

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Idaho Falls Airport Historic District (updated NRHP-eligible area) FIELD# IDF AIRPORT-12

STREET 2381 Foote Dr. RESTRICT

CITY Idaho Falls VICINITY COUNTY CD 19 COUNTY NAME Bonneville

SUBNAME BLOCK SUBLOT ACRES 14 LESS THAN

TAX PARCEL TBD See notes UTMZ 12 EASTING 414349 NORTHING 4819152

TOWNSHIP 2 N_S N RANGE 37 E_W E SECTION 12 NW 1/4, 1/4 SW 1/4

QUADRANGLE IDAHO FALLS NORTH OTHERMAP

SANBORN MAP SANBORN MAP# PHOTO# Digital

PROPERTY TYPE District CONST/ACT1 Original Construction ACTDATE1 1930 CIRCA1

CONST/ACT2 Significant Construction ACTDATE2 1956 CIRCA2

ASSOCIATED FEATURES 13 hangars, 1 beacon, 1 caretaker's cabin, 1 mechanical shop, 3 ancillary support buildings TOTAL # FEATURES 19

ORIGINAL USE Transportation WALL MATERIAL WOOD:Log

ORIGSUBUSE Air-related FOUND. MATERIAL CONCRETE

CURRENT USE Transportation ROOF MATERIAL METAL

CURSUBUSE Air-related OTHER MATERIAL METAL

ARCHSTYLE Other:Rustic PLAN Rectangular CONDITION Good

NR REF # 97001126 NPS CERT Listed ACTIONDATE 9/10/1997 FUTURE ELIG DATE

DIST/MPLNAME1 Idaho Falls Airport Historic District (NR#97001126) DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility

Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF Transportation AREA OF SIGNIF Architecture

COMMENTS Please see attached sheets below for elaborations on Description, History, and Eligibility.

PROJ/RPT TITLE Idaho Falls Airport Survey & Preservation Plan SVY DATE 3/28/2016 SVY LEVEL Intensive

RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # ***** FOR ISHPO USE ONLY ***** IHSI# IDF AIRPORT-12

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF 19-18043; IDF AIRPORT-03 NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES The overall airport (IDF Airport-03) was surveyed in 2016 and only a small concentration of historic buildings/structures (#1-#18, and 86) were found to be eligible as part of an expanded NRHP-eligible area encompassing and expanding upon the already NR-listed Idaho Falls Airport Historic District.

MORE DATA Locational notes:

ATTACH Also UTM 12/4142994818959.

Also SW 1/4 of NW 1/4 Section 12. Bonneville County GIS parcel viewer online give parcel number RPA00007122425, however when that parcel number is entered into the mapping system it generates a different parcel east of I-15.

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

Table with 3 columns: REV#, SITS#, IHSI# and 3 rows for data entry.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#

FIELD# COUNTY NAME

OTHER NAME

COUNTY CD CITY VICINITY

UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT

SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON

ARCH/BUILD ARCHPLANS TAXEASE TAXCERT

OWNERSHIP PROPOWN

MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

| | |
|-------|-------|
| IHSI# | _____ |
| SITS# | _____ |
| REV# | _____ |

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
FIELD# COUNTY NAME

COMMENTS:

Please see attached sheets below for elaborations on Description, History, and Eligibility.

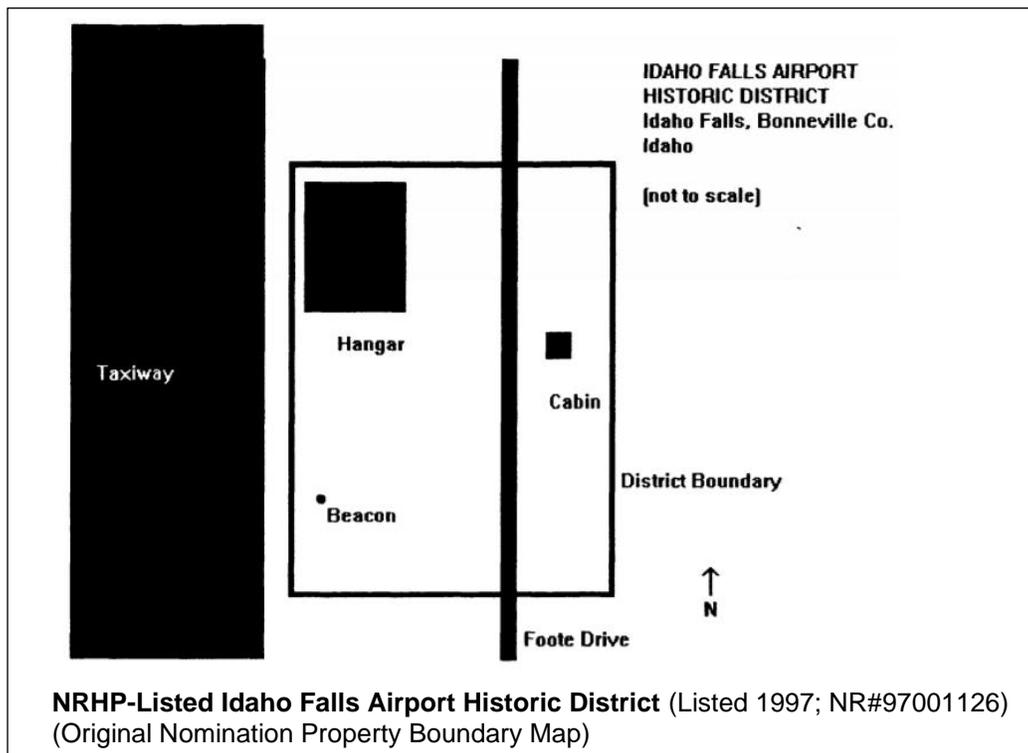
ATTACH

| | |
|-------|-------|
| IHSI# | _____ |
| SITS# | _____ |
| REV# | _____ |

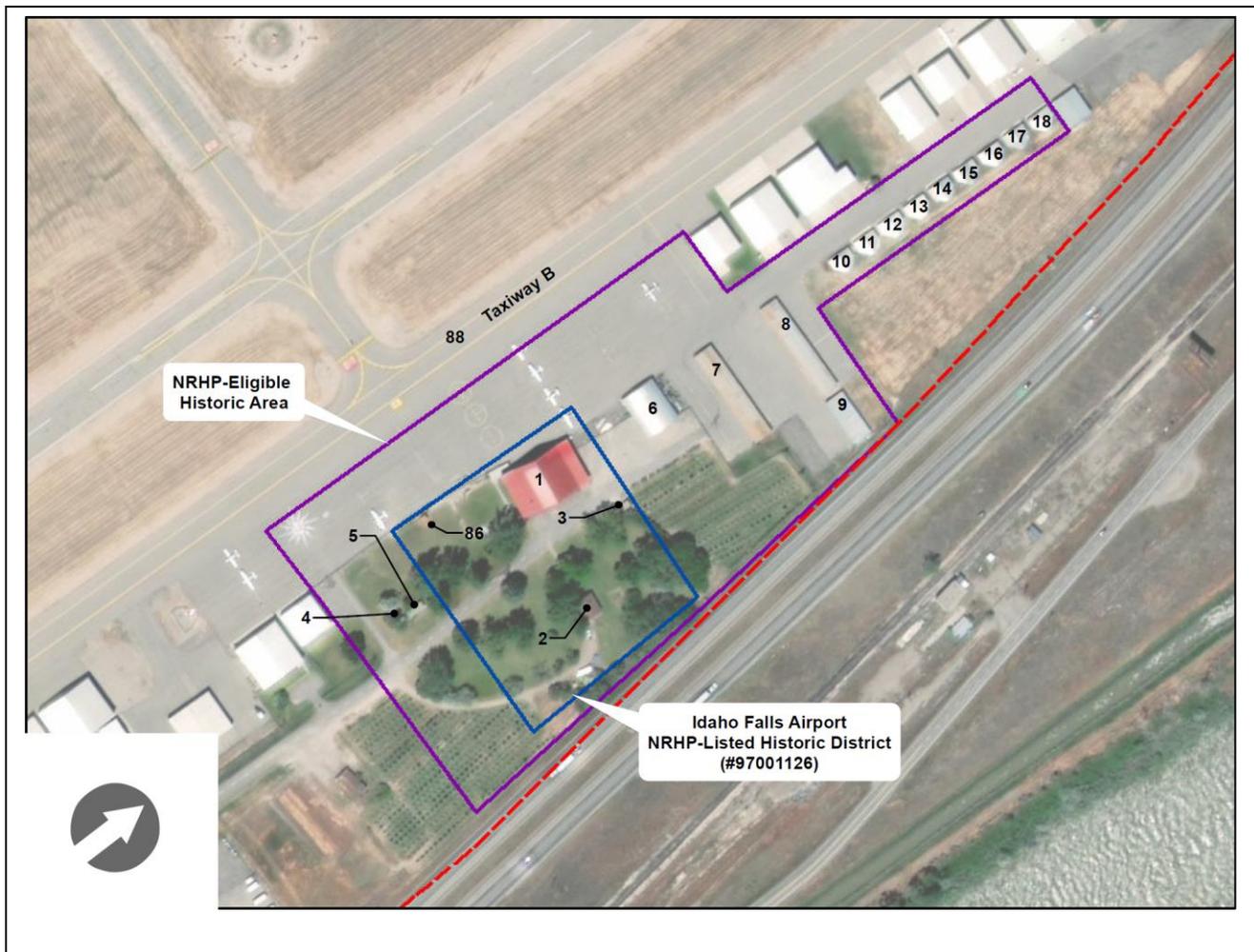
IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)

Eligibility: Only a small subset of the full Idaho Falls Regional Airport property (IDF Airport-03) is historic and also retains sufficient integrity from the early to mid-twentieth century to be eligible for NRHP listing as a historic district (see table and figures below). This NRHP-eligible area encompasses and extends in each direction from the already NRHP-listed Idaho Falls Airport Historic District (3 resources, ~4 acres, listed in 1997).

The NRHP-listed area (NR#97001126) is comprised of a WPA log hangar (aka Red Baron Hangar (19-18043)), an administrator's (caretaker's) cabin, a beacon tower, and the surrounding landscaped area. The District represents the original site of operations for the Idaho Falls Airport in the 1930s. No other WPA aviation structures are known in Idaho that retain this level of integrity. It is worth noting that the National Register Bulletin *Guidelines for Evaluating and Documenting Historic Aviation Properties* (1998) cites the Idaho Falls Airport as an illustrated example of a historically significant early airport in the West.



The expanded NRHP-eligible area and its buildings and structures clearly convey associations with significant trends in aviation and the early history of Idaho Falls Regional Airport. There are no noncontributing resources within the NRHP-eligible area boundaries. As such, 100 percent of the resources contribute to the significance of the historic airport area and the grouping of buildings and structures continues to communicate its historic aviation-related setting and landscape.



Overview: This NRHP-eligible grouping of buildings is located in the northeast part of Idaho Falls Regional Airport (IDF Airport-03) and encompasses Idaho Falls’ only contiguous grouping of historic aviation-related resources (see table and figures below). The NRHP-eligible boundaries form an approximately 13.5-acre irregular polygonal area within the active aviation-related property that is Idaho Falls Regional Airport. The area is generally bounded on the north-northwest by nonhistoric hangars, on the south by nonhistoric hangars, on the west by a large paved apron, and on the east by I-15. The NRHP-eligible area is comprised of eighteen (18) buildings and one (1) structure constructed between 1930 and c.1957, all of which reflect the airport’s earliest development period (Table 6). The resources range from historic hangars, shop buildings, an administrator’s dwelling, a beacon tower, and supporting buildings. All of the resources served an aviation-related function and continue to do so. Though not counted as a separate resource, approximately 2.4 acres of paved open apron area is included within the boundaries as per NRHP guidelines dictating inclusion of key setting elements to a historic district (see Methodology note below).

IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)

The NRHP-eligible area's historic resources and associated setting reflect significant information about the evolution of aviation in Idaho Falls. Containing the earliest hangars in Idaho Falls, the contiguous grouping of early to mid-twentieth century resources historically operated in concert to create the infrastructure necessary for airplane travel during the early to mid-twentieth century. Each of the resources reflect identifiable property types specifically designed for the maintenance, management, traffic control, and storage of airplanes. Character-defining features include large aircraft bays, gabled or barrel-shaped roofs reflecting broad wood or steel truss spanning systems within, and either log or corrugated metal siding.

This NRHP-eligible area's location, topography, setting, and spatial organization of its resources reflect the early to mid-twentieth century ascension of aviation as a legitimate means of transportation. The arrangement of the resources illustrates location and alignment common to airfields of the period, the layout of which is that all resources are arranged linearly, in an orderly row facing onto paved apron or taxiway. The NRHP-eligible area boundaries encompass and do not exceed all historically significant features retaining integrity at Idaho Falls Regional Airport (IDF Airport-03). Additional landscape and setting features within the NRHP-

eligible boundaries that are not counted separately include fences, driveways, plantings, parking lots, trees, and lights. For an elaboration on each of the resources, see their individual discussions below.

National Register Criteria for Evaluation: The district's period of significance begins in 1930 and ends in c.1957. The period is defined by the construction dates of both the oldest and youngest contributing resources.¹ The period of significance also acknowledges historic alterations made to buildings as specific functional needs evolved and accepts the buildings that experienced such alterations within the period of significance as contributing elements to the district.

The area is locally significant under Criterion A in the area of Transportation for its associations with nationwide patterns of increased popularity of airplane travel and the early to mid-twentieth century ascension of aviation as a legitimate means of transportation. The area's location, topography, setting, and spatial organization of its resources continue to communicate significant information about the evolution of aviation in Idaho Falls and the airport's first decades of development from the 1930s through 1950s.



NRHP-Eligible Area, view SE of #1 and #86 (L-R), March 2016

¹ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

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The area is additionally significant under Criterion C in the area of Architecture for its retention of a continuum of hangar and airport-related resources spanning over three decades and including a variety of construction materials, methods, and techniques. The NRHP-eligible area's resources communicate historic trends in aviation development, physically representing a spectrum of airport and hangar design.



NRHP-Eligible Area, view SE of #1 and #6-#8 (R-L), March 2016

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable airport properties, integrity of design, location, association, and setting are the most important aspects of integrity. Additionally, it is important that there be the presence of primary resources – those resources that were key to the operation of the airfield (i.e. runways, taxiways, aprons, hangars).

The district's setting and its historic buildings reflect its 1930s establishment as one of the earliest airports in Idaho and ongoing early aviation development in Idaho Falls. The resources reflect either minimal changes or alterations dating to the district's period of significance as part of ongoing aviation use, which have potentially achieved significance in their own right. No alteration to any of the individual resources has compromised the key character-defining features that serve as the principal means by which to identify the respective property type's design (i.e. barrel shaped or gabled roof; large vehicular aircraft bay; nested multi-leaved or large hinged overhead doors). Overall, the NRHP-eligible area retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the introduction of nonhistoric buildings along its northwest edge, overall the historic setting is sufficiently intact. This is conveyed by means of the location, topography, setting, and spatial organization of the resources, including the buildings, beacon structure, and paved apron that together clearly convey this aspect of integrity.

Design: The district's integrity of design is intact, conveyed by means of the intact grouping of historic aviation-related buildings, beacon structure, and associated secondary buildings that historically

IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)

supported the primary resources (i.e. hangars). In particular, the original WPA Hangar (aka Red Baron Hangar), the 1930 beacon, and set of nine (9) 1956 single-plane hangars aligned in an orderly row. The presence of nonhistoric hangars along the northwest edge of the area hinders integrity of design but does not compromise the overall ability of the NRHP-eligible area to convey this aspect of integrity.

Materials: The majority of character-defining original materials are intact, in particular those that comprise the character-defining log and wood of the Red Baron Hangar and its contemporary Administrator's Cabin, as well as the corrugated metal sheeting covering the exterior walls of most of the other buildings. Though the presence of nonhistoric hangars in the immediate vicinity along the northwest boundary hinders integrity of materials, it does not compromise the overall ability of the NRHP-eligible area to convey this aspect of integrity.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to intact historic exterior materials.

Feeling: The district's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

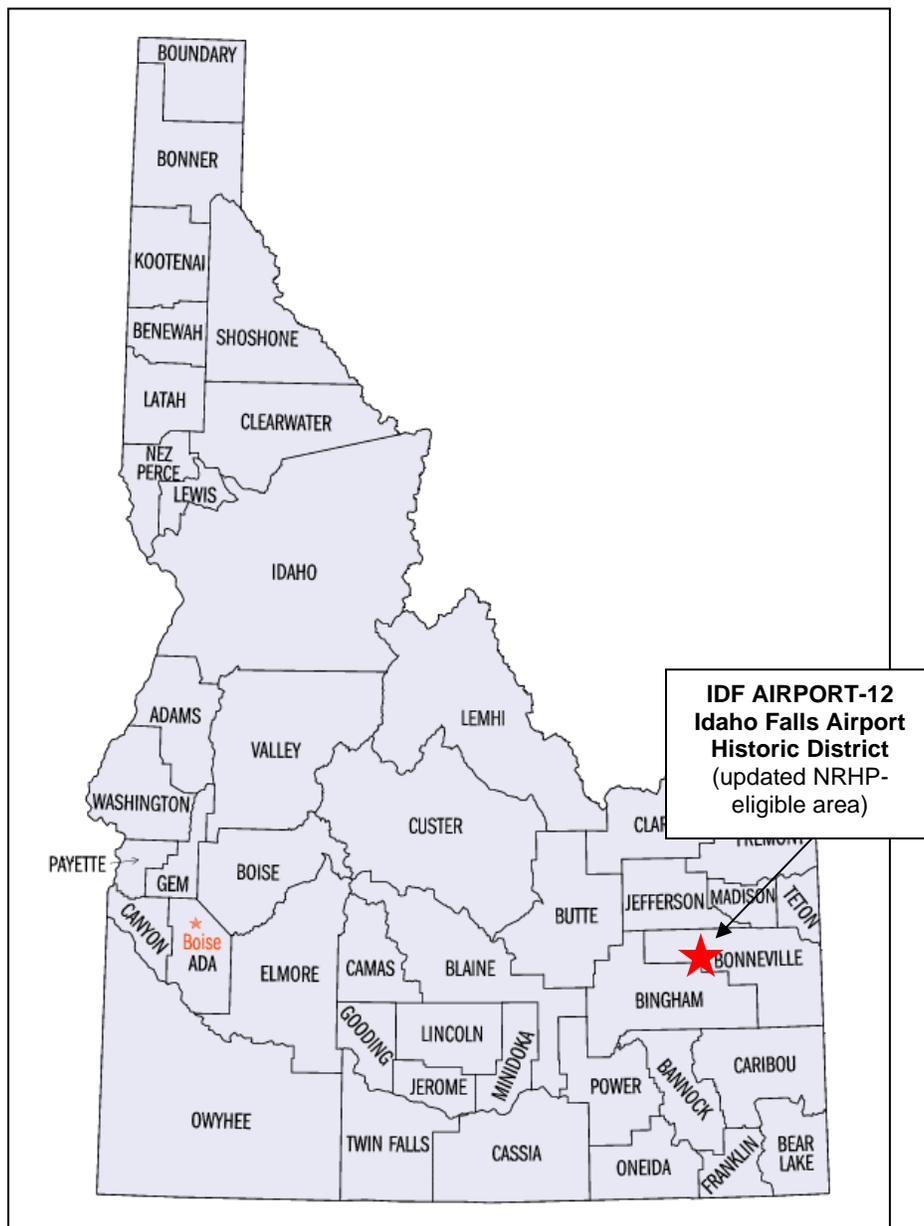
Association: The association between the NRHP-eligible resources and adjacent open paved apron area is intact. The presence of nonhistoric hangars along the northwest edge of the area hinders integrity of association but does not compromise the overall ability of the area to convey this aspect of integrity.



NRHP-Eligible Area, view SE of #10-#18 (R-L), March 2016

IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)

Methodology Note: Per NRHP guidelines, a district is present when an area possesses “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”² Furthermore, boundaries should “encompass, but not exceed, the full extent of the significant resources” while also being sure to include important aspects of setting associated with the historic function of a resource.³ As such, NRHP guidelines require inclusion of the apron area fronting the Red Baron Hangar anchoring the NRHP-listed historic district, as well as the larger NRHP-eligible area.⁴

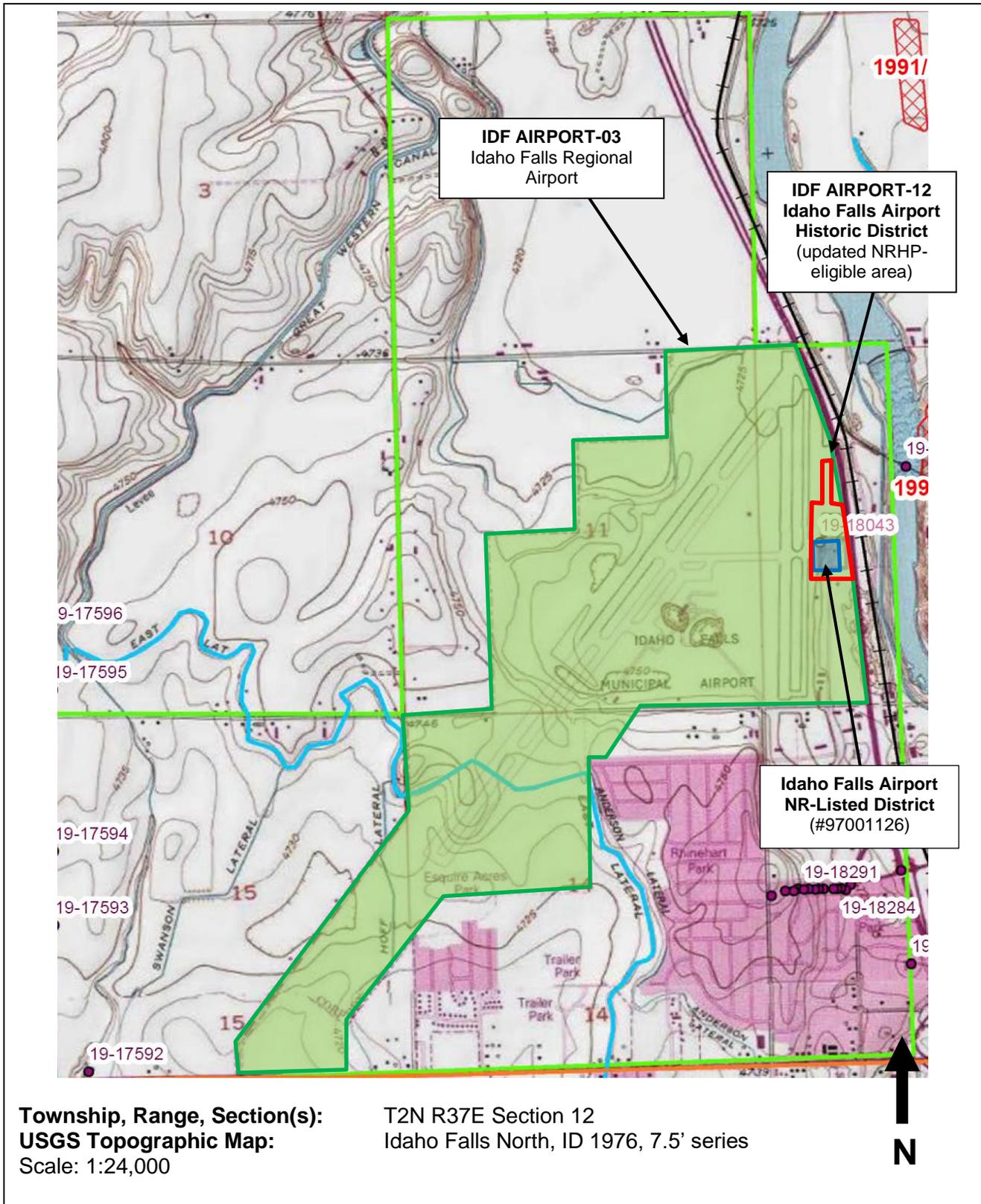


² National Register Bulletin: How to Complete the National Register Registration Form.

