STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

550 W 7th Ave, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

September 5, 2006

File No.: 3130-1R NPS
3330-6 JUN-1047

Tomie Patrick Lee
Superintendent
Glacier Bay National Park and Preserve
PO Box 140
Gustavus, AK 99826-0140

Subject: Determination of Eligibility for Gustavus CAA Compound (JUN-1047)

Dear Ms. Lee:

This office received the request for additional information on August 23, 2006 concerning the determination of eligibility for Gustavus CAA Compound. We reviewed these materials pursuant to Section 106 of the National Historic Preservation Act. We concur with your finding Gustavus Civilian Aeronautical Administration (CAA) Compound Historic District eligible for the National Register of Historic Places under Criterion A for its association with the development of the CAA in Southeast Alaska. The level of significance is local.

There are eleven contributing buildings located in the district: CAA Cottage 22 (JUN-989), CAA Cottage 21 (JUN-988), CAA Boiler Plant (JUN-987), CAA Cottage 20 (JUN-986), Chatham School District House 1 (JUN-1048), Chatham School District House 2 (JUN-1049), GCA Pre-School Building (JUN-1050), DOT Maintenance Shed (JUN-1051), Gustavus Electric Company Generator Building (JUN-1052), The Community Chest (302) (JUN-1053), and Community Chest (304) (JUN-1054).

We do not agree with the specified period of significance, 1941-1951. No buildings within the boundaries of the district were built until 1948. The CAA was active until 1958 when their agency changed to the Federal Aeronautical Administration (FAA). The period of significance for this historic district is 1948-1958.

We also decided to refer to the district as a compound rather than airfield. In the determination of eligibility, two significant contributing components of the airfield, the runway and ditch, were not addressed. If the National Park Service chooses to evaluate the airfield rather than the compound, please address these two resources.

Please contact Doug Gasek at 269-8726 if you have any questions or need further information.

Sincerely,

Judith E. Bittner
State Historic Preservation Officer

JEB:dfg

CAA Gustavus Airfield Compound
Gustavus, Alaska

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1. Name of Property

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Historic name: CAA Gustavus Point Airfield

Other names/site number: FAA Gustavus Airfield

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2. Location

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City or town Gustavus vicinity

State Alaska code 110 county Juneau
Zip code 99826

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5. Classification

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Ownership of Property (Check as many boxes as apply)

X private
X public-local
X public-State
X public-Federal

Category of Property (Check only one box)

___ building(s)
X district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
11	1	buildings (gymnasium_
_____	2	sites (microwave towers)
_____	15	structures (utility sheds; porches; fences)
_____	12	objects(satellite dishes; containers; fuel tanks; various objects)
11	30	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Military Development and Infrastructure, Glacier Bay Vicinity (listed on NRHP January 9, 1997)

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: Government: Transportation

Current Functions (Enter categories from instructions)

Cat: Domestic: Single dwelling
Government: Storage
Private: Utility
Government: Commerce

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7. Description

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Architectural Classification (Enter categories from instructions)

Other

Materials (Enter categories from instructions)

Foundation: Concrete slabs and stem walls
Roof: Wood shingle; metal
Walls: Wood shingle; metal

Narrative Description, Contributing buildings:

This narrative is arranged by a number system applied to 11 structures within the proposed historic district. Numbering proceeds from south to north (left to right on all figures), with the four structures within the NPS owned portion of an already proposed district numbered first, followed by seven newly described structures. Folder 1 contains this form and attachments and figures. Folder 2 contains historic photos of most of the structures in the district, though photos for all could not be located. Folder 3 contains contemporary images of all structures in the proposed district. Folder 4 contains photos of the 30 or so non-contributing buildings and elements that lie in or near the proposed historic district. Prior to reading structure descriptions, it will be helpful to refer to Figures 6 and 7 in this folder for an air photo and map. It should be noted that layout of the CAA Compound buildings, which all orient to the main road, is tilted about 43° east of true north. For ease of description (and for word economy), directional descriptors will be reduced to north instead of northeast, east instead of southeast, south instead of southwest, and west instead of northwest. All UTM coordinates were taken using a Garmin 76S GPS using the NAD83 datum. For structure locations, UTM readings were taken at the northwest corner of each.

As a prefatory note – the history compiled here is preliminary and serves only to establish a framework for providing historical context for the many structures and facilities built by the CAA in and around Gustavus during the period of significance, 1941-1951. It is not intended as an exhaustive history of Gustavus, nor of the roll the US military played in its development. That broader historical study must await others. Any errors or omissions are entirely those of the author.

Structure 1
AHRS Site: JUN-0989
Location: Zone 8, 0458535mE, 6475466mN
Site Name: CAA Cottage 22 – Dates to circa 1950 according to Gustavus residents and aerial photos. It is located in Block 3, Lot 1, and is owned by NPS. This single family dwelling is a one-story, approximately 840 square foot building on a 100' x 75'lot. It was built about 1950 by the CAA to provide housing for employees of the Gustavus Point Airfield. The cottage is one of three two-roomed residences in the district. None of the buildings have been moved and the current streetscape establishes a regular, uniform pattern of development. They are typical of other CAA buildings of this time in that they are of pre-fabricated, modular construction. The panels are approximately 4' X 8' and consist of 2" x 4" studs with plywood sheathing at the exterior. Historically, they were built on a concrete foundation with wood shingle, moderate pitch roofs, and cedar wood shingle siding with a 12 inch reveal. Historic windows were either 6/6 or 8/8 double hung. Historic doors were wooden with plywood panels and the upper half of the doors were divided into 6 window lights (one typical exterior wood door has been saved following several remodeling events). Each cottage originally had a kitchen, living area, one bathroom and two bedrooms. The cottages had all been altered significantly but not irreversibly. Arctic, or front entries, were added in the 1970s and a dining room and furnace room extension was added to their backs in the late 1970s. Unlike sister Structures 2 and 4, which were resided with horizontal beveled cedar siding shortly after the National Park Service acquired the cottages in 1981, Structure 1 (Cottage 22) was left as acquired, with cedar wood shingle siding with a 12 inch reveal, and the historic 6/6 or 8/8 double hung windows were left in place (This owes to the fact that when the other CAA cottages were remodeled in the 1980s the family that resided in this one preferred not to vacate to accommodate remodeling) . The presence of these original features on Structure 1 served as the template for subsequent restoration work. Historically, gardens were situated between the buildings and in the lots behind. Structure 1 served as a day care facility for about 10 years during the 1990s. Because Structures 1, 2 and 4 had become substandard through time – they were thin walled and difficult to heat, and had substandard wiring and plumbing. In 2005 Structure 1 has been renovated to the Secretary's Standards on Historic Preservation (Secretary's Standards), which removed all non-contributing exterior elements such as siding, roof, windows and doors, and all elements were replaced with materials similar to the original fabric.
Condition: Good.

Structure 2
AHRS Site: JUN-0988
Location: Zone 8, 0458564mE, 6475464mN
Site Name: CAA Cottage 21 - Circa 1950 according to Gustavus residents and aerial photography. Structure 2 is located in Block 3, Lot 2 and is owned by NPS. The single family dwelling is a one-story building, approximately 840 square feet, was built as a single family dwelling by the CAA on a 100' x 100' lot to provide housing for employees of the Gustavus Point Airfield. It is typical of other CAA buildings of this time as it consists of modular construction. The pre-fabricated panels measure 4'x 8' and consist of full dimension 2" x 4" studs with plywood sheathing on the exterior. Historically, it was identical to Structures 1 and 4 (Cottages 20 and 22), with concrete foundation, wood shingle moderate pitch roof, cedar wood shingle siding with 12 inch reveal. Historic windows were either 6/6 or 8/8 double hung. Each cottage originally had a kitchen, living area, one bathroom and two bedrooms. The cottage had been altered significantly but not irreversibly. Arctic, or front entries, were added in the 1970s, and a dining room and furnace room was added to the back of the building in the late 1970s. Structure 2 was resided with horizontal beveled cedar siding shortly after the National Park Service acquired the cottages in 1981. The original wood shingle roofs were replaced at that time

with metal. Historic 6/6 and 8/8 and panel doors had been replaced with aluminum windows typical of the 1980s, and solid core doors replaced the original half-lights. As with Structures 1 and 4, Structure 2 has recently been renovated to the Secretary's Standards, which removed all of the non-contributing elements such as siding, roof, windows and doors, and returned the structure's exterior to original fabric.
Condition: Good.

Structure 3
AHRS Site: JUN-0987
Location: Zone 8, 0458595mE, 6475499mN
Site Name: CAA Boiler Plant - Circa 1948 according to local Gustavus residents and aerial photography. The boiler plant is located in Block 3, Lot 3, and is owned by NPS. This one-story rectangular building is 1,533 square feet in size and sits on a 100' x 150' lot. It was built by the CAA to provide boiler operations for buildings in the compound. It is typical of other CAA buildings of this time as it was made from modular, pre-fabricated panels. It was built on a concrete foundation with wood shingle exterior siding and a wood shingle, moderate pitch roof. The building had two separate entrances and a garage door, a door and garage opening for the boiler operations and one for a small room which has been used through the years for various purposes including transient housing, laundry facilities, the Gustavus school, and recreation center. The garage door was replaced at some point in time by a solid core door, but patched into the original fabric with cedar shingles. The boiler room (south) currently sits empty; the middle room is used by NPS for document storage, and the north room is also used for furniture storage. The two southern doors are modern solid core doors; the northern door is an older panel door. Most of the original 6/6 double hung windows are extant. A metal roof has replaced the original shingle roof, but no other significant additions or alterations have been made. It appears much as it did historically, although some repair and paint are necessary. The building has undergone hazardous material abatement for asbestos, and is currently partly shrouded in plastic to contain lead paint.
Condition: Fair. Though structurally sound and with a good roof, the building sits partially empty. NPS uses the building for passive storage, and does not actively maintain it, nor does the agency have any plans to do so.

Structure 4
AHRS Site: JUN-0986
Location: Zone 8, 0458626mE, 6475523mN
Site Name: CAA Cottage 20 - Circa 1950 according to Gustavus residents and aerial photography. It is owned by NPS and sits in Block 3, Lot 4. This one-story building, approximately 840 square feet, was built as a single family dwelling by the CAA on a 100'x100' lot to provide housing for employees of the Gustavus Point Airfield. It is typical of other CAA buildings of this time as it consists of modular construction. The pre-fabricated panels measure 4'x8' and consist of full dimension 2"x4" studs with plywood sheathing on the exterior. Historically, it was identical to Structures 1 and 2, with concrete foundation, wood shingle moderate pitch roof, cedar wood shingle siding with 12 inch reveal. An arctic or front entry was added in the late 1970s, and dining and furnace rooms were added to the back of the building in the late 1970s. The original wood shingle roof had been replaced with metal. As with Structures 1 and 2, Structure 4 was recently renovated to the Secretary's Standards, which removed all of the non-contributing elements such as siding, roof, windows and doors, and returned the structure's exterior to original fabric.
Condition: Good.

Structure 5
AHRS Site: JUN-1048
Location: Zone 8, 0458545mE, 6475486mN
Site Name: Chatham School District House 1. Circa 1948 judging from aerial photographs. It sits in Block 2, Lot 2, and is owned by Chatham School District. At 'type-41' prefabricated residence erected by the CAA in about 1948, one of the original two houses built by CAA. The original 30' x 30' floor plan was altered by a 20' x 12' addition, which does not appear in the 1948 aerial photo, but does in the 1963 aerial photo, indicating that it had been added in the interim. The house was sided with cedar wood shingle siding with 12 inch reveal, and the siding wraps the entire building without a seam at the addition, suggesting that the addition was added soon after the house was constructed, but before it had been sided (or at a time when stock siding shingles were readily available). The original cedar shake roof has been replaced with a metal panel roof. A deck has been added to the front of the house adjoining the original porch. The house has been painted barn red, a departure from the original white. The house was transferred from FAA to State of Alaska ownership in 1973, and from there to Chatham School District. The School District rented the house to local residents through the 1970s and 1980s, but from that point it is difficult to discern its use. It has not been occupied for over a decade.
Condition: Poor. The house clearly has not been actively maintained for some years, and its most recent use has been by the Gustavus Fire Department, who fill it with smoke and use if for structural fire training. It has been considered for actual fire suppression training as well.

Structure 6
AHRS Site: JUN-1049
Location: Zone 8, 0458601mE, 6475545mN
Site Name: Chatham School District House 2. Circa 1948 judging from aerial photograph. It is owned by Chatham School District, and is located in Block 2, Lot 4. At 'type-41' prefabricated residence erected by the CAA in about 1948, it is one of the original two houses built by CAA. Unlike the other type-41 structure, this house has retained its original 30' x 30' floor plan, although a metal sided and metal roofed shed porch has been added to its front, significantly altering its appearance. The house retains its original cedar shingle siding and cedar shake roof. It has been painted a green color with pink trim, a departure from the original white. It was transferred to State ownership in 1973, and is currently utilized by the Chatham School District as housing.
Condition: Fair. Unconfirmed rumor as of 8/15/06 is that Chatham School District considers this house inadequate for teacher housing and is considering demolition.

