hangar measuring 30 feet by 128 feet.¹⁰³

In plans dating to 1952, a standard plan "Steelox" administration building measuring 40 feet by 24 feet was constructed at the airport with window modifications from the standard plan, and the addition of a

classroom and future lunchroom.¹⁰⁴ In the late 1960s, the main building complex shifted to the southwest, when a second administration building, constructed c. 1969, and a four-unit hangar building, constructed c. 1979, were built.¹⁰⁵ The "Steelox" administration building and older hangars are now used as a private residence and storage.

Survey Results

Six resources retained historic integrity and were surveyed at the Modisett Field. Historic resources at the airport include two administration buildings, two hangars, a rotating beacon and tower, and a segmented circle. There are several modern hangars at the airport.

Administration Building, c. 1952, SH00-139

This "Steelox" standard plan administration building has its original siding and windows. The west elevation is symmetrical with a central entrance and two multi-pane windows on either side. An additional entrance is located on the south elevation. The building has been painted white with red trim, with a car port adjacent to the building to the east. Currently, the building is used as a private residence.

New Administration Building, c. 1969, SH00-141

This one-story, concrete-block building has box-like massing and a hipped-roof. The southeast elevation has an off-center entrance and a fixed picture window.

Hanger, 1947, SH00-138

This concrete-block building has a stucco facade and a round roof that tappers into a hipped-roof with rounded edges on the north elevation. Multi-pane windows are located on the east and west elevations. Sliding doors are located on the south

Inventory of Surveyed Properties

elevation with roller-track extensions to the east and west.

Hangar, c. 1950, SH00-143

This concrete-block building is long and narrow with a flat roof and exposed metal frame-work above corrugated iron sliding doors on the south and north elevations.

Rotating Beacon and Tower, c. 1950, SH00-140

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Segmented Circle, c. 1965, SH00-142

This structure consists of approximately 15 metal ground markers. The markers are approximately 2½ feet high, constructed in an “A”-shaped configuration, and covered with corrugated metal. The ground markers are painted alternating red and white. The ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s. A windsock pole is located in the center of the circle.

Modisett Field, Rushville Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	c. 1952	SH00-139
New Administration Building	c. 1969	SH00-141
Hangar	1947	SH00-138
Hangar	c. 1950	SH00-143
Rotating Beacon and Tower	c. 1950	SH00-140
Segmented Circle	c. 1965	SH00-142

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at Modisett Field. One of the four historic buildings comprising the airport complex has been demolished. The remaining buildings are common examples of airport hangars with no known architectural or historical significance. The intrusion of modern resources diminishes the setting, so that taken as a whole, the complex lacks the feeling of an early municipal airport.

Individual Properties

- ▶ Administration Building, 1952, SH00-139
This building is recommended as potentially eligible under *Criterion C: Architecture* as an example of a 1950s standard plan administration building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design. The administration building retains good integrity.

Evelyn Sharp Field, Ord Municipal Airport, Valley County

Overview

The Evelyn Sharp Field is located northwest of the city of Ord, Valley County. The airport is sited along State Highway 11 in Township 18 North, Range 14 West, Section 17. The airport has a concrete runway oriented to the northwest-southeast, and a turf runway oriented to the north-south. The airport is surrounded by open, agricultural land, and light commercial development to the southeast toward Ord.

Aviation activities began in Ord as early as the 1890s with ballooning and experimental flights in Valley County. Early aircraft activity included airplane construction in 1908 and experimental flights beginning in 1912 by the Morrow brothers of Burwell, a town located to the northwest of Ord.¹⁰⁶ In 1919 a group of local businessmen formed the Ord Aero Company, purchased a Curtiss airplane, and hired Earl D. Barnes as the company airplane pilot to provide local service.¹⁰⁷

The site of the municipal airport at Ord was officially approved by the Civil Aeronautics Administration on 15 April 1947 and by the Nebraska Department of Aeronautics on 19 April 1947. In that year a Quonset hangar with a brick floor was constructed and the administration building was relocated at the airport.¹⁰⁸ During the winter blizzard of 1948, the Ord Municipal Airport was used by the Army to airlift hay to starving cattle and provide food and medical rescue service to isolated rural farmsteads.¹⁰⁹

In 1950 the airport included two sod landing strips, a metal hangar measuring 40 feet by 80 feet, and frame office building measuring

10 feet by 14 feet. Also in 1950, state and federal aid was granted to construct a one-story metal "Steelox" administration building measuring 24 feet wide, 40 feet long, and 8 feet in height.¹¹⁰ In 1957 a six-unit "T" hangar was constructed at the airport.¹¹¹

Evelyn Sharp¹¹²

In 1968 Ord Municipal Airport was renamed to Evelyn Sharp Field in honor of Evelyn Sharp. Sharp was a local aviatrix who was killed on 3 March 1944 in Middletown, Pennsylvania, while ferrying a P-38 fighter plane during World War II. Born Evelyn Genevieve Sharp on 1 October 1919, the Sharp family traveled to Ord from Milstone, Montana, when Sharp was still in school. Sharp began flying at age 15, obtained her pilot's license at age 16, and graduated from Ord High School in 1937. By 1938, at age 19, she had flown one of the first airmail deliveries from Ord.¹¹³

Sharp was reportedly the first woman in the United States to obtain a transport license and, by age 20, had earned an instructor rating. Sharp spent 15 months teaching 354 young men to fly at Spearfish, South Dakota, in preparation for World War II. Sharp enlisted at Wilmington, Delaware, on 19 October 1942 as one of only 50 other female pilots in the war effort. She was stationed at Long Beach, California, and ferried or flew military aircraft to places in the U.S. and Canada. By the time of her death, she had logged 4,115 hours of flight time and became the commanding officer of her squad. A pyramidal monument and a P-38 propellor mounted on a wood frame were placed at the airport to commemorate Evelyn Sharp in 1948.

Inventory of Surveyed Properties

Survey Results

Four resources that retained historic integrity were surveyed at the Evelyn Sharp Field. Historic properties include an administration building, one hangar, one multi-“T” hangar, and a rotating beacon and tower. The airport also contains several modern hangar buildings.

Administration Building, 1950, VY00-216

This “Steelex” standard plan administration building has its original siding and multi-pane windows. An entrance is symmetrically located on the northeast elevation with a pair of multi-pane windows on either side. An additional entrance is located at the northwest elevation.

Quonset Hangar, 1947, VY00-218

This corrugated metal Quonset hangar building has sliding doors on both the northeast and southwest elevations with roller-track extensions to either side.

Multi-“T” Hangar, 1957, VY00-219

This long and narrow building is clad in corrugated metal siding and has a gable roof with a concrete slab foundation. Sliding doors access the six individual storage spaces, many in “T”-shapes. A single roller-track extension is located on the northeast corner of the southeast elevation and the southwest corner of the northeast elevation. “ORD” is air-marked on the roof of the building.

