1. NAME AND LOCATION OF PROPERTY

Historic Name: Ladd Field

Other Name/Site Number Ladd Air Force Base; U.S. Army Garrison Fort Jonathan Wainwright (AHRS Site No. FAI-00236)

Street and Number (if applicable)**:**

City/Town: Fort Wainwright **County:** Fairbanks North Star Borough **State:** Alaska

Designated a National Historic Landmark by the Secretary of the Interior February 4, 1985.
Updated documentation approved by the Secretary of the Interior September 2, 2024.

2. SIGNIFICANCE DATA

NHL Criteria: 1

NHL Criteria Exceptions: 2

NHL Theme(s): VI. Expanding Science and Technology
1. Experimentation and Invention
2. Technological Applications
VIII. Changing Role of the United States in the World Community
1. International Relations

Period(s) of Significance: 1939-1945

Significant Person(s) (only Criterion 2)**:**

Cultural Affiliation (only Criterion 6)**:**

Designer/Creator/Architect/Builder: US Quartermaster Corps (1939-1941), US Army Corps of Engineers

Historic Contexts: *World War II in the Pacific NHL Theme Study*, 1984
C. Alaska and the Aleutians
American Aviation Heritage: Identifying and Evaluating Nationally Significant Properties in U.S. Aviation History, 2011
12. Military Aviation & World War II, 1939-1945: Research and Development
VIII. World War II
C. Politics and Diplomacy During the War
XVIII. Technology (Engineering and Invention)
E. Military (Fortifications, Weapons, and War Vehicles)

Paperwork Reduction Act Statement. We are collecting this information under the authority of the Historic Sites Act of 1935 (16 U.S.C. 461-467) and 36 CFR part 65. Your response is required to obtain or retain a benefit. We will use the information you provide to evaluate properties nominated as National Historic Landmarks. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number. We estimate the time to prepare an initial inquiry letter is 2 hours, including time to maintain records, gather information, and review and submit the letter. We assume that consultants will prepare nominations at an average cost of $32,680 per nomination. You may send comments on the burden estimate or any other aspect of this form to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Room 2C114, Mail Stop 242, Reston, VA 20192.

3. WITHHOLDING SENSITIVE INFORMATION

Does this nomination contain sensitive information that should be withheld under Section 304 of the National Historic Preservation Act?

___ Yes

_X_ No

4. GEOGRAPHICAL DATA

1. Acreage of Property: 528

2. Use either Latitude/Longitude Coordinates or the UTM system:

Latitude/Longitude Coordinates:
Datum if other than WGS84:
(enter coordinates to 6 decimal places)

	Latitude:	**Longitude:**
A	64.838884	-147.641760
B	64.839119	-147.615689
C	64.839631	-147.615743
D	64.839650	-147.613151
E	64.840099	-147.613203
F	64.840106	-147.611390
G	64.841649	-147.611489
H	64.842938	-147.611489
I	64.843241	-147.608383
J	64.844056	-147.608929
K	64.844035	-147.603025
L	64.843802	-147.602999
M	64.843818	-147.605719
N	64.843071	-147.606229
O	64.841885	-147.604347
P	64.841887	-147.603736
Q	64.841717	-147.603732
R	64.841705	-147.604343
S	64.840297	-147.604248
T	64.840382	-147.598643
U	64.841073	-147.598679
V	64.841089	-147.596993
W	64.840022	-147.596864
X	64.840106	-147.584597

Y	64.833835	-147.584292
Z	64.833707	-147.602836
AA	64.833141	-147.605247
BB	64.832905	-147.644442
CC	64.834969	-147.646409

3. Verbal Boundary Description:

In the original nomination the boundary of the Ladd Field NHL extended east to west along Montgomery Road south of the airfield to include parking aprons, hangars, and other World War II buildings that were constructed south of airfield. In this revised nomination the southern boundary is moved north to run east to west along the northern edge of the south taxiway. Beginning at a point along Gaffney Road near the northwest corner of the North Runway, the boundary runs east along the northern edge of the North Taxiway for approximately 4,050′. Following a jog in the pavement, the boundary then heads north 209′, east 400′, north 158′, and east 277′ to a point south of the intersection of Marks Road and Front Street. The boundary then heads north along the west edge of Marks Road to a point marking its intersection with Gaffney Road, continuing north-northeast along the arc of Marks Road to its intersection with Chena Road, then continuing east-northeast along the arc of Marks Road until its intersection with Peach Street just southwest of Building 1043. The boundary continues north-northwest along Peach Street until Apple Street, where it then generally heads due east for approximately 920′ to a point just northeast of Building 1024. The boundary then heads south 85′, and then west approximately 425′ to a point intersecting with Apple Street just northeast of Building 1044. Moving south-southwest along the front of Building 1044, the boundary then reconnects with Marks Road at a point just southeast of Building 1044. Following the arc of Marks Road east-southeast to a point northwest of Building 1021, the boundary then extends east 100′, south 65′, and then west 100′ to a point marking the intersection of Marks Road with Gaffney Road. The boundary then runs south along Marks Road for approximately 515′ where it intersects with the pavement of the North Taxiway. Heading east for 880′, the boundary then extends north approximately 250′, east 255′, and then south 390′ to include a group of six contributing Butler Buildings. From here, the boundary runs east along the northern edge of the North Taxiway, continuing until it intersects with Ketcham Road. Running south along Ketcham Road until its intersection with the northern edge of the south taxiway, the boundary then heads west for approximately 2,890′ where it then makes a slight jog southwest along the northern edge of the south taxiway before continuing west for approximately 6,100′ until its intersection with Meridian Road. Heading north-northwest along Meridian Road until its intersection with Gaffney Road, it then runs north-northeast to return to the starting point northwest of the North Runway.[1]

4. Boundary Justification:

Ladd Field was an army airfield during World War II. Designated an NHL in 1985, the original nomination included 27 contributing buildings and structures within the original NHL district boundary. Today, the original NHL district boundary includes the contributing World War II resources still extant within the bounds of the original post during the 1939 to 1945 period and consists of twenty buildings and six structures. Most of the contributing properties from the original nomination remain, however the loss of contributing properties, new development, and new information require a boundary revision. Since the original NHL designation, five contributing properties have been lost south of the airfield. Additional research determined that six Cold War

[1] Just west of the runway, Meridian Road forks into two separate roads which are both identified as "Meridian Road" by the Fairbanks North Star Borough GIS database. The road closer to the runway and runs generally straight in a northwest direction is the original or historic road, and this is the road referenced in the verbal boundary description. The other fork of Meridian Road to the west which follows an "S" curve is a newer road which was constructed around 2009.

era buildings located along the southern edge of the airfield were incorrectly identified as contributing properties. This along with the construction of nineteen buildings since the end of the period of significance has resulted in a loss of integrity for the area south of the airfield, requiring an adjustment of the southern boundary. With the identification of six World War II era Butler buildings on the north side of the airfield, the loss of one contributing building, and the misidentification of another building considered contributing in 1985, the northern boundary also required an adjustment.

5. SIGNIFICANCE STATEMENT AND DISCUSSION

INTRODUCTION: SUMMARY STATEMENT OF SIGNIFICANCE

Ladd Field is nationally significant for its association with the themes of: World War II in the Pacific; American Aviation Heritage; and Expanding Science and Technology and the Changing Role of the United States in the World. Construction of Ladd Field began in August 1939 and the field went into operation in September 1940, while construction continued. Located near Fairbanks in central Alaska, Ladd Field was the first U.S. Army airfield in Alaska and part of the defense build-up for World War II in the territory. The military post is nationally significant for its role in the development of cold weather aviation technology and as the Alaskan headquarters for the Alaska-Siberia (ALSIB) Lend-Lease route. The air base also played a supporting role in the Aleutian Campaign of World War II in the Pacific. The period of significance begins in 1939 when construction of the Cold Weather Test Station began and ends in 1945 with the end of World War II. During the war, operations and facilities were expanded at Ladd Field as part of the Lend-Lease program, playing a crucial role as the transfer point of nearly 8,000 aircraft from the United States to the Soviet Union for use in the Eastern Front of the war in Europe. The Lend-Lease program to the Soviet Union played a significant role in maintaining the alliance with the Soviet Union and contributed to the Allied victory in Europe. The permanent garrison, constructed as the Cold Weather Test Station and arranged in a Beaux Arts plan, remains intact and as a historic district retains a high degree of integrity.

After World War II most of the fifty-six airfields along the Northwest Staging Route, the aircraft ferry route between Great Falls, Montana and Ladd Field in Fairbanks, Alaska, were abandoned or turned over to local governments. Most of the airfields were emergency or auxiliary refueling fields. Of the primary airfields, three were located in the United States. These were Great Falls Army Air Base, Gore Army Airfield (also in Great Falls), and Ladd Field. Two additional bases, Galena Airport in Galena, Alaska and Marks Army Airfield in Nome, Alaska, were located west of Ladd Field as refueling and servicing stops before Soviet pilots left Alaska, and airfields at Northway, Tanacross, and Big Delta provided support between the Canadian border and Ladd Field. Ladd Field NHL is the only airfield along the route that retains the integrity of a World War II airfield associated with the Lend-Lease program.

PROVIDE RELEVANT PROPERTY-SPECIFIC HISTORY, HISTORICAL CONTEXT, AND THEMES. JUSTIFY CRITERIA, EXCEPTIONS, AND PERIODS OF SIGNIFICANCE LISTED IN SECTION 2.

Establishment of Ladd Field

The history of Ladd Field begins in the summer of 1934 when Lieutenant Colonel Henry H. “Hap” Arnold led a group of ten B-10 bombers from Washington, D.C. to Alaska. The mission had multiple goals, one of which was to prove that the Army Air Corps could successfully conduct long-distance flights after a disastrous airmail

experience had cast doubt on its capabilities. Earlier that year, at the direction of President Franklin D. Roosevelt, the Army Air Corps had assumed responsibility for flying the mail. In less than two months, twelve pilots died in sixty-six crashes, including three men under Colonel Arnold's command, and eight planes were lost during a winter storm.[2] A second goal of the flight from Washington to Alaska was to scout for potential airfield sites in the territory. Upon returning, Arnold recommended, among other things, that the Air Corps establish an air base at Fairbanks to conduct cold weather testing.[3]

Brigadier General William "Billy" Mitchell advocated for an army air base in central Alaska in the 1920s as part of a broader defensive strategy in the Pacific but found few supporters. Scarred by World War I, the American public was generally isolationist and, in the absence of an imminent threat, politicians saw no reason to spend money fortifying a distant territory. In the early 1930s, however, Japan took several actions that indicated it had expansionist goals in the Pacific region. In 1931, Japan invaded the Chinese province of Manchuria, which bordered the Soviet Union and Japanese-occupied Korea. In early 1934, the country requested a renegotiation of the limits that the Washington Naval Treaty of 1922 placed on the size of its navy. President Franklin D. Roosevelt refused to renegotiate, and in December 1934, Japan announced its intentions to withdraw from the treaty at the end of 1936. With Japan looking more and more like a potential threat to the US, the Secretary of War recommended increasing defensive installations in Hawaii, the Panama Canal, and Alaska.[4]

Starting soon after his election to Congress in 1932, Alaska's Territorial delegate Anthony J. Dimond had lobbied Congress for better defenses of the largely undefended territory. In 1934, Dimond introduced a bill to appropriate over $10 million for construction of an air base in central Alaska. Alluding to Japanese aggression in the Far East, he observed that Alaska was more than 1,000 miles closer to the Far East than the West Coast of the United States. Dimond went on to ask, "Is it not obvious that an enemy moving across the Pacific would rather first invade Alaska?"[5] Dimond's bill did not pass, but with the passage of the Wilcox National Defense Act in 1935, Congress authorized the construction of ten air bases, including one in Alaska for cold weather testing and training. Speaking before Congress about Alaska's strategic location in 1935, former Brigadier General Billy Mitchell testified, "I believe in the future, he who holds Alaska will hold the world."[6]

President Roosevelt signed the Wilcox National Defense Act into law on August 12, 1935. The Wilcox Act did not provide funding for the bases, but the Army Air Corps proceeded with planning. In 1936, the army sent a team to Fairbanks to evaluate possible sites, and in March 1937, President Roosevelt set aside nearly six square miles of public land 3.5 miles east of Fairbanks for a military reservation. Congress approved funding for construction of the cold weather testing station at Fairbanks in 1939.[7] The appropriation was part of a broader increase in US defense spending in response to the Japanese invasion of China in 1937 and Germany's expansion in Europe. Although politicians and military officials continued to debate Alaska's role in US

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[2] Alexandra Lord, ed., *American Aviation Heritage: Identifying and Evaluating Nationally Significant Properties in U.S. Aviation History*, National Historic Landmarks Theme Study (Washington, D.C.: National Park Service, National Historic Landmarks Program, rev. 2011), 94.

[3] Kathy Price, *The World War II Heritage of Ladd Field, Fairbanks, Alaska* (Fort Collins: Center for Environmental Management of Military Lands, Colorado State University, 2002), 5; Galen Roger Perras, *Stepping Stones to Nowhere: The Aleutian Islands, Alaska, and American Military Strategy, 1867–1945* (Vancouver: University of British Columbia Press, 2003), 21-23, 26. Other goals were to further ongoing negotiations with Canada about air routes and to prove the capability of the B-10.

[4] Perras, *Stepping Stones to Nowhere*, 12, 14-21, 28-29.

[5] Quoted in Truman R. Strobridge, *Strength in the North: The Alaskan Command, 1947-1967, A Historical Monograph* (Elmendorf Air Force Base, Alaska, 1966), 9.

[6] Quoted in Price, *World War II Heritage of Ladd Field*, 5. Brigadier General Mitchell resigned his commission in 1926.