Structure 7
AHRS Site: JUN-1050
Location: Zone 8, 0458619mE, 6475599mN
Site Name: GCA Pre-School Building. Sometime post-1948. It is owned by the State of Alaska, and is located in Block 4, Lot 3. This 40' x 16' frame structure does not appear in the 1948 aerial photograph, but was in its currently location in the 1972 aerial photograph. Curiously, it was not photographed in its current location in 1963 when FAA inventoried their assets, nor does it match photos of any other inventoried structures (considering that it might have been moved there from somewhere else). It retains its original cedar wood shingle siding, although the roof has been replaced with a metal roof. It has small porches front and back. Its function during the CAA/FAA period cannot be determined. It has functioned most recently as a pre-school operated during the 1990s by the Gustavus Community Association (defunct since 2004); that use was discontinued in the mid-1990s owing to the lack of plumbing in the building. It sits unused now, though still fully stocked with pre-school materials.
Condition: Good to Fair. Though sound and with solid roof, the building needs maintenance.

Structure 8
AHRS Site: JUN-1051
Location: Zone 8, 0458656mE, 6475640mN
Site Name: DOT Maintenance Shed. Circa 1948, based on aerial photograph. It is located in Block 4, Lot 4, and is owned by the Alaska Department of Transportation. A 94' x 34' building on a concrete slab, it has a shallow pitched shed roof structure and is divided into six bays. Five of the bays appear to have been used for vehicle storage; the other (third from the left as you face the building) had been walled off on two sides, separating it from the open floor plan, and it had a row of windows above a work bench across the back wall, indicating it had been used as a work shop. The bays are enclosed by sliding sheet metal garage-type doors, all of which are still in place (six are in open position, while one is closed). On the exterior it has horizontal shiplap cedar siding, and the interior walls are covered by 1' x 8' clear Douglas Fir planks. Although the roof is not visible from any vantage point on the ground, it looks to be made of asphalt-based rolled roofing material over 1" x 8" planking (some fragments of roofing material are visible on the ground and draped over the side of the building). Comparison of the building with the historic photograph indicates that at some point after 1963 the bay on the far right side had been altered by removing the door jamb and elevating it about a foot, probably to accommodate a taller vehicle than it was designed to accommodate. The Alaska DOT took possession of the building in 1973 from FAA, and it does not appear that DOT has done any maintenance on the building since then. The roof has failed throughout the building, and inspection of the roof sheathing shows substantial rot throughout. Ceiling material, which consists of a 3/8" 'Celotex' type material attached to the bottoms of 2" x 12" ceiling rafters, has deteriorated significantly from exposure to moisture, and it hangs in sheets and strips from the rafters and lies in heaps on the floor. Analysis of this material indicates low levels of asbestos. However, from the roof sheathing downward the building appears to be structurally sound; the clear Douglass Fir roof rafters appear to have resisted rot, and the upright posts and walls appear to be sound. Alaska DOT has constructed a new maintenance facility along the runway in the mid-1990s, and the Maintenance Shed is currently used for passive storage of equipment and sand. The City of Gustavus, working in collaboration with the Alaska Industrial Development and Export Authority/Alaska Energy Authority (AIDEA/AEA) and the Gustavus Electric Company, are proposing to transfer ownership of Maintenance Shed from Alaska DOT to the City of Gustavus, which proposes to demolish the building to make room for a new modular diesel generator that will replace an aged model in a building nearby.
Condition: Fair. The roof has failed and the building has begun to deteriorate. Unless immediate intervention happens, deterioration of the roof will accelerate and other structural elements will begin to fail.

Structure 9
AHRS Site: JUN-1052
Location: Zone 8, 0458674mE, 6475660mN
Site Name: Gustavus Electric Company Generator Building. Sometime post-1948, based on the aerial photograph. The building is located in Block 4, Lot 5A, and is owned by Gustavus Electric Company. This 40' x 32' building is built on a concrete slab and is framed with steel I-beams and sided and roofed with steel panels. It does not appear in the 1948 aerial photograph, but was in place by 1963. It is possible that it was built to replace an earlier generator building (Structure 11) that served the same purpose, but was substantially smaller. In the 1963 historic photograph two fuel tanks are visible to the right of the building. Fuel tanks are still present in that location (one of which is original), but they have been covered by a newer metal sided/roofed building to prevent the fuel from gelling during cold winter months. The fuel tank building is a non-contributing element to the historic district (although in constructing the shed over the fuel tanks Gustavus Electric Company took care to duplicate materials and colors from the older building). The building was

transferred to the State of Alaska in 1973; the State subsequently sold it to the Gustavus Electric Company in the early 1980s. The building appears to retain its original siding, roofing and color scheme.
Condition: Good. The building still functions quite adequately in the capacity for which it was constructed over 50 years ago. It is uncertain what plans Gustavus Electric Company might have for the structure when they move operations to the new modular unit.

Structure 10
AHRS Site: JUN-1053
Location: Zone 8, 0458691mE, 6475674mN
Site Name: The Community Chest (302). Circa 1948 based on the aerial photograph. It is located in Block 4, Lot 6, and is owned by the State of Alaska. This 36' x 18' building was present in the 1948 aerial photograph. In the 1963 inventory photograph the building has the appearance of being a warehouse – it has a wide garage-type door on its front, and a platform landing several feet above ground level across its front. If not a warehouse, it might have functioned as a carpenter's shop, as there is a sawhorse visible to the side of the platform. Comparison with the historic photograph indicates that the building retains its original cedar shingle siding, though the shake roof has been replaced with a metal roof. Also, the garage door has been removed and replaced with a standard door and window combination, though when the remodeling occurred care was clearly given to salvage original cedar shingles and blend the remodeling into the original fabric. A porch has been added to the front of the building, and a 10' lean-too shed roof added to the north side. The building is owned by the State of Alaska and leased to the City of Gustavus. It was leased to a group of local volunteers in the late 1990s, and converted into a thrift store by minor remodeling and fencing to combine it functionally with the adjacent building. It is actively maintained by the City of Gustavus. The Community Chest has become a vital social institution within the community, providing a venue for recycling discard items that still have value, a gathering place for residents during the 4 days per week when it is open, and a generator of much needed revenue for community projects.
Condition: Good.

Structure 11
AHRS Site: JUN-1054
Location: Zone 8, 0458703mE, 6475685mN
Site Name: Community Chest (304). Circa 1948 based on aerial photograph. It is located in Block 4, Lot 7, and is owned by the State of Alaska and leased to the City of Gustavus. This 24' x 20 frame structure sits on a 24' concrete stem wall, unlike any other structures in the complex. It also originally had a vented roof along its ridge, suggesting it served a specialized function, most likely a generator shed. It may have been replaced by the larger generator building (Structure 9), or it served another specialized function. Comparison with the historic photograph indicates that the building has retained its original cedar shingle siding, though the vented roof has been removed and replaced with a metal roof. The original doors have also been replaced by similar sized solid core doors, and a window has been added to the front of the building. Two lean-too shed roofs have been added (24' x 12', and 18' x 10') to the south side to provide storage space to the community chest. The building is owned by the State of Alaska and leased to the City of Gustavus. It is actively maintained by the City of Gustavus.
Condition: Good.

Non-Contributing Structures, features, objects:

There are 30 non-contributing structures and elements scattered throughout the potential historic district. Depending on how the historic district is configured, some significant non-contributing structures and features might be eliminated from within the district. The proposed boundary eliminates two significant non-contributing structures/sites from the district – a school gymnasium and a telecommunications site – but they are included here to provide a visual perspective and for the sake of discussion. Photographs of each are contained in Folder 4, and all photos are keyed to Figure 8 in Folder 1.

Building: The Gustavus School gymnasium is located between Structures 5 and 6.
Satellite Dishes/Towers: One is situated on the yard behind Structure 1; one is adjacent to Structure 6; one is adjacent to Structure 11.
Sheds/Porches/Fences: One shed is adjacent to Structure 1; one stands behind Structure 3; two are adjacent to Structure 5; two are adjacent to Structure 6, with an associated fenced enclosure; one stands next to Structure 9, one stands behind same, and a fence and several small extensions are attached to same; a lean-too shed and porch is attached to Structure 10, and 2 are attached to Structure 11, with associated fenced enclosure between the two buildings.
Large Containers: One is near Structure 6; three are located in the ATT/ALASCOM installation near Structures 4, 6 and 7; one is near Structure 11.
Objects: Three above-ground fuel tanks adjacent to each of Structures 1, 2 and 4. Though the structures may have had above ground fuel tanks originally – we do not know – when NPS acquired them they had underground storage tanks (UST). Those USTs were removed in 1998, and replaced with modern double-walled tanks which are out of character with period; an unknown object next to Structure 8 (the object, which appears to have something to do with road maintenance, may be portable; but judging from vegetation growth, it has been in place for some time).

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

Military Development in Glacier Bay region - World War II

Transportation

Period of Significance: 1941 - 1951

Significant Dates: 1941

Architect/Builder: Civil Aeronautics Administration with contract to Morrison Knudson Corporation.

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Narrative Statement of Significance:

Summary: The CAA Airfield Compound appears to be eligible for the National Register of Historic Places as an historic district due to its association with events that made a significant contribution to the broad patterns of Local, Regional, State and National history, and because of the degree of integrity of location, design, setting, materials, workmanship, feeling and association the district retains.

Historic Background

The community of Gustavus, Alaska, is located on the mainland on the north shore of Icy Strait near the northern terminus of the Inside Passage. The community lies on the broad flat glacial outwash plain at the mouth of Glacier Bay, and it is surrounded by Glacier Bay National Park on three sides. Over 400 people currently call Gustavus home year-round. Transportation links to the outside world are limited to air or water, as there is no highway connection. An isolated system of roads link Gustavus and its airport to widely scattered private residences, and to park headquarters, about 10 miles away. Tourism provides a significant part of the local economy, which is also fueled by government employment, commercial fishing and other endeavors. Gustavus is the gateway to Glacier Bay National Park, and the history of the community is intertwined with that of the park.

Evidence suggests that people lived in nearby Groundhog Bay as early as 9,000 years ago, and several sites on Chichagoff and Baranof islands and on the mainland show people lived in the region for at least the last 3,000

years. The oldest known site near Glacier Bay itself is in Dundas Bay, and is about 800 years old. Tlingit oral tradition tells of four clans making Glacier Bay home until about 300 years ago, when a glacial surge forced them to seek refuge beyond its reach. Tlingit oral tradition still affixes important clan affiliations to the Glacier Bay landscape. All of Gustavus is considered part of the ancient landscape of S'é Shuyee, and the closest tradition site to Gustavus is at Point Gustavus, where the Wooshkeetaan Clan of Hoonah had a clan house, and where an important battle was fought and a lasting peace purchased. However, most of what constitutes Gustavus was sub-tidal during the period of Tlingit occupation, and it is only during the past 100 or so years – that isostatic rebound – the process of the land rebounding from the weight of the glacier by as much as an inch per year – that most of Gustavus has become attractive for human habitation. Hence, the potential for prehistoric or early historic archaeological sites in the areas is virtually nil.

Tlingit guides brought early explorers into Glacier Bay, including naturalist John Muir in 1879. He was instantly captivated by the wealth of both scenic and scientific characteristics of the bay. The scientific community quickly caught on as geologists, botanists and ecologists made their way to conduct groundbreaking research on this exceptional region. Business and pleasure mixed beautifully at Glacier Bay, as not only was the region rich with scientific information, but it provided scenery not found anywhere else. The Pacific Coast Steamship Company carried well-heeled Victorian passengers through Alaska's Inside Passage to Glacier Bay in the late 1800s, where passengers went ashore an frolicked among the ice bergs. By 1890, 5,000 visitors a year – scientists and tourists alike – were enjoying the cruises.[1] Unfortunately, an earthquake in 1899 caused massive chunks of ice to calve from the glacier which impeded safe navigation for several decade, during which time only a few of the hardiest individuals continued exploration. The Tlingits on the other hand found the ice floes and large population of harbor seals to their liking, and Hoonah hunting and fishing camps were established throughout the bay.

As tourism brought people to Glacier Bay, information about the remote area spread to the Lower 48. News of an "attractive, nearly level spot"[2] along Icy Strait, a rarity in southeast Alaska, was especially enticing. By 1914, a handful of adventurous souls had begun to arrive seeking homesteads in and around what was then known as Strawberry Point. Eventually, 17 homesteads would be 'proved up' in Gustavus, 13 under the federal homesteading law, and 4 others under State of Alaska homesteading law after Alaska reached statehood in 1959. The first homesteads were clustered along the three water courses on the Gustavus Forelands – Good River, Salmon River and Rink Creek - as the streams provided the principal access routes from sea to land. A 1929 aerial photograph of Gustavus shows two clusters of settlement along the Good and Salmon Rivers, connected by a road and with bridges across each stream (Figure 1). The photo does not indicate any sort of overland connection with the third satellite settlement at Rink Creek several miles to the east.