Rotating Beacon and Tower, c. 1950, VY00-217

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Evelyn Sharp Field, Ord Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1950	VY00-216
Quonset Hangar	1947	VY00-218
Multi-“T” Hangar	1957	VY00-219
Rotating Beacon and Tower	c. 1950	VY00-217

National Register Recommendations

Potential Historic District

Two buildings and one structure at Evelyn Sharp Field may qualify for the National Register as contributing elements of a historic aviation complex:

- ▶ Administration Building, 1950, VY00-216
- ▶ Quonset Hangar, 1947, VY00-218
- ▶ Rotating Beacon and Tower, c. 1950, VY00-217

The airport was developed after World War II to accommodate the aviation needs of the city of Ord. The collection of the historic properties at the Evelyn Sharp Field represent an intact example of post-World War II municipal airport development in Nebraska. As such, this complex may be eligible under *Criterion C: Architecture* as an example of a municipal airport. The complex has few modern intrusions and retains good integrity. The complex may also be eligible under *Criterion B: Person* for its association with Evelyn Sharp, a local aviatrix who flew the first airmail from Ord. Sharp was one of the few women pilots to serve in World War II. The airport also had regional significance, for its use by the Army to airlift hay to starving cattle and provide food and medical rescue service to isolated rural farmsteads during the winter blizzard of 1948 and may be explored under *Criterion A: History*.

Additional research will need to be completed to understand the relationship of the airport and its resources to these historical events. The period of significance under these events will likely end before three of the four surveyed properties were constructed.

Individual Properties

- ▶ Administration Building, 1950, VY00-216
This building is also recommended as potentially eligible individually under *Criterion C: Architecture* as an example of a 1950s standard plan administration building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design following World War II. The administration building retains good integrity.

Stuart-Atkinson Municipal Airport, Holt County

Overview

The Stuart-Atkinson Municipal Airport is jointly maintained by the communities of Stuart and Atkinson in Holt County. The airport is located along State Highway 20, approximately 4½ miles west of Atkinson and 5½ miles east of Stuart, in Township 32 North, Range 44 West, Section 23. The airport contains two runways, the paved runway is oriented to the northwest-southeast, and a turf runway is oriented to the northeast-southwest.

The airport location was approved by the Civil Aeronautics Administration in 1947, at which time there were no airport facilities.¹¹⁴ Beginning in 1948, grading occurred at the airfield.¹¹⁵

By the early 1950s, a metal “T” hangar, measuring 40 feet by 28 feet, was constructed at the airport (nonextant). Architectural plans dated to 1951 show a one-story “Steelox” metal administration building to be constructed at the airport.¹¹⁶ The building consisted of a waiting room, a classroom, future lunch room, and restrooms.¹¹⁷ In 1954 funds were used to construct a four-place “T” hangar.¹¹⁸ With few improvements, the airport served light aircraft with turf runways until 1977, when lighting and marker cones were installed and the northwest-southeast oriented runway was paved.¹¹⁹

Survey Results

Five resources retained historic integrity and were surveyed at the Stuart-Atkinson Municipal Airport. Historic properties at the airport include an administration building, one hangar, one multi-“T” hangar, a rotating beacon and tower, and a tetrahedron and windsock pole. Modern buildings at the airport include a multi-“T” hangar.

Administration Building, 1951, HT00-272

This “Steelox” standard plan administration building has its original siding and windows. An entrance is symmetrically located on the north elevation with a pair of multi-pane windows on either side. An additional entrance is located at the east elevation. The building is painted white and retains all of its original casement windows.

Hangar, c. 1965, HT00-274

This corrugated metal building has a front gable roof. Sliding doors are located on the east elevation with extended roller tracks to the north and south. The hangar has several multi-pane windows on the north, west, and south elevations.

Multi-“T” Hangar, 1954, HT00-273

This long and narrow building is clad in corrugated metal siding and has a gable roof with a concrete slab foundation. Sliding doors access two, “T”-shaped spaces on each of its north and south elevations to store planes. The hangar has an extended roller track on its north elevation.

Rotating Beacon and Tower, c. 1950, HT00-275

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Tetrahedron and Windsock Pole, c. 1965, HT00-276

This structure consists of three intersecting metal sections constructed of old cans that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction. A windsock pole is located next to the structure.

Stuart-Atkinson Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1951	HT00-272
Hangar	c. 1965	HT00-274
Multi-“T” Hangar	1954	HT00-273
Rotating Beacon and Tower	c. 1950	HT00-275
Tetrahedron and Windssock Pole	c. 1965	HT00-276

National Register Recommendations

Potential Historic District

The Stuart-Atkinson Municipal Airport may qualify for the National Register as a historic district in the future. One of the complex’s key buildings, the multi-“T” hangar, will reach the required 50-year mark in 2004. At this time, two buildings and one structure at the Stuart-Atkinson Municipal Airport in the future may qualify for the National Register as contributing elements of a historic aviation complex:

- ▶ Administration Building, 1951, HT00-272
- ▶ Multi-“T” Hangar, 1954, HT00-273
- ▶ Rotating Beacon and Tower, c. 1950, HT00-275

The airport was developed after World War II to accommodate the aviation needs of two Nebraska communities. As a collection of historic properties, the Stuart-Atkinson Municipal Airport retains good integrity and represents an example of post-World War II municipal airport development in Nebraska. This complex may be eligible in the future under *Criterion C: Architecture* as an example of a municipal airport. The complex has few

modern intrusions and only one non-contributing building (c. 1965 hangar).

Individual Properties

- ▶ Administration Building, 1951, HT00-272
This building is also recommended as potentially eligible individually under *Criterion C: Architecture* as an example of a 1950s standard plan administration building provided by the Nebraska Department of Aeronautics to municipalities as a low-cost building design. The administration building retains good integrity.

Superior Municipal Airport, Nuckolls County

Overview

The Superior Municipal Airport is located north of the city of Superior, in Nuckolls County. The airport lies to the east of State Highway 14, in Township 1 North, Range 7 West, Section 13. The airfield is surrounded by open, agricultural land-use with few intrusions. The airport has one paved runway oriented to the northwest-southeast and a turf runway oriented to the north-south.

A request for federal aid was made in November of 1946 for the development of the Superior Municipal Airport. The project included plans to acquire land, develop a landing area, construct an administration building, and develop public facilities.¹²⁰ The Civil Aeronautics Administration approved the site of the new airport by April 1947.¹²¹ The new airport consisted of 233.6 acres in Township 1 North, Range 7 West, Sections 13 and 24, with two turf landing strips.¹²² By December 1950, seven buildings are listed on the property, including five "T" hangars constructed of wood and metal measuring 40 feet by 28 feet, one metal hangar measuring 50 feet by 80 feet, and a classroom measuring 14 feet by 14 feet.¹²³

The South Central Steel and Erection Company of Hastings, Nebraska, dealers in prefabricated Quonset buildings, entered into a contract to supply a hangar at the Superior Municipal Airport in 1948. The airport committee at Superior requested information from the state airport engineer whether a Quonset building could be constructed as an administration building.¹²⁴ The Nebraska Department of Aeronautics responded that Quonset buildings for administration buildings were "not too desirable for permanent administration building construction, but that it may be

justifiable in some instances due to economic limitations."¹²⁵

Plans dating to 1951 show a "Steelox" administration building to be constructed.¹²⁶ The proposal called for a one-story metal paneled building with a concrete floor and no basement. The interior walls were to be finished and ready for the application of paint on the top and to be covered with vertical knotty pine wood on the lower portion. The contract to build the administration building was awarded to the Roberts Construction Company.¹²⁷ Later improvements at the airport included the installation of the segmented circle in c. 1974, and the construction of an eight-unit, multi-"T" hangar in c. 1975.¹²⁸

Survey Results

Three resources that retained historic integrity were surveyed at Superior Municipal Airport. Historic properties include an administration building, one hangar, and a rotating beacon and tower. The airport also contains several modern hangar buildings.