[7] Price, *World War II Heritage of Ladd Field*, 5-6; Perras, *Stepping Stones to Nowhere*, 29-31; Jonathan M. Nielson, *A History of Alaska*, vol. 2, *Alaska on the Road to War* (Washington, DC: Academica Press, 2018), 42.

defensive strategy, those who favored the establishment of an air base in Alaska gained a well-placed advocate in the fall of 1938, when General Hap Arnold, an early advocate for air power and for an army air base in Alaska, became chief of the Army Air Corps.[8]

Construction on the cold weather testing station and airfield began in August 1939 with surveys, road construction, and site clearing. Germany's invasion of Poland and the start of World War II in Europe in September added a sense of urgency to the need for cold weather testing, and General Arnold ordered operations to be moved up a year. Construction was slowed until spring of 1940 when shipments of material arrived. The first cold weather experiment at the new base was the construction of a 5,000-foot runway that would not heave in freezing and thawing conditions. Thawing techniques developed by miners to get at placer-bearing soils were used to thaw the ground to two feet for excavation. This was replaced by a foot of gravel, followed by a foot of steel reinforced concrete. When the airfield was dedicated in September 1940 the only permanent facility that was completed was the runway. Named in honor of Major Arthur K. Ladd, who died in an aircraft accident in South Carolina in 1935, the airfield was placed under the command of Major Dale V. Gaffney.[9]

Cold Weather Testing

Cold Weather Test Detachment (CWTD) facilities were permanent buildings laid out in a Beaux Arts horseshoe-shaped design perpendicular to the runway. Construction continued through 1941 and into 1942, with large buildings such as the hangar completed last. The first CWTD personnel arrived in September 1940, followed soon after by two B-17 Flying Fortresses, an O-38, and two P-37s.[10] The Detachment's mission was to ensure that all Army planes and equipment could operate in extreme cold down to -60˚F. They were tasked with developing standard operating procedures for servicing and operating planes in subzero weather and testing aircraft components, including tires, heaters, fluids, armament, and engine parts. In addition to the aircraft, other testing operations focused on clothing, communication equipment, medical issues, and survival gear. Ladd Field's first two years of operation were entirely dedicated to cold weather testing.[11]

Initially, the CWTD had small maintenance shelters which only provided limited shelter to service single engine planes. General Arnold proclaimed, "It would be impossible, obviously, to build enough heated hangars to house our General Headquarters Air Force if it should be required suddenly in Alaska, so we must learn how to operate planes left out in the open. That is no mean task."[12] As bigger warplanes arrived at Ladd Field, like the quad engine B-17s, the CWTD developed portable nose hangars to service the aircraft during cold weather while a permanent maintenance facility, Hangar 1, was under construction. The nose hangars were designed to cover the cockpit and two engines on either side while providing sufficient heat to maintenance crews.[13] The CWTD also developed wing covers that helped keep frost off the wings. By September 1941, there were 520 men stationed at Ladd Field and the airfield was operating with limited resources. Despite these circumstances,

[8] Perras, *Stepping Stones to Nowhere*, 35, 42-44; Lord, *American Aviation Heritage*, 170; Price, *World War II Heritage of Ladd Field*, 21.
[9] Price, *World War II Heritage of Ladd Field*, 5-6.
[10] Price, *World War II Heritage of Ladd Field*, 22.
[11] Price, *World War II Heritage of Ladd Field*, 6-7.
[12] General H. Henry Arnold, *History of the 11th Army Air Force to V-J Day* (University of Alaska Anchorage Archives, Bule Collections, 1945).
[13] The nose hangars were wooden frames covered with canvas and contained wood stoves, kerosene heaters, and Airmmix hot air units to keep the workspaces relatively comfortable for maintenance staff.

cold weather testing continued at Ladd Field until the spring of 1942.[14]

After the Japanese invasion of the Aleutians in June 1942, the U.S. Army disbanded the CWTD and dispersed its personnel to other military posts in Alaska. The Eleventh Air Force took command of Ladd Field and established a depot to repair and service aircraft for the Aleutian Campaign. Several months later, the commanding general of the Army Air Forces recognized the need for further intensive cold weather testing and reactivated the CWTD at Ladd Field in August 1942. Progress was made in the first two years of cold weather testing, but improvements needed to happen because aircraft were not meeting the -60˚F threshold. Military leaders, including Gaffney, were aware of German aircraft experiencing cold weather failures during the winter invasion of the Soviet Union. The reestablishment of the CWTD at Ladd Field in the fall of 1942 was more ambitious and focused on solving cold weather challenges. The four explicit goals were: "(1) To test new operation procedures and the complete winterization of all types of Army Air Forces equipment for Arctic use; (2) To secure adequate data for actual Arctic operation to verify or amend existing Tech Orders and bulletins on winterization; (3) To provide data to aircraft manufacturers as necessary to accomplish modifications and changes in design; (4) To test and suggest improvements on all equipment required by the Army Air Forces for Arctic operation."[15]

The Army Air Corps at Ladd Field consulted with major industry like Boeing, General Electric, General Motors, and Lockheed. They brought in experts from Wright Field near Dayton, Ohio, which was where the Material Division (later the Material Command) performed aeronautical research. Together the different entities worked with the Air Corps pilots to solve engineering issues and to communicate new information to the production lines. In addition, the CWTD consulted with local Alaskan bush pilots and mechanics. Engineers and pilots worked on twenty-two different types of aircraft, each of which required an individual project officer, technical support, and specialized parts.[16]

Other engineering challenges that were addressed as a part of the cold weather testing at Ladd Field were developing functional clothing and emergency survival equipment. The CWTD consulted with Alaska Natives and famous arctic explorers to improve the gear necessary for pilots and crew to survive in subzero weather. Despite the desire for and effectiveness of Native-style gear, the inability to mass-produce the necessary materials made it impractical as a wartime solution. Local civilians, including many women, staffed the CWTD's parachute shop and were tasked with adapting gear for the cold weather. They sewed fur and elastic into parkas and created custom wing covers for aircraft to prevent frosting.[17]

During peak operations each winter, the CWTD averaged 560 personnel, including as many as 52 civilian factory representatives. Activities included testing aircraft and experimenting with clothing, food, motor transportation, medical research, photography, and communications. By the end of the war nearly every type of aircraft in the U.S. military and several foreign models had been tested at Ladd Field. The Army Air Corps collected critical information about wing-icing, navigation, maintenance and operations, instruments and controls, radio communication, cold-weather clothing, armament, and other issues related to operating aircraft in arctic conditions. The military incorporated this data into production line requirements for all new aircraft and modification of existing aircraft, making American aircraft operations in arctic weather conditions safer and more functional.[18]

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[14] Center for Environmental Management of Military Lands, *Cold Weather Testing in Alaska: 1940-1970* (Fort Collins: Center for Environmental Management of Military Lands, Colorado State University, 2016), 4; Price, *World War II Heritage of Ladd Field*, 23.
[15] Price, *World War II Heritage of Ladd Field*, 25-26.
[16] Price, *World War II Heritage of Ladd Field*, 25-26.
[17] Price, *World War II Heritage of Ladd Field*, 31-33.
[18] Lauer, *Official History of Ladd Field*, 49-57.

Cold weather testing at Ladd Field continued well after the conclusion of World War II. However, Eglin Air Force Base in Florida became the main cold weather testing facility for the air force following the completion of an all-weather test hangar at Eglin in 1947.[19]

Role in the Alaskan Theater

After the Japanese attack on Pearl Harbor on December 7, 1941, the Army placed Ladd Field on wartime status and evacuated military dependents from Alaska. With the Japanese attack on Dutch Harbor and occupation of the Aleutian Islands of Attu and Kiska in June 1942, Ladd Field's missions and facilities expanded rapidly in support of the U.S. military response. In August 1942, the Eleventh Air Force took over command of the post and established an air depot at Ladd Field to repair military aircraft and equipment used in the Alaska Theater. The Sixth Air Depot Group and eight attached units, comprising 43 officers and 850 enlisted men, arrived at Ladd Field in July 1942. During the first few months of the Aleutian Campaign the Alaska Air Depot at Ladd Field and the 342nd Sub-Depot at Elmendorf Field were responsible for the maintenance and repair of nearly 400 aircraft. With the arrival of Lend-Lease representatives from the United States and Soviet Union in August 1942 the focus of operations at Ladd Field changed drastically. The need to service Lend-Lease aircraft, however, conflicted with the need to service aircraft engaged in the Alaska Theater. In November 1942, most of the Alaska Air Depot personnel at Ladd Field were transferred to Elmendorf Field and the servicing of Alaska Theater aircraft were concentrated there. The remaining air depot personnel at Ladd Field focused on the servicing and repair of Lend-Lease aircraft in preparation for their transfer to Soviet pilots.

Soviet Lend-Lease

The Lend-Lease program represented the beginning of the end of the United States' isolationist policies and a turn back toward influencing world events. Throughout the 1930s as political and economic instability gripped Europe the United States was increasingly isolationist. Not wanting to become involved in another war in Europe, Congress passed the Neutrality Act in 1937, which prohibited the selling of weapons or supplies to belligerent nations during wartime. After Germany invaded Poland in September 1939, France and Great Britain declared war on Germany. A compromise amendment to the Neutrality Act failed to provide sufficient assistance to Great Britain and France. By July 1940, Germany had conquered most of Europe and was launching air attacks on Great Britain. Desperate to provide assistance to Great Britain, President Roosevelt pressed Congress to pass the Lend-Lease Act, which was signed into law in March 1941. The Act authorized the president to lend or lease arms, munitions, food, and other defense articles to any country whose defense he deemed vital to the defense of the United States. The Lend-Lease program enabled the United States to "lend" military supplies to Great Britain and France in what President Roosevelt envisioned as an arsenal of democracy.

On June 22, 1941, Germany launched Operation Barbarossa, a surprise attack on the Soviet Union. The attack violated the German-Soviet Nonaggression Pact of 1939, in which the two countries agreed not to attack each other. Following the 1939 agreement, the Soviet Union invaded Finland, Latvia, Lithuania, Estonia, and eastern Poland. By summer 1941, Nazi Germany had seized control of much of mainland Europe. No longer needing to keep the Soviet Union at bay, German Chancellor Adolf Hitler dispatched an invasion force of approximately 4.5 million men into Soviet territory. Operation Barbarossa was the largest military operation in history. Two days after the invasion, President Roosevelt announced that the United States would give all possible assistance to the Soviet Union in their fight against Germany. Discussions on a Lend-Lease agreement with the Soviet

[19] Price, *World War II Heritage of Ladd Field*, 28.

Union began almost immediately, with a formal agreement signed on June 11, 1942.[20]

The German invasion "inflicted staggering destruction on the Soviet air force." As a result, aircraft were well-represented among the military vehicles sent to the Soviet Union through the Lend-Lease program.[21] The biggest issue with sending aircraft to the Soviet Union was the logistics with getting them there. There were three routes for ferrying American aircraft to the Soviet Union. These included a route across the north Atlantic to Murmansk (4,000 miles), a southern route from Florida to South America, then across the Atlantic, through North Africa, Iraq, and Iran to Moscow (13,000 miles), and a northern route from Great Falls, Montana through Canada, Alaska, and Siberia to Moscow (7,900 miles). The route across the north Atlantic was vulnerable to German air and naval forces. The southern route, across North Africa was too long and lacked adequate facilities, leaving the Alaska-Siberia (ALSIB) route as the most feasible alternative. Initially, Soviet Premier Joseph Stalin opposed the ALSIB route. Although the United States wanted access to Siberian airfields because of their proximity to Japan, Stalin refused. He was concerned that it might provoke Japan into declaring war on the Soviet Union, since by that time, the US was at war with Japan. In July 1942, as the Soviet military situation deteriorated, Stalin agreed to the Alaska-Siberia route, and the Americans agreed not to build bases or have its pilots fly in Siberia.[22]

The Soviet Lend-Lease program both transcended and reflected the uneasy alliance between the United States and the Soviet Union during World War II. The two countries entered the arrangement with a mutual distrust that arose in large part from the ideological divide between American capitalism and Soviet communism. From the time that the Union of Soviet Socialist Republics formed in 1917 until 1933, the United States refused diplomatic recognition to the Soviet government. Soviet-American relations remained tense in the 1930s. The Soviet Union's expansion into the Baltics, Poland, and Finland following its 1939 nonaggression pact with Nazi Germany – and the pact itself – alarmed the United States, which feared that Hitler and Soviet Premier Joseph Stalin would join forces against Great Britain and the democracies of western Europe. When the Soviet Union joined the fight against Nazi Germany, it was in the interest of the United States to lend aid, but mistrust remained.[23] The Soviet mistrust of the United States was evident in Stalin's refusal to allow US pilots or bases on Soviet soil and his unwillingness to share information about how the Soviet Union used the supplies and equipment it received from the US and Great Britain. Despite the tensions that lay beneath its surface, the Soviet Lend-Lease program was a tangible example of this era of Soviet-American relations, when the two countries joined forces against a common enemy.

The Air Transport Command (ATC) of the Army Air Corps was responsible for the details of the ALSIB route on the North American side. Between June and August 1942, the ATC adapted a series of airfields in the United States and Canada for the aircraft ferrying operation. The portion of the route that crossed Canada and Alaska was called the Northwest Staging Route and included eight airfields in Canada and six airfields in Alaska. The Alaskan airfields were at Northway, Tanacross, Big Delta, Fairbanks (Ladd Field), Galena, and Nome (Marks

[20] Hubert P. van Tuyll, *Feeding the Bear: American Aid to the Soviet Union, 1941-1945*, Contributions in Military Studies 90 (New York: Greenwood Press, 1989), 2-5; Alexander B. Dolitsky, "The Alaska-Siberia Airway: From the Home Front to the Front Lines," in *Allies in Wartime: The Alaska-Siberia Airway During World War II*, ed. Alexander B. Dolitsky (Juneau: Alaska-Siberia Research Center, 2007), 4

[21] van Tuyll, *Feeding the Bear*, 3 (quotation), 157; Dolitsky, "The Alaska-Siberia Airway," in Dolitsky, *Allies in Wartime*, 11

[22] William Hardy McNeill, *America, Britain and Russia: Their Co-operation and Conflict, 1941-1946* (London: Oxford University Press, 1953), 773.