The early notion that flat land equals agricultural potential proved somewhat illusory, however, as homesteaders soon learned that the agricultural life was both hard and economically marginal. Homesteaders had to combine trades to make ends meet. Some tried trapping, farming, cattle ranching, prospecting and mining, fox farming, lumber milling and fishing. A cannery in Excursion Inlet and another in Dundas Bay provided both employment and markets for locally produce and lumber. Often families had to live away from their homesteads to make ends meet, and by the early 1930s, only a few families were living full time in Gustavus.[3]

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[1] Norris, Frank. *Gawking at the Midnight Sun*, Alaska Historical Commission Studies in History #170, June 1985, p. 16.
[2] Mackovjak, James R. *Hope and Hard Work: The Early Settlers At Gustavus, Alaska*, Goose Cove Press, 1988. p. 19.
[3] Traeger, Earl A., *Glacier Bay Expedition 1939*. GLBA Archives.

On another front, the exceptional value of the region's natural landscape convinced scientists and ecologists to seek legal protection for Glacier Bay. In 1925, President Calvin Coolidge signed the proclamation creating Glacier Bay National Monument. Many local residents were unhappy with the restrictions imposed on the lands within the newly designated monument. Those problems multiplied when the monument boundaries were expanded in 1939 with the addition of more than 2,000 square miles, including Strawberry Point.[4] [5] The purpose of the expansion was to create a wildlife preserve for Alaska brown bears which, it was feared, were threatened by over hunting.

But a wildlife preserve was at cross purposes with many of the activities upon which local people depended for their livelihoods. "In 1935, when all of this area not already proved up on by the individual homesteaders was thrown into Glacier Bay National Monument," wrote schoolteacher Ruth Matson, "our thriving little community began to die for no more settlers could come in and settle on these broad, flat acres." The small one-room schoolhouse in which she taught was closed as families with children left Gustavus to seek opportunities elsewhere, though most retained their homesteads and would return to them periodically.[6]

When the NPS expanded the Monument in 1939, the original NPS plan was to buyout all the in-holders within the expansion area, and at the time many, though certainly not all, seemed willing.[7] But before that plan could be implemented, the onset of events that would lead to World War II shifted priorities. The part Gustavus would play in the war arena was actually cast in 1938 and 1939, at a time when Hitler's Germany was conquering its neighbors and imperial Japan was exercising its military prowess in Asia. American military planners recognized amidst the growing storm that the west coast of the US was vulnerable to attack, and that Alaska in particular was quite indefensible. The 1938 Civil Aeronautics Act created the Civilian Aeronautics Authority (CAA, which became the 'Administration' in 1939) which made possible the establishment of airports and radio range stations in Alaska to serve both military and civilian purposes. An army engineering report had identified the 25 square miles of flatland surrounding the homesteads of Gustavus was the "best location for an air base between Juneau and Nome".[8] (Figure 2 is the aerial photograph these planners would have worked from). Aside from its military importance, what came to be called Gustavus Point Airfield also lay on the "Great Circle Route" to the orient, and it was anticipated it would become a major hub for commercial aircraft to stop and refuel while traveling between the lower 48 states and Asia. The move toward construction of Alaska's airfields was given a boost during the summer of 1940 when the CAA approved the establishment of an air route between Juneau and Seattle, the first leg of the Great Circle Route. Gustavus was considered as an alternate landing site to Juneau, which was often weathered in. The governor of Alaska, Earnest Gruening, lent his support to the endeavor that same year, and with prodding from General Simon B. Buckner, the military commander of Alaska, by 1941 funding had been secured and a string of CAA airfields were underway, including the one in Gustavus.[9] Although one of only four airfields in Alaska capable of handling B-29 bombers, the airfield never saw the heavy bomber use that was anticipated when first constructed, as the brief war against the Japanese in the weather hampered Aleutians did not lend itself to a massive air campaign. However, the Gustavus Point Airfield did provide some military support roles as planes

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[4] Mackovjak, p. 80.
[5] The US Postal Service renamed Gustavus to Strawberry Point in 1925.
[6] Matson, Ruth O, *Happy Alaskans, We*, Goose Cove Publishing, 1972, p. 81.
[7] Traeger, p.15.
[8] Traeger, p. 8.
[9] Kurtz, Rick S. *Glacier Bay National Park and Preserve Historic Resources Study*, National Park Service, Alaska System Support Office, Anchorage, Alaska 1995, p. 84.

and supplies did shuttle through.[10] It should also be noted that the Gustavus Point Airfield was but one of a number of military installations built in the Icy Strait region during WWII. The enormous marine terminal facility at nearby Excursion Inlet was comparable in magnitude to the Gustavus Point Airfield, and gun emplacements were built at strategic locations through Icy Strait to protect these facilities against enemy attack.

By 1943 as the military theater moved across the Pacific, the Gustavus Point Airfield came under increasing civilian use. By 1944 Pan American Airlines was already utilizing the strip and was pursuing the idea of building a hotel to accommodate customers.[11] It was airline passengers in search of a cup of coffee that prompted one local family to convert their homestead into an inn, and the first seed of Gustavus' tourism industry was planted.[12] The White's family homestead came to be called The Gustavus Inn, still in operation. With an eye to the post-war future there was actually anticipation that Gustavus would become Southeast Alaska's major airport, eclipsing the weather plagued Juneau facility. There appears to have also been discussion of the possibility that the facility would be turned over to NPS management with the end of the war, the notion being that the airport would facilitate access to the National Monument.[13] The NPS relieved itself from this management incompatibility when it agreed that CAA would manage the airfield after the war.

The prospect of an airfield was received enthusiastically by the residents of Gustavus for several reasons. First, an efficient transportation link presented obvious economic opportunities. Residents hoped construction would bring employment opportunities, and those who wished to sell their homesteads could hope to do so for a good price. Also, it was hoped that families coming to work on the airfield and its support infrastructure might bring in enough children to reopen the local school. Because so many people had recently moved from Gustavus the school had closed, and the children whose families remained often had to board in Juneau to attend school. Families were split up for months at a time. Also important was the linking of Gustavus to the burgeoning aviation industry in Alaska. Prior to World War II, the only airstrip in the area had been built by Charlie Parker, a former World War I fighter pilot who cleared a strip of land about a half mile long near the Salmon River.[14] Though adequate for small aircraft it was too short for larger planes. With the construction of a larger and safer airfield, remote Gustavus would be connected to the growing Alaska aviation network upon which all of Alaska relied for transportation and cargo.

With the war over the focus turned to developing the Gustavus Point Airfield for civilian purposes (at some point along the way the 'Point' was dropped from the name). A construction contract was granted in 1948 to Morrison Knudson Corporation (MK), a large defense contractor capable of large scale projects, which the Gustavus Airfield proved to be. Construction brought in scores of workers and their families. The undertaking was monumental when viewed in the context of the remoteness of the area and the lack of development up until that time. The project area was almost 10 miles long and 3 miles wide. It eventually sprawled across some 15 square miles of land, and involved massive movement of earth, materials, equipment and labor (Figure 3). It utterly transformed the small isolated community of homesteaders (Figure 4), and lay the framework for what the community would eventually become.

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[10] Kurtz, Rick S. *National Register Nomination Form, Military Development and Infrastructure, Glacier Bay Vicinity.* (GLBA Archives).
[11] Ibid.
[12] *"Leshes Bring Back Memories of Old Gustavus".* Fairweather Reporter, Volume 2, No. 8. August, 2006.
[13] Ibid.
[14] Personal conversation with author and Gustavus resident Bill White, 5-13-04.

The site of the airfield was entirely wetland, covered much of the year by ankle deep water, so one of the first orders of business was to ditch and drain much of it. In all this massive earth moving undertaking dredged more than 10 miles of broad and deep ditches around the runway sites and along roads and other installations (ditch dimensions as much as 50 feet wide and 10 feet deep are common). This massive drainage project altered the natural drainage pattern and accelerated the transformation of the Gustavus landscape from wetland to land eminently more developable by humans, a significant factor which greatly facilitated the eventual growth of Gustavus. The need to access distant navigational aids (radio beacons) the barge landing and fuel tank farm required significant improvement of existing roads, resulting in the construction of some 7 miles of surfaced roads and 6 miles of un-surfaced roads, this in a community which up until that time had very few developed roads. An aging drawbridge across the Salmon River was replaced by an engineered bridge. A landing platform for barges hauling equipment and materials was constructed in the Salmon River, and a bulk fuel storage facility was constructed along the Gustavus waterfront on Icy Passage, where fuel barges could land and offload their cargo. The layout of these projects – runways, ditches, roads, harbor development and bulk fuel storage – utterly transformed what had been an isolated homesteader community, and set the template for the eventual growth and development of Gustavus. The layout imposed by CAA still determines development in the community today.

When Gustavus Airfield was completed it provided two paved and lighted runways, one 7,500 feet long, the other a mile long. By any standard it was a significant airfield for the time. Navigational radio beacons were positioned at either end of the long axis of the main runway – one across Icy Passage on Pleasant Island, the other in the forest to northwest - to aid in navigation. A road system was built around the runways, and extending away from it through the homesteads and to the scattered infrastructure at the river, waterfront and forest. The roads alone created an essential infrastructure for Gustavus, apart from the roll the roads played for CAA. The facility was supplied with the latest in radio communication equipment. Power for the lighted runway and the far-flung facilities was provided by diesel generators and distributed by a network of overhead power lines which ran parallel to the road. (This power distribution system did not include the Gustavus homesteaders, who continued to go without power). The area near the runways was where most of the development took place. There was one cluster of radio towers and support buildings immediately adjacent to the runways themselves, and set away from them to the southeast along the main road was a more concentrated compound of residential units, school, warehouses, workshops and generator sheds. In the end the CAA constructed no fewer than 28 buildings (See Folder #2 for historic photographs of most of this infrastructure). Numerous radio towers bristled throughout the complex.

A housing compound with two 'type-41' houses and a dormitory were built during airfield construction in 1948, then sometime thereafter – most likely 1950 – three two-bedroom cottages were added to the complex. Housing was also provided for single men at a barracks near the runway – it came to be called the "Yum-Yum Club".[15] All told, as many as 30 CAA employees would reside at the Gustavus Point Airfield at any given time during the 1950s. This number easily outnumbered the 10-15 homesteaders who still called Gustavus home. Of this development school teacher and homesteader Ruth Matson wrote, "The airfield was kept up-to-date with the newest equipment, and the number of personnel was increased until there was a need of a school, and again it was reopened."[16] Project construction was likely completed by 1951.

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[15] Jack Lesh, personal communication, August, 2006.
[16] Matson, p. 83.

With completion of the airfield within the National Monument the NPS was confronted with a dilemma. Although the NPS generally opposed airfields within parks and monuments, Director Drury had allowed it to proceed in the spirit of national defense. But following the war NPS found itself not just with a few scattered homesteaders, but also a massive airfield complex that was still under construction and clearly contrary to the resource protection mission of NPS. On the other hand, it created a vital transportation link that had the potential to bring visitors to the Monument, a desirable situation. In the short term NPS resolved to postpone the dilemma by relinquishing the airfield to CAA management after the war, but admitting that the area no longer met Monument status.

The matter of the status of the airfield inside the Monument was resolved several years later, but not on the merits of the airfield alone. The dream of Gustavus as an agricultural community, although only marginally productive over the decades, had remained alive, and throughout the early 1950s a concerted effort on the part of Gustavus homesteader Charlie Parker to withdraw the Gustavus area from the National Monument caught the attention of the Eisenhower Administration. The notion garnered popular support throughout Southeast Alaska, and NPS, conceding that the area no longer met National Monument status, did not object when the Eisenhower Administration withdrew some 24 square miles of land from the Monument in 1955. This action set the framework for the eventual development of Gustavus - a rural, widely dispersed community centered around a large airport, and surrounded on three sides by national park lands. Figure 3 shows that the boundary excluding Gustavus from the Monument was drawn to encapsulate not only the homesteads, but specifically the airfield, as the large bulge on Gustavus' northern boundary was clearly drawn to accommodate the radio navigational array.

CAA employees and their families became active members of the Gustavus community and the airfield compound became a popular year-round central gathering place for everyone. In addition to teaching at the school, Ruth Matson wrote a column called "Gustavus News" for the *Juneau Empire*. Her folksy, newsy columns chronicle life in Gustavus and illuminate the importance of the CAA/FAA[17] presence to the entire community.