Administration Building, 1951, NU00-730

This "Steelox" standard plan administration building has replacement windows, its original siding, and standing seam roof. A shed-roof extension covers a centrally located entrance on the east elevation with an entrance on the south elevation.

Quonset Hangar, c. 1950, NU00-731

This Quonset hangar is clad in corrugated metal with a round roof. Sliding doors are located on the east elevation with roller-track extensions to the north and south. A windsock is attached to the building on the east elevation.

Rotating Beacon and Tower, c. 1950, NU00-729

This structure consists of a pyramidal tower painted red and white, with a white and green rotating beacon light measuring approximately 2 feet in diameter.

Superior Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1951	NU00-730
Quonset Hangar	c. 1950	NU00-731
Rotating Beacon and Tower	c. 1950	NU00-729

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at the Superior Municipal Airport. The administration building exhibits diminished integrity, and the hangar and rotating beacon and tower are both common examples of aviation resources that possess no known architectural or historical significance. The intrusion of modern resources diminishes the setting. Taken as a whole, the complex lacks integrity and the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at the Superior Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Trenton Municipal Airport, Hitchcock County

Overview

The Trenton Municipal Airport is located to the north of the city of Trenton in Hitchcock County. The airport lies to the east of USH 34 in Township 3 North, Range 33 West, in Sections 27 and 34. The airport has two turf runways – one is oriented to the north-south and one is oriented to the northwest-southeast.

The village of Trenton purchased land from the Aziel Losey Farmstead on 26 March 1946. The village removed existing farm outbuildings and performed small amounts of grading to create the two turf landing strips. The village converted an existing farm building into use as an office-residence building that measured 28 feet by 35 feet. The office-residence served the Koppinger family co-managers and lessees of the airport. The location of the airport was approved by the Civil Aeronautics Administration and the Nebraska Department of Aeronautics in January 1946.¹²⁹ After the village completed improvements, private individuals began to erect hangars.¹³⁰ By c. 1948, two metal hangars and one frame storage hangar were located at the property – all three buildings measured 42 feet by 28 feet.¹³¹ Other improvements at the Trenton Municipal Airport include grading of the site in 1948, the construction of an administration building in 1951, and runway lighting in 1953.¹³² In 1953 the village of Trenton obtained a 51-foot tower and a 24-inch, double-sided rotating beacon.¹³³

Survey Results

Seven resources retained historic integrity and were surveyed at Trenton Municipal Airport. Historic properties at the airport include one administration building, three “T” hangars, and a rotating beacon and

tower. Two (non-historic) hangar buildings were surveyed in which subsequent research revealed a date of construction to be c. 1975. The airport also contains two large modern hangar buildings at the airport.

Administration Building, c. 1952, HK00-079

This square fired-brick building has box-like massing and a hipped-roof. Multi-pane windows of varying sizes are located on each of the building elevations. The entrance is located on the east elevation.

Single-“T” Hangar, c. 1975, HK00-080

This corrugated metal hangar has a flat roof and displays “T”-shaped massing. The building has exposed metal frame work above corrugated iron doors on the east elevation. The doors are located on the southwest elevation.

Single-“T” Hangar, c. 1950, HK00-081

This corrugated metal hangar has a flat roof and displays “T”-shaped massing with a door located on the south elevation. This hangar may have been moved.

Single-“T” Hangar, c. 1975, HK00-082

This corrugated metal hangar has a flat roof and displays “T”-shaped massing, with a door located on the south elevation.

Single-“T” Hangar, c. 1948, HK00-083

This corrugated metal hangar displays “T”-shaped massing and has a gable roof with a door on the south elevation. The north elevation features a “V”-shaped flat roof extension. Sliding doors are located on the south elevation with roller-track extensions to the east and west.

Single-“T” Hangar, c. 1948, HK00-084

This corrugated metal building displays “T”-shaped massing with a gabled roof. The north elevation features a small gabled-roof extension forming a “T”-shape. Sliding

doors are located on the north elevation with roller-track extensions on the east and west.

Rotating Beacon and Tower, 1953, HK00-085
 This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter.

Trenton Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	c. 1952	HK00-079
Single-“T” Hangar	c. 1975	HK00-080
Single-“T” Hangar	c. 1950	HK00-081
Single-“T” Hangar	c. 1975	HK00-082
Single-“T” Hangar	c. 1948	HK00-083
Single-“T” Hangar	c. 1948	HK00-084
Rotating Beacon and Tower	1953	HK00-085

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at Trenton Municipal Airport. The administration building and hangars are common examples of aviation resources and possess no known architectural or historical significance. The intrusion of modern resources and the loss of historic buildings diminishes the setting, so that taken as a whole, the complex lacks integrity and the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at Trenton Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Miller Field, Valentine Municipal Airport, Cherry County

Overview

Miller Field is owned by the city of Valentine and is located one-half mile to the south of the city of Valentine, in Cherry County. The airport consists of 279 acres in Township 33 North, Range 27 West, Section 6. The airport has two paved runways – the longer runway is oriented to the northwest-southeast, and the shorter runway is oriented north-south. The airport is surrounded by light residential development and open agricultural land.

A 1938 survey of existing airports in Nebraska indicates that the Valentine Municipal Airport consisted of 160 acres of land leased by the city from the Borman Estate. The airport was managed by C.M. Miller under state license No. 15. The airfield had four turf landing strips, and three privately owned frame hangars covered in corrugated metal siding. The hangars measured 48 feet by 16 feet by 16 feet, with a 16-foot by 16-foot addition on the rear; 32 feet by 12 feet by 12 feet, with a 12-foot by 12-foot addition; and 42 feet by 11 feet by 13 feet, with a 15-foot by 12-foot addition. The three hangars all had sand floors and flat roofs. The field was air-marked with a white circle and “VALENTINE” in 20-foot by 14-foot block letters.¹³⁴

The airport location was approved by the Civil Aeronautics Administration on 16 April 1947 and the Nebraska Department of Aeronautics on 19 April 1947. In May 1946, the city of Valentine acquired the airport site with city funds at which time there were no buildings at the airport.¹³⁵ Beginning in 1949, the airport hosted a National Weather Service reporting station until 1995 when the National Weather Service removed the

station and equipment from the airport property.¹³⁶

By 1951, eight hangars were constructed to house 20 aircraft based at the airport.¹³⁷ Taxiway and apron improvements were made between 1955 and 1958.¹³⁸ Prior to these improvements, an inspection of the airport listed an administration building, six metal hangars “ranging from 20’ x 30, to 50’ x 60’; one frame hangar; [and] a 24” clear-green beacon” at the airport.¹³⁹