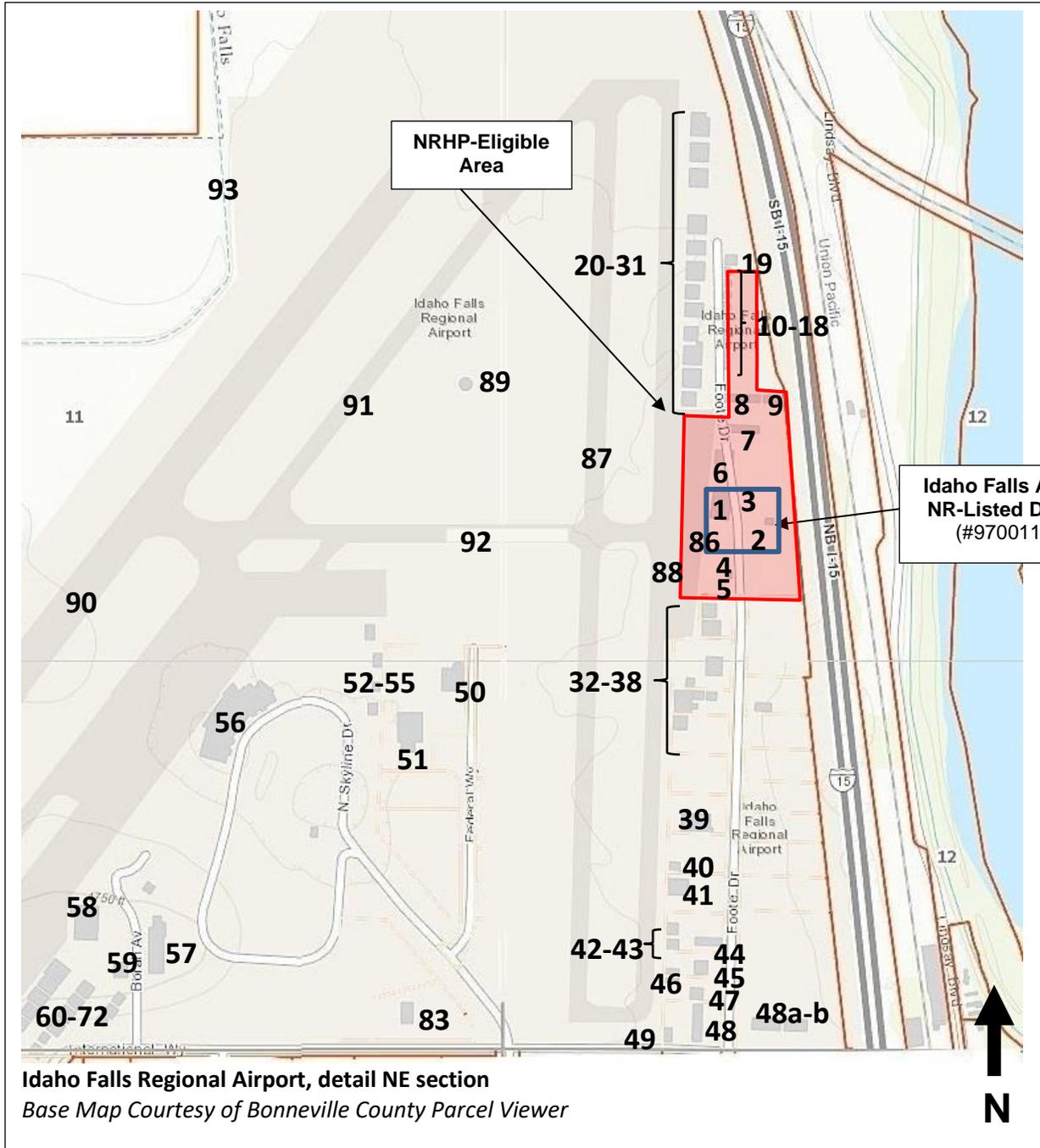
³ National Register Bulletin: How to Complete the National Register Registration Form.

⁴ This methodology was further substantiated by means of consultation with Idaho SHPO in 2016.

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| Full Airport Property (IDF Airport-03) IHSI Form Resource # | Resource | Date | Potential NRHP Eligibility | Eligibility Justification |
|--|---|--------------|------------------------------------|---|
| 01 | Red Baron Hangar (19-18043, aka WPA Hangar) | 1937; c.1984 | Listed, Contributing (NR#97001126) | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 02 | Administrator's Cabin | 1937; c.1944 | Listed, Contributing (NR#97001126) | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 03 | Shed | c.1940 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 04 | Power Utility Building | c.1945 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 05 | Water Well Shed | c.1945 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 06 | Shop | c.1957 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 07 | Six-bay Hangar | c.1947 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 08 | Six-bay Hangar | c.1947 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 09 | Two-bay Hangar | c.1950 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 10 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 11 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 12 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 13 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 14 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 15 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 16 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 17 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| 18 | Single-bay Hangar | 1956 | Contributing | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |
| [Resources #19-#85 are outside the NRHP-eligible area and are intentionally not used herein. See IHSI #IDF Airport-03 for an elaborated discussion of those resources] | | | | |
| 86 | Beacon | 1930 | Listed, Contributing (NR#97001126) | Integrity of location, setting, design, materials, workmanship, feeling, and association all intact |

RESOURCE INVENTORY

01. WPA Hangar (19-18043; aka Red Baron Hangar; 2381 Foote Drive) *Eligibility:* NRHP-Listed Building

Date of Construction: 1937; c.1984

Photograph Number(s): 1, 22; Historic Photo(s): 60-67, 69-74, 78, 79

Description: This large log-framed building is comprised of a large central front-facing gable and shed-roof wings along the length of each side (north, south) elevation. Key character-defining features include: the full-width airplane vehicular bay centered in the façade containing the original 16-part accordion-folding sliding wood X-brace doors; the decorative log patterning on the gable walls; the wide eaves with exposed log beams and rafter tails; the decorative, ‘Giraffe’ pattern stone cladding over the concrete foundation; the presence of many original three-over-one wood sash windows; and the large, uninterrupted interior hangar space.

History & Significance: A November 1936 article in the *Idaho Statesman* entitled “Idaho Falls Airport of Western Design” noted that “air travelers alighting at the Idaho Falls airport will not forget they are in the West,” referring to the building’s construction from peeled white pine logs. The article stated that the \$132,000 hangar and administration building were nearing completion. Completed in 1937, this hangar became the main building of the Idaho Aviation Center by circa 1950. Around 1960 the original wood shingle roof was replaced and huge letters painted on the south roof slope read, “IDAHO AVIATION CENTER.” Around 1974 it became the Red Baron Hangar. In the mid-1980s, the current roof was installed, the interior offices remodeled to their current appearance, and a narrow cut made in the center of the façade wall over the hangar doors to accommodate the tail of some aircraft. Despite these minor alterations, its appearance in various photographs over time show it retains good integrity and clearly conveys its direct and significant associations with the aviation development of the Idaho Falls area. The building is used as an illustrated example in the National Register of Historic Places’ Bulletin *Guidelines for Evaluating and Documenting Historic Aviation Properties* (1998). Additionally, the building received grants from the Idaho Heritage Trust in 1999, 2000, 2003.

This hangar is a contributing resource to the NRHP-Listed Idaho Falls Airport Historic District. The building continues to be eligible both individually and as a contributing resource under Criterion A, for associations with aviation-specific transportation and the WPA era in Idaho. It is additionally eligible both individually and as a contributing resource under Criterion C as a unique example of its style and type of construction. The building may also be individually eligible at the statewide level, as it is one of only possibly two known log-construction airplane hangars built in Idaho (the other was at Salmon) and the only one still extant

02. Administrator’s Cabin (Caretaker’s Cabin; 2380 Foote Drive) *Eligibility:* NRHP-Listed Building

Date of Construction: 1937; c.1944

Photograph Number(s): 2; Historic Photo(s): 65, 66, 69, 71, 72, 74

Description: This gable-front dwelling has a rectangular footprint and log walls. The primary elevation faces west toward the back of the WPA Hangar (#1). Additional historic character-defining features include: the original one-over-one wood sash windows; the wide eaves with exposed beams and rafter tails; the decorative Giraffe pattern stone cladding over the concrete foundation, matching that of the WPA Hangar (#1); the historic multi-light wood windows enclosing the entrance porch at the south end of the primary (west) elevation; and the two Giraffe pattern stone interior chimneys (one each in the north and south slope) with decorative upper edge profiles.

History & Significance: Also referred to as the Caretaker’s Cabin, secondary sources date this building to 1936, but primary sources suggest it was not completed until the following year. Review of historic photos indicate the building was originally located approximately 100 feet south of its current location. It has been at its current location since at least circa 1945, when it appears in a photo as it does today. Its appearance in various photographs over time shows it retains good integrity and continues to clearly convey its historic associations with the aviation development of the Idaho Falls area. The building is a contributing resource to the existing NRHP-listed Idaho Falls Airport Historic District. It continues to clearly convey its historic

associations under Criterion A with the aviation development of the Idaho Falls Municipal Airport, as well as under Criterion A and C for its associations with WPA-era construction in Idaho.

03. Shed (2380A Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1940

Photograph Number(s): 3

Description: This small outbuilding has a shed roof and wide-reveal clapboard siding. The primary (west) elevation has a single, centered door. Small square windows are centered in each side (north, south) elevation. Additional features include the metal roof sheathing, the plain casing trim around each opening, the wall corner boards, and the two-panel wood entrance door.

History & Significance: Constructed by 1940, this shed dates to the early-to-mid-twentieth century development of the original hangar and cabin site. It appears to have been moved, as was/is common to utilitarian ancillary buildings, relocated to serve shifting functions over time. The building retains integrity of design, workmanship, setting, materials, feeling, and association. By means of its utilitarian form and materials, this ancillary building communicates associations with aviation development of the Idaho Falls area, and Idaho, in general, and is thus eligible under Criterion A. The building was not included in the original NRHP historic district boundaries. However, it would contribute to an expanded NRHP-eligible area comprised of the surrounding historic buildings and structures.