October 22, 1948
The FAA plane with Dr. Matthews, the FAA doctor, aboard arrived in Gustavus Thursday, Sept 22, with X-ray gear and other equipment and all the Gustavus folks were invited to have chest X-rays. A large number took advantage of this privilege.[18]

November 1948
The Saturday night before Hallowe'en a delightful party was held at the Dorm. It was a delightful old fashioned hardtimes party with all the old fashioned games.....Thirty-one enjoyed the affair.

December 1957
Christmas was a most happy time in Gustavus. Christmas Eve at the Airfield was the CAA personnel's Christmas party at the Dorm, and it was a gay occasion with a Christmas tree with presents for all and even a Santa Claus to delight the tiny tots with his personal appearance.

January 15, 1958

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[17] CAA became Federal Aviation Administration (FAA) in 1958.
[18] "Gustavus News," *Juneau Empire*, various dates. From the personal collection of Ken Youmans.

Among the men who have arrived in Gustavus for work with the CAA are Cyril Schneier and G. Van Fleek, who were in Gustavus when the Gene Chase home burned. The Chases feel that they were unable to adequately thank these men for their great help in taking care of the two tiny Chase girls during the fire.

February 25, 1958
Mrs. Richard Gross was taken sick Sunday, February 16, and rushed to Juneau on the CAA plane.

Bill White remembers enjoying "movie night" at the CAA compound. "They had what we called a theatre," he remembers. "Once a week, they'd bring in a movie on their barge and set it up in the front room of the dormitory." Matson recalled the important morale boost these movies provided for the entire community.

Friday night was the Premiere Opening Night of the Gustavus Movies.
The showing took place in the Dorm Living Room and the guests enjoyed the show to the fullest degree. After the movies coffee and cake were served to the guests. It was surely a most delightful way to spend a stormy rainy evening.[19]

Records Search

As noted above, the CAA, created in 1940, became the Federal Aviation Administration in 1958. For purposes of this discussion, since the period of significance – 1941-1951 – was administered by the CAA, that nomenclature will be used throughout, and any reference to FAA deals with activities that transpired after 1958.

An extensive search of archives has produced little written evidence of the construction dates or details. Aerial photographs from 1948 and 1972 provide basic documentary evidence of the growth and development of the CAA facility. A group of photographs taken in 1963, when the FAA apparently conducted an inventory of its assets in Gustavus, provide the best documentary evidence we have of the final built-out status of the FAA facility at that time (Folder 2).

The other source of information is local knowledge. According to those who lived in Gustavus during this period, the project was built in the years between 1942 to approximately 1951. According to life-long resident Mr. Bill White, the CAA brought their own crew to Gustavus to erect the pre-fabricated buildings, a new and modern approach to buildings at the time. Talking about the housing compound, Mr. White remembers crews setting up entire walls one at a time, and says it didn't take long for the compound to take shape. At the height of activity in the residential compound, there were five single family dwellings, a dormitory or apartment building and a boiler plant built to heat and support them. Mr. White says the boiler plant provided hot water and heat for the dwellings. On the north side of the building was a laundry room for compound residents. Later, when laundry facilities were installed in the cottages, that room was turned into a school for the children of Gustavus, including those who lived in the CAA houses.[20] Eventually, a school house would be built across the main road from the housing compound.

The 1948 aerial photograph shows the scene as it was developing in the central CAA Compound area (Figure 5). The school had not yet been built. The housing compound, built on a U-shaped drive off of the main road, had the two 'type-41' houses, the dormitory and the boiler building, but the three two-bedroom cottages had not

[19] Ibid.
[20] Personal conversation with Bill White 5-13-04.

yet been built. On the main road the maintenanee building was in place, and a row of 5 buildings stretch out to the north of it; a building likely a warehouse, a building with a vented roof (probably also a generator shed), and a line of three buildings of unknown function along the main road closer to the airfield. (The large disturbed area in the center of the image is where MK buried the asphalt coated drums that were discarded after the runways and roads had been surfaced. The area became an EPA Superfund site that was cleaned up in 1993-1994).

An aerial photograph taken in 1972 (Figure 6), captures the changes that had happened in CAA Compound after 1948. Three two-bedroom cottages had been added to the housing area (Str.1,2, and 4), a school was built across the road from housing, and two buildings were added to the lineup of 5 along the main road, including another generator building (Str. 8) and another long narrow structure of unknown function (Str. 7). This arrangement of 15 structures completed the CAA Compound. However, the image also reveals that by 1972 demolition had already begun, as the northernmost building that was present in 1948 was no longer present (see Folder 2, picture 35).

As the nature of air travel changed with the advent of jetliners, and other airports were developed throughout the region, the importance of the Gustavus Point Airfield diminished through time, and the FAA staff decreased accordingly. The advent of automated navigational equipment also diminished the need for FAA to maintain permanent staff in Gustavus. By 1973 FAA had decided to eliminate its field staff in Gustavus, and the agency transferred management responsibility and ownership of the airport, its buildings and entire infrastructure to the State of Alaska.

Since 1973 the State of Alaska, Department of Transportation, has kept a small crew in Gustavus only large enough to maintain the runways and basic airport infrastructure, as well as the six miles of main roads that it took over from FAA – these include the road to the Gustavus dock (now called Dock Road), the other the main road through town (State Road), and to the radio towers to the northwest (Mountain View Road). However, the AK DOT never had the need to utilize nor maintain most of the Gustavus Airfield buildings and infrastructure, so has disposed of much of it in various ways. The State's piecemeal management approach has resulted in the destruction or loss of most of the buildings and communication/navigation infrastructure built by CAA 1941-1951. All of the buildings, radio towers and lighting around the main runways have been demolished or removed. The remote radio towers at the northwest end of the runway were systematically dismantled by Gustavus residents, and it is still common to see pieces of orange angle iron scattered in buildings and appliances throughout town. The installation across Icy Passage on Pleasant Island was also dismantled. Though many of the buildings were designed to be portable and may have been moved to private property during the ensuing years, many, such as the airplane hangar and dormitory, have been demolished and the wood salvaged for construction projects around town. The barge landing in the Salmon River appears never to have been maintained, and it consists now of a scattering of rotting pilings that impede navigation. The bulk fuel storage facility on Icy Strait was transferred to the Gustavus Dray Company in the 1980s, which reconfigured the arrangement of the tanks and upgraded it for spill abatement. The power lines were repaired and utilized by the Gustavus Electric Company in the early 1980s until that company moved to bury all of its electrical lines; the power line now consists of a scattering of decaying power poles stretching along the main roads. The school house was engulfed in several episodes of significant remodeling (including one occurring in summer 2006), and though the current school still retains walls from the original structure, the older building has been entirely swallowed and no longer retains integrity. The surfaced roads were never maintained in that form by AK DOT, and over the years many sections devolved into pot-holed gravel roads as the asphalt surface disintegrated. Though the original road alignments remain, the DOT upgraded and resurfaced the roads in the

late 1990s: Only one section of original CAA road remains intact; it is called Towers Road and is located on private property where it spurs off of Mountain View road

Ultimately, most of the infrastructure built by CAA during the period 1941-1951 was destroyed, remodeled or reconfigured, or left to neglect. In the end only 11 buildings remain, and they are all located in what has come to be called the CAA Compound. Folder 3 contains photographs as of August 2006 of the remains of most of the features discussed above.

Discussion

The CAA development from the period 1941-1951 was a massive undertaking that utterly transformed Gustavus, and ultimately influenced development of Glacier Bay National Monument. It was a development that came about as a result of events important in our nation's history, and important in the development of Alaska. These historic themes - World War II developments and Transportation – are recognized as important in Alaska, and historic properties associated with them are commonly recognized as being eligible to the National Register of Historic Places (NRHP). This fact was recognized by NPS historian Rick Kurtz who in 1996 prepared a NRHP Multiple Property Documentation to encompass all properties that fall within the theme 'Military Development and Infrastructure, Glacier Bay Vicinity', with the historic context identified as 'Second World War Facilities in the Glacier Bay Region, 1939-1946'. That multiple property nomination was forwarded to the Keeper of the Register and approved and listed on the register on January 9, 1997 (Attachment 1, Folder 1). Although the multiple property theme is identified and listed on the NRHP, no specific contributing features were identified, nor boundaries drawn.

Although much of what was eventually built in Gustavus by CAA was in fact built after 1946, the project was initiated during the nominated period of significance, and all construction thereafter was a direct outgrowth it, so will be considered here under an expanded time period 1941-1951. In a sense, the CAA Gustavus Point Airfield constitutes a cultural landscape – an aviation landscape - with dozens of contributing features that were scattered across some 15 square miles.

In evaluating this CAA aviation landscape, as stated above, most of the features on the landscape have been destroyed, transformed, or have become obsolete, and most have lost sufficient elements of integrity that precludes them from being considered to the NRHP. Those features merit brief discussion here:

- CAA roads, which set the template for later development, have been continuously maintained, altered and modernized and continue to serve the community, and resemble the CAA version only in layout.
- Power lines have become obsolete, as all utilities are not buried, so there is no need to maintain them and they are in the process of decay. Some still contain old transformers which may present health concerns.
- Ditches continue to provide drainage for broad swaths of the landscape, but all have evolved into anadromous fish streams, as they all link to natural streams and facilitate salmonid migration. All of Gustavus' ditches are now actively managed by Alaska ADF&G. In a sense they have evolved into natural systems, and ADF&G regulations preclude any significant alteration to them.
- The barge landing in the river has deteriorated to the point of being an unrecognizable scattering of rotting pilings, and will be demolished to make way for a new facility (evaluated and determined not eligible under Sec. 106, Field Archaeology Permit #2006-09).
- The bulk fuel storage facility has been reconfigured to meet new demands, but in the meantime has far surpassed its use-life, no longer meets basic fuel storage standards, and is slated to be replaced in 2007

with a modern, appropriately sited and more attractive facility. Section 106 compliance on that facility has not been initiated.

- All of the radio communication towers and associated structures in the area of the runways, to the northwest of the runways (The Towers), and to the southeast (the Pleasant Island Fan Marker) have been demolished or removed. All that remains of any of these features are clearings where they once stood (which are fast revegetating), and perhaps the occasional concrete footing or slab.
- The runways, and for that matter, the entire immediate airfield grounds, have undergone continual maintenance and incremental transformation. Though the runways retain their original orientation, they have been resurfaced several times, most recently in 2000-2001. All of the original communication, navigational and lighting equipment has been replaced, and all of the original CAA buildings located directly on the airport have been destroyed or removed. This includes at least 17 buildings of various uses. Leases on lots for hangars and airline offices have been let by Alaska DOT, and new buildings line the east and south sides of both runways. The entire airport was fenced in 2000-2001, and new lighting has been installed in 2005-2006. In short, the entire landscape of the airport has been transformed, and with the exception of the original orientation of the runways, it little resembles the original CAA facility.

The only buildings remaining from the CAA period are located within the CAA Compound Area. Of the 17 buildings originally in the Compound, 6 have been destroyed or moved. As early as 1972 buildings had begun to disappear. For example, the photographic inventory of facilities taken by FAA in the spring of 1963 captured the building at the farthest northern end of the CAA Compound (Folder 1, photos 34-35) but by 1972 (Figure 6), the building was no longer present. Sometime thereafter the three buildings next to it also disappeared. In the late 1980s the dormitory (apartment) was demolished to make room for a school gymnasium. The school house was also swallowed by various iterations of remodeling, and though some people can point out original walls, it is unrecongizable.

Scores of identical and similar buildings were built by the CAA throughout Alaska during the period of significance but many have been demolished or continue to suffer from neglect in Alaska's harsh climate. For example, similar cottages in Iliamna and Farewell have been assigned Alaska Heritage Resources Survey (AHRS) numbers, but as of January 2004 they were registered as being "disturbed" sites under "investigation." The current condition of the buildings could not be verified. A number of similar buildings in Yakutat were demolished in the past several years (personal observation).

In 2004 the NPS initiated a project to rehabilitate the three two-bedroom cottages it owns in the CAA Compound residential area, as the buildings were difficult to heat and no longer were providing adequate housing for park employees. In consultation with SHPO, NPS made a preliminary determination that the three structures qualified to the National Register of Historic Places (NRHP) and moved toward remodeling the three buildings according to the Secretary of the Interior's Standards for the Treatment of Historic Properties. NPS removed substantial non-contributing elements that had been added over the years, such as siding, windows and doors, and roofs, and replaced them with materials in character with the original fabric and appearance of the buildings. Rehabilitation of the cottages is nearly complete as of August, 2006, and NPS submitted a determination of eligibility to the Alaska SHPO for consideration of the housing cluster as an historic district. At the time that determination of eligibility (DOE) was done, NPS chose to limit consideration of the historic district only to properties owned and controlled by NPS. However, with the proposal by the City of Gustavus to take ownership of the Maintenance Building (Structure 8) and carry out a project using federal funds that would affect that building, the need to conduct NRHP Section 106 compliance on that property prompted

further consultation with SHPO on behalf of the City of Gustavus. SHPO responded to NPS' proposed nomination with a letter dated July 28, 2006, which declined to make an eligibility determination on the proposed four structure historic district, and directed NPS to expand its consideration of the historic district to include other buildings and features associated with the CAA Gustavus Airfield. This study attempts to fulfill that requirement and describes and evaluates the entire WWII era development in Gustavus in order to provide context to understand the significance of what remains of the CAA Compound. This study does not range beyond the CAA Gustavus Airfield component of the National Register WWII military development of the Glacier Bay Region.