The Valentine Municipal Airport was designated as a “zone control airport” for civil defense purposes. In the event of an emergency, the airport was to host a civil defense program for the area. To provide the necessary space to administer the program, a new administration building was deemed necessary. The new administration building was described as “a prefabricated metal shell with [a] conventional interior finish,” and was to provide space for the Weather Bureau Station located at the time in downtown Valentine.¹⁴⁰ In 1952 federal and state aid was allocated for the city of Valentine to construct a “Steelox” administration measuring 28 feet by 56 feet, and 8 feet in height.¹⁴¹ The administration building was based on a standard plan, including an office, restrooms, and lobby; however, the plan noted modifications to include an alternate window configuration and areas for a future kitchen, dining room, and Civil Air Patrol pilots room.¹⁴²

An airport inspection in 1963 found a “neat and clean” terminal building that had been recently painted and a rear addition was visible on the concrete block hangar.¹⁴³ The City Council of Valentine passed a resolution on 8 June 1964 that dedicated the municipal airport to “Miller Field,” after C.M. Miller who had contributed financial support and volunteered time in establishing and

maintaining the airport facility.¹⁴⁴ In 1972 the city received funds to construct a shop hangar measuring 60 feet by 80 feet to the northeast of the administration building at the airport.¹⁴⁵ The segmented circle and wind cone located at the airport were installed in 1973.¹⁴⁶

Survey Results

Eleven resources retained historic integrity and were surveyed at the Valentine Municipal Airport. Historic buildings at the airport include an administration building, eight hangars, a rotating beacon and tower, and a segmented circle. There are several modern hangar buildings at the airport.

Administration Building, 1952, CE14-170

This standard plan "Steelox" administration building has new siding and replacement windows. The building appears to be larger than other standard plan "Steelox" administration buildings surveyed during this project. The entrance is centrally located on the south elevation with an added shed roof overhang supported by narrow posts.

Hangar, c. 1950, CE14-160

This building has a front-gable roof and is clad in corrugated metal siding. A pair of sliding doors is located on the southeast elevation with roller-track extensions on either side. The southeast roller-track extension is attached to Building No. 7.

Hangar, c. 1950, CE14-161

This frame building has a low-pitched, front-gabled roof with a false-front facade. The hangar has a corrugated iron door on the southeast elevation. The hangar has three multi-pane windows on the northwest elevation.

Hangar, c. 1950, CE14-162

This hangar is constructed of concrete block with a round roof and a concrete slab foundation. Corrugated metal doors are located at the southeast elevation. The hangar has new corrugated metal doors and siding on the southeast elevation. The northwest elevation features three vertical two-pane windows. This building may have had a matching concrete block section added onto the rear of the building.

Hangar, c. 1950, CE14-164

This hangar is constructed of concrete block with a round roof and a concrete slab foundation. Corrugated metal doors are located at the southeast elevation. The hangar has new corrugated metal doors, and siding on the southeast elevation. The northwest elevation features three vertical two-pane windows.

Single-"T" Hangar Building No. 9, c. 1950, CE14-163

This frame hangar is clad in corrugated metal siding and has a shed roof. Sliding doors are located on the southeast elevation with roller-track extensions on either side.

Single-"T" Hangar, c. 1950, CE14-165

This frame building has corrugated metal siding and a shed roof. Sliding doors are located on the southeast elevation with roller-track extensions on either side. The northwest elevation features a gable dormer to accommodate airplane storage.

Single-"T" Hangar, c. 1950, CE14-166

This frame building has corrugated metal siding and a shed roof. Pole and wire bracing is attached to the north and south elevations. The east elevation has sliding doors with roller-track extensions on either side.

Inventory of Surveyed Properties

Single-"T" Hangar, c. 1950, CE14-167

This frame building has corrugated metal siding and a shed roof. Tie-downs are located at the north and south elevations to secure the collapsing roof.

Rotating Beacon and Tower, c. 1950, CE14-168

This structure consists of a pyramidal tower painted red and white with a rotating beacon light measuring approximately 2 feet in diameter. A windsock is located at the top of the tower. The structure appears to have an additional (third) stationary lens located below the rotating beacon.

Segmented Circle, c. 1965, CE14-169

This structure consists of approximately fifteen metal ground markers. The markers are approximately 2½ feet high, constructed in an "A"-shaped configuration, and covered with corrugated metal. The ground markers are painted alternating red and white. The ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s. A windsock pole is located in the center of the circle.

Miller Field, Valentine Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1952	CE14-170
Hangar	c. 1950	CE14-160
Hangar	c. 1950	CE14-161
Hangar	c. 1950	CE14-162
Hangar	c. 1950	CE14-164
Single-"T" Hangar Building No. 9	c. 1950	CE14-163
Single-"T" Hangar	c. 1950	CE14-165
Single-"T" Hangar	c. 1950	CE14-166
Single-"T" Hangar	c. 1950	CE14-167
Rotating Beacon and Tower	c. 1950	CE14-168
Segmented Circle	c. 1965	CE14-169

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at the Valentine Municipal Airport. The administration building has diminished integrity due to alterations. The remaining hangar buildings are common examples of airport hangars with no known architectural or historical significance. The intrusion of modern resources diminishes the setting, so that taken as a whole, the complex lacks integrity and the feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at the Valentine Municipal Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Wayne Municipal Airport, Wayne County Overview

Wayne Municipal Airport is located approximately 2 miles to the east of the city of Wayne – the county seat of Wayne County. The airport is located along State Highway 35 in Township 26 North, Range 4 East, in Section 8. The airport has three runways – the longest is paved asphalt and is oriented to the north-south; an asphalt runway is oriented to the northeast-southwest; the smallest runway is turf and is oriented to the northwest-southeast. The airport is surrounded by open agricultural land uses with light commercial development from the city of Wayne to the southwest of the airport.