[23] van Tuyll, *Feeding the Bear*, 3-4; John S. Salmon, *Protecting America: Cold War Defensive Sites*, National Historic Landmarks Theme Study (Washington, D.C.: National Park Service, National Historic Landmarks Program, 2022), 5; Otis Hays, Jr. *The Alaska-Siberia Connection: The World War II Air Route* (College Station: Texas A&M University Press, 1996), 15.

Field).[24] Fifty-six remote outposts were set up in Canada and Alaska to provide weather and communication services for the North American portion of the ALSIB operation, and for auxiliary and emergency airfields. The ATC was responsible for all of the airfields along the Northwest Staging Route and for the ferrying operations.

The ATC delivered aircraft from factories to Gore Field in Great Falls, Montana, often using Women Airforce Service Pilots (WASP) for this leg of the route.[25] From Great Falls, pilots of the Seventh Ferrying Group of the ATC ferried planes across Canada and Alaska to Ladd Field in Fairbanks, Alaska; ground personnel from this group provided support at airfields along the way.[26] The ATC also saw that ferry pilots were returned to Gore Field for the next delivery. The distance between Great Falls and Ladd Field was about 1,900 miles and depending on the type of airplane, weather, time of year, and maintenance, the journey could take between nine hours and three weeks to complete the flight. During the long daylight hours of summer, a single engine fighter could make the flight in a day, but in the short winter days making it to the next airfield could be the day's accomplishment.[27]

Ladd Field was the most significant base on the route. It was here that Americans officially transferred aircraft and supplies to the Soviet Union. After aircraft arrived at Ladd Field, they were inspected by American and Soviet personnel and serviced and repaired as necessary. Soviet pilots flew the aircraft to Nome for refueling and repairs before crossing the Bering Strait into Siberia. Soviet personnel at Ladd Field generally got along well with the Americans, despite the language barrier, delays in receiving aircraft, and differences in orientation toward aircraft training. Soviet pilots and mechanics had free run of Ladd Field and occupied many of the new hangars and shops erected in 1943. Soviet cargo aircraft delivered Soviet pilots to Fairbanks and carried high priority cargo, such as aircraft engines, parts, and munitions, on the return trip west. This cargo operation was a significant part of the Lend-Lease operation.[28]

The first Lend-Lease aircraft, five A-20 Havoc attack bombers, arrived at Ladd Field on September 3, 1942. On the following day, officers of the permanent Soviet mission arrived from Siberia. By the time the first contingent of Soviet pilots arrived at Ladd Field on September 24, forty-five aircraft were there awaiting transfer. Deliveries were slow at first but by spring 1943, an average of 250 aircraft a month were being transferred to Soviet pilots at Ladd Field. At the height of operations approximately 300 Soviet personnel were stationed at the airfield.

Initially, the Cold Weather Test Detachment was in command of Lend-Lease operations at Ladd Field, in addition to its own operations, but the high priority nature of the Lend-Lease program forced changes in the command structure. The ATC took command of Ladd Field, including the Cold Weather Test Detachment and the remaining air depot functions, on September 30, 1943. The demands of war and Lend-Lease operations took precedence over cold weather testing and many of Ladd Field's original facilities were used for Lend-Lease operations. One of the hangars, Hangar 1, was divided in half by a floor-to-ceiling multi-panel door system on tracks during World War II and half was used by the Soviets as their headquarters for Lend-Lease while the other half was used as the headquarters of the Cold Weather Test Detachment. The Soviets had use of half of the hangar bay, several maintenance shops, and a pilots' briefing room. The base commander's office was on the second floor of the building looking north over the Parade Ground.[29]

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[24] Hays, *The Alaska-Siberia Connection*, 34-36.
[25] Miriam J. Lancaster, "Women Aviators During World War II and on the Alaska-Siberia Airway," in Dolitsky, *Allies in Wartime*, 76.
[26] Price, *World War II Heritage of Ladd Field*, 35-36.
[27] Blake W. Smith, "The Northwest Route to Alaska," in Dolitsky, *Allies in Wartime*, 33-34.
[28] Lauer, "Official History of Ladd Field," 83-86; Price, *World War II Heritage of Ladd Field*, 47.
[29] Price, *World War II Heritage of Ladd Field*, 18.

Of the more than 11,000 aircraft transferred to the Soviet Union as part of the Lend-Lease program, nearly 8,000 were ferried across the ALSIB route. The number of Lend-Lease aircraft flown through Alaska to the Soviet Union increased from 150 planes in 1942, to 2,662 planes in 1943. In June 1944, the Soviets requested that all Lend-Lease aircraft be sent by way of Alaska. The number of aircraft delivered monthly over the route continued to increase, totaling 3,164 planes in 1944 and 2,009 planes through the first seven months of 1945. By September 1945, when the operation ended and the Soviets left Alaska, the United States had delivered 7,926 combat and transport aircraft to the Soviets over the ALSIB route. This included more than 5,000 fighters (mostly P-39s and P-63s), more than 1,300 light bombers (A-20s), about 700 medium bombers (B-25s), and 700 transports (C-47s).[30]

The Soviet military's requests for P-39s, P-63s, and A-20s reflected the tactical use of army air power on the eastern front, where aircraft primarily supported military operations on the ground. The A-20, which was also used by the United States and Great Britain, operated at low altitudes to attack ground forces and related targets. The Soviets deployed the A-20 in a variety of ways, including for tactical bombing, reconnaissance missions, and attacks on German shipping lanes.[31] The P-39 and P-63 fighters performed best below 17,000 feet. Since air combat on the eastern front typically took place below that altitude, Soviet pilots used them effectively to bring down German fighter planes engaging in ground attacks and to support troops on the ground. In contrast, the U.S. Army Air Corps and British Royal Air Force made limited use of the P-39 and P-63, since these fighters lacked the range and high-altitude capabilities needed to protect heavy bombers on the strategic bombing missions that were key to American and British airpower strategy.[32]

The safety of the ALSIB route from attack by Japan or Germany also made it a popular route of travel for U.S. and Soviet dignitaries. Throughout the war many important officials from the United States and the Soviet Union traveled the ALSIB route on diplomatic and military missions. Ladd Field played host to many of these dignitaries as they stopped for layovers or meetings in Fairbanks during their travels. Distinguished Soviet visitors included Ambassador Andrei Gromyko and Foreign Minister Vyacheslav M. Molotov. High ranking American officials who visited the post included presidential candidate Wendell L. Willkie, Vice President Henry A. Wallace, and special presidential envoy Joseph E. Davies.[33]

American aircraft delivered over the ALSIB route helped the Soviets stop the German invasion of the Soviet Union and contributed to the Soviet victory on the eastern front in Europe. In 1941-1942, as Stalin waited impatiently for the United States and Britain to open up a western front against Germany and the Soviets and Americans were developing the ALSIB route, the Lend-Lease program was "used to glue the Soviet-American

[30] Haulman, "The Northwest Ferry Route," in *Alaska at War: The Forgotten War Remembered; Papers from the Alaska at War Symposium, Anchorage, Alaska, November 11-13, 1993*, ed. Fern Chandonnet (Anchorage: Alaska at War Committee, 1995), 324; Smith, "Northwest Route to Alaska," in *Allies in Wartime*, 42.
[31] van Tuyll, *Feeding the Bear*, 115; Lord, *American Aviation Heritage*, 151; Robert F. McEniry, "Douglas A-20 Havoc Bomber: The Scourge of Axis Shipping," *World War II History* 19, no. 5 (August 2020), https://warfarehistorynetwork.com/article/douglas-a-20-havoc-bomber-the-scourge-of-axis-shipping/ (accessed August 10, 2023).
[32] Tim Wright, "Lieutenant Ivan Baranovsky's P-39: An Airacobra's Journey to the Eastern Front…and Back," *Air & Space Magazine* (September 2011), https://www.smithsonianmag.com/air-space-magazine/lieutenant-ivan-baranovskys-p-39-41818469/ (accessed August 10, 2023); van Tuyll, *Feeding the Bear*, 114; Hays, *The Alaska-Siberia Connection*, 87; "Army Air Forces Aircraft: A Definitive Moment," Fact Sheets, Air Force Historical Support Division, https://www.afhistory.af.mil/FAQs/Fact-Sheets/Article/459025/army-air-forces-aircraft-a-definitive-moment/ (accessed August 10, 2023); Lord, *American Aviation Heritage*, 143-144.
[33] Price, *World War II Heritage of Ladd Field*, 49; Erwin N. Thompson, "Ladd Field," National Historic Landmark Nomination (Washington, D.C.: Department of the Interior National Park Service, 1984), Section 8, p. 4.

alliance together."[34] Although Soviet scholars in the Cold War era downplayed the importance of Lend-Lease to the Soviet victory in World War II, Stalin and Soviet military leaders acknowledged that American and British military supplies and equipment played a role in stopping the German invasion and securing victory on the eastern front. Post-Soviet scholarship has echoed this assessment.[35] With the aid of Lend-Lease, the Soviet Union drained German military assets from the defense of Nazi-occupied western Europe, thereby contributing to Allied success on the western front and the defeat of Nazi Germany.[36]

CONCLUSION

Ladd Field, as the transfer point of Lend-Lease aircraft to the Soviet Union, was critical to the implementation of the Alaska-Siberia route of the Lend-Lease program. The Ladd Field runways, hangar, and North Post area, including buildings where Soviet personnel lived and worked, outstandingly illustrate the Soviet Lend-Lease program, which played a significant role in creating and maintaining the alliance between the US and the Soviet Union during World War II. Ladd Field's origins as a base and its long legacy are connected to cold weather testing. By the end of the war in 1945, the Cold Weather Test Detachment's work in research and development of technology and techniques for operating aircraft in cold weather made operating at extreme cold temperatures safer for the U.S. and its allies. Improving cold weather performance of over twenty types of aircraft along with outfitting personnel to survive while serving in an extreme climate was a monumental engineering feat given the complex logistics and urgent timeframes. The CWTD's efforts improved aircraft design and production and made the military stronger in its fight against the Axis powers.

The twenty buildings and six structures in the historic district that retain integrity from the 1939-1945 period affirm Ladd Field's national significance as a cold weather aviation research and development facility, a support base for the Aleutian Campaign of the War in the Pacific, and its key role in the Lend-Lease program. Of the six airfields constructed in Alaska along the ALSIB route, Ladd Field NHL is the only one that retains the integrity of a World War II airfield associated with the Lend-Lease program.

[34] Hays, *The Alaska-Siberia Connection*, 27.
[35] van Tuyll, *Feeding the Bear*, 8, 37-38, 114, 138-140; Wright, "Lieutenant Ivan Baranovsky's P-39"; Hays, *The Alaska-Siberia Connection*, 86; Igor Lebedev, *Aviation Lend Lease to Russia: Historical Observations* (New York: Nova Science Publishers, Inc., 1997), ix-x, 11-12.
[36] van Tuyll, *Feeding the Bear*, 140.

6. PROPERTY DESCRIPTION AND STATEMENT OF INTEGRITY

Ownership of Property	Category of Property
Private:	Building(s):
Public-Local:	District: X
Public-State:	Site:
Public-Federal: X	Structure:
	Object:

Number of Resources within Boundary of Property:

Contributing		Noncontributing	
Buildings:	20	Buildings:	10
Sites:	1	Sites:	
Structures:	5	Structures:	
Objects:		Objects:	
Total:	26	Total:	10

PROVIDE PRESENT AND PAST PHYSICAL DESCRIPTIONS OF PROPERTY

Ladd Field is part of Fort Wainwright, an active U.S. Army installation located 3.5 miles east of the City of Fairbanks in interior Alaska. Covering approximately 1.5 square miles of land, Ladd Field is bordered on three sides by the Chena River. The U.S. Army post developed around the airfield, which serves as the central focus of Ladd Field. Interior Alaska has a continental subarctic climate characterized by long, extremely cold winters with low precipitation, and short, mild summers. The region is a boreal forest bordered in the north by the Brooks Range and in the south by the Alaska Range. The Yukon, Tanana, Koyokuk, Chena, and Kuskokwim Rivers flow through various parts of interior Alaska.

Ladd Field was designated a National Historic Landmark in 1985 for its significant role in World War II, along with seven other important World War II sites in Alaska (including those on Adak, Attu, Kiska, and Umnak islands, as well as properties at Dutch Harbor, Kodiak, and Sitka) that were designated in the 1980s. The nomination included 27 buildings and structures associated with cold weather testing, Lend-Lease, and the Aleutian Campaign. This nomination form updates the original form completed by Erwin N. Thompson in 1984. It includes information on existing buildings, including historic and new construction, as well as buildings and structures that have been demolished since 1984. Due to demolition and infill construction, the original boundary has been adjusted. Several buildings which were misidentified in 1984 as post-dating the World War II period are now correctly identified in this documentation with correct construction dates. Several other buildings that were misidentified as World War II era construction in 1984 have been excluded due to their later construction dates. Current technology and greater access to building plans, as-builts, and inventories have allowed for the greater accuracy of this nomination.