CAA Gustavus Airfield Compound Historic District

The 11 building that remain standing are the most tangible remainder of the significant WWII era CAA development in Gustavus. All of these buildings are structurally sound to varying degrees. The 11 buildings fall within four ownership categories: four are owned by the NPS, one is privately owned, two are owned by the Chatham School District, and the rest are owned by the State of Alaska, two of which are leased to the City of Gustavus which utilizes them as a community thrift store.

All of the buildings retain integrity of location, design (though most contain non-contributing elements), setting, materials, workmanship, feeling and association. They convey a sense of the functions they served historically, are architecturally indicative of the WWII period in history, and although several original buildings have been removed, those that remain retain sufficient integrity of location and setting as to convey an historic streetscape. This study determines that the 11 structures of the CAA Compound qualify for nomination to the NRHP as an historic district. The boundary for the proposed district is illustrated in Figures 7 and 8, and described below.

Other features constructed by CAA during the period 1941-1951 and scattered throughout the Gustavus area have lost sufficient elements of integrity as to be considered not eligible for nomination to the NRHP.

9. Major Bibliographical References

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Books:

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Newspapers:
Daily Alaskan, 1946-1960.
Fairweather Reporter, 2006

Internet webpage:
National Park Service Glacier Bay National Park & Preserve
www.nps.gov/glba

Interviews:
White, Bill, telephone conversation 5-13-04.
Ken Youmans, Bill Brown, Greg Streveler, personal meeting 3-1-04.
Jack Lesh, personal meeting 8-15-06.

Previous documentation on file (NPS)
_X_ **preliminary determination of individual listing (36 CFR 67) has been requested.**
___ **previously listed in the National Register**
_X_ **previously determined eligible by the National Register**
___ **designated a National Historic Landmark**
___ **recorded by Historic American Buildings Survey #**
___ **recorded by Historic American Engineering Record #**
Primary Location of Additional Data
___ **State Historic Preservation Office**
_X_ **Other State agency**
_X_ **Federal agency**
___ **Local government**
___ **University**
_X_ **Other**

Name of repository: National Park Service files, Glacier Bay National Park; Ken Youmans' private collection in Gustavus, Alaska; Gustavus Inn, private collection in Gustavus, Alaska.

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10. Geographical Data

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Acreage of Property: 4.08 acres

Township 40 South, Range 59 East, Section 8, SE, SE, NW, and N1/2, NE,SW
Copper River Meridian

UTM References (Place additional UTM references on a continuation sheet)

Zone 08	**Easting**	**Northing**
Corner 1	0458494mE	6475486mN
Corner 2	0458525mE	6475515mN
Corner 3	0458567mE	6475482mN
Corner 4	0458599mE	6475518mN

Corner 5	0458560mE	6475553mN
Corner 6	0458707mE	6475682mN
Corner 7	0458729mE	6475681mN
Corner 8	0458625mE	6475585mN
Corner 9	0458643mE	6475573mN
Corner 10	0458638mE	6475560mN
Corner 11	0458644mE	6475553mN
Corner 12	0458629mE	6475540mN
Corner 13	0458651mE	6475520mN
Corner 14	0458546mE	6475436mN

Verbal Boundary Description (Describe the boundaries of the property.)
The proposed historic district is located along the eastern side of the main Gustavus State Road, and on both sides of a U-shaped drive that connects to the main road. The proposed district boundary conforms to 13 surveyed lots that are either privately owned, federally owned, or owned by the State of Alaska and leased to the City of Gustavus, or are un-leased and sitting vacant. In addition, there are some areas of State land within the district that are un-surveyed and un-leased. The boundary is illustrated in Figure 7, with Figure 8 providing a visual perspective of the relationship of the proposed boundary to structures within the district. All descriptions of numbered Blocks, and of Lots within those blocks, pertain to the Gustavus Airport Plat, included in this folder. All cardinal directions are given in True North. The proposed district is described as follows:

Beginning at Corner 1 and extending northeasterly along the boundaries of Lots 1 and 2 of Block 2 a distance of 225 feet to Corner 2; thence southeasterly along the boundary between Lots 2 and 3 of Block 2 a distance of 150 feet to Corner 3; thence northeasterly along the boundary of Lot 3 of Block 2 a distance of 150 feet to Corner 4; thence westerly along the boundary between Lots 3 and 4 of Block 2 a distance of 150 feet to Corner 5; thence northeasterly along the boundaries of Lots 3-7 of Block 4 a distance of 570 feet to Corner 6; thence southeasterly along the boundary of Lot 7 of Block 4 a distance of 75 feet to Corner 7; thence southwesterly along the boundaries of Lots 7-3 of Block 4 a distance of 450 feet to Corner 8; thence southeasterly along the boundary of Lot 2A of Block 4 a distance of 75 feet to Corner 9; thence southwesterly along the boundary of Lot 6 of Block 3 a distance of 70 feet to Corner 10; thence southeasterly along the boundary of Lot 6 of Block 3 a distance of 30 feet Corner 11; thence southwesterly along the boundary of Lot 5A a distance of 50 feet to Corner 12; thence southeasterly along the boundary between Lots 4 and 5A of Block 3 to Corner 13; thence southwesterly along the boundaries of Lots 4-1 of Block 3 to Corner 14; thence northwesterly along the boundaries of Lots 3-1 of Block 1 to Corner 1, and the Point of Beginning. Total acreage is 4.08 acres, more or less.

Boundary Justification (Explain why the boundaries were selected.)
The area selected contains all of the 11 buildings in the CAA Compound that survive from the period of significance. The boundary includes the U-shaped drive which establishes the streetscape within the residential area. The boundary excludes Lot 3 of Block 2, which is the site of the school gymnasium. It excludes Lots 5A and 6 of Block 3 which have been developed by Alascom/ATT Alaska as a telecommunication site with significant non-contributing elements. It excludes the eastern portion of Lot 5A, Block 4, which is utilized by Gustavus Electric Company as a storage yard and storage shed. It also excludes 5 Lots which have not been developed, but which hold that potential for the future, and which, if developed, would introduce non-

contributing elements to the district. Therefore, the boundary includes all of the Lots with contributing buildings, and excludes Lots with non-contributing buildings.

11. Form Prepared By

Wayne Howell
Glacier Bay National Park
P.O. Box 140
Gustavus, Alaska 99826
August 16, 2006

With Contributions by:
Julie L. Johnson
For:
National Park Service
Alaska Support Office
240 West 5th Avenue
Anchorage, AK 99501
January 12, 2005

Additional Documentation

Maps and Aerial Photos

A USGS map indicating the property's location.

Various aerial photographs and maps depicting development of the CAA Compound through time.

Photographs

Folder 2 – Historic Photographs of the CAA Gustavus Point Airfield under construction and after completion.

Folder 3 – Contemporary photographs of the CAA Compound Historic District, as well as photographs showing the current condition of other CAA facilities throughout Gustavus.

Folder 4 – Non-contributing structures, objects and items in and around the CAA Compound Historic District.

Property Owners

National Park Service
Glacier Bay National Park and Preserve
P.O. Box 140
Gustavus, Alaska 99826
(907) 697-2230

Chatham School District
P.O. Box 109
Angoon, Alaska 99820
(907)788-3682

State of Alaska
Department of Transportation
Southeast Region
3132 Channel Drive
Juneau, Alaska 99801
(907)465-1763

State of Alaska
Department of Natural Resources
Land Division
Juneau, Alaska 99801
(907)465-3400

Gustavus Electric Company
P.O. Box 102
Gustavus, Alaska 99801
(907)697-2299

CAA Gustavus Airfield Compound
Gustavus, Alaska

==========
1. Name of Property
==========

Historic name: CAA Gustavus Point Airfield

Other names/site number: FAA Gustavus Airfield

==========
2. Location
==========

City or town Gustavus vicinity

State Alaska code 110 county Juneau
Zip code 99826

==========
5. Classification
==========

Ownership of Property (Check as many boxes as apply)

X private
X public-local
X public-State
X public-Federal

Category of Property (Check only one box)

___ building(s)
X district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
11	1	buildings (gymnasium_
	2	sites (microwave towers)
	15	structures (utility sheds; porches; fences)
	12	objects(satellite dishes; containers; fuel tanks; various objects)
11	30	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Military Development and Infrastructure, Glacier Bay Vicinity (listed on NRHP January 9, 1997)

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: Government: Transportation

Current Functions (Enter categories from instructions)

Cat: Domestic: Single dwelling
Government: Storage
Private: Utility
Government: Commerce

==========

7. Description

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Architectural Classification (Enter categories from instructions)

Other

Materials (Enter categories from instructions)

Foundation: Concrete slabs and stem walls
Roof: Wood shingle; metal
Walls: Wood shingle; metal

Narrative Description, Contributing buildings:

This narrative is arranged by a number system applied to 11 structures within the proposed historic district. Numbering proceeds from south to north (left to right on all figures), with the four structures within the NPS owned portion of an already proposed district numbered first, followed by seven newly described structures. Folder 1 contains this form and attachments and figures. Folder 2 contains historic photos of most of the structures in the district, though photos for all could not be located. Folder 3 contains contemporary images of all structures in the proposed district. Folder 4 contains photos of the 30 or so non-contributing buildings and elements that lie in or near the proposed historic district. Prior to reading structure descriptions, it will be helpful to refer to Figures 6 and 7 in this folder for an air photo and map. It should be noted that layout of the CAA Compound buildings, which all orient to the main road, is tilted about 43° east of true north. For ease of description (and for word economy), directional descriptors will be reduced to north instead of northeast, east instead of southeast, south instead of southwest, and west instead of northwest. All UTM coordinates were taken using a Garmin 76S GPS using the NAD83 datum. For structure locations, UTM readings were taken at the northwest corner of each.

As a prefatory note – the history compiled here is preliminary and serves only to establish a framework for providing historical context for the many structures and facilities built by the CAA in and around Gustavus during the period of significance, 1941-1951. It is not intended as an exhaustive history of Gustavus, nor of the roll the US military played in its development. That broader historical study must await others. Any errors or omissions are entirely those of the author.

Structure 1
AHRS Site: JUN-0989
Location: Zone 8, 0458535mE, 6475466mN
Site Name: CAA Cottage 22 – Dates to circa 1950 according to Gustavus residents and aerial photos. It is located in Block 3, Lot 1, and is owned by NPS. This single family dwelling is a one-story, approximately 840 square foot building on a 100' x 75' lot. It was built about 1950 by the CAA to provide housing for employees of the Gustavus Point Airfield. The cottage is one of three two-roomed residences in the district. None of the buildings have been moved and the current streetscape establishes a regular, uniform pattern of development. They are typical of other CAA buildings of this time in that they are of pre-fabricated, modular construction. The panels are approximately 4' X 8' and consist of 2" x 4" studs with plywood sheathing at the exterior. Historically, they were built on a concrete foundation with wood shingle, moderate pitch roofs, and cedar wood shingle siding with a 12 inch reveal. Historic windows were either 6/6 or 8/8 double hung. Historic doors were wooden with plywood panels and the upper half of the doors were divided into 6 window lights (one typical exterior wood door has been saved following several remodeling events). Each cottage originally had a kitchen, living area, one bathroom and two bedrooms. The cottages had all been altered significantly but not irreversibly. Arctic, or front entries, were added in the 1970s and a dining room and furnace room extension was added to their backs in the late 1970s. Unlike sister Structures 2 and 4, which were resided with horizontal beveled cedar siding shortly after the National Park Service acquired the cottages in 1981, Structure 1 (Cottage 22) was left as acquired, with cedar wood shingle siding with a 12 inch reveal, and the historic 6/6 or 8/8 double hung windows were left in place (This owes to the fact that when the other CAA cottages were remodeled in the 1980s the family that resided in this one preferred not to vacate to accommodate remodeling). The presence of these original features on Structure 1 served as the template for subsequent restoration work. Historically, gardens were situated between the buildings and in the lots behind. Structure 1 served as a day care facility for about 10 years during the 1990s. Because Structures 1, 2 and 4 had become substandard through time – they were thin walled and difficult to heat, and had substandard wiring and plumbing. In 2005 Structure 1 has been renovated to the Secretary's Standards on Historic Preservation (Secretary's Standards), which removed all non-contributing exterior elements such as siding, roof, windows and doors, and all elements were replaced with materials similar to the original fabric.
Condition: Good.