Early airport development began in 1934 when the city of Wayne leased 70 acres of land from John T. Bressler, Jr., to develop as an airfield¹⁴⁷ Initially, the airfield served as a pilot training facility operated in conjunction with Wayne State College. After the beginning of World War II, however, Wayne Municipal Airport was designated as a training facility in the War Training Service program in cooperation with the city of Wayne and Wayne State College.¹⁴⁸

In 1945 the city purchased the land it had previously been leasing to provide a permanent site for the airport.¹⁴⁹ Following the end of the war, the Wayne Air Service began to manage the airport and to provide flight training, charter service, repair, and inspection services.¹⁵⁰ In January of 1945 the airport reported four runways, three city-owned hangars, and an office building located at the airport. The buildings were described as follows: a frame hangar measuring 50 feet by 100 feet (WY00-164); a frame hangar measuring 46 feet by 32 feet; a frame hangar measuring 40 feet by 30 feet; and a frame office building with a classroom measuring 42 feet by 36 feet¹⁵¹

The location of the airport was approved by the Civil Aeronautics Administration on 8 April 1947 and the Nebraska Department of Aeronautics on 15 April 1947. The airport began leasing a rotating beacon from the Nebraska Department of Aeronautics in 1951.¹⁵² In 1956 the airport received federal and state aid to grade and light the runways at the airport. In 1963 the city of Wayne contracted for the construction of an administration building at the airport.¹⁵³ In 1968 the city of Wayne constructed of a four-unit “T” hangar under the Department of Aeronautics’ Revolving Hangar Program.¹⁵⁴ In 1972 and 1982 funds were granted to construct six-unit “T” hangars.¹⁵⁵ The windsock and segmented circle were relocated at the airport in 1999.¹⁵⁶

Survey Results

Seven resources at Wayne Municipal Airport retained historic integrity and were surveyed. Historic resources at the airport include a house, an administration building, two large hangars, a multi-“T” hangar, a rotating beacon and tower, and a segmented circle and tetrahedron. Modern buildings at the airport include two multi-“T” hangars and a utility building.

Administration Building, 1963, WY00-163

This one-story, concrete-block building has a flat roof with wide overhangs. Entrances are located at the north and south elevations. The building has a combination of one-over-one sashes and single-pane fixed windows. The exterior has been painted and has no ornamentation.

Hangar, c. 1945, WY00-164

This rounded roof frame hangar is clad in corrugated metal siding with a metal roof and exposed exterior wall bracing. The exterior bracing is covered in metal siding. An entrance door is located at the southwest corner of the east elevation. The entire east

Inventory of Surveyed Properties

elevation has a modern overhead door and new siding above the door. A historic one-story shed-roof addition is visible on the west elevation. The main section of the hangar measures 100 feet by 50 feet.¹⁵⁷

Hangar, c. 1955, WY00-166

This concrete-block hangar has a rounded roof. Two-pane vertical windows are located on the south, west, and north elevations. A small one-story section is located on the north and south corners of the east elevation.

Multi-"T" Hangar, c. 1960, WY00-169

This long narrow building has corrugated metal siding and a flat roof. The building has large doors on the west and east elevations for individual spaces, many in "T"-shapes to store planes. "Wayne" is air-marked on the roof in white paint.

Rotating Beacon and Tower, 1951, WY00-165

This structure consists of a pyramidal tower with a rotating beacon light measuring approximately 2 feet in diameter. The beacon and tower were leased from the

Nebraska Department of Aeronautics in 1951.

Segmented Circle, c. 1960, WY00-167

This structure consists of approximately 15 metal ground markers. The markers are approximately 2½ half feet high, constructed in an "A"-shaped configuration, and covered with corrugated metal. The ground markers are painted in alternating colors of red and white. The ground markers match standard plans developed by the Nebraska Department of Aeronautics during the 1950s. The segmented circle was moved at the airport in 1999.

Tetrahedron, c. 1960, WY00-168

This structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction. The tetrahedron was likely moved at the airport in 1999 at the same time as the other navigational aid objects.

Wayne Municipal Airport – Surveyed Properties

Resource Name	Date of Construction	NeHBS Site No.
Administration Building	1963	WY00-163
Hangar	c. 1945	WY00-164
Hangar	c. 1955	WY00-166
Multi-"T" Hangar	c. 1960	WY00-169
Rotating Beacon and Tower	1951	WY00-165
Segmented Circle	c. 1960	WY00-167
Tetrahedron	c. 1960	WY00-168

National Register Recommendations

Potential Historic District

No potential historic aviation district was identified at the Wayne Municipal Airport. The modest administration building exhibits little architectural interest and the main hangar exhibits diminished integrity. Taken as a whole, the complex lacks the integrity and feeling of an early example of a municipal airport.

Individual Properties

No individual properties were identified as potentially eligible for the National Register at the Wayne County Airport. The historic properties at the airport are common resources with no known architectural or historical significance.

Notes

Airport project files, general correspondence files, and airport plans located at the Nebraska Department of Aeronautics in Lincoln, were used to compile airport overviews and the history of particular buildings, unless noted.

1. Standard plan information was gathered from research and a review of plans in the collection of the Nebraska Department of Aeronautics. The discussion of standard plans is limited to those plans identified in the collection of the Nebraska Department of Aeronautics in Lincoln; however, additional standard plans were likely to have been developed.
2. Information on the SteeLox Company from <http://www.steelox.com>, accessed 11 April 2001.
3. Information from the CONTECH Construction Products, Inc., from <http://www.triadvertising.com/contech/whowerare.html>, accessed 24 July 2001.
4. Based on "Special Provisions Proposal and Contract for the Development of Flight Facilities" for facilities at Ord, Rushville, Superior, and Valentine Municipal Airports.
5. "Special Provisions Proposal and Contract for the Development of Flight Facilities at the Valentine Municipal Airport, Project No. 9-25-018-202," 26 September 1952, Project No. 9-25-018-202 File.
6. Information on the Parkline Building Systems from <http://www.parkline.com/aboutparkline.html>, accessed on 24 July 2001.
7. "Special Provisions Proposal and Contract for the Development of Flight Facilities at the Valentine Municipal Airport, Project No. 9-25-018-202," 26 September 1952, Project No. 9-25-018-202 File; "City of Rushville, Rushville, Nebraska, Administration Building, Special Provisions Proposal, and Contract for the Development of Flight Facilities at the Rushville Municipal Airport, Project No. 9-25-067-101," 15 June 1951, Project 9-25-067-101 File.
8. Information on the Truscon Steel Company from <http://lilko.cisnet.com/younglinks.htm>.
9. Information adapted from *National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties* (U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1998).
10. World War II-era aviation facilities were surveyed and evaluated in 2000 as part of a separate study. See Barbara M. Kooiman, *Aviation Development in Nebraska Final Survey Report* (September 2000), available at the NSHS.
11. When possible, Mead & Hunt assigned dates of construction from architectural plans or project documents.
12. "Antelope County Airport – History," (n.p., n.d.), 1.
13. Nebraska Department of Aeronautics, "Index to Closed Projects," 15 August 2000; "District Airport Engineer's Report, Project No. 9-25-017-7, Neligh Municipal Airport," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-017-7.
14. "Grant Agreement," 25 March 1948, Department of Commerce, Civil Aeronautics Administration, Project No. 9-25-017-701 File.
15. "Antelope County Airport – History," 1.