04. Power Utility Building (2305 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1945

Photograph Number(s): 4, 5; Historic Photo(s): 65, 66, 69, 72

Description: This one-story poured concrete building has a narrow rectangular footprint. The entrance is centered in the narrow north elevation through a solid metal door. Additional features include: the flat roof with shallow eaves; the multi-light steel window at the north end of both the east and west side elevations; and the small rectangular vent centered in the top of the narrow south elevation wall.

History & Significance: This building first appears in a 1946 aerial photograph of the site. Its appearance in various photographs over time show it retains good integrity. The building is located just outside to the south of the existing NRHP-listed historic district's south boundary. Characterized by its smooth concrete walls, flat roof, and utilitarian aesthetic, its appearance in various photographs over time shows it retains good integrity. The building continues to clearly convey its historic associations with the aviation development of the Idaho Falls area and contributes to a NRHP-eligible area comprised of the surrounding buildings and structures under Criterion A.

05. Water Well Shed (2301 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1945

Photograph Number(s): 5; Historic Photo(s): 65, 66, 69, 72

Description: This small building has a gable roof aligned north-south and the entrance is at the south end of the east elevation through a solid metal door. Standing seam metal clads the roof and walls. Additional features include the two ventilators on the roof ridge; the lack of any other openings aside from the single door; and the three curved hood vents, one in each of the north, south, and west elevations.

History & Significance: This building first appears in a 1946 aerial photograph of the site. Its appearance in various photographs over time show it retains good integrity. The building is located just outside of the existing NRHP-listed historic district's south boundary. Characterized by its utilitarian design, its appearance in various photographs over time shows it retains good integrity. The building continues to clearly convey its historic associations with the aviation development of the Idaho Falls area and it contributes to a NRHP-eligible area comprised of the surrounding buildings and structures under Criterion A.

06. Shop (2405 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1957

Photograph Number(s): 6, 7, 8, 22; Historic Photo(s): 72-74, 79

Description: This one-story building has a barrel-shaped roof and a single, wide vehicular bay occupying the primary (west) elevation. Corrugated metal covers the roof, all walls, and the six-part folding doors in the façade bay. Additional features include the single pedestrian entrance door at the west end of the south side elevation and the original multi-light steel windows in south side and rear elevations.

History & Significance: This building first appears in photographs from c.1958. Its appearance in various photographs over time show it retains good integrity. According to airport operations staff, the interior of this building was remodeled in the early 1990s to serve as a temporary Aircraft Rescue and Firefighting (ARFF) station. The Shop building dates to circa 1957 and is characterized by its barrel-shaped roof and utilitarian design. This corrugated metal building continues to clearly convey its historic associations under Criterion A with the aviation development of the Idaho Falls area. It contributes to the significance of the NRHP-eligible area comprised of the surrounding buildings and structures under Criterion C as a good example of mid-twentieth century aviation architectural design and materials.

07. Six-Bay Hangar (2520 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1947

Photograph Number(s): 8, 9, 22; Historic Photo(s): 65-67, 69, 72-74, 79

Description: Nearly identical to the neighboring building to the north (#8), this long, one-story building has a shallow pitch gable roof aligned east-west. Each primary (north, south) elevation has three small airplane vehicular bays. Overhead folding doors occupy each bay. Corrugated metal clads the roof and all walls. A single pedestrian entrance is at the west end of the north elevation and another is at the east end of the south elevation. Each of the side (east, west) elevations has a single, multi-light, steel window. The interior floor plan of this building features interlocking T-shaped spaces to efficiently accommodate six small airplanes if they are backed into their respective private hangar spaces.

History & Significance: This building does not appear on a 1946 aerial of the site. It does appear in a mid-to-late 1940s photograph and on the 1949 USGS quadrangle map of Idaho Falls. Its appearance in various photographs over time show it retains good integrity. The building continues to clearly convey its historic associations under Criterion A with the aviation development of the Idaho Falls area and contributes to the NRHP-eligible area comprised of the surrounding buildings and structures. It is also eligible under Criterion C as a good example of mid-twentieth century aviation architectural design and materials.

08. Six-Bay Hangar (2530 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1947

Photograph Number(s): 8, 10, 22; Historic Photo(s): 65-67, 69, 72-74

Description: Nearly identical to the neighboring building to the south (#7), this long, one-story building has a shallow pitch gable roof aligned east-west. Each primary (north, south) elevation has three small airplane vehicular bays. Overhead folding doors occupy each bay. Corrugated metal clads the roof and all walls. A single pedestrian entrance is at the west end of the north elevation and another is at the east end of the south elevation. Each of the side (east, west) elevations has a single, multi-light, steel window. The interior floor plan of this building features interlocking T-shaped spaces to efficiently accommodate six small airplanes if they are backed into their respective private hangar spaces.

History & Significance: This building does not appear on a 1946 aerial of the site. It does appear in a mid-to-late 1940s photograph and on the 1949 USGS quadrangle map of Idaho Falls. Its appearance in various photographs over time show it retains good integrity. The building continues to clearly convey its historic associations under Criterion A with the aviation development of the Idaho Falls area and contributes to the NRHP-eligible area comprised of the surrounding buildings and structures. It is also eligible under Criterion C as a good example of mid-twentieth century aviation architectural design and materials.

09. Two-Bay Hangar (2550 Foote Drive)

Eligibility: Contributing Building

Date of Construction: c.1950

Photograph Number(s): 11, 12; Historic Photo(s): 69, 73, 74

Description: This hangar has a shed roof and primary elevation facing south. Two large hinged overhead doors occupy the two airplane vehicular bays. Each door is connected with steel cable to counterweights suspended over the roof and off the rear (north) elevation. Additional features include: the corrugated metal sheathing the roof, primary (south) elevation, and the upper part of each side (east, west) wall; the concrete block walls of the north, east, and west elevations, and the single entrance door at the south end of the west side elevation.

History & Significance: This building first appears in a c.1954 photograph. Its appearance in various photographs over time show it retains good integrity. The building continues to clearly convey its historic associations under Criterion A with the aviation development of the Idaho Falls area and it contributes to the NRHP-eligible area comprised of the surrounding buildings and structures. It is also eligible under Criterion C as a good example of mid-twentieth century aviation architectural design and materials.

***10-18:** Row of nine (9) identical Single-Bay Hangars that share the following information.

Date of Construction: 1956

Architect/Builder: Schaeffer Hangar Co. (Santa Ana, Calif.); Floyd Heyrend Construction Co. (Idaho Falls)

Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74

Description: Each building in this row of nine (9) near-identical single-bay hangars is a small, single-plane hangar with a footprint forming an irregular hexagon and corrugated metal sheathing. The forward (west) section of the roof is a shallow-pitched front-facing gable. The roof slopes taper with the angled walls across the rear two-thirds of the building, terminating in a rear-facing (east) gable that is much narrower than the primary elevation gable. Character-defining features include: the corrugated metal walls and roof; no eaves; the full-width hangar bay occupying the primary (west) elevation; the full-width hinged overhead door, with small man-door embedded off-center within the overhead door; and its location amongst nine other nearly identical single-plane hangars.

History & Significance: An October 17, 1956, newspaper article specifically mentions this set of nine hangars being near completion. The article stated that the Schaeffer Hangar Company of Santa Ana, California, and Floyd Heyrend Construction Company, of Idaho Falls, were installing the hangars at the time of printing. These hangars first appear in a c.1958 photograph and their appearance in various photographs over time show they retain good integrity. These buildings continue to clearly convey their historic associations under Criterion A with the aviation development of the Idaho Falls area and contribute to the NRHP-eligible area comprised of the surrounding buildings and structures. They are also eligible under Criterion C as good examples of mid-twentieth century aviation architectural design and materials. Review of SHPO records indicate no other comparable set of single-plane hangars has been documented. While some T-hangars have been documented (e.g. Preston T-Hangars # 41-017988), none documented have the same profile and footprint and none have the level of integrity.

10. Single-bay Hangar (2541 Foote Drive)*

Eligibility: Contributing Building

Date of Construction: 1956

Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74

11. Single-bay Hangar (2543 Foote Drive)*

Eligibility: Contributing Building

Date of Construction: 1956

Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74

12. Single-bay Hangar (2545 Foote Drive)*

Eligibility: Contributing Building

Date of Construction: 1956

Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74

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13. **Single-bay Hangar (2547 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74
14. **Single-bay Hangar (2549 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74
15. **Single-bay Hangar (2551 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 15, 19, 22; Historic Photo(s): 73, 74
16. **Single-bay Hangar (2553 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 15, 16, 19, 22; Historic Photo(s): 73, 74
17. **Single-bay Hangar (2555 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 14, 19; Historic Photo(s): 73, 74
18. **Single-bay Hangar (2565 Foote Drive)*** *Eligibility:* Contributing Building
Date of Construction: 1956
Photograph Number(s): 8, 13, 17, 19; Historic Photo(s): 73, 74

[Note: Resources #19-#85 are outside the NRHP-eligible area.
Those numbers are intentionally not used herein]

86. **Beacon (2381A Foote Drive)** *Eligibility:* NRHP-Listed Structure
Date of Construction: 1930
Photograph Number(s): 22, 49, 50, 51; Historic Photo(s): 60, 65, 66, 68, 69, 71, 79
Description: This beacon sits atop a self-supported, four-sided lattice tower. A gabled equipment shed with corrugated siding stands within the rectangular base of the tower. The access ladder rises along the west face of the tower to a small square platform below the beacon.

History & Significance: According to the NRHP nomination, this beacon dates to 1930 and served traffic on the original 1,500' runway. The beacon structure appears in a c.1937 photo of the site. It functioned until 1995. This original structure retains excellent integrity and is a contributing resource to the NRHP-listed historic district. It continues to be eligible under Criterion A for its clearly communicated associations with early twentieth century aviation development in Idaho. It is also likely individually eligible as a very early example in Idaho and one of only a few remaining in Idaho. SHPO records include only one other beacon documented – the Cold Springs Beacon near Hammet (39-018251) constructed in 1942. (Please see this structure's IHSI form for an elaboration.)

Note to reader: For an elaborated discussion of resources outside the NRHP-eligible area discussed herein see the IHSI form for the full Idaho Falls Regional Airport Property IDF Airport-03). All resources mentioned below that may date to the period of significance have been evaluated against NPS integrity and significance thresholds, determined ineligible, and intentionally left out of the historic district's expanded NRHP-eligible area.

AIRPORT DEVELOPMENT HISTORY

Local history sources indicate that aviation, and more specifically Idaho Falls Airport, has “impacted every facet of life in Idaho Falls area – agriculture, tourism, postal service, scientific research, and development (Idaho National Engineering Laboratory), local businesses, community needs, such as medical, law enforcement, search and rescue, personal travel, and recreation, to name a few.”⁵ Between 1930 and 1985, the airport expanded from a small dirt airstrip and single beacon to over 1,000 acres, including a 90-acre airport industrial park and over 100 acres of asphalt surfaces in the form of multiple taxiways, aircraft and auto parking areas, and two runways of approximately 9,000'-x-150' and 4,500'-x-150'. This ongoing response to population growth and technological advancements in aviation resulted in Idaho Falls Airport maintaining a significant role as a regional transportation hub throughout the twentieth century and into the twenty-first century.