Ladd Field historic district is an integral part of Fort Wainwright, an active U.S. Army post, and has been an active military base since its establishment in 1940. Since Ladd Field's beginnings as a cold weather test station, and continuing through World War II, the Cold War, and the post-Cold War eras, changing missions

have resulted in various interior alterations to historic buildings to meet changing needs. Over time, roofing, siding, and windows have required maintenance and efficiency upgrades, however the historic buildings look much as they did during the period of national significance. As during the period of significance, the airfield continues to be the dominant visual and organizational element of the post and the Ladd Field historic district. The airfield is bounded on the east and west by the Chena River and is surrounded by roads dating from World War II. It includes two runways, taxiways, and aprons surrounded by open spaces. The North Runway was completed in 1941 and the South Runway in 1943. The historic district includes the airfield; the command and flight service facilities; and officers' housing and support buildings (known as North Post) arranged in a Beaux Arts-style horseshoe plan north of the airfield; and a series of warehouses (Butler buildings) to the east of the horseshoe. The historic district boundaries encompass a total of twenty-six resources, including twenty buildings, five structures, and one site from the World War II period. This includes twenty buildings, two runways, the northern taxiway, the North Post road system, a utilidor system, and a parade ground. There are a total of ten noncontributing resources, all buildings, located within the boundaries of the district.

Present Appearance

The Parade Ground and the distinctive street layout radiating from it remain important visual and organizational elements of the North Post area. Common design features of these buildings include hipped roofs, symmetrical fenestration, and gable-roofed dormers. The modern military housing constructed north of North Post in 2006 was designed with size, massing, design elements, and setbacks that complemented the World War II historic district. The district also maintains the open spaces of its original design.

At the south edge of the Parade Ground is Hangar 1 (Building 1557, FAI-00469), the tallest building on the post during the 1940s. Completed in 1941, it served as the post's headquarters and sheltered aircraft in the cold weather testing program. During the war years, the Cold Weather Test Detachment and the Soviet detachment shared the hangar. At the north end of the horseshoe-shaped open area is the Commander's Quarters (Building 1048, FAI-00446), a two-story, wood frame residence erected in 1941. Facing the east side of the parade ground is Building 1555 (FAI-00467), a U-shaped, two-story building completed in 1942 which served as a combination barracks, hospital, post exchange, and theater. It provided housing for 250 men and a twenty-six-bed hospital. Facing the west side of the Parade Ground is the Quartermaster Warehouse (Building 1562, FAI-00472), a two-story, gabled-roof building. The building was erected in 1942 and housed the fire station, guard station, laundry, commissary, and stockade.

Four two-story housing units are arranged like spokes radiating from the semicircular open area north of the parade ground mirroring the pattern of the streets. Murphy Hall (Building 1045, FAI-00452) originally housed thirty-two personnel as the Bachelor Officers' Quarters (BOQ). The Officers' Quarters (Building 1047, FAI-00453) provided seven apartments for officers and their families. The two other buildings (Building 1049, FAI-00454 and Building 1051, FAI-00456) provided twelve and fourteen apartments respectively for non-commissioned officers. All four buildings were erected in 1941. The garage (Building 1046, FAI-00502) is located between Murphy Hall and the Officers' Quarters and is a one-story hip-roofed structure set back from the parade ground. Building 1046 was erected as a twenty-car garage in 1941. The Nurses' Quarters (Building 1021, FAI-00448) is located directly east of Murphy Hall (Bachelor Officers' Quarters (Building 1045) and just outside of the horseshoe created by Marks Road.

Directly north of the horseshoe are two buildings which supported Ladd Field operations. These are the Military Affiliate Radio System (MARS) Building (Building 1024, FAI-00449), erected in 1939 as the post radio station; and the North Post Chapel (Building 1043, FAI-00451), erected in 1944 to serve the religious needs of soldiers.

East of Hangar 1 along the northern edge of the airfield are Ladd Field's original flight service facilities. These include a series of eight Butler Buildings, six of which were constructed during the World War II period: Buildings 1533 (FAI-00463), 1534 (FAI-00464), 1537 (FAI-00465), 1538 (FAI-00533), 1539 (FAI-00510), and 1540 (FAI-00466). These one-story, metal-framed buildings were erected between 1942 and 1944 and served a combination of uses including warehouse space, workspace, and temporary barracks.

Past Appearance

Following authorization by the Wilcox National Defense Act of 1935, land for Ladd Field was set aside in 1937 and construction began in August 1939. Initially planned as a small facility for the cold weather testing of aircraft and equipment, Ladd Field quickly grew into a major airfield with U.S. entry into World War II in December 1941. With the Japanese attack on Dutch Harbor and the occupation of Attu and Kiska in June 1942, Ladd Field's mission grew to support aircraft engaged in the Aleutian Campaign. As air depot housing and facilities for nearly one thousand men were being constructed, Ladd Field's mission expanded again, this time to facilitate the transfer of Lend-Lease aircraft to the Soviet Union. With this role came facilities for the Air Transport Command (ATC), which included housing for over 2,000 personnel, six new hangars, technical facilities, extension of the original runway, and construction of a new runway. Within five years Ladd Field grew from a modest airfield with facilities for 520 men to a busy army air base housing 4,555 men.

Initial construction of Ladd Field as a small permanent cold weather test facility began in August 1939 and consisted of a 5,000-foot concrete runway, nine buildings for administration and housing of 561 officers and enlisted men, six buildings for technical use, a medical corps building, fuel storage facilities, necessary roads, utilities, drainage, parking aprons, and a railroad spur from Fairbanks. Laid out in a Beaux Arts horseshoe plan, the North Post area forms the heart of Ladd Field today. Beaux Arts planning "…relies on grand, tree-lined avenues; axial cross streets; and long vistas terminating at carefully placed classical façades. A central feature is the so-called "crow's foot" — three or more avenues starting at a single central point (on a grand public square) and fanning out in different directions to give dynamic vistas through a city."[37] This planning philosophy was popular during the late 1930s and early 1940s and was applied on a small scale in the layout of North Post. Early buildings were permanent structures constructed around the Parade Ground, with the distinctive street layout radiating outward from the north end of the Parade Ground at angles to intersect with the semi-circular Marks Drive. After the events at Pearl Harbor and the entry of the U.S. into World War II, additional missions were assigned to Ladd Field and facilities were constructed to support them.

Following the Japanese attack on Dutch Harbor and occupation of Attu and Kiska islands in June 1942, an air depot was established at Ladd Field to repair aircraft engaged in the Aleutians. New facilities at the post included garrison quarters for 280 officers and enlisted men; motor repair shops and utilities; gasoline storage consisting of thirty-seven 50,000-gallon tanks; and an air depot for 911 officers and enlisted men. Unlike the permanent construction of the Cold Weather Test Detachment, this new construction consisted of temporary buildings. In August 1942, Ladd Field's mission expanded again, this time to support the transfer of aircraft to the Soviet Union under the Lend-Lease program. New facilities included housing for 500 transients; a quartermaster truck company of 110 officers and enlisted men; an additional 7,200-feet long southern runway; 500,000 square yards of aircraft parking; 12,000 linear feet of taxiway; 4,400 feet of extension of the original concrete runway; four Birchwood hangars; two Kodiak "T" hangars; and housing for 2,088 Air Transport Command personnel.

[37] The Beaux Arts Style, Louisiana Division of Historic Preservation, 2010, (https://www.crt.state.la.us/Assets/OCD/hp/nationalregister/historic_contexts/beauxartsREVISED.pdf), accessed July 25, 2019.

Whereas the original post was constructed on the north side of the runway, these new facilities sprang up around the perimeter of the airfield. Much of this new construction consisted of prefabricated temporary buildings designed for rapid construction such as steel frame Quonset huts and Butler buildings, and a variety of wood frame 800 Series buildings and Pacific Huts. Construction continued into 1944 and when complete, Ladd Field had been transformed into a sprawling air base. By the end of World War II, Ladd Field had grown from a small permanent garrison of seventeen buildings and structures to more than 700 buildings and structures. The original six-square-mile cantonment had more than doubled in size, and a bombing and gunnery range (Tanana Flats) had been established south of the base. Between the end of the war in 1945 and the time Ladd Field was designated a National Historic Landmark in 1985, most of the temporary buildings were demolished.

Contributing Resources

The Ladd Field historic district includes twenty buildings and six structures dating from the years 1939-1945 that collectively retain a high degree of integrity of location, design, setting, workmanship, feeling, and association, and a lesser degree of integrity of materials. The Beaux Arts plan of the district remains intact and unobstructed by infill construction. The location, massing, scale, and spatial relationships between the buildings remains unchanged, preserving the qualities of design, setting, feeling, and association with the World War II era. While maintenance and efficiency upgrades have resulted in new siding, roofing, doors, and windows on the nearly eighty-year-old buildings, they retain the same roof lines and most of the original window and door openings. The runways, taxiways, and aprons are built of concrete on two feet of gravel fill. Although the original concrete has been extensively repaired since their construction and the gravel parking aprons paved with concrete and asphalt, they retain their original configuration. Both runways retain a high degree of integrity in location, design, setting, workmanship, feeling, and association.

Structures

North Runway (AHRS Site No. FAI-01244): Constructed in 1940, the North Runway was originally 150 feet wide and 5,000 feet long. Gravel extensions were laid at each end of the runway in 1943 as part of the World War II expansion, bringing the overall length to 9,000 feet. These extensions were later paved and the runway was widened to 300 feet.

South Runway (AHRS Site No. FAI-01245): Constructed in 1943 as part of the World War II expansion, the South Runway originally measured 150 feet by 9,000 feet. After 1945, the runway was widened to 300 feet and shortened by 1,200 feet. Although the original design was altered, the original alignment and continued runway function help the structure retain location, setting, feeling, and association of a World War II airfield.

North Taxiway (AHRS Site No. FAI-02692): Constructed alongside the North Runway in 1940, the North Taxiway ran parallel to the North Runway and originally measured 5,000 feet. With the expansion of the runway in 1943, the taxiway was also extended to a length of 9,000 feet.

North Post Utilidor System (AHRS Site No. FAI-01242): Completed in 1941 and extended during the war, the utilidor system consists of a series of interconnected subterranean concrete utilidors (utility corridors) linking the principal buildings of North Post. The first concrete utilidors were built in 1941 and extended as new buildings were constructed during the War. The main trunk lines are six feet wide and eight feet high, had lighting for pedestrian traffic, and ran under the sidewalks that were constructed around the perimeter of the

Parade Ground. Utility lines for water, steam, sewage, electricity, and communications are affixed to shelves along one wall of each utilidor. Heat from the utility lines served to keep the sidewalks clear of snow and ice during the winter. During World War II, the utilidors were used by Soviet and U.S. troops during the cold winters to travel between buildings. The reinforced concrete ceilings serve as sidewalks. The floors are concrete with drains. Additional utilidors, with varying heights and widths but not suitable for pedestrian traffic, were constructed as new buildings were erected on the North Post after the war, but the core utilidor trunk lines remain unchanged. The North Post's utilidor system retains a high degree of integrity in location, design, setting, materials, workmanship, feeling, and association.

North Post Road System (AHRS Site No. FAI-02697): Constructed in 1939-1940, the North Post road system reflects the distinctive Beaux Arts pattern of roads and includes Freeman, Marks, Chena, Nysteen, and Gaffney Roads, and Front Street. The road system was designed to form a horseshoe-shaped cantonment. Marks Road forms the perimeter of the horseshoe. Freeman Road mirrors Marks Road to form a smaller horseshoe inside the horseshoe. Front Street runs east to west along the bottom of the horseshoe, connecting Marks Road and Freeman Road at the southeast and southwest corners to enclose the horseshoe. Gaffney Road runs from east to west, dividing the horseshoe into a half circle at the top and a rectangle at the bottom. The rectangle includes the Parade Ground, and the half circle forms a semicircular park at the heart of the housing area. Apartment-style Officers' Quarters and Bachelor Officers' Quarters buildings are on the north side of Gaffney Road on either side of the semicircular park, forming two spokes of the Beaux Arts style array. Nysteen Road runs from southwest to northeast from the northeast side of the semicircular park, forming a spoke of the array. A Non-Commissioned Officers' Quarters apartment-style building is located on the south side of Nysteen Road. Opposite Nysteen Road, on the northwest side of the half circle, is Chena Road running from southeast to northwest, forming the final spoke in the array. A Non-Commissioned Officers' Quarters apartment-style building is constructed on the south side of Chena Road.

Site

The **Parade Ground** (AHRS Site No. FAI-02677) is located in the center of North Post. Measuring 265′ × 578′ the Parade Ground is flanked on the east and west by Freeman Road, on the north by Gaffney Road, and on the south by Front Street. It provides an open area in the center of the administrative and operational buildings that continues to serve as the main gathering point for official ceremonies. The Commander's Quarters is located on the north side of the half circle that is immediately to the north of the Parade Ground and looks south over the Parade Ground; the Barracks/Theater/PX/Hospital building is located on the east side of the Parade Ground, across Freeman Road, looking west over the Parade Ground; the Quartermaster Warehouse is located on the west side of the Parade Ground, across Freeman Road, looking east over the Parade Ground; and Hangar 1 is on the south side of the Parade Ground, across Front Street. The Parade Ground represents a common design aspect of Beaux Arts planning, common in government planning in the 1930s and early 1940s that emphasized open spaces. It is void of trees and shrubs as it was during the historic period. The Parade Ground retains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

Buildings

Butler Building (Building 1558; AHRS Site No. FAI-00470): Constructed in 1942, Building 1558 is a rectangular, one-story, gable-roofed, steel frame Butler building on a concrete foundation. Oriented north to south, the building measures 40′×75′ and has a shed-roofed addition measuring 14′×75′ on its west elevation. The exterior walls and roof are clad in vertical standing seam aluminum siding. A steel slab entry door is positioned left of center on the north elevation and is covered by a gable-roofed overhang. The elevation has

three one-over-one, single-hung windows and a metal louver near the gable end. The east elevation has a shed-roofed covered walkway leading to a centrally located arctic entryway. The elevation features four one over-one, single-hung sash windows. The south elevation consists of a gable-roofed arctic entryway with steel slab double door centered under the gable end and an overhead door located on the shed-roofed addition. Fenestration on the south elevation consists of three one-over-one aluminum sash windows, two to the left of the arctic entryway and one to the right. The west elevation is accessed by a small wooden staircase leading to a steel personnel door with vision light. Above the entrance is a flat-roofed overhang. The gable roof contains a metal ridge cap. Butler buildings are utility buildings, used for a wide variety of functions. During World War II, Building 1558 was used for gas and utility storage. It remains in its original location adjacent to the airfield and Hangar 1 (Building 1557), thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1558's siding, roofing, windows, and doors, however, does result in a lesser degree of integrity of materials.