16. Secretary, Neligh Airport Board, letter to S.R. Gilbert, Airport Engineer, 3 September 1951; "Minutes of the meeting of the N.A.C., North Platte," 28 July 1950, Project No. SAN-01 File.
17. "Antelope County Airport – History," 2.
18. "Antelope County Airport – History," 2. Work was completed with matching state aid granted under Project No. SAN-01.
19. Henry W. Wulf, Senior Engineer, "Inspection of Airport," 16 July 1963, General Correspondence File, Neligh Municipal Airport; "Antelope County Airport – History," 2.
20. "Antelope County Airport – History," 3.
21. I. V. Packard, Director, Department of Aeronautics, letter to Wardner G. Scott, State Engineer, Department of Roads and Irrigation, 19 April 1947.
22. "Municipal Airport Layout Plan, Creighton Nebraska," Project No. 9-25-011-701," architectural plan, 20 November 1948, Department of Aeronautics, Airport Division, Civil Aeronautics Administration, Project No. 9-25-011-701.
23. LeRoy L. Wade and Son, Inc., Omaha, Invoice No. 6027 to city of Creighton, 30 June 1952; Lawrence Otradovsky, City Clerk, letter to Walter Kreuzer, State Engineer, 6 August 1952.
24. S.R. Gilbert, State Airport Engineer, letter to Lawrence Otradovsky, City Clerk, 9 September 1953. Work was completed under federal aid Project No. 9-25-011-701.
25. Department of Aeronautics, "Allocation for Airport Project," 24 August 1954; "Schedule for Construction for Administration Building in Connection with Two Stall Hangar, Project No. SA-ICN-54," 1 January 1955, both sources located in Project File SA-ICN-54, Vol. 1.
26. C.P. Large, Chair of Airport Board, letter to Rolland Harr, Supervisor of Airports, 12 August 1955. Hangar completed under Project No. H-01.
27. Harold Koppelman, City Manager, letter to Walter Kreuzer, Airport Engineer, 8 December 1966.
28. Merritt C. Warren, letter to W.J. Kreuzer, Airport Engineer, 14 September 1967.
29. Benjamin and Associates, Inc., "Airport Layout Plan Report," architectural plan, Benjamin and Associates, Inc., (January 1974; revised 1974, Grand Island, Nebraska). Work was completed under Project Nos. H-02 and H-03.
30. "Contract and Agreement, Project No. SA-2 CTN" and architectural plans, 18 November 1985; Henry W. Wulf, State Airport Engineer, letter to Robert P. Smith, State Airport Engineer (FAA), 23 April 1986.
31. "Agreement," 10 January 1955, Project No. SA-ICN-54, Vol. 1.
32. Airport plans do not show this building at the airport until the 1997 edition of the *Nebraska Airport Directory*; however, the building appears to pre-date such a late construction date. The Nebraska Department of Aeronautics' 1998 Airport Layout Plan lists this building as a four-unit Multi-"T" hangar. No mention is made of funds to construct the four-unit multi-"T" hangar in the Index to Closed Projects list.
33. Roy M. Young, District Airport Engineer, letter to S.B. Manning, Mayor of David City, 5 June 1947.

34. "Airport Layout Plan Report," David City Municipal Airport, Project No. SA-2 DCY File.
35. Roy M. Young, District Airport Engineer, letter and sketched map by A.J. Pettibone, Jr., to S.B. Manning, Mayor of David City, 5 June 1947.
36. "District Airport Engineer's Report, David City Municipal Airport," 1948, Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-021-801; "Municipal Airport Layout Plan, David City, Nebraska," 1948, Civil Aeronautics Administration, Project No. 9-25-021-8.
37. "Grant Agreement," Civil Aeronautics Administration and the city of David City, 29 August 1950. Work was completed under Project No. 9-25-021-102.
38. S.R. Gilbert, Airport Engineer, letter to James D. Ramsey, Director, 27 July 1950; "Notice to Contractors," and "Revised Detail Estimate for David City Municipal Airport," n.d., Project No. 9-25-021-102; "David City Municipal Airport, Administration Building" architectural plan, n.d., on microfiche.
39. W.E. Tillma, David City Mayor, letter to W.B. Boucher, District Airport Engineer, 31 May 1951; W.B. Boucher, District Airport Engineer, letter and attached proposed building layout plan to James D. Ramsey, Director, plan dated 12 July 1950; revised sketch plan for additional structures dated May 1951, letter dated 31 July 1951.
40. N.C. Cole, Airport Engineer, Memorandum on Project No. 9-25-021-103, 28 January 1952. Work was completed under Project No. 9-25-021-103.
41. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Department of Aeronautics, 1977).
42. Nebraska Department of Aeronautics, untitled correspondence, General Correspondence File, Fremont Municipal Airport.
43. Nebraska Department of Aeronautics, untitled correspondence, General Correspondence File, Fremont Municipal Airport.
44. "Municipal Airport Master Plan, Fremont, Nebraska," 1 October 1947, Nebraska Department of Aeronautics, Project No. 9-25-032-801 File.
45. "Airport Master Plan for Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc., (Lincoln, Nebr., July 1974), 3.
46. Nebraska Department of Aeronautics, untitled correspondence, General Correspondence File, Fremont Municipal Airport.
47. Nebraska Department of Aeronautics, "Original Contract, site plan for E-W Taxiway addition," 23 April 1947, Project File No. 9-25-032-801.
48. "Airport Master Plan for Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr., July 1974), 3.
49. S.R. Gilbert, record of telephone conversation to W.B. Boucher, 23 November 1951.
50. C.W. Motter, Secretary-Manager, Fremont Chamber of Commerce, letter to S.R. Gilbert, Airport Engineer, 21 December 1951.
51. W.B. Boucher, District Airport Engineer, "Record of Conference," 5 December 1951.

52. "Airport Master Plan for Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr.: July 1974), 3.
53. "Inspection, Fremont Administration Building," 30 December 1964, Project No. SA-02FT-64.
54. "Allocation for Airport Project," 3 April 1964, Project No. SA-02FT-64.
55. "Airport Master Plan for Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr.: July 1974), 5; "Airport Layout Plan Report, Fremont Municipal Airport, Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr.: December 1977), 1.
56. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Department of Aeronautics, 1969).
57. "Airport Master Plan for Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr.: July 1974), 5; "Airport Layout Plan Report, Fremont Municipal Airport, Fremont, Nebraska," Hoskins-Western-Sonderegger, Inc. (Lincoln, Nebr.: December 1977), 1.
58. Derrill Marshall, Director of Public Works, city of Fremont, letter to Henry Wulf, State Airport Engineer, 11 March 1987.
59. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Nebraska Department of Aeronautics, 1953), 43.
60. Fremont Municipal Airport F.B.O. Office, telephone interview with Chad D. Moffett, Mead & Hunt, Inc., 23 August 2001.
61. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Nebraska Department of Aeronautics, 1953), 1958 historic photograph, Nebraska Department of Aeronautics historic photographic file.
62. Nebraska Aeronautics Commission, "Maps of Nebraska Airports," Nebraska Aeronautics Commission and State Planning Board, [1938].
63. "Application," n.d., Project No. SA-46-9, Volume 1, Gordon Municipal Airport.
64. J.D. Borman, Chair, Airport Committee, Gordon Municipal Airport, letter to S. Paul Kitterel, Secretary of State Aeronautics Commission, 24 September 1945; J.W. Henry, Airport Engineer, letter to J.D. Borman, Chair, Airport Committee, Gordon Municipal Airport, 18 December 1945; W.B. Boucher, State Airport Engineer, letter to J.D. Borman, Chair, Airport Committee, Gordon Municipal Airport, 19 April 1946.
65. "Application for Financial Aid for the Construction of Two 4-Plane Hangars," 12 May 1946, Project No. SA-46-9, Volume 1, (city of Gordon), 1.
66. J.D. Borman, Chair, Airport Committee, Gordon Municipal Airport, letter to W.B. Boucher, State Airport Engineer, 28 May 1946.
67. "Application for Additional Funds for Hangar Construction," 24 August 1946, submitted by city of Gordon (prepared by the Nebraska Department of Aeronautics, 7 September 1946).
68. "Final Project Statement, Gordon Municipal Airport," 7 January 1947, Project No. SA-46-9, Volume 1.
69. James D. Ramsey, Director, letter to Rush Clarke, 4 November 1947.