Early Twentieth Century

In the mid-to-late 1920s, Idaho, and places nationwide truly caught ‘airport fever.’ As municipalities anticipated the benefit of accommodating airplanes, they promptly bought up land and leveled it for landing strips. Among them, Idaho Falls’ airport opened in 1929 and thus the city boasted one of the three of earliest public airports in the state.

In the first decades of the twentieth century, the airport survey area was still well outside the city limits of Idaho Falls and distinctly rural in character. With the airport’s establishment in 1929 and subsequent ongoing development, a distinct shift in setting and spatial organization took place in the vicinity as the City of Idaho Falls responded to the ascension of aviation as a legitimate means of transportation. That year, the City acquired 200 acres of land (the northeast section of the present-day airport site) and leveled it sufficient to create two runways - a north-south landing strip (present-day Taxiway B) and a southwest-northeast runway, each of which ended up being about 1,500’ feet in-length. Among the early developments, by 1930 the City and installed a free-standing beacon (Resource #86) to aid navigation.⁶ National Park Airways carried the first passengers to the airport and its establishment was sufficiently significant to warrant reporting in the *Ogden Standard Examiner*, the *Great Falls Tribune*, and the *Salt Lake Telegram*.⁷

The Depression

New Deal projects, primarily executed by the Works Progress Administration (WPA) during the mid-1930s through the early-to-mid 1940s, included aeronautical public works projects nationwide, with Idaho Falls Airport among them. The *Final Report on the WPA Program* reported that the WPA built over 480

⁵ H.P. “Pete” Hill, “Aviation Development Within the Idaho Falls Area,” (Idaho Falls, Idaho: Idaho Falls Centennial Plus Twenty Committee, May 1985), 1-4.

⁶ Local sources indicate the first hangar was constructed by D.F. Richards in 1930-1931, however the location of this building is as yet undetermined.

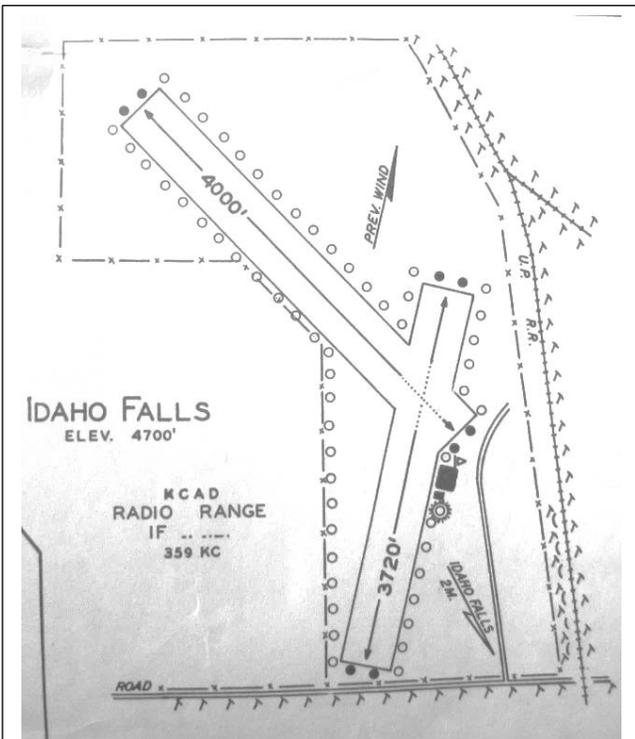
⁷ “Idaho to Spend \$3000 on Airport,” *Ogden Standard Examiner (Ogden, Utah)*, October 31, 1929; “Planes Will Stop at Idaho Falls as Soon as Port Ready,” *Great Falls Tribune (Great Falls, Montana)*, March 6, 1929; “31 Idaho Towns Perfect Plans for Air Fields,” *Salt Lake Telegram (Dayton, Ohio)*, April 14, 1929.

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airports and improved or expanded more than 470 existing airfields during the life of the program.⁸ At least 40 and possibly every state in the country had an airport constructed and/or improved by the WPA.⁹ By the end of the decade, Idaho boasted an Aeronautics Division of the Department of Public Works and eleven airports statewide – Boise, Burley, Coeur D'Alene, Kellogg, Lewiston, Nampa, Pocatello, Preston, Salmon, Twin Falls, and Idaho Falls.

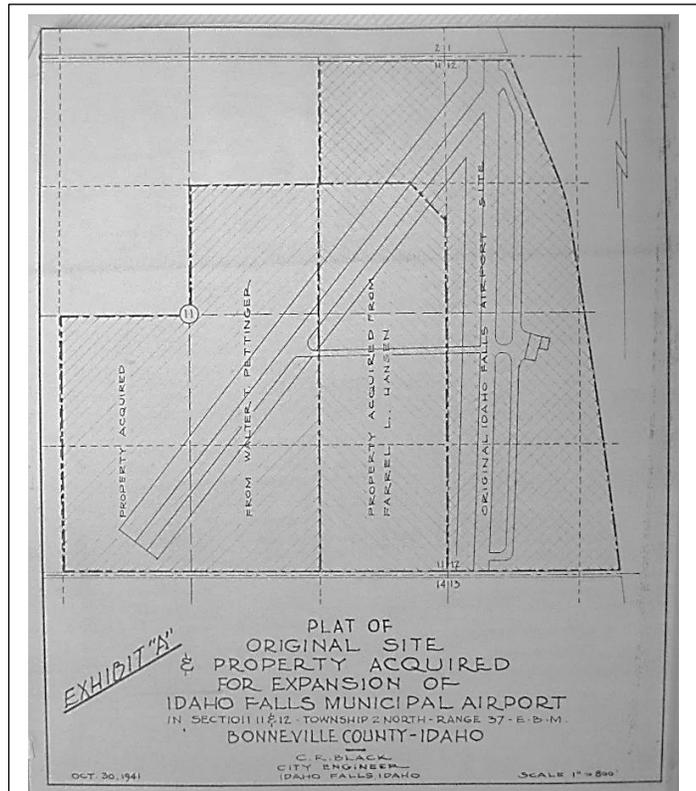
Runways were extended, hangars constructed, and infrastructure improvements completed that allowed commercial services to expand. Among the developments at Idaho Falls Airport in the 1930s were: a 1,200' extension of the north-south airstrip (present-day Taxiway B); introduction of a water well; construction of the WPA Hangar (#1), the Administrator's Cabin (#2), and an administration building (nonextant); a new aeronautical communications station (moved from original location at Pinecrest golf course); and installation of underground refueling tanks and pumps. As a result of such infrastructure expansions, air service expanded during this time, including airmail service (1934), and regular passenger service via National Park Airways (later Western Air Express, and later Western Airlines) and Capitol Airways.

Among the developments at Idaho Falls Airport in the 1930s were: a 1,200' extension of the north-south airstrip (present-day Taxiway B); introduction of a water well; construction of the WPA Hangar (#1), the



Idaho Falls Airport, 1939

Airport Map of Idaho Showing Airports and Landing Fields 1939. Idaho Department of Public Works, Aeronautics Division. Courtesy Bob Hoff private collection.



1941 Airport Expansion Plat

Courtesy Bob Hoff private collection.

⁸ Federal Works Agency, *Final Report on the WPA Program, 1935-1943* (Washington D.C.: U.S. Government Printing Office, 1947). From Jason Scott Smith, *Building New Deal Liberalism: The Political Economy of Public Works, 1933-1956*. New York: Cambridge University Press, 2006.

⁹ University of California, Department of Geography, "The Living New Deal," <https://livingnewdeal.org>.

Administrator's Cabin (#2), and an administration building (nonextant); a new aeronautical communications station (moved from original location at Pinecrest golf course); and installation of underground refueling tanks and pumps. As a result of such infrastructure expansions, air service expanded during this time, including airmail service (1934), and regular passenger service via National Park Airways (later Western Air Express, and later Western Airlines) and Capitol Airways.

World War II

The onset of World War II spurred advances in numerous technologies, particularly in the area of aircraft design and capability, which required airport infrastructure nationwide to respond. Federal programs such as the Development of Landing Areas for National Defense (DLAND) received large allocations of funding, which were administered by the Civil Aeronautics Administration (CAA) for both civil and defense purposes. Airport traffic control, airport construction, and other associated activities became the purview of this federal agency.¹⁰ The War spurred advances in numerous technologies, particularly in the area of aircraft design and technology. Plane range, load, speed, maneuverability, and armament all improved during this period, and airport infrastructure nationwide was required to respond.

In 1940, the Idaho Pilots Association had branch chapters in only four Idaho cities – Boise, Twin Falls, Pocatello, and Idaho Falls. By the mid-1940s, Zimmerly Air Transport, which serviced Idaho Falls among other Idaho airports, became so busy with its 4- to 6-passenger planes that a two-month backlog for reservations developed. As a result, the airline added flights and bought larger planes, such as the Boeing 247 that held 10 passengers.¹¹

During this period, the Idaho Falls Airport saw extensive expansions, including construction of a power utility building (#4), water well shed (#5), 2 six-bay hangars (#7, #8), Runway 17-35, Runway 2-20, and Taxiway C, as well as the conversion of the original runway/landing strip into Taxiway B. With these upgrades in place, Idaho Falls Airport was established as an alternate landing and refueling base for the US Army Air Corps based in Pocatello. (The historic record did not provide evidence as to whether there was any necessity for Idaho Falls Airport to be used in this capacity, nor whether any improvements were made during this time in its role as an alternate site.)

Post-World War II

Post-World War II expansions at Idaho Falls Airport reflected significant nationwide trends as air travel increased dramatically and the aircraft industry became the largest in the country. Airplanes became relatively affordable and large numbers of people learned to fly, including veterans who benefitted from inexpensive lessons allowed under the GI Bill.¹² Growing enthusiasm for aviation spurred production of civilian aircraft for the general public and nonmilitary commercial business use. As a result, new airfields sprang up and existing airports, both in large metropolitan areas and smaller cities and towns nationwide, upgraded. "The post-war era in commercial aviation was marked by tremendous growth, many new airlines, consolidation, federal deregulation, bankruptcies, and corporate takeovers."¹³

The city of Idaho Falls grew rapidly during this period. So much so that the 1950-51 city budget for Idaho Falls temporarily eschewed its typical allocations for the airport, with Mayor Sutton explaining that funds were 'urgently needed for other city facilities due to the tremendous growth.'¹⁴

¹⁰ National Register Bulletin, *How to Evaluate and Document Historic Aviation Properties*, 1998, 17.

¹¹ Hart.

¹² Arthur Hart, *Wings Over Idaho* (Caldwell, Idaho: Caxton Press/Historic Boise, Inc., 2008), 133.

¹³ Hart, 133.

¹⁴ "Funds for Airport Not Included in City Budget," *Idaho Statesman*, June 24, 1950.