Structure 2
AHRS Site: JUN-0988
Location: Zone 8, 0458564mE, 6475464mN
Site Name: CAA Cottage 21 - Circa 1950 according to Gustavus residents and aerial photography. Structure 2 is located in Block 3, Lot 2 and is owned by NPS. The single family dwelling is a one-story building, approximately 840 square feet, was built as a single family dwelling by the CAA on a 100' x 100' lot to provide housing for employees of the Gustavus Point Airfield. It is typical of other CAA buildings of this time as it consists of modular construction. The pre-fabricated panels measure 4'x 8' and consist of full dimension 2" x 4" studs with plywood sheathing on the exterior. Historically, it was identical to Structures 1 and 4 (Cottages 20 and 22), with concrete foundation, wood shingle moderate pitch roof, cedar wood shingle siding with 12 inch reveal. Historic windows were either 6/6 or 8/8 double hung. Each cottage originally had a kitchen, living area, one bathroom and two bedrooms. The cottage had been altered significantly but not irreversibly. Arctic, or front entries, were added in the 1970s, and a dining room and furnace room was added to the back of the building in the late 1970s. Structure 2 was resided with horizontal beveled cedar siding shortly after the National Park Service acquired the cottages in 1981. The original wood shingle roofs were replaced at that time

with metal. Historic 6/6 and 8/8 and panel doors had been replaced with aluminum windows typical of the 1980s, and solid core doors replaced the original half-lights. As with Structures 1 and 4, Structure 2 has recently been renovated to the Secretary's Standards, which removed all of the non-contributing elements such as siding, roof, windows and doors, and returned the structure's exterior to original fabric.
Condition: Good.

Structure 3
AHRS Site: JUN-0987
Location: Zone 8, 0458595mE, 6475499mN
Site Name: CAA Boiler Plant - Circa 1948 according to local Gustavus residents and aerial photography. The boiler plant is located in Block 3, Lot 3, and is owned by NPS. This one-story rectangular building is 1,533 square feet in size and sits on a 100' x 150' lot. It was built by the CAA to provide boiler operations for buildings in the compound. It is typical of other CAA buildings of this time as it was made from modular, pre-fabricated panels. It was built on a concrete foundation with wood shingle exterior siding and a wood shingle, moderate pitch roof. The building had two separate entrances and a garage door, a door and garage opening for the boiler operations and one for a small room which has been used through the years for various purposes including transient housing, laundry facilities, the Gustavus school, and recreation center. The garage door was replaced at some point in time by a solid core door, but patched into the original fabric with cedar shingles. The boiler room (south) currently sits empty; the middle room is used by NPS for document storage, and the north room is also used for furniture storage. The two southern doors are modern solid core doors; the northern door is an older panel door. Most of the original 6/6 double hung windows are extant. A metal roof has replaced the original shingle roof, but no other significant additions or alterations have been made. It appears much as it did historically, although some repair and paint are necessary. The building has undergone hazardous material abatement for asbestos, and is currently partly shrouded in plastic to contain lead paint.
Condition: Fair. Though structurally sound and with a good roof, the building sits partially empty. NPS uses the building for passive storage, and does not actively maintain it, nor does the agency have any plans to do so.

Structure 4
AHRS Site: JUN-0986
Location: Zone 8, 0458626mE, 6475523mN
Site Name: CAA Cottage 20 - Circa 1950 according to Gustavus residents and aerial photography. It is owned by NPS and sits in Block 3, Lot 4. This one-story building, approximately 840 square feet, was built as a single family dwelling by the CAA on a 100'x100' lot to provide housing for employees of the Gustavus Point Airfield. It is typical of other CAA buildings of this time as it consists of modular construction. The pre-fabricated panels measure 4'x8' and consist of full dimension 2"x4" studs with plywood sheathing on the exterior. Historically, it was identical to Structures 1 and 2, with concrete foundation, wood shingle moderate pitch roof, cedar wood shingle siding with 12 inch reveal. An arctic or front entry was added in the late 1970s, and dining and furnace rooms were added to the back of the building in the late 1970s. The original wood shingle roof had been replaced with metal. As with Structures 1 and 2, Structure 4 was recently renovated to the Secretary's Standards, which removed all of the non-contributing elements such as siding, roof, windows and doors, and returned the structure's exterior to original fabric.
Condition: Good.

Structure 5
AHRS Site: JUN-1048
Location: Zone 8, 0458545mE, 6475486mN
Site Name: Chatham School District House 1. Circa 1948 judging from aerial photographs. It sits in Block 2, Lot 2, and is owned by Chatham School District. At 'type-41' prefabricated residence erected by the CAA in about 1948, one of the original two houses built by CAA. The original 30' x 30' floor plan was altered by a 20' x 12' addition, which does not appear in the 1948 aerial photo, but does in the 1963 aerial photo, indicating that it had been added in the interim. The house was sided with cedar wood shingle siding with 12 inch reveal, and the siding wraps the entire building without a seam at the addition, suggesting that the addition was added soon after the house was constructed, but before it had been sided (or at a time when stock siding shingles were readily available). The original cedar shake roof has been replaced with a metal panel roof. A deck has been added to the front of the house adjoining the original porch. The house has been painted barn red, a departure from the original white. The house was transferred from FAA to State of Alaska ownership in 1973, and from there to Chatham School District. The School District rented the house to local residents through the 1970s and 1980s, but from that point it is difficult to discern its use. It has not been occupied for over a decade.
Condition: Poor. The house clearly has not been actively maintained for some years, and its most recent use has been by the Gustavus Fire Department, who fill it with smoke and use if for structural fire training. It has been considered for actual fire suppression training as well.

Structure 6
AHRS Site: JUN-1049
Location: Zone 8, 0458601mE, 6475545mN
Site Name: Chatham School District House 2. Circa 1948 judging from aerial photograph. It is owned by Chatham School District, and is located in Block 2, Lot 4. At 'type-41' prefabricated residence erected by the CAA in about 1948, it is one of the original two houses built by CAA. Unlike the other type-41 structure, this house has retained its original 30' x 30' floor plan, although a metal sided and metal roofed shed porch has been added to its front, significantly altering its appearance. The house retains its original cedar shingle siding and cedar shake roof. It has been painted a green color with pink trim, a departure from the original white. It was transferred to State ownership in 1973, and is currently utilized by the Chatham School District as housing.
Condition: Fair. Unconfirmed rumor as of 8/15/06 is that Chatham School District considers this house inadequate for teacher housing and is considering demolition.

Structure 7
AHRS Site: JUN-1050
Location: Zone 8, 0458619mE, 6475599mN
Site Name: GCA Pre-School Building. Sometime post-1948. It is owned by the State of Alaska, and is located in Block 4, Lot 3. This 40' x 16' frame structure does not appear in the 1948 aerial photograph, but was in its currently location in the 1972 aerial photograph. Curiously, it was not photographed in its current location in 1963 when FAA inventoried their assets, nor does it match photos of any other inventoried structures (considering that it might have been moved there from somewhere else). It retains its original cedar wood shingle siding, although the roof has been replaced with a metal roof. It has small porches front and back. Its function during the CAA/FAA period cannot be determined. It has functioned most recently as a pre-school operated during the 1990s by the Gustavus Community Association (defunct since 2004); that use was discontinued in the mid-1990s owing to the lack of plumbing in the building. It sits unused now, though still fully stocked with pre-school materials.
Condition: Good to Fair. Though sound and with solid roof, the building needs maintenance.

Structure 8
AHRS Site: JUN-1051
Location: Zone 8, 0458656mE, 6475640mN
Site Name: DOT Maintenance Shed. Circa 1948, based on aerial photograph. It is located in Block 4, Lot 4, and is owned by the Alaska Department of Transportation. A 94' x 34' building on a concrete slab, it has a shallow pitched shed roof structure and is divided into six bays. Five of the bays appear to have been used for vehicle storage; the other (third from the left as you face the building) had been walled off on two sides, separating it from the open floor plan, and it had a row of windows above a work bench across the back wall, indicating it had been used as a work shop. The bays are enclosed by sliding sheet metal garage-type doors, all of which are still in place (six are in open position, while one is closed). On the exterior it has horizontal shiplap cedar siding, and the interior walls are covered by 1' x 8' clear Douglas Fir planks. Although the roof is not visible from any vantage point on the ground, it looks to be made of asphalt-based rolled roofing material over 1" x 8" planking (some fragments of roofing material are visible on the ground and draped over the side of the building). Comparison of the building with the historic photograph indicates that at some point after 1963 the bay on the far right side had been altered by removing the door jamb and elevating it about a foot, probably to accommodate a taller vehicle than it was designed to accommodate. The Alaska DOT took possession of the building in 1973 from FAA, and it does not appear that DOT has done any maintenance on the building since then. The roof has failed throughout the building, and inspection of the roof sheathing shows substantial rot throughout. Ceiling material, which consists of a 3/8" 'Celotex' type material attached to the bottoms of 2" x 12" ceiling rafters, has deteriorated significantly from exposure to moisture, and it hangs in sheets and strips from the rafters and lies in heaps on the floor. Analysis of this material indicates low levels of asbestos. However, from the roof sheathing downward the building appears to be structurally sound; the clear Douglass Fir roof rafters appear to have resisted rot, and the upright posts and walls appear to be sound. Alaska DOT has constructed a new maintenance facility along the runway in the mid-1990s, and the Maintenance Shed is currently used for passive storage of equipment and sand. The City of Gustavus, working in collaboration with the Alaska Industrial Development and Export Authority/Alaska Energy Authority (AIDEA/AEA) and the Gustavus Electric Company, are proposing to transfer ownership of Maintenance Shed from Alaska DOT to the City of Gustavus, which proposes to demolish the building to make room for a new modular diesel generator that will replace an aged model in a building nearby.
Condition: Fair. The roof has failed and the building has begun to deteriorate. Unless immediate intervention happens, deterioration of the roof will accelerate and other structural elements will begin to fail.

Structure 9
AHRS Site: JUN-1052
Location: Zone 8, 0458674mE, 6475660mN
Site Name: Gustavus Electric Company Generator Building. Sometime post-1948, based on the aerial photograph. The building is located in Block 4, Lot 5A, and is owned by Gustavus Electric Company. This 40' x 32' building is built on a concrete slab and is framed with steel I-beams and sided and roofed with steel panels. It does not appear in the 1948 aerial photograph, but was in place by 1963. It is possible that it was built to replace an earlier generator building (Structure 11) that served the same purpose, but was substantially smaller. In the 1963 historic photograph two fuel tanks are visible to the right of the building. Fuel tanks are still present in that location (one of which is original), but they have been covered by a newer metal sided/roofed building to prevent the fuel from gelling during cold winter months. The fuel tank building is a non-contributing element to the historic district (although in constructing the shed over the fuel tanks Gustavus Electric Company took care to duplicate materials and colors from the older building). The building was

transferred to the State of Alaska in 1973; the State subsequently sold it to the Gustavus Electric Company in the early 1980s. The building appears to retain its original siding, roofing and color scheme.
Condition: Good. The building still functions quite adequately in the capacity for which it was constructed over 50 years ago. It is uncertain what plans Gustavus Electric Company might have for the structure when they move operations to the new modular unit.

Structure 10
AHRS Site: JUN-1053
Location: Zone 8, 0458691mE, 6475674mN
Site Name: The Community Chest (302). Circa 1948 based on the aerial photograph. It is located in Block 4, Lot 6, and is owned by the State of Alaska. This 36' x 18' building was present in the 1948 aerial photograph. In the 1963 inventory photograph the building has the appearance of being a warehouse – it has a wide garage-type door on its front, and a platform landing several feet above ground level across its front. If not a warehouse, it might have functioned as a carpenter's shop, as there is a sawhorse visible to the side of the platform. Comparison with the historic photograph indicates that the building retains its original cedar shingle siding, though the shake roof has been replaced with a metal roof. Also, the garage door has been removed and replaced with a standard door and window combination, though when the remodeling occurred care was clearly given to salvage original cedar shingles and blend the remodeling into the original fabric. A porch has been added to the front of the building, and a 10' lean-too shed roof added to the north side. The building is owned by the State of Alaska and leased to the City of Gustavus. It was leased to a group of local volunteers in the late 1990s, and converted into a thrift store by minor remodeling and fencing to combine it functionally with the adjacent building. It is actively maintained by the City of Gustavus. The Community Chest has become a vital social institution within the community, providing a venue for recycling discard items that still have value, a gathering place for residents during the 4 days per week when it is open, and a generator of much needed revenue for community projects.
Condition: Good.