70. A.H. Britton, City Manager, letter and enclosed sketch plan to State Department of Aeronautics, 6 November 1953.
71. W.J. Kreuscher, State Airport Engineer, letter to A.H. Britton, City Manager, city of Gordon, 28 May 1958. Administration Building construction was completed under Project No. SA-IGD-58.
72. W.J. Kreuscher, State Airport Engineer, letter to Art Britton, City Manager, city of Gordon, 25 August 1958; J.D. Borman, Chair, Gordon Airport Authority, letter to W.J. Kreuscher, State Airport Engineer, 8 November 1960; W.J. Kreuscher, State Airport Engineer, letter to J.D. Borman, Chair, Gordon Airport Authority, 3 November 1960; Don R. Magowan, Chair, Gordon Airport Authority, letter to W.J. Kreuscher, State Airport Engineer, 19 June 1969; Don R. Magowan, Chair, Gordon Airport Authority, letter to W.J. Kreuscher, State Airport Engineer, 19 June 1969.
73. "Municipal Airport Layout Plan, Gothenburg, Nebraska," 10 October 1949, Civil Aeronautics Administration, Project No. 9-25-050-001.
74. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Nebraska Department of Aeronautics, 1953).
75. Untitled correspondence, General Correspondence File, Gothenburg Municipal Airport. Work was completed under Project No. 9-25-050-001.
76. Nebraska Aeronautics Commission, *Nebraska Airport Directory* (Nebraska Department of Aeronautics, 1953).
77. Untitled correspondence, General Correspondence File, Gothenburg Municipal Airport. Work was completed under Project No. SA-SG-53.
78. "Index to Closed Projects." Work was completed under Project No. H-01.
79. "Index to Closed Projects."
80. W.J. Kreuscher, State Airport Engineer, letter to Jess Quinn, Chair, Gothenburg Airport Authority, 24 July 1973.
81. Glenn R. Garrelts, Chair, Gothenburg Airport Authority, "Resolution," 7 April 1982.
82. "Index to Closed Projects." Work was completed under Project No. SA-3 GTE.
83. "Airports work together," *Tri-City Tribune*, 17 September 1987 (Cozad, Nebr.), General Correspondence File, Gothenburg Municipal Airport.
84. "Airport Layout Plan Report, Quinn Field, Gothenburg Municipal Airport, Gothenburg, Nebraska," Richard J. Nosky & Associates (North Platte, Nebr.: 1990), Sect. 1, p. 3.
85. W.B. Boucher, "District Airport Engineer's Report, Project No. 9-25-054-001," 3 October 1949, Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-054-001.
86. W.B. Boucher, "District Airport Engineer's Report, Project No. 9-25-054-002," 6 June 1951, Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-054-002; "Original Contract, Imperial Municipal Airport, Project No. 9-25-054-002, Administration Building," n.d., Project No. 9-25-054-002.
87. Imperial Municipal Airport, architectural plans for administration building, on microfiche.

88. "Municipal Airport Lighting Plan, Imperial Nebraska," 27 February 1951, Department of Commerce, Civil Aeronautics Administration, Region V.
89. "Airport Layout Plan Report, Imperial Municipal Airport," PDR Engineers, Inc. (Lexington, Ky., 18 February 1994), 2.
90. I.V. Packard, Director, letter to Wardner G. Scott, State Engineer, Department of Roads and Irrigation, 19 April 1947, General Correspondence File, McCook Municipal Airport.
91. "McCook Municipal Airport, Proposed Improvements," n.d., Project No. 9-25-016-001.
92. "Record of Visit or Conference," W.B. Boucher, District Airport Engineer, 30 January 1952, Department of Commerce, Civil Aeronautics Administration. Work was completed under Project No. 9-25-016-201.
93. "Record of Visit or Conference," W.B. Boucher, District Airport Engineer, 26 February 1952, Department of Commerce, Civil Aeronautics Administration, "Index to Closed Projects."
94. "District Airport Engineer's Report, Project No. 9-25-016-201, McCook Municipal Airport," 16 June 1952, Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-016-201.
95. "Contractors Progress Estimate and Statement – Final," 9 August 1954, Project No. SA-1MC-53.
96. "Index to Closed Projects;" "Contractors Progress Estimate and Statement," 18 September 1969, Project No. SA-5MC-66.
97. "McCook Municipal Airport," site plan, 30 March 1965, Project No. 9-25-016-C603.
98. Nebraska Department of Aeronautics, *Annual Report of the Nebraska Department of Aeronautics, 1950* (Published by the State, 1950), 21.
99. "Airport Layout Plan Study, Rushville, Nebraska," MSA, Inc., January 1996.
100. "Modisett Field, Rushville, Nebraska, Municipal Landing Field, WPA Project O.P. No. 465-81-3-3, Airport Survey," *Nebraska Aeronautics Commission*, 9 March 1938.
101. "Schedule of Construction, Project No. SA 46-7, Rushville," R.F. Weller, Airport Engineer, 26 December 1947, Project No. SA 46-7.
102. Architectural plans, Project Nos. SA-46-7 and SA-46-6, Rushville.
103. "District Airport Engineer's Report, Project No. 9-25-067-101, Rushville Municipal Airport, Rushville, Nebraska," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-067-101.
104. "Index to Closed Projects;" Architectural plans for administration building, Rushville Municipal Airport, on microfiche, work completed under Project No. 9-25-067-101; "City of Rushville, Rushville, Nebraska, Administration Building, Special Provisions Proposal and Contract for the Development of Flight Facilities at the Rushville Municipal Airport," 15 June 1951, Project No. 9-25-067-101; "Revised Floor Plan," Project No. 9-25-067-101," 19.
105. "Airport Layout Plan Study, Modisett Field, Rushville, Nebraska," January 1996, MSA, Inc., Airport Layout Plan File, Rushville.