Hangar 1 (Building 1557; AHRS Site No. FAI-00469): Completed in 1941, Building 1557 is a rectangular, three-story, steel truss gambrel-roofed, steel frame hangar constructed on a concrete foundation. Oriented east to west, the building measures 271′ × 327′ and was the largest type of hangar constructed in Alaska during World War II. The original vertical metal sheathing on the exterior walls was replaced with similar vertical corrugated metal in the early 1980s and has been painted to match the original colors of the building. The open floor of the hangar measures 263′ × 268′ and is three stories high. Two-story wings on the north and south elevations measure 29′ × 271′ and were used for shops and offices during World War II. A shed-roofed wall dormer measuring approximately 109 feet long is centered on the south elevation and a control tower measuring approximately 20′ × 20′ rises three stories above this dormer. The building has pronounced stairwell towers with flat roofs at each corner. The east elevation has two large hangar door openings and the west elevation has one large hangar door opening. During World War II, Hangar 1 (Building 1557) was the headquarters for the base commander, the Cold Weather Test Detachment commander, and the Russian detachment commander. The original hangar doors consisted of twelve rolling doors, with a pair of one-over-one sash windows centered on each door, on the east and west elevations. In 1989, these doors were replaced with modern doors to improve efficiency of the building. A single large rollup utility door, flanked on each side by a smaller rollup garage door is centered on the west elevation, and a pair of large rollup utility doors are evenly spaced on the east elevation. Fenestration originally consisted of single and paired one-over-one sash windows evenly spaced on the first and second floors of the north elevation and on the first, second, and third floors of the south elevation. A belt course at the sill and head mimics a window band. Although the original windows have been replaced with modern windows over time and a few have been replaced with vents, it has been done in a way that maintains the look and feel of the original fenestration and the belt course. Hangar 1 remains in its original location on the airfield and at the south end of the Parade Ground. It retains high degree of integrity of location, setting, design, feeling, and association with the World War II airfield, and because of the removal and replacement of windows, a lesser degree of integrity of workmanship and materials.

Butler Building (Building 1556; AHRS Site No. FAI-00468**)**: Constructed in 1943, Building 1556 is a rectangular, one-story, gable-roofed, steel frame Butler building on a concrete foundation. Oriented east-to-west, the building measures 40′ × 160′ and is clad in vertical, standing-seam aluminum siding. The roof is clad with channel lock metal and contains a metal ridge cap. Metal louvers are centered in each of the gable ends. A large, overhead utility door is centered on the east elevation and a steel slab personnel door is located to the right of the overhead door. A large, overhead utility door is centered on the west elevation and is flanked by two

steel personnel doors, and there is a one-over-one aluminum sash window between the overhead door and the personnel door on the south side of the elevation. Eight one-over-one aluminum sash windows are evenly spaced on the north elevation. Butler buildings are utility buildings, used for a wide variety of functions. During World War II, Building 1556 was used as a warehouse. It remains in its original location adjacent to the airfield and Hangar 1 (Building 1557), thus retaining a high degree of integrity in location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1556's siding, roofing, windows, and doors does, however, result in a lesser degree of integrity of materials.

Barracks/Theater/PX/Hospital (Building 1555; AHRS Site No. FAI-00467): Completed in 1943, Building 1555 is a U-shaped, two-story, hip-roofed, steel frame, multi-use building with a full daylight basement on a concrete foundation. Largely oriented north-to-south, the building measures 63′ × 265′ with wings measuring 45′ × 220′ extending east from the northeast and southeast corners of the east elevation. Building 1555 faces Freeman Road and the Parade Ground to the west. A two-story, front gable-roofed stair tower is centered on the main west elevation and has a double personnel door centered on the first floor. All elevations have long bands of one-over-one windows across the first and second floors. Although the building was not completed until 1943, parts of the building were being used by 1942. During World War II, the building was a multi-use building, which functioned as an Air Corps barracks, theater, post exchange, and hospital. The original copper shingles have been replaced with batten seam aluminum roofing. The original one-over-one awning windows have been replaced by modern one-over-one windows installed within the original openings. The original vertical corrugated metal siding was replaced with new vertical metal siding in 1986. Building 1555 retains integrity in location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, windows, and roofing, leading to a lesser degree of integrity of materials.

Murphy Hall, Bachelor Officers' Quarters (Building 1045; AHRS Site No. FAI-00452): Completed in 1941, Murphy Hall functioned as the Bachelor Officers' Quarters (BOQ) and is a rectangular, two-story, cross-hip-roofed, wood frame building constructed on a concrete foundation. The overall footprint of the building is approximately 70′ × 300′ and has an east to west orientation. The smaller cross-hip-roofed portion of the building has a north to south orientation, forming a T-shape on the building's west elevation, and measures 37′ 5″ × 70′. The west and south elevations feature prominent entrances which face Freeman and Gaffney Road respectively. Centered on the west elevation, a two-story gable extends from the cross-hipped portion of the main building and features a recessed single-entry door framed by quarter-round stylized columns and architrave. A five-light transom window sits above the single door, and the framed entrance is flanked by two octagon-shaped fixed windows. Above the entry is a sign that says "Murphy Hall," the historic name of the building. Along the southern elevation of the east wing, two similarly configured and detailed entrances are present, but feature a pair of one-over-one single-hung sash windows flanking the framed entry rather than the octagon-shaped windows seen on the west entrance. The north elevation faces a parking lot and has two smaller recessed entry doors covered by short gable roofs. At the west end of the north elevation is a hip-roofed arctic entry with a steel slab door. Window fenestration on Murphy Hall is predominantly comprised of individual, evenly spaced, one-over-one, single-hung sash windows on both the first and second floors. The north and south elevations include both individual and paired instances of this window type. The building is clad in horizontal vinyl drop siding that mimics the original horizontal wood siding. The original copper roof shingles were replaced in 1981 with asphalt composite shingles with a metal ridge cap, and in 2022 these were replaced again with a gray metal shingle. All windows are modern replacements of the original two-over-two double-hung wood sash windows and were installed within the original openings. Murphy Hall retains integrity of location,

design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, doors and windows, leading to a lesser degree of integrity of materials.

Garage (Building 1046; AHRS Site No. FAI-00502): Constructed in 1941, Building 1046 is a rectangular, one-story, hip-roofed, wood frame garage constructed on a concrete foundation. The building measures 51′ × 99′ and has double entry doors flanked by octagonal windows on the northeast elevation and an overhead garage door flanked by octagonal windows on the southwest elevation. Six two-over-two sash windows are evenly spaced on the north and south elevations. The original horizontal wood siding has been replaced with horizontal aluminum siding that mimics wood lap siding, and the original garage doors on the east façade have been replaced with double entry doors. The roof has been replaced with asphalt composite shingles. Building 1046 retains a high degree of integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, and windows, leading to lesser degree of integrity of materials.

Officers' Quarters (Building 1047; AHRS Site No. FAI-00453): Constructed in 1941, the Officers' Quarters is a rectangular, two-story, hip-roofed, wood frame building constructed on a concrete foundation. Measuring 29′ × 215′, the building is oriented southwest to northeast and divided into seven apartments. The hipped roof is covered in channel lock metal panels, with three evenly spaced louvers under gable dormers on both the northwest and southeast elevations, and a single louver under a gable dormer centered on the northeast and southwest elevations. The primary elevation is the northwest and faces Nysteen Road. This elevation contains four gable-roofed arctic entries. Each entry has a pair of personnel doors, providing separate access to neighboring apartments. A five-light transom window is centered above each door. A dentillated architrave spans the entryway. This detail is a vestigial carryover from a more complete entrance design found on other buildings like Murphy Hall (Building 1045) and the Commander's Quarters (Building 1048) where this dentillation pattern was informed by the fluting of the quarter-round column details which flanked those entrances. The southeast elevation faces a parking alley and has five evenly spaced, hip-roofed arctic entries measuring 8′ × 12′, accessed by a single door. These entries enclose a shared mud room and provide rear access to neighboring units. An additional entrance sits on the south corner of the building below a shed roof. Window fenestration on Building 1047 is predominantly comprised of individual, evenly spaced, one-over-one, single-hung sash windows on both the first and second floors. The concrete foundation has narrow, single-light windows distributed along the northeast and southwest elevations. The original horizontal wood siding has been replaced with horizontal aluminum drop siding. The original two-over-two double-hung wood windows have been replaced with modern one-over-one single hung vinyl windows installed within the original openings. The original copper shingles have been replaced with channel lock metal panels. Building 1047 retains integrity of location, design, setting, workmanship, feeling and association. The building has undergone replacement of siding, windows, doors and roofing, leading to a lesser degree of integrity of materials.

Commander's Quarters (Building 1048; AHRS Site No. FAI-00446): Constructed in 1941, the Commander's Quarters is a rectangular, two-story, hip-roofed, wood frame building constructed on concrete foundation. Measuring 23′ × 63′ the building has a full basement and attic. The building is oriented east to west and is located at the apex of the Freeman Road arc. The hipped roof is sheathed with modern metal shingles, with a small gable-roofed dormer with louvers centered on the south and north elevations. A brick chimney rises from the peak of the roof of the west elevation. The primary elevation faces south towards Freeman Road. This south elevation contains a gable-roofed arctic entry flanked on either side by paired, two-over-two, single-hung sash windows. A two-over-two, single-hung sash window is centered above the entry on the second floor of the south elevation and is flanked on either side by a pair of two-over-two sash windows. The north elevation mirrors the south elevation with respect to fenestration; the north elevation, however, features a rectangular garage addition. The garage has two overhead garage doors and a personnel door on the east side, and a gable-over-hip roof and two stepped shed-roofed additions on the west garage elevation. The east and west elevations

of the main house, slightly recessed from the central bay on the south elevation, have paired two-over-two sash windows evenly spaced on the first and second floors. The original horizontal wood siding has been replaced with aluminum lap siding that mimics the original. The original copper roof shingles were previously replaced with asphalt shingles, and in 2022 were replaced again with a gray metal shingle. All replacement windows have been installed in the original window openings. The Commander's Quarters retains integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, doors and windows leading to a lesser degree of integrity of materials.

Non-Commissioned Officers' Quarters (Building 1049; AHRS Site No. FAI-00454): Constructed in 1941, Building 1049 is a rectangular, two-story, hip-roofed, wood frame building constructed on a concrete foundation and is one of two Non-Commissioned Officers' Quarters in the North Post area. Measuring 32'5"241'6", the building is oriented southeast to northwest and divided into twelve apartments. The hipped roof is covered in channel lock metal panels, with three evenly spaced louvers under gable dormers on the northeast and southwest elevations, and a single louver under a gable dormer centered on the southeast and northwest elevations. The primary elevation faces northeast towards Chena Road. This elevation contains six evenly spaced, gable-roofed arctic entries. Each entry has a pair of personnel doors, providing access to neighboring apartments. A five-light transom window is centered above each door. A dentillated architrave spans the entryway. This detail is a vestigial carryover from a more complete entrance design found on other buildings like Murphy Hall (Building 1045) and the Commander's Quarters (Building 1048) where this dentillation pattern was informed by the fluting of the quarter-round column details which flanked those entrances. The southwest elevation faces a parking lot and contains six evenly spaced, hip-roofed arctic entries, accessed by a single door. These entries enclose a shared mud room and provide rear access to two neighboring units. Window fenestration on Building 1049 is predominantly comprised of individual, evenly spaced, one-over-one, single-hung sash windows on both the first and second floors. The northeast elevation includes both individual and paired instances of this window. The concrete foundation has narrow, single-light windows distributed along the northeast and southwest elevations. The original horizontal wood siding has been replaced with horizontal aluminum drop siding that mimics the original. The original two-over-two double-hung wood windows have been replaced with modern one-over-one single-hung vinyl windows installed within the original openings. The original copper shingles have been replaced with channel lock metal panels. Building 1049 retains integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, windows, doors and roofing, leading to a lesser degree of integrity of materials.

Non-Commissioned Officers' Quarters (Building 1051; AHRS Site No. FAI-00456): Constructed in 1941, Building 1051 is a rectangular, two-story, hip-roofed, wood frame building constructed on a concrete foundation and is one of two Non-Commissioned Officers' Quarters in the North Post area. Measuring 32′5″ × 281′, the building is oriented east to west and is divided into fourteen apartments. Building 1051 is similar in design, massing, and fenestration to the Officers' Quarters (Building 1047) and to the other Non-Commissioned Officers' Quarters (Building 1049). The hipped roof is covered in channel lock metal panels, with three gable-roofed dormers with louvers evenly spaced on the north and south elevations and one gable-roofed dormer centered on the east and west. The primary elevation faces south towards Gaffney Road. This elevation contains seven evenly spaced, gable-roofed arctic entries. Each entry has a pair of steel slab personnel doors, providing access to neighboring apartments. A five-light transom window is centered above each door. A dentillated architrave spans the entryway. This detail is a vestigial carryover from a more complete entrance design found on other buildings like Murphy Hall (Building 1045) and the Commander's Quarters (Building 1048) where this dentillation pattern was informed by the fluting of the quarter-round column details which flanked those entrances. The north elevation faces a parking lot and contains seven evenly spaced, hip-roofed arctic entries accessed by a single door. These entries enclose a shared mud room and provide rear access to two neighboring units. Window fenestration on Building 1051 is predominantly comprised of individual and paired

configurations of evenly spaced, one-over-one, single-hung sash windows on both the first and second floors. The concrete foundation has narrow, single-light windows distributed along the north and south elevations. The original horizontal wood siding has been replaced with aluminum drop siding that mimics the original. The original two-over-two double-hung wood windows have been replaced with modern one-over-one single-hung vinyl windows installed within the original openings. The original copper shingles have been replaced with channel lock metal panels. Building 1051 retains integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, windows, and doors leading to a lesser degree of integrity of materials.