Structure 11
AHRS Site: JUN-1054
Location: Zone 8, 0458703mE, 6475685mN
Site Name: Community Chest (304). Circa 1948 based on aerial photograph. It is located in Block 4, Lot 7, and is owned by the State of Alaska and leased to the City of Gustavus. This 24' x 20 frame structure sits on a 24' concrete stem wall, unlike any other structures in the complex. It also originally had a vented roof along its ridge, suggesting it served a specialized function, most likely a generator shed. It may have been replaced by the larger generator building (Structure 9), or it served another specialized function. Comparison with the historic photograph indicates that the building has retained its original cedar shingle siding, though the vented roof has been removed and replaced with a metal roof. The original doors have also been replaced by similar sized solid core doors, and a window has been added to the front of the building. Two lean-too shed roofs have been added (24' x 12', and 18' x 10') to the south side to provide storage space to the community chest. The building is owned by the State of Alaska and leased to the City of Gustavus. It is actively maintained by the City of Gustavus.
Condition: Good.

Non-Contributing Structures, features, objects:

There are 30 non-contributing structures and elements scattered throughout the potential historic district. Depending on how the historic district is configured, some significant non-contributing structures and features might be eliminated from within the district. The proposed boundary eliminates two significant non-contributing structures/sites from the district – a school gymnasium and a telecommunications site – but they are included here to provide a visual perspective and for the sake of discussion. Photographs of each are contained in Folder 4, and all photos are keyed to Figure 8 in Folder 1.

Building: The Gustavus School gymnasium is located between Structures 5 and 6.
Satellite Dishes/Towers: One is situated on the yard behind Structure 1; one is adjacent to Structure 6; one is adjacent to Structure 11.
Sheds/Porches/Fences: One shed is adjacent to Structure 1; one stands behind Structure 3; two are adjacent to Structure 5; two are adjacent to Structure 6, with an associated fenced enclosure; one stands next to Structure 9, one stands behind same, and a fence and several small extensions are attached to same; a lean-too shed and porch is attached to Structure 10, and 2 are attached to Structure 11, with associated fenced enclosure between the two buildings.
Large Containers: One is near Structure 6; three are located in the ATT/ALASCOM installation near Structures 4, 6 and 7; one is near Structure 11.
Objects: Three above-ground fuel tanks adjacent to each of Structures 1, 2 and 4. Though the structures may have had above ground fuel tanks originally – we do not know – when NPS acquired them they had underground storage tanks (UST). Those USTs were removed in 1998, and replaced with modern double-walled tanks which are out of character with period; an unknown object next to Structure 8 (the object, which appears to have something to do with road maintenance, may be portable, but judging from vegetation growth, it has been in place for some time).

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

Military Development in Glacier Bay region - World War II

Transportation

Period of Significance: 1941 - 1951

Significant Dates: 1941

Architect/Builder: Civil Aeronautics Administration with contract to Morrison Knudson Corporation.

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Narrative Statement of Significance:

Summary: The CAA Airfield Compound appears to be eligible for the National Register of Historic Places as an historic district due to its association with events that made a significant contribution to the broad patterns of Local, Regional, State and National history, and because of the degree of integrity of location, design, setting, materials, workmanship, feeling and association the district retains.

Historic Background

The community of Gustavus, Alaska, is located on the mainland on the north shore of Icy Strait near the northern terminus of the Inside Passage. The community lies on the broad flat glacial outwash plain at the mouth of Glacier Bay, and it is surrounded by Glacier Bay National Park on three sides. Over 400 people currently call Gustavus home year-round. Transportation links to the outside world are limited to air or water, as there is no highway connection. An isolated system of roads link Gustavus and its airport to widely scattered private residences, and to park headquarters, about 10 miles away. Tourism provides a significant part of the local economy, which is also fueled by government employment, commercial fishing and other endeavors. Gustavus is the gateway to Glacier Bay National Park, and the history of the community is intertwined with that of the park.

Evidence suggests that people lived in nearby Groundhog Bay as early as 9,000 years ago, and several sites on Chichagoff and Baranof islands and on the mainland show people lived in the region for at least the last 3,000

years. The oldest known site near Glacier Bay itself is in Dundas Bay, and is about 800 years old. Tlingit oral tradition tells of four clans making Glacier Bay home until about 300 years ago, when a glacial surge forced them to seek refuge beyond its reach. Tlingit oral tradition still affixes important clan affiliations to the Glacier Bay landscape. All of Gustavus is considered part of the ancient landscape of S'é Shuyee, and the closest tradition site to Gustavus is at Point Gustavus, where the Wooshkeetaan Clan of Hoonah had a clan house, and where an important battle was fought and a lasting peace purchased. However, most of what constitutes Gustavus was sub-tidal during the period of Tlingit occupation, and it is only during the past 100 or so years that isostatic rebound – the process of the land rebounding from the weight of the glacier by as much as an inch per year – that most of Gustavus has become attractive for human habitation. Hence, the potential for prehistoric or early historic archaeological sites in the areas is virtually nil.

Tlingit guides brought early explorers into Glacier Bay, including naturalist John Muir in 1879. He was instantly captivated by the wealth of both scenic and scientific characteristics of the bay. The scientific community quickly caught on as geologists, botanists and ecologists made their way to conduct groundbreaking research on this exceptional region. Business and pleasure mixed beautifully at Glacier Bay, as not only was the region rich with scientific information, but it provided scenery not found anywhere else. The Pacific Coast Steamship Company carried well-heeled Victorian passengers through Alaska's Inside Passage to Glacier Bay in the late 1800s, where passengers went ashore an frolicked among the ice bergs. By 1890, 5,000 visitors a year – scientists and tourists alike – were enjoying the cruises.[1] Unfortunately, an earthquake in 1899 caused massive chunks of ice to calve from the glacier which impeded safe navigation for several decade, during which time only a few of the hardiest individuals continued exploration. The Tlingits on the other hand found the ice floes and large population of harbor seals to their liking, and Hoonah hunting and fishing camps were established throughout the bay.

As tourism brought people to Glacier Bay, information about the remote area spread to the Lower 48. News of an "attractive, nearly level spot"[2] along Icy Strait, a rarity in southeast Alaska, was especially enticing. By 1914, a handful of adventurous souls had begun to arrive seeking homesteads in and around what was then known as Strawberry Point. Eventually, 17 homesteads would be 'proved up' in Gustavus, 13 under the federal homesteading law, and 4 others under State of Alaska homesteading law after Alaska reached statehood in 1959. The first homesteads were clustered along the three water courses on the Gustavus Forelands – Good River, Salmon River and Rink Creek - as the streams provided the principal access routes from sea to land. A 1929 aerial photograph of Gustavus shows two clusters of settlement along the Good and Salmon Rivers, connected by a road and with bridges across each stream (Figure 1). The photo does not indicate any sort of overland connection with the third satellite settlement at Rink Creek several miles to the east.

The early notion that flat land equals agricultural potential proved somewhat illusory, however, as homesteaders soon learned that the agricultural life was both hard and economically marginal. Homesteaders had to combine trades to make ends meet. Some tried trapping, farming, cattle ranching, prospecting and mining, fox farming, lumber milling and fishing. A cannery in Excursion Inlet and another in Dundas Bay provided both employment and markets for locally produce and lumber. Often families had to live away from their homesteads to make ends meet, and by the early 1930s, only a few families were living full time in Gustavus.[3]

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[1] Norris, Frank. *Gawking at the Midnight Sun*. Alaska Historical Commission Studies in History #170, June 1985, p. 16.
[2] Mackovjak, James R. *Hope and Hard Work: The Early Settlers At Gustavus, Alaska*, Goose Cove Press, 1988, p. 19.
[3] Traeger, Earl A., *Glacier Bay Expedition 1939*. GLBA Archives.

On another front, the exceptional value of the region's natural landscape convinced scientists and ecologists to seek legal protection for Glacier Bay. In 1925, President Calvin Coolidge signed the proclamation creating Glacier Bay National Monument. Many local residents were unhappy with the restrictions imposed on the lands within the newly designated monument. Those problems multiplied when the monument boundaries were expanded in 1939 with the addition of more than 2,000 square miles, including Strawberry Point.[4] [5] The purpose of the expansion was to create a wildlife preserve for Alaska brown bears which, it was feared, were threatened by over hunting.

But a wildlife preserve was at cross purposes with many of the activities upon which local people depended for their livelihoods. "In 1935, when all of this area not already proved up on by the individual homesteaders was thrown into Glacier Bay National Monument," wrote schoolteacher Ruth Matson, "our thriving little community began to die for no more settlers could come in and settle on these broad, flat acres." The small one-room schoolhouse in which she taught was closed as families with children left Gustavus to seek opportunities elsewhere, though most retained their homesteads and would return to them periodically.[6]

When the NPS expanded the Monument in 1939, the original NPS plan was to buyout all the in-holders within the expansion area, and at the time many, though certainly not all, seemed willing.[7] But before that plan could be implemented, the onset of events that would lead to World War II shifted priorities. The part Gustavus would play in the war arena was actually cast in 1938 and 1939, at a time when Hitler's Germany was conquering its neighbors and imperial Japan was exercising its military prowess in Asia. American military planners recognized amidst the growing storm that the west coast of the US was vulnerable to attack, and that Alaska in particular was quite indefensible. The 1938 Civil Aeronautics Act created the Civilian Aeronautics Authority (CAA, which became the 'Administration' in 1939) which made possible the establishment of airports and radio range stations in Alaska to serve both military and civilian purposes. An army engineering report had identified the 25 square miles of flatland surrounding the homesteads of Gustavus was the "best location for an air base between Juneau and Nome".[8] (Figure 2 is the aerial photograph these planners would have worked from). Aside from its military importance, what came to be called Gustavus Point Airfield also lay on the "Great Circle Route" to the orient, and it was anticipated it would become a major hub for commercial aircraft to stop and refuel while traveling between the lower 48 states and Asia. The move toward construction of Alaska's airfields was given a boost during the summer of 1940 when the CAA approved the establishment of an air route between Juneau and Seattle, the first leg of the Great Circle Route. Gustavus was considered as an alternate landing site to Juneau, which was often weathered in. The governor of Alaska, Earnest Gruening, lent his support to the endeavor that same year, and with prodding from General Simon B. Buckner, the military commander of Alaska, by 1941 funding had been secured and a string of CAA airfields were underway, including the one in Gustavus.[9] Although one of only four airfields in Alaska capable of handling B-29 bombers, the airfield never saw the heavy bomber use that was anticipated when first constructed, as the brief war against the Japanese in the weather hampered Aleutians did not lend itself to a massive air campaign. However, the Gustavus Point Airfield did provide some military support roles as planes

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[4] Mackovjak, p. 80.
[5] The US Postal Service renamed Gustavus to Strawberry Point in 1925.
[6] Matson, Ruth O. *Happy Alaskans, We*. Goose Cove Publishing, 1972, p. 81.
[7] Traeger, p.15.
[8] Traeger, p. 8.
[9] Kurtz, Rick S. *Glacier Bay National Park and Preserve Historic Resources Study*, National Park Service, Alaska System Support Office, Anchorage, Alaska 1995, p. 84.

and supplies did shuttle through.[10] It should also be noted that the Gustavus Point Airfield was but one of a number of military installations built in the Icy Strait region during WWII. The enormous marine terminal facility at nearby Excursion Inlet was comparable in magnitude to the Gustavus Point Airfield, and gun emplacements were built at strategic locations through Icy Strait to protect these facilities against enemy attack.

By 1943 as the military theater moved across the Pacific, the Gustavus Point Airfield came under increasing civilian use. By 1944 Pan American Airlines was already utilizing the strip and was pursuing the idea of building a hotel to accommodate customers.[11] It was airline passengers in search of a cup of coffee that prompted one local family to convert their homestead into an inn, and the first seed of Gustavus' tourism industry was planted.[12] The White's family homestead came to be called The Gustavus Inn, still in operation. With an eye to the post-war future there was actually anticipation that Gustavus would become Southeast Alaska's major airport, eclipsing the weather plagued Juneau facility. There appears to have also been discussion of the possibility that the facility would be turned over to NPS management with the end of the war, the notion being that the airport would facilitate access to the National Monument.[13] The NPS relieved itself from this management incompatibility when it agreed that CAA would manage the airfield after the war.

The prospect of an airfield was received enthusiastically by the residents of Gustavus for several reasons. First, an efficient transportation link presented obvious economic opportunities. Residents hoped construction would bring employment opportunities, and those who wished to sell their homesteads could hope to do so for a good price. Also, it was hoped that families coming to work on the airfield and its support infrastructure might bring in enough children to reopen the local school. Because so many people had recently moved from Gustavus the school had closed, and the children whose families remained often had to board in Juneau to attend school. Families were split up for months at a time. Also important was the linking of Gustavus to the burgeoning aviation industry in Alaska. Prior to World War II, the only airstrip in the area had been built by Charlie Parker, a former World War I fighter pilot who cleared a strip of land about a half mile long near the Salmon River.[14] Though adequate for small aircraft it was too short for larger planes. With the construction of a larger and safer airfield, remote Gustavus would be connected to the growing Alaska aviation network upon which all of Alaska relied for transportation and cargo.