As with airports across the country, development at Idaho Falls Airport focused on commercial and private air industry development. Extant resources and developments from this period include: a shop building (#6); a two-bay hangar (#9); nine (9) identical single-plane hangars (#10-#18); a VOR; extension of Runway 2-20; construction of Taxiway A; installation of upgraded runway lighting; apron extensions; purchase of land for future expansions at the south edge of the airport property; and the introduction of a 30,000-gallon fuel tank yard. At the close of the decade, while Boise and Pocatello had expanded greatly upon earlier buildings, Idaho Falls boasted and a new, purpose-built, modern, main terminal building complete with a cutting-edge air traffic control tower.¹⁵

It was during this period of growth, that the airport was renamed Fanning Field in honor of E.W. Fanning, former mayor who spearheaded efforts to secure Idaho Falls' role as a regional leader in aviation. Around the same time, longtime airport manager, Pete Hill reported that in mid-1956 "the past two months have been among the heaviest at the airport."¹⁶ Among the work Hill was referring to was the addition of 9 new hangars, 2,000' of new runway and taxiway, and new high intensity lights for the extended runway. In addition, the log hangar and caretaker's residence were painted that summer.¹⁷

At the end of the decade, Frontier Air Lines began service to Idaho Falls (June 1959), which made "Idaho Falls the only city in Idaho with three airlines." At the time, the airport was the second busiest in Idaho, just behind Boise. In 1959, the airport handled 685,905 pounds of mail and cargo, as well as 12,377 aircraft, which carried 61,678 passengers – twice the number of residents of Idaho Falls.

1960s

In 1959, the new Federal Aviation Agency recommended a \$5.9 million airport program for Idaho, which included acquisition of land and general improvements such as runway paving, lighting, automobile parking areas, and operational buildings at fourteen airports. Idaho Falls Airport rode this wave of midcentury expansion and experienced major improvements in the 1960s. In January 1960, the *Idaho Falls Post Register* reported that "Fanning Field was "rapidly becoming one of the major airports of the West" as it "literally [moved] from the log cabin to the modernistic steel and brick era" that came with its new terminal. With the new control tower and air traffic communication facilities, Idaho Falls Airport became one of only twenty in the nation to have such modern technologies.

At the same time as the terminal building opened, Carl E. Nelson Construction, of Logan, Utah, cleared thirty acres to install the paved apron, taxiway, access road, sewer, water and power service, as well as 400' of runway at the south end. Some of these runway alterations were in response to the new alignment of Interstate 15 which was to cross the north edge of the airport property in the early 1960s.

Additional factors spurring expansions and upgrades at the Idaho Falls Airport included the development of the nuclear testing station (present-day Idaho National Laboratory (INL)), which had been established in 1949 west of Idaho Falls. In 1961, the *Idaho Falls Post Register* reported: "the National Reactor Testing Station ...has accelerated the airport's use considerably with its growth because of the nature of the atomic business. Experimenters are constantly flying to the city for either a quick inspection of facilities or to observe and participate in some atomic test. It is often necessary for personnel to shuttle between distant atomic projects and Idaho because of the experimental association of these projects."¹⁸

¹⁵ Hart.

¹⁶ "Nine New Hangars..." 1956.

¹⁷ "Nine New Hangars..." 1956.

¹⁸ "One Item Still Needed," *Idaho Falls Post Register*, November 26, 1961.

Jet service arrived in Idaho in 1964, with United Airlines' Boeing 727s marking the arrival of a new age in air travel, and thus prompting airports statewide to seek expansion of their respective facilities.¹⁹ In Idaho Falls, changes and upgrades at the airport in the 1960s included: additions to the terminal building, additional land purchased to the southwest, lighting upgrades, airport perimeter fencing (including a safety blast fence erected by Idaho Department of Highways at the northeast edge of the airport), and installation of an F-86 fighter aircraft display (currently mounted at the west end of International Way).²⁰

In 1966, 22,574 travelers used the airport in just the 3rd quarter, and by the late 1960s, Fanning Field (present-day Idaho Falls Airport) covered over 800 acres, 100 acres of which were paved with asphalt, and the property was assessed at a value of \$4 million.²¹

1970s-1980s

Late twentieth century changes at the airport changed the appearance of Idaho Falls Airport considerably. As the size and weight of jets increased, major runway upgrades took place throughout the 1970s, 1980s, and 1990s. At Fanning Field, the 28-year-old asphalt paving, which had been designed for DC-3s of the 1940s was distressed by the heavier aircraft of the late 1960s and early 1970s. So the citizens of Idaho Falls approved a General Obligation Bond Issue in 1972 for \$840,000 to improve and overlay the runways and taxiways. This allowed DC-9s and Boeing 727s and 737s to land safely, as a Deep-Strength asphalt overlay of 7½ inches was added to all paved aircraft travel surfaces.

Additional work at the airport during the 1970s included: a new multiple unit hangar in the southeast part of the airport, constructed by “a consortium of local business and professional persons owning aircraft;” a new aircraft equipment maintenance building constructed south of the main terminal; a new drainage system as part of improvements to Runway 2-20; installation of an instrument landing radio system (ILS) for Runway 2-20; new approach lighting; extended fencing; and additional land purchased for yet more future airport expansion.²² In 1976, aircraft movements totaled \$81,385 and 1.325 million gallons of aviation fuel was distributed. Two years later, Idaho Falls citizens passed yet another airport improvement bond, this time totaling \$2.75 million.²³ In 1979, over 205,600 airline passengers passed through the terminal.

The aviation industry and airport infrastructure nationwide underwent drastic changes in the late 1970s, particularly due to the Airline Deregulation Act of 1978, which “had an immediate and drastic impact on the aviation industry...[and] especially felt in Idaho, with a population less than a million people. Without strict Civil Aeronautics Board regulation, airlines were free to pull out of small-town service that was unprofitable.”²⁴

While the Airline Deregulation Act of 1978 hindered and hobbled many municipal airports statewide, Idaho Falls had established itself as a solid regional aviation hub and it moved into the 1980s with continued patterns of upgrade and expansions. Among the continued improvements in this decade were: a \$5 million terminal expansion, quadrupling its size; establishment of a new aviation service area south of the main terminal; a new refueling tank farm; two large hangars; and new Distance Measuring Equipment (DME) installed to operate in conjunction with the existing VOR, improving navigation

¹⁹ Hart.

²⁰ Hill, 3.

²¹ “22,574 Used City Airport During Past Three Months.” *Idaho Falls Post Register*, October 19, 1966, and Hill 4-6.

²² Hill, 4-5.

²³ Hill, 6. Source did not identify specific improvement projects. Mention of this bond issue is to illustrate the ongoing local support for the maintenance and/or expansion at the airport.

²⁴ Hart.

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systems. By the mid-1980s, the airport accounted for 600 jobs and over \$33 million in financial contribution to the community.²⁵ Additional farmland was acquired to protect the airport from incompatible land uses and Runway 2-20 nearly doubled in length by means of extensions in the 1980s and 1990s. At the same time, the parallel taxiway was extended and realigned, while Runway 2-20 and Runway 17-35 were reconfigured to remove their overlapping thresholds, as well. From 2000 to 2010, the airport saw expansion of both apron areas, more remodeling and additions to the terminal building, and narrowing of Runway 17-35. Since 2010, the airport has constructed an operations building, expanded the terminal, and constructed additional aprons for both commercial and general aviation aircraft. Though there is a small core of historic cohesion, the vast majority of the Idaho Falls Regional Airport reflects these late twentieth century and early twenty-first century changes.



View NE of NRHP-eligible area, c.1960 Courtesy Hoff Private Collection



View NE across apron toward NRHP-eligible area, March 2016

²⁵ Hill. 7.