Quartermaster Warehouse (Building 1562; AHRS Site No. FAI-00472): Completed in 1942, the Quartermaster Warehouse is a generally rectangular, two story, concrete building, constructed on a concrete foundation, with a full basement. The central portion of the building is two stories with a gable roof, while the north and south wings are one story with hipped roofs. The overall footprint of the building measures approximately 165′ × 55′ and is oriented north to south. The smaller north and south wings measure approximately 34′ × 51′ with an east to west orientation. The main east elevation along Freeman Road formally faces the Parade Ground and has two recessed entrances which connect the north and south wings with the central building. The west elevation faces a parking lot and includes three covered entrances. A rectangular, two-story, gable-roofed addition, measuring 63′ × 282′ and extending west off the rear of the building, was destroyed by fire in 1962. Although the loss of this addition represented a significant change to the footprint, it was on the rear of the building and not visible from the Parade Ground. Additionally, the addition served as a warehouse and did not have the same design features found on the main portion of the building. The original roofing material was copper shingle, and the building was clad in vertically oriented corrugated metal panels. A rehabilitation project in 2022 replaced non-historic roofing, siding, and windows with materials that more closely aligned with the historic appearance. The roof is now covered with standing seam metal panels, and the siding is a modular metal panel system which allowed for previously concealed features to be expressed without compromising requirements for the building's new use. This includes three garage doors original to the north wing, which are now expressed in their original openings using modern windows with sympathetic proportions and configuration. New windows were installed within the original openings, and in some cases original window groupings which had been previously covered with siding were restored. The Quartermaster Warehouse retains integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, and windows, leading to a lesser degree of integrity of materials.

Nurses' Quarters (Building 1021; AHRS Site No. FAI-00448): Completed in 1942, the Nurses' Quarters is a rectangular, one-story, gable-roofed, wood frame, 800 Series building constructed on a concrete foundation. Measuring 31′ × 61′ and oriented east to west, the exterior is sheathed in-kind with replacement wood shiplap and the gable roof is sheathed with corrugated aluminum. Five modern one-over-one sash windows are evenly spaced on the north and south elevations. A gable-roofed arctic entry with a closed pediment and modern personnel door is centered on east and west elevations and is flanked by one-over-one sash windows. The Nurses' Quarters retains a high degree of integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding and windows, leading to a lesser degree of integrity of materials.

Military Affiliate Radio System (MARS) Building (Building 1024; AHRS Site No. FAI-00449): Constructed in 1941, the MARS Building is a rectangular, one-story, gable-roofed, wood frame building constructed on a concrete foundation. Measuring 33′ × 34′ with an attached gable-roofed garage measuring 20′ × 32′, it is oriented east to west. The exterior is covered with in-kind replacement wood shiplap siding and the roof is sheathed with copper sheeting. The copper roof was an important design element of the MARS Building and was restored in 2001. A one-over-one single-hung sash window with false muntins mimicking the original six-

over-six configuration is centered on the main south elevation, and a stoop rises to a personnel door near the west corner of this elevation. A pair of one-over-one single-hung sash windows with false muntins mimicking the original six-over-six configuration are evenly spaced on the elevation. The west elevation has an overhead garage door and a one-over-one single-hung sash window with false mullions mimicking the original six-over-six configuration. Two one-over-one single-hung sash window with false mullions mimicking the original six-over-six configuration are evenly spaced on the north elevation. During World War II an array of more than a dozen antennas were positioned around the MARS Building. Although the antennas have been removed, much of the open space around the building remains, which contributes to its high degree of feeling, setting, and association. The siding, windows, and roofing were replaced in 1995, and the copper roof was replaced in 2001. The MARS Building retains a high level of integrity in location, design, setting, workmanship, feeling, and association. Replacement of siding, roofing, and windows has resulted in a lesser degree of integrity of materials.

North Post Chapel (Building 1043; AHRS Site No. FAI-00451): Constructed in 1944, the North Post Chapel is a rectangular, one-story, gable-roofed, wood frame, 800 Series building constructed on a concrete foundation. Measuring 37′ × 78′ and oriented north to south, the building is sheathed in aluminum lap siding and has a raised seam metal roof. The front steeple is flush with the building's south gable elevation and has a tar paper and plywood spire. A gable-roofed arctic entry measuring 8′ × 11′ is centered on the main south elevation and has a pair of leaf doors with a six-light transom window. A triple window, featuring an eighteen-light window flanked by two twelve-light fixed sash windows, is centered in the south gable above the arctic entry. The east and west elevations have five fixed-sash windows, with one-over-one sash windows on the north and south ends of the east and west elevations. The north elevation has no fenestration. The original felt roof was replaced with metal roofing in 1950. In 1988, the horizontal wood siding was replaced with metal siding and windows were replaced. The chapel retains a high degree of integrity of location, design, setting, workmanship, feeling, and association. The building has undergone replacement of siding, roofing, and windows, leading to a lesser degree of integrity of materials.

Butler Building (Building 1533; AHRS Site No. FAI-00463): Constructed in 1944, Building 1533 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation. Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar; both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. The north and south elevations have no fenestration. Butler buildings are utility buildings, used for a wide variety of functions. During World War II, Building 1533 was used as a cold weather test shop for the Cold Weather Test Detachment. It remains in its original location adjacent to the airfield and a cluster of four other Butler buildings that were also used by the Cold Weather Test Detachment during World War II, thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1533's siding, roofing, windows, and doors does, however, result in a lesser degree of integrity of materials.

Butler Building (Building 1534; AHRS Site No. FAI-00464): Constructed in 1944, Building 1534 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation. Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar;

both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. The north and south elevations have no fenestration. Butler buildings are utility buildings, used for a wide variety of functions. During World War II, Building 1534 was used as a cold weather test shop for the Cold Weather Test Detachment. It remains in its original location adjacent to the airfield and a cluster of four other Butler buildings that were also used by the Cold Weather Test Detachment during World War II, thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1534's siding, roofing, windows, and doors does, however, result in a lesser degree of integrity of materials.

Butler Building (Building 1537; AHRS Site No. FAI-00465): Constructed in 1944, Building 1537 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation. Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar; both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. The north and south elevations have no fenestration. During World War II, Building 1537 was used as a cold weather test shop for the Cold Weather Test Detachment. It remains in its original location adjacent to the airfield and a cluster of four other Butler buildings that were also used by the Cold Weather Test Detachment during World War II, thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling and association with the World War II airfield. Replacing Building 1537's siding, roofing, windows, and doors, however, does result in a lesser degree of integrity of materials.

Butler Building (Building 1538; AHRS Site No. FAI-00533): Constructed in 1944, Building 1538 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation. Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar; both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. The north and south elevations have no fenestration. The east and west elevations both have a metal sign that identifies the building's current occupant, the Alaska Fire Service Communications. During World War II, Building 1538 was used as a cold weather test shop for the Cold Weather Test Detachment. It remains in its original location adjacent to the airfield and a cluster of four other Butler buildings that were also used by the Cold Weather Test Detachment during World War II, thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1538's siding, roofing, windows, and doors, however, does result in a lesser degree of integrity of materials.

Butler Building (Building 1539; AHRS Site No. FAI-00510): Constructed in 1942, Building 1539 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation.

Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar; both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. The north and south elevations have no fenestration. The east and west elevations both have a metal sign that identifies the building's current occupant, the Alaska Fire Service Communications. Originally designated Building 1909 and located in the Birch Hill Ammunition Storage area of Ladd Field, Building 1539 was originally used as a warehouse by the Sixth Air Depot Group in support of the Aleutian Campaign. After it was moved to its present location in 1959, it was renamed Building 1539. Although moved from its original location, Building 1539 retains its significance under NHL Exception 2: Moved Buildings, for its association with the World War II mission of the Sixth Air Depot Group at Ladd Field. The placement of Building 1539 into the original footprint of another Butler building from the same era and of similar if not identical design contributes to the integrity of the historic design of this area of Ladd Field. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1539's siding, roofing, windows, and doors does result in a lesser degree of integrity of materials, but these alterations are similar to those made to other contributing Butler buildings in this area.

Butler Building (Building 1540; AHRS Site No. FAI-00466): Constructed in 1944, Building 1540 is a rectangular, one-story, gable-roofed, steel frame Butler building constructed on a concrete foundation. Measuring 40′ × 80′ and oriented east to west, the building is sheathed in vertical standing seam aluminum siding, and the channel lock metal roof contains a metal ridge cap. The east and west elevations are similar; both contain a single, centrally located overhead door, steel slab personnel door with vision light, and a metal louver centered above the overhead door. Six one-over-one sash windows are evenly spaced along the north and south elevations. During World War II, Building 1540 was used as a cold weather test shop for the Cold Weather Test Detachment. It remains in its original location adjacent to the airfield and a cluster of four other Butler buildings that were also used by the Cold Weather Test Detachment during World War II, thus retaining a high degree of integrity of location, setting, feeling, and association. Typical Butler building construction included vertical corrugated metal siding and roofing. Replacing this with vertical standing seam aluminum siding and roofing mimics the original material and does not detract from its integrity of design, workmanship, feeling, and association with the World War II airfield. Modern windows and doors do not detract from the building's design, feeling, and association with the World War II airfield. Replacing Building 1540's siding, roofing, windows, and doors, however, does result in a lesser degree of integrity of materials.

Non-Contributing Resources

Building 1531: Building 1531 was built after the period of significance and is a small rectangular, one-story, prefabricated, gable-roofed, temporary building resting on wooden blocks. The building measures approximately 15′ × 30′ with a rectangular hip-roofed addition measuring approximately 10′ × 10′, extending south from the west half of its south elevation to give the building an L-shaped plan. Located on the foundation of a former Butler building and adjacent to Building 1540 (a Butler building and contributing property of the NHL), Building 1531 is sided with vertical standing seam aluminum siding that is identical that on Building 1540. Additionally, the roof is sheathed in channel lock metal roofing identical to that on Building 1540. Although smaller, the size, massing, and design of Building 1531 are complementary to nearby historic buildings.

Building 1532: Building 1532 was built after the period of significance and is a small rectangular, one-story, gable-roofed, prefabricated, shed building resting on cinder blocks. It measures approximately 10′ × 12′, is sheathed with T1-11 siding and channel lock metal roofing. The T1-11 mimics the vertical standing seam aluminum siding on nearby contributing properties and is painted the same color. The channel lock metal roofing is identical to that on nearby contributing Butler Buildings. This, along with its small size, minimizes impact to the NHL.

Building 1535 (AHRS Site No. FAI-01321): Building 1535 was built after the period of significance and is a two-story, steel frame, metal-sided, gable-roofed building measuring approximately 20′ × 40′, with two additions. The main building extends east to west and has a large roll-up utility door centered on its west elevation. A one-story, saltbox roof, rectangular addition measuring approximately 30′ × 40′ extends off the east elevation. This addition is flush with the north elevation and extends approximately ten feet past the south elevation. A one-story, cinder block, shed roof addition extends along the south elevation adjoining the east addition at its southwest corner, giving the entire building a rectangular footprint. Although this building does not complement nearby buildings with respect to materials and additions, its size, massing, siding, and color are complementary and help to minimize its impact to the NHL.

Building 1563 (AHRS Site No. FAI-01323): Building 1563 was built after the period of significance and is a one-story, concrete block, shallow shed-roofed building measuring 23′ × 42′. A large overhead rolling garage door is centered on the west elevation with a double personnel door to the left of the garage door, and a single personnel door to the right of the garage door. Building 1563's location to the west of Building 1558, an NHL contributing building, helps shield it from the main NHL buildings to its east, thus minimizing its impact to the NHL.

Building 1566 (AHRS Site No. FAI-01324): Building 1566 was built after the period of significance and is a one-story, square, shallow gable-roofed, concrete building measuring approximately 25′ × 25′. Fenestration consists of a single metal personnel door on its south elevation. Building 1566 is a small building painted to blend in with nearby NHL buildings and is shielded with trees to minimize its impact to the NHL.

Building 1026 (AHRS Site No. FAI-00450): Building 1026 is a small one-story, square, shallow gable-roofed, concrete block building located west of the MARS Building (Building 1024). There are two small, square, shed-roofed concrete block additions to the north and east sides of the building. Building 1026 was constructed after the period of significance to provide access to the expanding subterranean utility system. The building is small and painted to blend in with nearby NHL buildings and is not visible from the main body of the NHL.

Building 1044 (AHRS Site No. FAI-01319): Building 1044 is a large, rectangular, concrete, flat-roofed building located on the north side of Marks Road directly east of the North Post Chapel (Building 1043). The building, constructed in 1989, serves as a community center for the North Post community and offers amenities such as a coffee bar, Shoppette, and conference spaces. While the building was constructed after the period of significance for the NHL, it is painted in colors matching the rest of North Post which minimizes the building's presence in the NHL.

Building 1554: Building 1554 is a small, metal, rectangular ancillary building located in the center of the U-shape of the Barracks/Theater/PX/Hospital (Building 1555). The building, constructed in 2008, houses a small independent generator for powering Building 1555 in the event of a cantonment-wide power outage. As a feature mandated by mission requirements for powering the command headquarters of an active military installation, Building 1554 is an essential construction. As it is located at the outer edge of the NHL and

positioned within the U-shape of Building 1555, it has minimal impact on the NHL and is not visible from any location within the NHL save for views from the east side of the NHL.