106. "Aviation history or Ord includes gliders, balloons, early 'pushers,' *The Ord Quiz*, 2 September 1948 (Ord, Nebr.), Sect. 1 p. 2, available in the Evelyn Sharp Field site file, NSHS.
107. "Ord business men buy flying machine," *The Ord Quiz*, 21 August 1919 (Ord, Nebr.), available in the Evelyn Sharp Field site file, NSHS.
108. Ord City Attorney, letter to Nebraska Department of Aeronautics, 6 February 1947, Project No. SA-47-2.
109. "Old Airport Blizzard of 1948," provided by Evelyn Sharp Field's Airport Manager, available in the Evelyn Sharp Field site file, NSHS.
110. "District Airport Engineer's Report, Project No. 9-25-004-001, Ord Municipal Airport, Ord, Nebraska," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-004-101 File; architectural plans for administration building, Ord Municipal Airport, on microfiche.
111. Work was completed under state Project No. H-01.
112. "Dedication program complete for Ord Airport Ceremonies," *The Ord Quiz*, 9 September 1948, (Ord, Nebr.), Sect. 1 p. 1, available in the Evelyn Sharp Field site file, NSHS.
113. "Aviation history of Ord includes gliders, balloons, early 'pushers,'" *The Ord Quiz*, 2 September 1948 (Ord, Nebr.), Sect. 1 p. 2, available in the Evelyn Sharp Field site file, NSHS.
114. "District Engineer's Report, Project No. 9-25-005-7," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-005-7 File.
115. "Index to Closed Projects." Work was completed under Project No. 9-25-005-701.
116. "District Engineer's Report, Project No 9-25-005-002," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No 9-25-005-002 File; Architectural; plans for administration building, Stuart-Atkins Municipal Airport, on microfiche.
117. "Revised Floor Plan," 2 October 1950, Department of Aeronautics, Airport Division, General Correspondence File, Stuart-Atkinson Municipal Airport.
118. "Index to Closed Projects."
119. "Airport Layout Plan Report, Stuart-Atkinson Municipal Airport," Heerman Engineering Services (Valentine, Nebraska: October 1981), 2.
120. "Federal Airport Program, Project Request for Federal Aid, Project No. 9-25-006-701," 25 November 1946, Project No. 9-25-006-701.
121. W.B. Boucher, Acting District Airport Engineer, letter to Lee Wald, Mayor, city of Superior, 15 July 1947, Project No. 9-25-006-701. File states that the airport location was approved on 1 February 1946; however, the "District Airport Engineer's Report, Project No. 9-25-006-002, Superior Municipal Airport," n.d., Civil Aeronautics Administration, Region V, Airports Division, cites the date as 8 April 1947.
122. "District Airport Engineer's Report, Superior Municipal Airport, Project No. 9-25-006-701," n.d., Civil Aeronautics Administration, Region V, Airports Division, Project No. 9-25-006-002. Work was completed under Project No. 9-25-006-701.
123. "Final Inspection Report, Project No. 9-25-006-002," 19 December 1950, Project No. 9-25-006-002.

124. J. Norman Walburn, General Manager, letter to M.A. Butcher, Airport Engineer, 18 May 1949, General Correspondence File, Superior Municipal Airport.
125. W.B. Boucher, District Airport Engineer, Civil Aeronautics Administration, letter to M.A. Butcher, State Airport Engineer, undated, General Correspondence File, Superior Municipal Airport.
126. "Index to Closed Projects;" Architectural plan for administration building, Superior Municipal Airport, on microfiche. Work was completed under Project No. 9-25-006-002.
127. "Special Provisions Proposal and Contract for the Development of Flight Facilities at the Superior Municipal Airport, Project No. 9-25-006-002," 28 April 1950, Project No. 9-25-006-002.
128. "Index to Closed Projects." Work completed under Project No. H-01.
129. "District Airport Engineer's Report, Project No. 9-25-007-701, Trenton Municipal Airport, Trenton, Nebraska," n.d., Civil Aeronautics Administration, Region V, Airports Branch, Project No. 9-25-007-701.
130. "Trenton Airport" [Hitchcock County Museum, 1985] clipping from General Correspondence File, Trenton Municipal Airport.
131. "District Airport Engineer's Report, Trenton Municipal Airport, Trenton, Nebraska, Project No. 9-25-007-701," n.d., Civil Aeronautics Administration, Region V, Airports Branch, Project No. 9-25-007-701.
132. "Index to Closed Projects." Work was completed under Project Nos. 9-25-007-701, SA-1-151, and SA-2-53.
133. W.J. Kreuzscher, State Airport Engineer, letter to Ruth Ward, Village Clerk, village of Trenton, 12 July 1971, General Correspondence File, Trenton Municipal Airport.
134. Nebraska Aeronautics Commission, "Valentine, Nebraska, Municipal Airport, WPA Project O.P. No. 465-81-3-3," *Maps of Nebraska Airports*, 15 March 1938, Nebraska Aeronautics Commission and State Planning Board [1938].
135. "District Airport Engineer's Report, Valentine Municipal Airport, Valentine, Nebraska, Project No. 9-25-018-701," n.d., Civil Aeronautics Administration, Region V, Airports Branch, Project No. 9-25-018-701.
136. Miller Field F.B.O. Office, telephone interview with Chad D. Moffett, Mead & Hunt, Inc., 26 June 2001.
137. W.B. Boucher, "Terminal Building Facility Survey, Valentine Municipal Airport, Project No. 9-25-018-202," 21 December 1951, Project No. 9-25-018-202.
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Appendix
Glossary of Architectural and
Aviation Terms

Glossary of Architectural and Aviation Terms

Association. Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

Building. A building is erected to house activities performed by people.

Circa or Ca. At, in, or of approximately, used especially with dates.

Contributing (National Register definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

Design. Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

Eligible. Properties that meet the National Park Service Criteria for nomination and listing on the National Register.

Evaluation. Process by which the significance and integrity of a historic property are judged and eligibility for National Register listing is determined.

Extant. Still standing or existing (as in a building, structure, site, and/or object).

Feeling. Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

Fixed Base Operator (FBO). FBOs undertake general day-to-day management of airport facilities, providing support services for the pilots. FBOs are private businesses operating out of public airports. FBOs typically offer the following services: flight training, mechanic training, aircraft maintenance and repair, aircraft sales and service, cross-country charter operations, crop dusting, power line and gas patrol, and aerial photography.

Historic context. The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

Integrity. Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period.

Location. Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

Materials. Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

Glossary of Architectural and Aviation Terms

Segmented circle. A system of visual indicators designed to provide traffic pattern information at airports without operating control towers. This structure consists of approximately 15 metal ground markers approximately 2 ½ feet high, constructed in an “A”-shaped configuration and covered with corrugated metal. The ground markers are painted alternating colors of red and white. The color scheme indicates to the pilot approach and takeoff directions.

Setting. Quality of integrity applying to the physical environment of a historic property.

Significance. Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

Site. The location of a prehistoric or historic event.

Tetrahedron. A device normally located on uncontrolled airports and used as a landing direction indicator. The small end of a tetrahedron points in the direction of landing. The structure consists of three intersecting corrugated metal pieces that represent the shape of an airplane. The structure turns atop a metal pole, indicating wind direction.

Visual Omni Range (VOR). A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees. VOR navigational systems were first installed in Nebraska in 1948. VOR navigation systems helped to increase the capacity of airways by allowing pilots to visually check their course, rather than having to listen to a signal in a headset.

Windsock pole. A metal pole approximately 20 feet high with four lights extending from the top. An orange windsock is attached to the pole to indicate wind direction.

Workmanship. Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.