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RESOURCE PHOTOGRAPHS



1. WPA Hangar (Red Baron Hangar; #1, view NE, March 2016



2. Administrator's (Caretaker's) Cabin (#2), view SE, March 2016



3. Shed (#3), view NE, March 2016



4. Power Utility Building (#4), view SW, March 2016



5. Water Well Shed (#5), view NW, March 2016



6. Six-Bay Hangar (#7, L), Shop (#6, center), and WPA Hangar (#1, right), view SE, March 2016



7. Shop (#6), view NE, March 2016



8. Shop (#6, foreground), various hangars (7,8,10-19, background), view NE, March 2016



9. Six-Bay Hangar (#7), view SW, March 2016



10. Hangar (#8, 2530 Foote Drive), view NE, March 2016



11. Hangar (#9, 2550 Foote Drive), view NE, March 2016



12. Hangar (#9, 2550 Foote Drive), view SE, March 2016



13. Single-Bay Hangars (#18-#10, L-R), view SE, March 2016



14. Single-Bay Hangar (#16, 2553 Foote Drive), view E-SE, March 2016



15. Single-Bay Hangars (#10-#15, L-R), view SW of rear elevations
March 2016



16. Single-Bay Hangar (#16), interior view NE. March 2016
Typical interior #10-#18



17. Single-Bay Hangar (#18), view E. March 2016
Typical primary elevation #10-#18



18. Single-Bay Hangar (#16), view W. March 2016
Typical rear elevation #10-#18



19. Single-Bay Hangars #10-#19 (R-L), view S-SE down Foote Drive, March 2016



20. NRHP-Listed historic district, view NE, March 2016



21. Multi-Bay Hangar (#34, 2205 Foote Drive), view SE, March 2016



22. Beacon (#86), view SE, March 2016

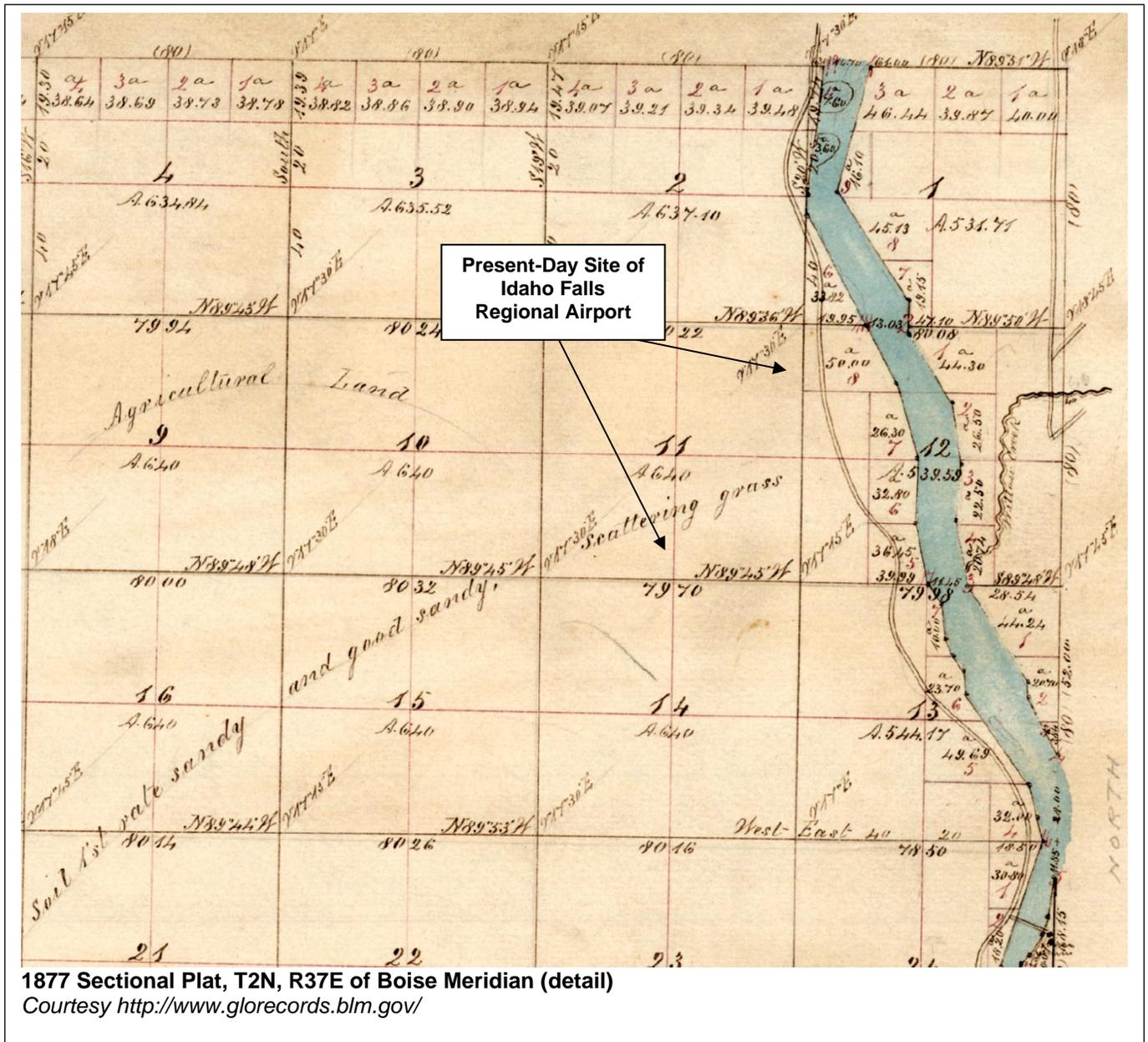


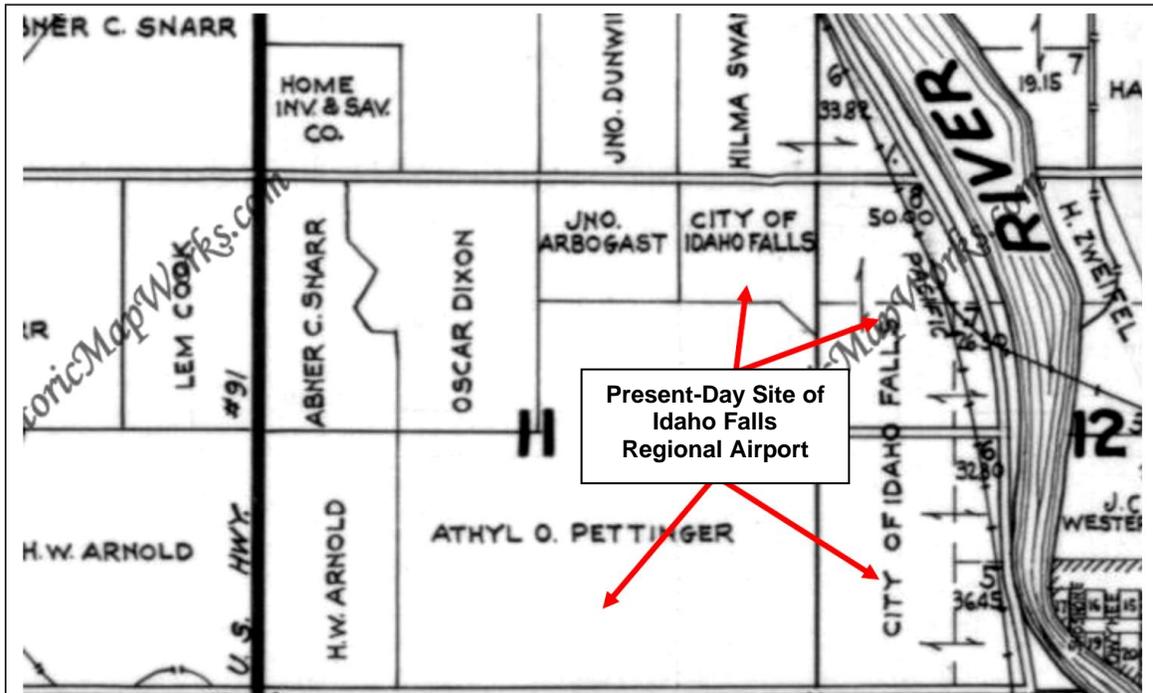
23. Beacon (#86), view NE, March 2016



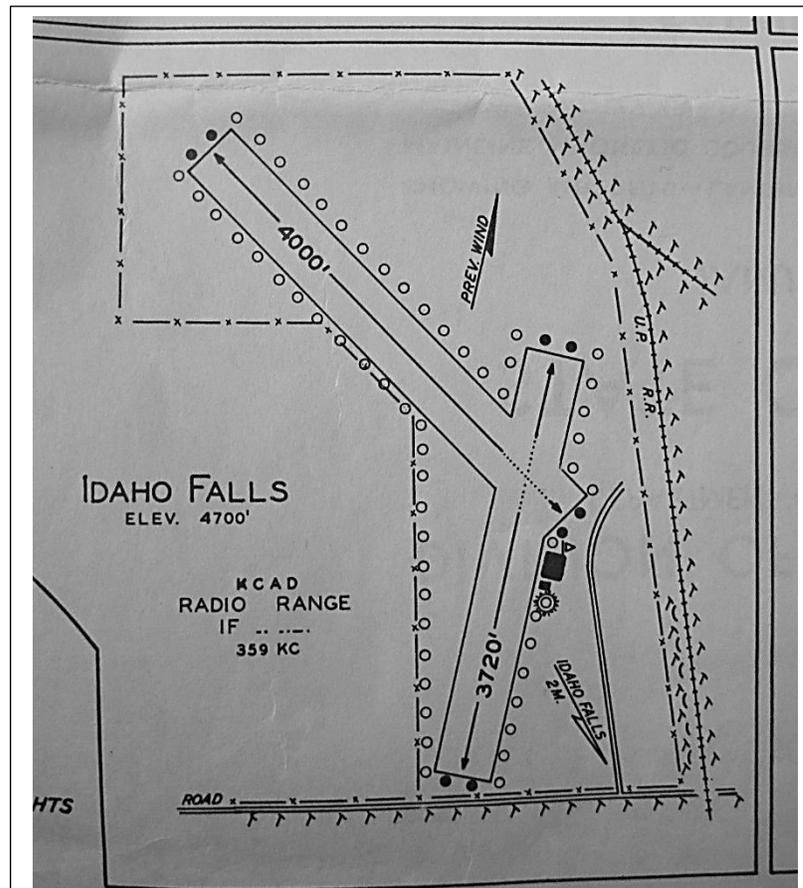
24. Beacon (#86), detail, March 2016

HISTORIC MAPS

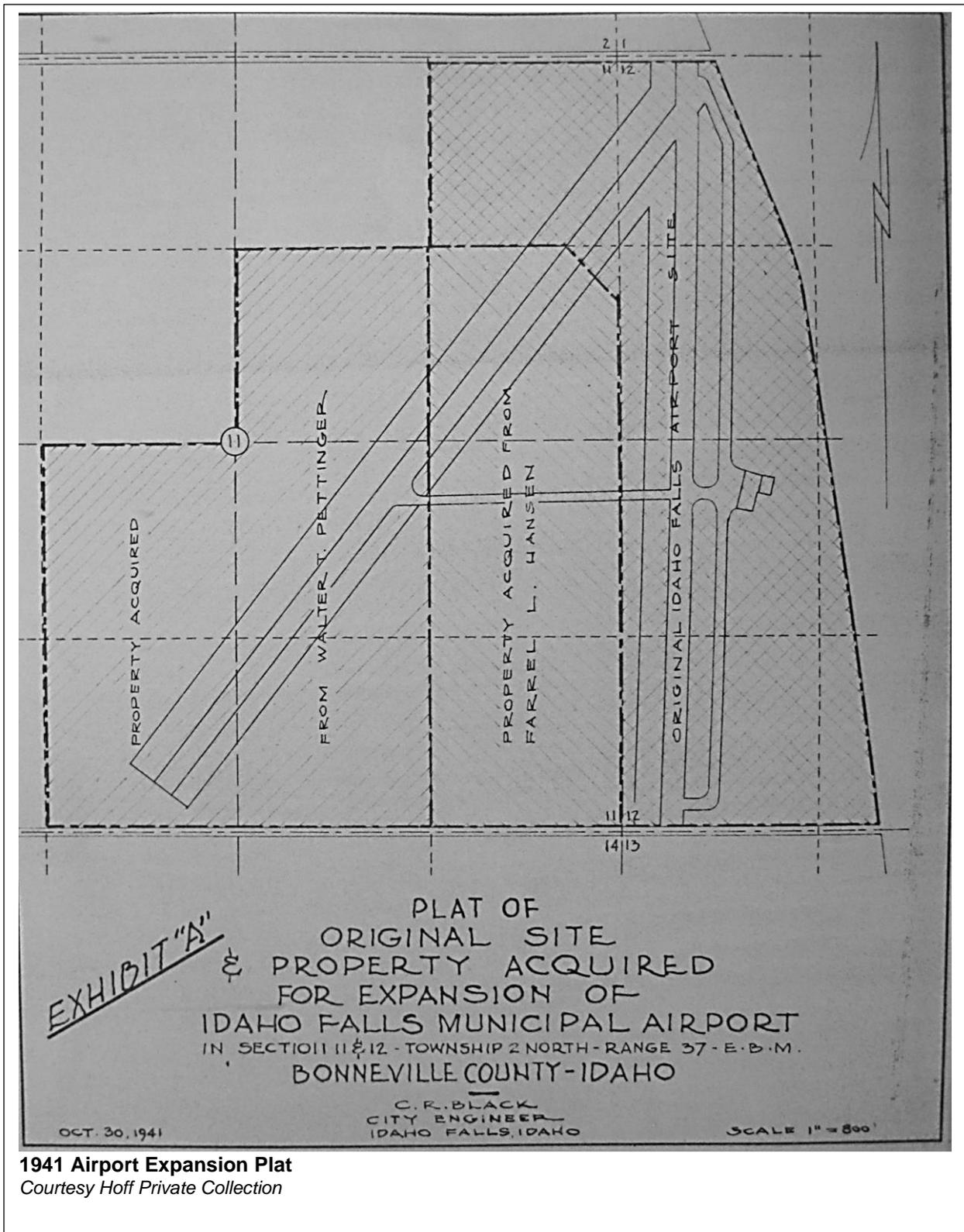




Detail of 1940 Metsker Map of Bonneville County