Building 1620: Building 1620 was built after the period of significance and is a rectangular, gable-roofed building, measuring approximately 12′ × 16′. It is designed to shelter navigation equipment and is located in the center of the airfield between the North and South Runways. Aviation-related equipment of similar size has been located in this general area of the airfield since the historic period. This structure represents a continued use of this part of the airfield for a purpose that dates to the Ladd Field's construction and does not have a negative effect on the NHL.

Building 1621: Building 1621 was built after the period of significance and is a rectangular, gable-roofed building, measuring approximately 8′ × 20′. It is designed to shelter navigation equipment and is located in the center of the airfield between the North and South Runways. Aviation-related equipment of similar size has been located in this general area of the airfield since the historic period. This structure represents a continued use of this part of the airfield for a purpose that dates to the Ladd Field's construction and does not have a negative effect on the NHL.

Inventory of Resources

The following is a list of all contributing resources, non-contributing resources, resources added to the nomination that were not included in the original nomination, and a list of resources removed from the original nomination due to demolition or mistaken information.

CONTRIBUTING RESOURCES

Butler Building (Building 1558; AHRS Site No. FAI-00470)
Hangar 1 (Building 1557; AHRS Site No. FAI-00469)
Butler Building (Building 1556; AHRS Site No. FAI-00468)
Barracks/Theater/PX/Hospital (Building 1555; AHRS Site No. FAI-00467)
Bachelor Officers' Quarters, Murphy Hall (Building 1045; AHRS Site No. FAI-00452)
Garage (Building 1046; AHRS Site No. FAI-00502)
Officers' Quarters (Building 1047; AHRS Site No. FAI-00453)
Commander's Quarters (Building 1048; AHRS Site No. FAI-00446)
Non-Commissioned Officers' Quarters (Building 1049; AHRS Site No. FAI-00454)
Non-Commissioned Officers' Quarters (Building 1051; AHRS Site No. FAI-00456)
Quartermaster Warehouse (Building 1562; AHRS Site No. FAI-00472)
Nurses' Quarters (Building 1021; AHRS Site No. FAI-00448)
Military Affiliate Radio System (MARS) Building (Building 1024; AHRS Site No. FAI-00449)
North Post Chapel (Building 1043; AHRS Site No. FAI-00451)
Butler Building (Building 1533; AHRS Site No. FAI-00463)
Butler Building (Building 1534; AHRS Site No. FAI-00464)
Butler Building (Building 1537; AHRS Site No. FAI-00465)
Butler Building (Building 1538; AHRS Site No. FAI-00533)
Butler Building (Building 1539; AHRS Site No. FAI-00510)
Butler Building (Building 1540; AHRS Site No. FAI-00466)
Parade Ground (AHRS Site No. FAI-02677)
North Runway (AHRS Site No. FAI-01244)
South Runway (AHRS Site No. FAI-01245)

North Taxiway (AHRS Site No. FAI-02692)
North Post Utilidor System (AHRS Site No. FAI-01242)
North Post Road System (AHRS Site No. FAI-02697)

NONCONTRIBUTING RESOURCES

Building 1531
Building 1532
Building 1535 (AHRS Site No. FAI-01321)
Building 1563 (AHRS Site No. FAI-01323)
Building 1566 (AHRS Site No. FAI-01324)
Building 1026 (AHRS Site No. FAI-00450)
Building 1044 (AHRS Site No. FAI-01319)
Building 1554
Building 1621
Building 1620

RESOURCES ADDED TO THE NOMINATION

Building 1533 (AHRS Site No. FAI-00463), Butler Building overlooked in original nomination.
Building 1534 (AHRS Site No. FAI-00464), Butler Building overlooked in original nomination.
Building 1537 (AHRS Site No. FAI-00465), Butler Building overlooked in original nomination.
Building 1538 (AHRS Site No. FAI-00533), Butler Building overlooked in original nomination.
Building 1539 (AHRS Site No. FAI-00510), Butler Building overlooked in original nomination.
Building 1540 (AHRS Site No. FAI-00466), Butler Building overlooked in original nomination.
Building 1556 (AHRS Site No. FAI-00468), Butler Building constructed 1943, originally misidentified by construction date.
Building 1558 (AHRS Site No. FAI-00470), Butler Building constructed 1942, originally misidentified by construction date.
Parade Ground (AHRS Site No. FAI-02677), The Parade Ground was part of the original construction of Ladd Field, and was overlooked in the original nomination.
North Post Road System (AHRS Site No. FAI-02697), The North Post Road System was part of the original construction of Ladd Field, and was overlooked in the original nomination.

RESOURCES REMOVED FROM THE NOMINATION

Building 1541 (AHRS Site No. FAI-00503), Cold War era Aircraft Maintenance Shop, misidentified as contributing in original nomination.
Building 1542, World War II era Kodiak-T Hangar, demolished 1986.
Building 1543, World War II era Kodiak-T Hangar, demolished 1986.
Building 1560, (AHRS Site No. FAI-00471), World War II era Community Center, demolished 1995.
Building 1561, World War II era Power Plant, demolished 1985.
Building 2077 (AHRS Site No. FAI-00504), Cold War era Hangars 7 and 8 misidentified as contributing in original nomination.
Building 2085 (AHRS Site No. FAI-00487), World War II era Birchwood Hangar, destroyed by fire 2004.
Building 2106 (AHRS Site No. FAI-00505), Cold War era Double Hangar misidentified as contributing in original nomination.
Building 3005 (AHRS Site No. FAI-00482), World War II era Birchwood Hangar, demolished 2014.
Building 3008 (AHRS Site No. FAI-00485), World War II era Birchwood Hangar, demolished 2014.

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Previous documentation on file (NPS):

_X_ Previously listed in the National Register (fill in 1 through 6 below)
___ Not previously listed in the National Register (fill in **only** 4, 5, and 6 below)

1. NR #: 85002730
2. Date of listing: 1985
3. Level of significance: National
4. Applicable National Register Criteria: A_X B__ C__ D__
5. Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__
6. Areas of Significance: World War II in the Pacific: Alaska and the Aleutians

___ Previously Determined Eligible for the National Register: Date of determination:
_X_ Designated a National Historic Landmark: Date of designation: February 4, 1985
_X_ Recorded by Historic American Buildings Survey: HABS No. AK-36
___ Recorded by Historic American Engineering Record: HAER No.
___ Recorded by Historic American Landscapes Survey: HALS No.

Location of additional data:

State Historic Preservation Office:
Other State Agency:
Federal Agency: Environmental Division, Fort Wainwright, Alaska
Local Government:
University:
Other (Specify Repository):

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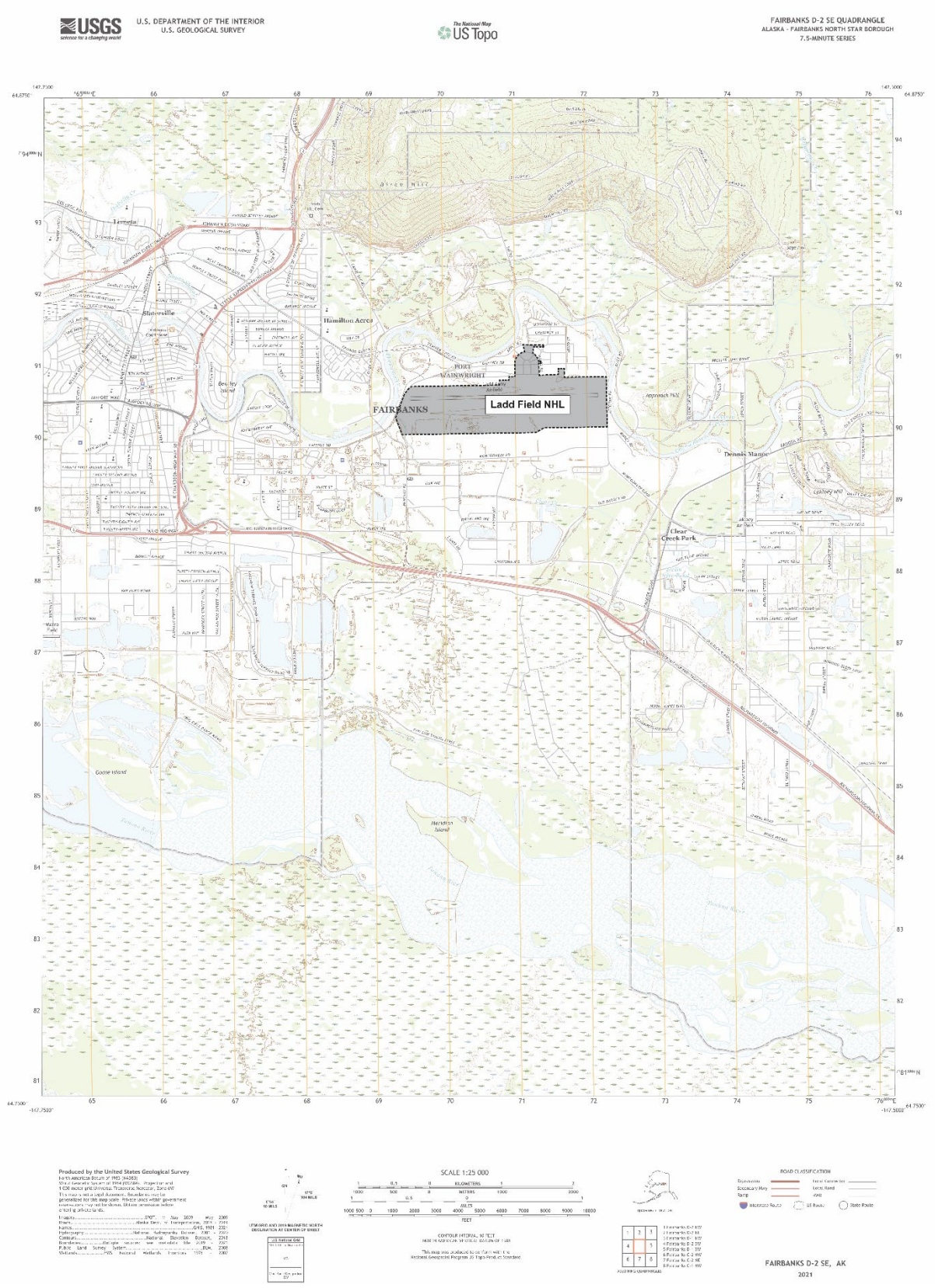
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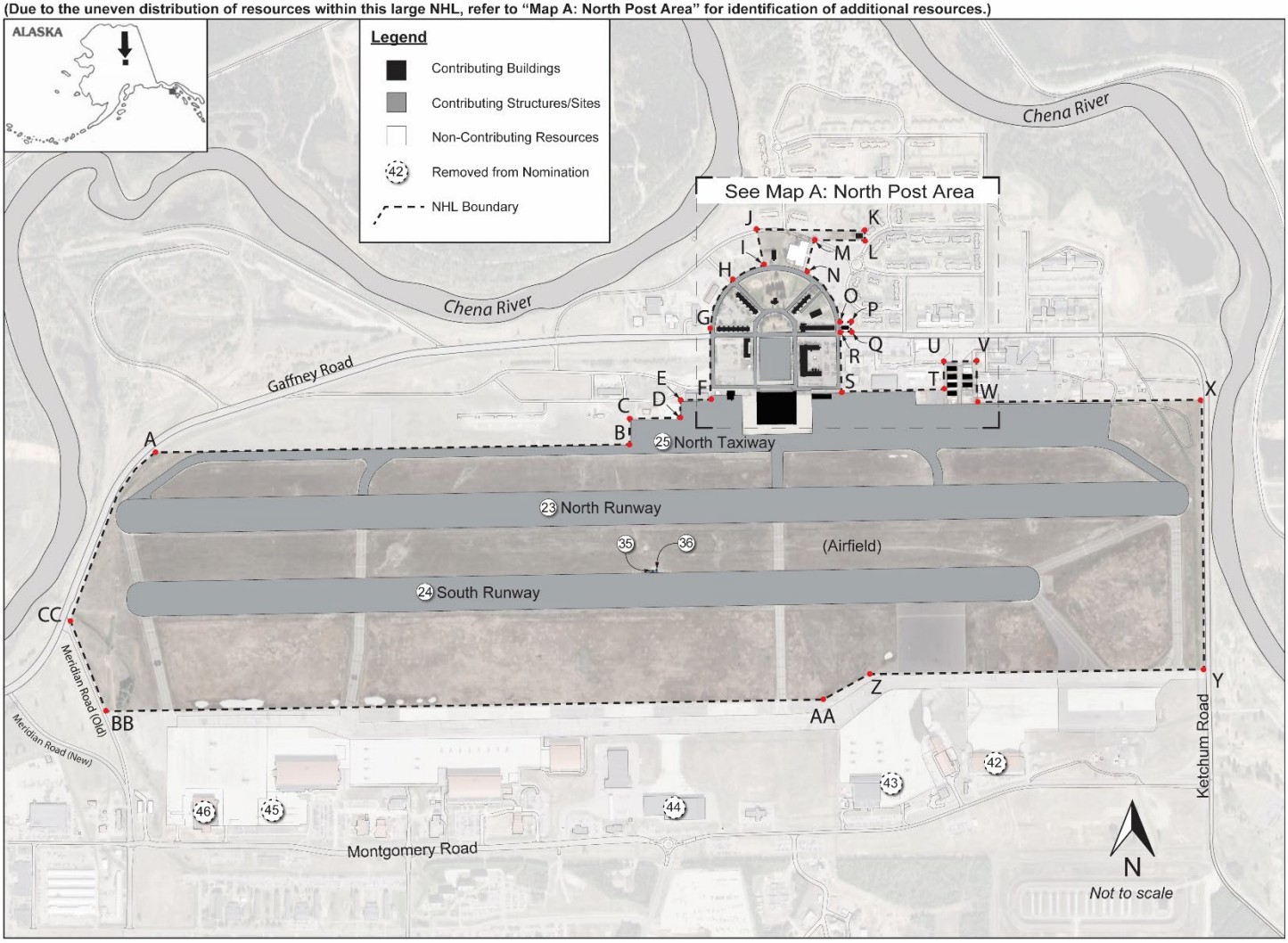
MAPS



USGS map showing the location of the Ladd Field NHL

Ladd Field NHL Overview Map

Showing NHL Boundary, Contributing Resources, Non-Contributing Resources, and Resources Removed from the Revised Nomination.
(Due to the uneven distribution of resources within this large NHL, refer to "Map A: North Post Area" for identification of additional resources.)