With the war over the focus turned to developing the Gustavus Point Airfield for civilian purposes (at some point along the way the 'Point' was dropped from the name). A construction contract was granted in 1948 to Morrison Knudson Corporation (MK), a large defense contractor capable of large scale projects, which the Gustavus Airfield proved to be. Construction brought in scores of workers and their families. The undertaking was monumental when viewed in the context of the remoteness of the area and the lack of development up until that time. The project area was almost 10 miles long and 3 miles wide. It eventually sprawled across some 15 square miles of land, and involved massive movement of earth, materials, equipment and labor (Figure 3). It utterly transformed the small isolated community of homesteaders (Figure 4), and lay the framework for what the community would eventually become.

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[10] Kurtz, Rick S. *National Register Nomination Form, Military Development and Infrastructure, Glacier Bay Vicinity.* (GLBA Archives).
[11] Ibid.
[12] *"Leshes Bring Back Memories of Old Gustavus".* Fairweather Reporter, Volume 2, No. 8. August, 2006.
[13] Ibid.
[14] Personal conversation with author and Gustavus resident Bill White, 5-13-04.

The site of the airfield was entirely wetland, covered much of the year by ankle deep water, so one of the first orders of business was to ditch and drain much of it. In all this massive earth moving undertaking dredged more than 10 miles of broad and deep ditches around the runway sites and along roads and other installations (ditch dimensions as much as 50 feet wide and 10 feet deep are common). This massive drainage project altered the natural drainage pattern and accelerated the transformation of the Gustavus landscape from wetland to land eminently more developable by humans, a significant factor which greatly facilitated the eventual growth of Gustavus. The need to access distant navigational aids (radio beacons) the barge landing and fuel tank farm required significant improvement of existing roads, resulting in the construction of some 7 miles of surfaced roads and 6 miles of un-surfaced roads, this in a community which up until that time had very few developed roads. An aging drawbridge across the Salmon River was replaced by an engineered bridge. A landing platform for barges hauling equipment and materials was constructed in the Salmon River, and a bulk fuel storage facility was constructed along the Gustavus waterfront on Icy Passage, where fuel barges could land and offload their cargo. The layout of these projects – runways, ditches, roads, harbor development and bulk fuel storage – utterly transformed what had been an isolated homesteader community, and set the template for the eventual growth and development of Gustavus. The layout imposed by CAA still determines development in the community today.

When Gustavus Airfield was completed it provided two paved and lighted runways, one 7,500 feet long, the other a mile long. By any standard it was a significant airfield for the time. Navigational radio beacons were positioned at either end of the long axis of the main runway – one across Icy Passage on Pleasant Island, the other in the forest to northwest - to aid in navigation. A road system was built around the runways, and extending away from it through the homesteads and to the scattered infrastructure at the river, waterfront and forest. The roads alone created an essential infrastructure for Gustavus, apart from the roll the roads played for CAA. The facility was supplied with the latest in radio communication equipment. Power for the lighted runway and the far-flung facilities was provided by diesel generators and distributed by a network of overhead power lines which ran parallel to the road. (This power distribution system did not include the Gustavus homesteaders, who continued to go without power). The area near the runways was where most of the development took place. There was one cluster of radio towers and support buildings immediately adjacent to the runways themselves, and set away from them to the southeast along the main road was a more concentrated compound of residential units, school, warehouses, workshops and generator sheds. In the end the CAA constructed no fewer than 28 buildings (See Folder #2 for historic photographs of most of this infrastructure). Numerous radio towers bristled throughout the complex.

A housing compound with two 'type-41' houses and a dormitory were built during airfield construction in 1948, then sometime thereafter – most likely 1950 – three two-bedroom cottages were added to the complex. Housing was also provided for single men at a barracks near the runway – it came to be called the "Yum-Yum Club".[15] All told, as many as 30 CAA employees would reside at the Gustavus Point Airfield at any given time during the 1950s. This number easily outnumbered the 10-15 homesteaders who still called Gustavus home. Of this development school teacher and homesteader Ruth Matson wrote, "The airfield was kept up-to-date with the newest equipment, and the number of personnel was increased until there was a need of a school, and again it was reopened."[16] Project construction was likely completed by 1951.

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[15] Jack Lesh, personal communication, August, 2006.
[16] Matson, p. 83.

With completion of the airfield within the National Monument the NPS was confronted with a dilemma. Although the NPS generally opposed airfields within parks and monuments, Director Drury had allowed it to proceed in the spirit of national defense. But following the war NPS found itself not just with a few scattered homesteaders, but also a massive airfield complex that was still under construction and clearly contrary to the resource protection mission of NPS. On the other hand, it created a vital transportation link that had the potential to bring visitors to the Monument, a desirable situation. In the short term NPS resolved to postpone the dilemma by relinquishing the airfield to CAA management after the war, but admitting that the area no longer met Monument status.

The matter of the status of the airfield inside the Monument was resolved several years later, but not on the merits of the airfield alone. The dream of Gustavus as an agricultural community, although only marginally productive over the decades, had remained alive, and throughout the early 1950s a concerted effort on the part of Gustavus homesteader Charlie Parker to withdraw the Gustavus area from the National Monument caught the attention of the Eisenhower Administration. The notion garnered popular support throughout Southeast Alaska, and NPS, conceding that the area no longer met National Monument status, did not object when the Eisenhower Administration withdrew some 24 square miles of land from the Monument in 1955. This action set the framework for the eventual development of Gustavus - a rural, widely dispersed community centered around a large airport, and surrounded on three sides by national park lands. Figure 3 shows that the boundary excluding Gustavus from the Monument was drawn to encapsulate not only the homesteads, but specifically the airfield, as the large bulge on Gustavus' northern boundary was clearly drawn to accommodate the radio navigational array.

CAA employees and their families became active members of the Gustavus community and the airfield compound became a popular year-round central gathering place for everyone. In addition to teaching at the school, Ruth Matson wrote a column called "Gustavus News" for the *Juneau Empire*. Her folksy, newsy columns chronicle life in Gustavus and illuminate the importance of the CAA/FAA[17] presence to the entire community.

October 22, 1948
The FAA plane with Dr. Matthews, the FAA doctor, aboard arrived in Gustavus Thursday, Sept 22, with X-ray gear and other equipment and all the Gustavus folks were invited to have chest X-rays. A large number took advantage of this privilege.[18]

November 1948
The Saturday night before Hallowe'en a delightful party was held at the Dorm. It was a delightful old fashioned hardtimes party with all the old fashioned games.....Thirty-one enjoyed the affair.

December 1957
Christmas was a most happy time in Gustavus. Christmas Eve at the Airfield was the CAA personnel's Christmas party at the Dorm, and it was a gay occasion with a Christmas tree with presents for all and even a Santa Claus to delight the tiny tots with his personal appearance.

January 15, 1958

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[17] CAA became Federal Aviation Administration (FAA) in 1958.
[18] "Gustavus News," *Juneau Empire*, various dates. From the personal collection of Ken Youmans.

Among the men who have arrived in Gustavus for work with the CAA are Cyril Schneier and G. Van Fleek, who were in Gustavus when the Gene Chase home burned. The Chases feel that they were unable to adequately thank these men for their great help in taking care of the two tiny Chase girls during the fire.

February 25, 1958
Mrs. Richard Gross was taken sick Sunday, February 16, and rushed to Juneau on the CAA plane.

Bill White remembers enjoying "movie night" at the CAA compound. "They had what we called a theatre," he remembers. "Once a week, they'd bring in a movie on their barge and set it up in the front room of the dormitory." Matson recalled the important morale boost these movies provided for the entire community.

Friday night was the Premiere Opening Night of the Gustavus Movies.
The showing took place in the Dorm Living Room and the guests enjoyed the show to the fullest degree. After the movies coffee and cake were served to the guests. It was surely a most delightful way to spend a stormy rainy evening.[19]

Records Search

As noted above, the CAA, created in 1940, became the Federal Aviation Administration in 1958. For purposes of this discussion, since the period of significance – 1941-1951 – was administered by the CAA, that nomenclature will be used throughout, and any reference to FAA deals with activities that transpired after 1958.

An extensive search of archives has produced little written evidence of the construction dates or details. Aerial photographs from 1948 and 1972 provide basic documentary evidence of the growth and development of the CAA facility. A group of photographs taken in 1963, when the FAA apparently conducted an inventory of its assets in Gustavus, provide the best documentary evidence we have of the final built-out status of the FAA facility at that time (Folder 2).

The other source of information is local knowledge. According to those who lived in Gustavus during this period, the project was built in the years between 1942 to approximately 1951. According to life-long resident Mr. Bill White, the CAA brought their own crew to Gustavus to erect the pre-fabricated buildings, a new and modern approach to buildings at the time. Talking about the housing compound, Mr. White remembers crews setting up entire walls one at a time, and says it didn't take long for the compound to take shape. At the height of activity in the residential compound, there were five single family dwellings, a dormitory or apartment building and a boiler plant built to heat and support them. Mr. White says the boiler plant provided hot water and heat for the dwellings. On the north side of the building was a laundry room for compound residents. Later, when laundry facilities were installed in the cottages, that room was turned into a school for the children of Gustavus, including those who lived in the CAA houses.[20] Eventually, a school house would be built across the main road from the housing compound.

The 1948 aerial photograph shows the scene as it was developing in the central CAA Compound area (Figure 5). The school had not yet been built. The housing compound, built on a U-shaped drive off of the main road, had the two 'type-41' houses, the dormitory and the boiler building, but the three two-bedroom cottages had not

[19] Ibid.
[20] Personal conversation with Bill White 5-13-04.

yet been built. On the main road the maintenance building was in place, and a row of 5 buildings stretch out to the north of it; a building likely a warehouse, a building with a vented roof (probably also a generator shed), and a line of three buildings of unknown function along the main road closer to the airfield. (The large disturbed area in the center of the image is where MK buried the asphalt coated drums that were discarded after the runways and roads had been surfaced. The area became an EPA Superfund site that was cleaned up in 1993-1994).

An aerial photograph taken in 1972 (Figure 6), captures the changes that had happened in CAA Compound after 1948. Three two-bedroom cottages had been added to the housing area (Str.1,2, and 4), a school was built across the road from housing, and two buildings were added to the lineup of 5 along the main road, including another generator building (Str. 8) and another long narrow structure of unknown function (Str. 7). This arrangement of 15 structures completed the CAA Compound. However, the image also reveals that by 1972 demolition had already begun, as the northernmost building that was present in 1948 was no longer present (see Folder 2, picture 35).

As the nature of air travel changed with the advent of jetliners, and other airports were developed throughout the region, the importance of the Gustavus Point Airfield diminished through time, and the FAA staff decreased accordingly. The advent of automated navigational equipment also diminished the need for FAA to maintain permanent staff in Gustavus. By 1973 FAA had decided to eliminate its field staff in Gustavus, and the agency transferred management responsibility and ownership of the airport, its buildings and entire infrastructure to the State of Alaska.

Since 1973 the State of Alaska, Department of Transportation, has kept a small crew in Gustavus only large enough to maintain the runways and basic airport infrastructure, as well as the six miles of main roads that it took over from FAA – these include the road to the Gustavus dock (now called Dock Road), the other the main road through town (State Road), and to the radio towers to the northwest (Mountain View Road). However, the AK DOT never had the need to utilize nor maintain most of the Gustavus Airfield buildings and infrastructure, so has disposed of much of it in various ways. The State's piecemeal management approach has resulted in the destruction or loss of most of the buildings and communication/navigation infrastructure built by CAA 1941-1951. All of the buildings, radio towers and lighting around the main runways have been demolished or removed. The remote radio towers at the northwest end of the runway were systematically dismantled by Gustavus residents, and it is still common to see pieces of orange angle iron scattered in buildings and appliances throughout town. The installation across Icy Passage on Pleasant Island was also dismantled. Though many of the buildings were designed to be portable and may have been moved to private property during the ensuing years, many, such as the airplane hangar and dormitory, have been demolished and the wood salvaged for construction projects around town. The barge landing in the Salmon River appears never to have been maintained, and it consists now of a scattering of rotting pilings that impede navigation. The bulk fuel storage facility on Icy Strait was transferred to the Gustavus Dray Company in the 1980s, which reconfigured the arrangement of the tanks and upgraded it for spill abatement. The power lines were repaired and utilized by the Gustavus Electric Company in the early 1980s until that company moved to bury all of its electrical lines; the power line now consists of a scattering of decaying power poles stretching along the main roads. The school house was engulfed in several episodes of significant remodeling (including one occurring in summer 2006), and though the current school still retains walls from the original structure, the older building has been entirely swallowed and no longer retains integrity. The surfaced roads were never maintained in that form by AK DOT, and over the years many sections devolved into pot-holed gravel roads as the asphalt surface disintegrated. Though the original road alignments remain, the DOT upgraded and resurfaced the roads in the