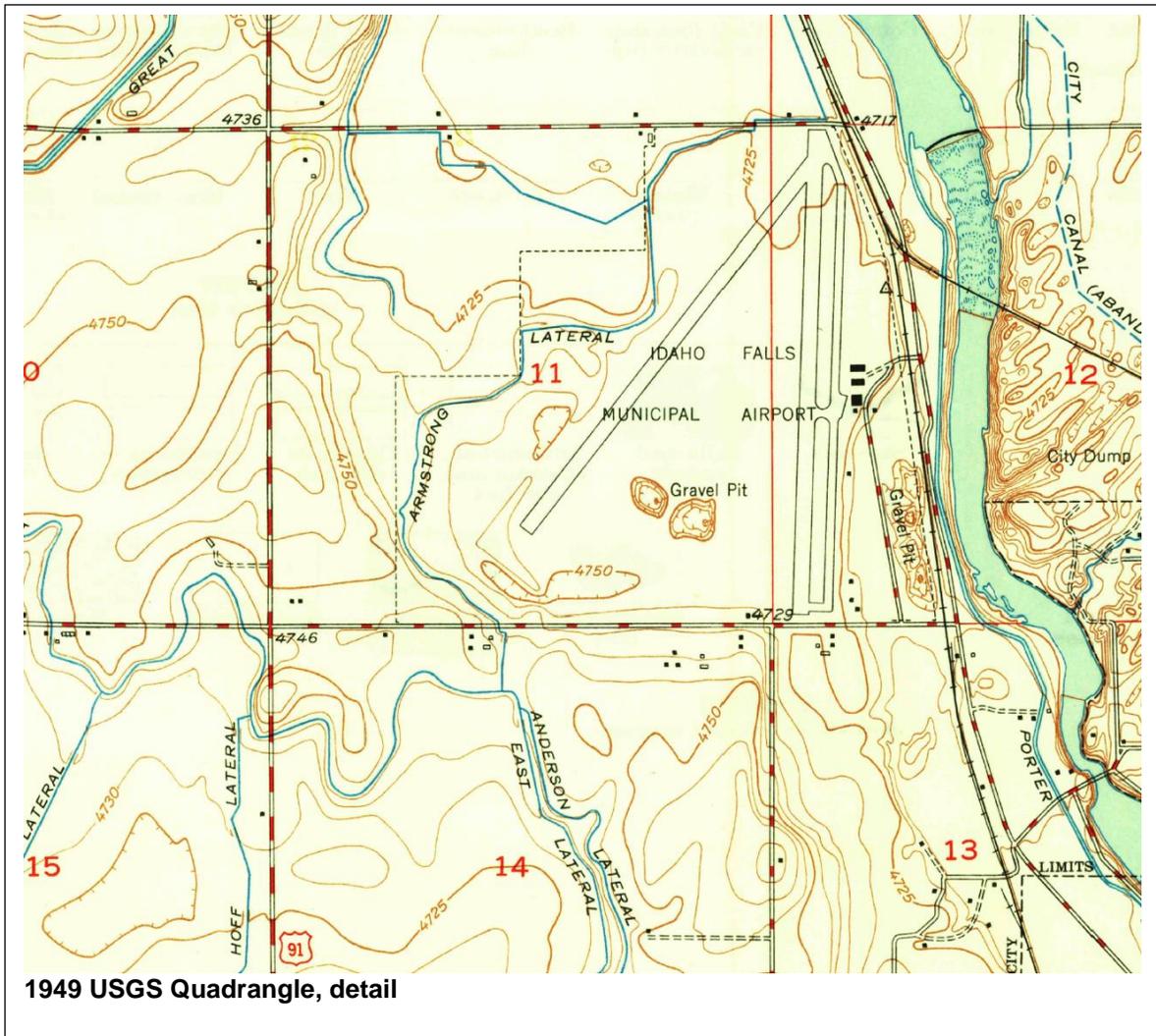


Detail of 1939 Airport Map of Idaho, ID Dept. of Public Works
Courtesy Hoff Private Collection

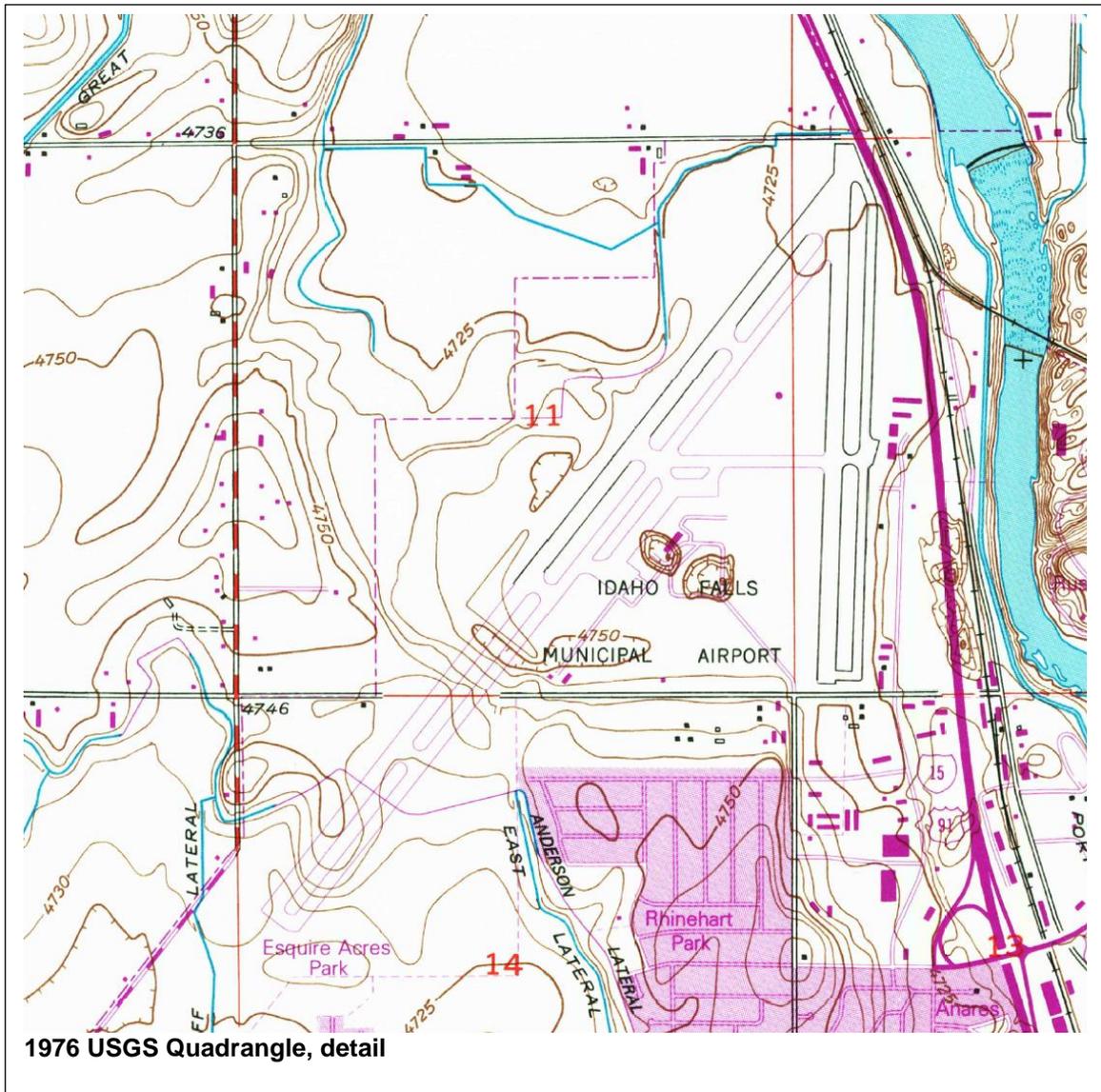


1941 Airport Expansion Plat
Courtesy Hoff Private Collection

IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)



IDF AIRPORT-12 – Idaho Falls Airport Historic District (updated NRHP-eligible area)



HISTORIC PHOTOGRAPHS



Idaho Falls Airport, aerial view E, c.1937
Courtesy Idaho Transportation Department Archives



Idaho Falls Airport, view E, c.1937
Courtesy Idaho Transportation Department Archives



Idaho Falls Airport, view NE, c.1937
Courtesy Idaho Transportation Department Archives



Idaho Falls Airport expansion, view N, 1945
Courtesy Hoff Private Collection



Idaho Falls Airport expansion, view NE, 1945
Courtesy Hoff Private Collection



Idaho Falls Airport, aerial view W, c.1946
Courtesy Idaho Transportation Department Archives



Idaho Falls Airport, detail of aerial view W, c.1946
Courtesy Idaho Transportation Department Archives



Idaho Falls Airport, view N, c.1950
Courtesy Hoff Private Collection



Idaho Falls Airport, view SW, c.1954
Courtesy Hoff Private Collection



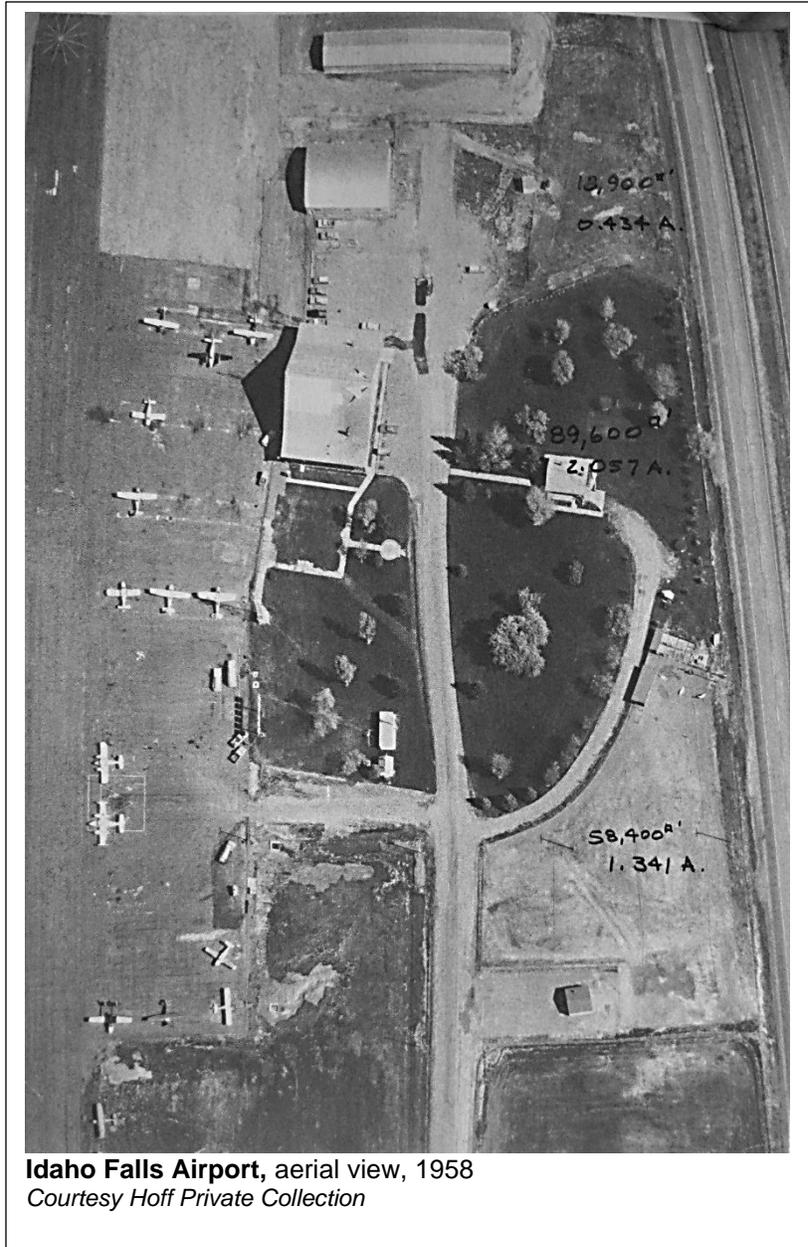
Idaho Falls Airport, aerial view SE, c.1954
Courtesy Hoff Private Collection



Idaho Falls Airport, view E, July 1956
Courtesy Hoff Private Collection



Idaho Falls Airport, aerial view W-SW, c.1956
Courtesy Hoff Private Collection





Idaho Falls Airport, aerial view SW, c.1958
Courtesy Idaho Transportation Department Archives



Idaho Falls Regional Airport, view NW of WPA Hangar (#1), c.1960
Courtesy Hoff Private Collection



Idaho Falls Airport, aerial view, 1960
Courtesy Hoff Private Collection



Idaho Falls Regional Airport, aerial view of Air Force One Landing, 1966
Courtesy Hoff Private Collection