Overview map showing the NHL boundary, contributing and non-contributing resources, as well as resources removed in the revised nomination. See Map A: North Post Area for additional resource locations.

Ladd Field NHL Boundary Coordinate List (528 acres)

	Latitude	Longitude		Latitude	Longitude
A:	64.838884	-147.641760	**P:**	64.841887	-147.603736
B:	64.839119	-147.615689	**Q:**	64.841717	-147.603732
C:	64.839631	-147.615743	**R:**	64.841705	-147.604343
D:	64.839650	-147.613151	**S:**	64.840297	-147.604248
E:	64.840099	-147.613203	**T:**	64.840382	-147.598643
F:	64.840106	-147.611390	**U:**	64.841073	-147.598679
G:	64.841649	-147.611489	**V:**	64.841089	-147.596993
H:	64.842938	-147.610148	**W:**	64.840022	-147.596864
I:	64.843241	-147.608383	**X:**	64.840106	-147.584597
J:	64.844056	-147.608929	**Y:**	64.833835	-147.584292
K:	64.844035	-147.603025	**Z:**	64.833707	-147.602836
L:	64.843802	-147.602999	**AA:**	64.833141	-147.605247
M:	64.843818	-147.605719	**BB:**	64.832905	-147.644442
N:	64.843071	-147.606229	**CC:**	64.834969	-147.646409
O:	64.841885	-147.604347			

Contributing

1* - 22 *
23. North Runway
24. South Runway
25. North Taxiway
26. * North Post Road System

Non-contributing

27* - 34 *
35. Building 1620
36. Building 1621

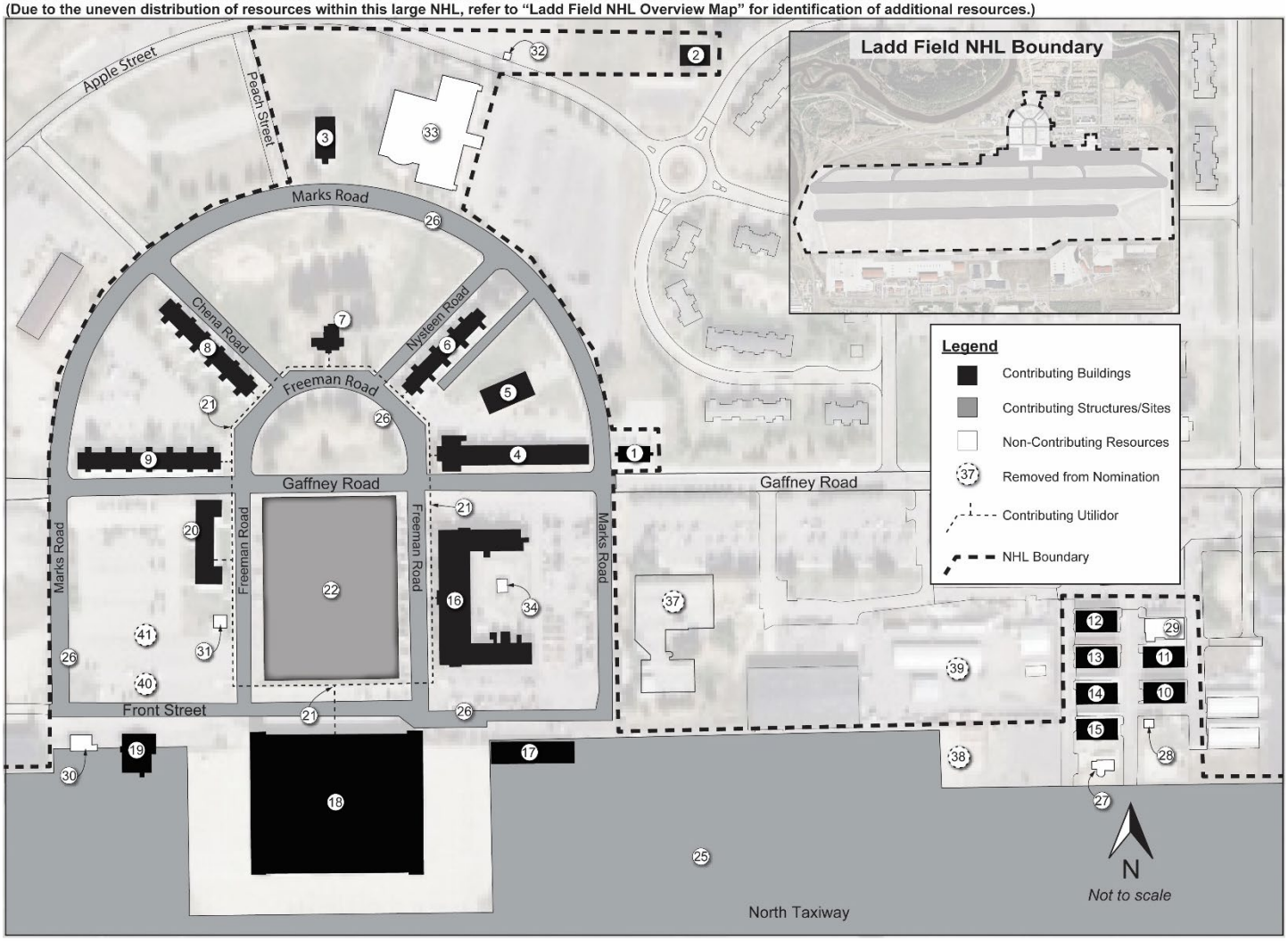
Removed from Nomination

37. * Building 1541 (Misidentified, Extant)
38. * Building 1542 (Demolished)
39. * Building 1543 (Demolished)
40. * Building 1560 (Demolished)
41. * Building 1561 (Demolished)
42. Building 2077 (Misidentified, Extant)
43. Building 2085 (Demolished)
44. Building 2106 (Misidentified/Demolished)
45. Building 3005 (Demolished)
46. Building 3008 (Demolished)

* See "Map A: North Post Area" for resources located in this portion of the NHL.

Map A: North Post Area

Showing NHL Boundary, Contributing Resources, Non-Contributing Resources, and Resources Removed from the Revised Nomination.
(Due to the uneven distribution of resources within this large NHL, refer to "Ladd Field NHL Overview Map" for identification of additional resources.)



Map A. Map of the North Post area showing contributing and non-contributing resources, as well as resources removed in the revised nomination.

Contributing

1. Building 1021 (Nurses' Quarters)
2. Building 1024 (MARS Building)
3. Building 1043 (North Post Chapel)
4. Building 1045 (Murphy Hall)
5. Building 1046 (Garage)
6. Building 1047 (Officers' Quarters)
7. Building 1048 (Commander's Quarters)
8. Building 1049 (Non-Commissioned Officers' Quarters)
9. Building 1051 (Non-Commissioned Officers' Quarters)
10. Building 1533 (Butler Building)
11. Building 1534 (Butler Building)
12. Building 1537 (Butler Building)
13. Building 1538 (Butler Building)
14. Building 1539 (Butler Building)
15. Building 1540 (Butler Building)
16. Building 1555 (Barracks/Theater/Hospital)
17. Building 1556 (Butler Building)
18. Building 1557 (Hangar 1)
19. Building 1558 (Butler Building)
20. Building 1562 (Quartermaster Warehouse)
21. North Post Utilidor System
22. Parade Ground (Site)
23. * North Runway
24. * South Runway
25. North Taxiway
26. North Post Road System

Non-contributing

27. Building 1531
28. Building 1532
29. Building 1535
30. Building 1563
31. Building 1566
32. Building 1026
33. Building 1044
34. Building 1554
35. * Building 1620
36. * Building 1621

Removed from Nomination

37. Building 1541 (Misidentified, Extant)
38. Building 1542 (Demolished)
39. Building 1543 (Demolished)
40. Building 1560 (Demolished)
41. Building 1561 (Demolished)
42. * Building 2077 (Misidentified, Extant)
43. * Building 2085 (Destroyed by fire)
44. * Building 2106 (Misidentified/Destroyed by fire)
45. * Building 3005 (Demolished)
46. * Building 3008 (Demolished)

* See "Ladd Field NHL Overview Map" for resources outside of the North Post Area.

PHOTOGRAPHS

The images of properties in this nomination, while most were photographed in 2016, continue to reflect current appearances and conditions (verified by Elizabeth Cook, Cultural Resources Manager, U.S. Army Garrison Alaska - Fort Wainwright, July 2022).

Name of Property: Ladd Field National Historic Landmark
City or Vicinity: Fort Wainwright, Alaska
County: Fairbanks North Star Borough
Location of Original Digital Files: Environmental Division, Fort Wainwright, 1060 Gaffney Road, #6600K, Fort Wainwright, AK 99703

Photo 1. Aerial photo of Ladd Field NHL.
Name of Photographer: Elizabeth Cook, Archaeologist
Date of Photograph: 2020

Photo 2. Building 1021 (Nurses' Quarters, AHRS Site No. FAI-00448), view to the northeast.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 3. Building 1024 (MARS Building, AHRS Site No. FAI-00449), view to the north
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 4. Building 1043 (North Post Chapel, AHRS Site No. FAI-00451), view to the northwest.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 5. Building 1045 (Murphy Hall, AHRS Site No. FAI-00452), view to the northeast.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 6. Building 1046 (Garage, AHRS Site No. FAI-00502), view to the west
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 7. Building 1047 (Officers' Quarters, AHRS Site No. FAI-00453), view to the west.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 8. Building 1048 (Commander's Quarters, AHRS Site No. FAI-00446), view to the northwest.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 9. Building 1049 (Officers' Quarters, AHRS Site No. FAI-00454), view to the west.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 10. Building 1051 (Officers' Quarters, AHRS Site No. FAI-00456), view to the northwest.

Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 11. Building 1533 (Butler Building, AHRS Site No. FAI-00463), view to the southeast.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 12. Building 1539 (Butler Building, AHRS Site No. FAI-00510), view to the northwest.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 13. Building 1555 (Barracks and Post Hospital, AHRS Site No. FAI-00467), view to the east.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 14. Building 1556 (AHRS Site No. FAI-00504), view to the south.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 15. Building 1557 (Hangar 1, AHRS Site No. FAI-00469), view to the southwest.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 16. Building 1558 (AHRS Site No. FAI-00470), view to the south.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2016

Photo 17. Building 1562 (Quartermaster Warehouse, AHRS Site No. FAI-00472), view to the southwest.
Name of Photographer: Elizabeth Cook, Cultural Resources Manager
Date of Photograph: 2022

Photo 18. Utilidor (AHRS Site No. FAI-01242), Interior passageway.
Name of Photographer: Casey Woster, Architectural Historian
Date of Photograph: 2017



Photo 1 of 18. Aerial photo of Ladd Field, 2020. View is east. North Taxiway and Hangar 1 visible at right, North Runway visible upper right, Horseshoe plan with Road System and Parade Ground surrounded by contributing buildings in center. U.S. Army photo.



Photo 2 of 18. Building 1021 (Nurses' Quarters), 2016, view to the northeast.



Photo 3 of 18. Building 1024 (MARS Building), 2016, view to the north.



Photo 4 of 18. Building 1043 (North Post Chapel), 2016, view to the northwest.



Photo 5 of 18. Building 1045 (Murphy Hall), 2016, view to the northeast.



Photo 6 of 18. Building 1046 (Garage), 2016, view to the west.



Photo 7 of 18. Building 1047 (Officers' Quarters), 2016, view to the west.



Photo 8 of 18. Building 1048 (Commander's Quarters), 2016, view to the northwest.



Photo 9 of 18. Building 1049 (Officers' Quarters), 2016, view to the west.



Photo 10 of 18. Building 1051 (Officers' Quarters), 2016, view to the northwest.



Photo 11 of 18. Building 1533 (Butler Building), 2016, view to the southeast.



Photo 12 of 18. Building 1539 (Butler Building), 2016, view to the northwest.


Photo 13 of 18. Building 1555 (Barracks and Post Hospital), 2016, view to the east.



Photo 14 of 18. Building 1556 (Butler Building), 2016, view to the south.



Photo 15 of 18. Building 1557 (Hangar 1), 2016, view to the southwest.



Photo 16 of 18. Building 1558 (Butler Building), 2016, view to the south.



Photo 17 of 18. Building 1562 (Quartermaster Warehouse), 2022, view to the southwest.



Photo 18 of 18. Utilidor, interior passageway, 2017.

FIGURES



Figure 1. Aerial view of Ladd Field in 1947 with the MARS Building (Building 1024) shown in the upper center-right.



Figure 2. North Post Chapel (Building 1043), 1949.



Figure 3. Murphy Hall (Building 1045), 1941.



Figure 4. Garage (Building 1046), 1942.



Figure 5. Officers' Quarters (Building 1047), 1942.



Figure 6. Commander's Quarters (Building 1048), 1942.



Figure 7. Non-Commissioned Officers' Quarters (Building 1049), 1942.



Figure 8. Non-Commissioned Officers' Quarters (Building 1051), 1942.



Figure 9. Barracks/Theater/PX/Post Hospital (Building 1555), 1942.



Figure 10. Hangar 1 (Building 1557), 1942.



Figure 11. Quartermaster Warehouse (Building 1562), 1942.