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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Willmar Municipal Airport
other names/site number _____

2. Location

street & number 2321 Airport Drive SW N/A not for publication
city or town Willmar, MN 56201 N/A vicinity
state Minnesota code MN county Kandiyohi code 067 zip code 56201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide local

Barbara Mitchell Howard November 20, 2012
Signature of certifying official/Title Barbara Mitchell Howard, Deputy State Historic Preservation Officer Date

State or Federal agency/bureau or Tribal Government _____

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register

other (explain:) _____
Jon Edson H. Beall
Signature of the Keeper

1.14.13
Date of Action

Willmar Municipal Airport
 Name of Property

Kandiyohi County, MN
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 2 | | buildings |
| 1 | | sites |
| 1 | | structures |
| | | objects |
| 4 | | Total |

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Federal Relief Construction in Minnesota, 1933-1941

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

TRANSPORTATION: Air related

Current Functions
 (Enter categories from instructions.)

COMMERCE/TRADE: Warehouse

7. Description

Architectural Classification
 (Enter categories from instructions.)

MODERN MOVEMENT: Streamline Moderne

Materials
 (Enter categories from instructions.)

foundation: CONCRETE
 walls: CONCRETE
 roof: WOOD; ASPHALT; METAL
 other: _____

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The former Willmar Municipal Airport is on the west side of the City at the junction of former MN Highway 40, Willmar Avenue Southwest, and Airport Drive Southwest. It was vacated in 2006 when a new airport was completed and opened. Major remaining features include the terminal hangar, Willmar Air service hangar, and landscape features near the main terminal (apron, fencing, parking area, fly-in field, runway clear zone, interior drive, and associated plantings.)

Narrative Description

See continuation sheets

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DESCRIPTION

The following descriptions are from Susan Granger and Scott Kelly, **Determination of National Register Eligibility for the Willmar Municipal Airport, John L. Rice Field, Kandiyohi County, Minnesota** (submitted to the City of Willmar by Gemini Research, July 2008).

Excerpts from Granger and Kelly, 2008: 2.1:

PHYSICAL DESCRIPTION

The Willmar Municipal Airport/John L. Rice Field is located near the western edge of the City of Willmar in Kandiyohi County in west central Minnesota. This property served as the Willmar Municipal Airport for 63 years, from 1934 to 2006.

Minnesota Highway 40 runs along the southern and eastern sides of the airport. The highway was a gravel road in 1934, the year the airport was established, and became a state trunk highway that year.

The airport was surrounded by farm fields in both 1938 and 1955, according to aerial photos. Today it is surrounded by industrial properties, farmsteads and fields, a city shop and city park, and a few rural residences.

County Road 5 was recently built on a north-south alignment across the airport property.

In 1934 the airport was approximately 133 acres. It was then one of the largest airports outside of the Twin Cities ("Additional" 1934). The eastern 5.5 acres of the airport, evidently including the land on which the main hangar is located, was added to the property in June 1939. By 1958 the airport property was increased to 185 acres (Rice, M.J., 1958: 10).

Like most municipal airports in the state, the Willmar airport received periodic improvements, including major construction building projects in 1941, 1948, 1955-1956, 1958, the early 1960s, 1970, and 1989. A 1948 *Willmar Daily Tribune* article noted that in 1948 the Willmar airport was "for some time one of the state's best ports" ("Face Lifting" 1948).

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Verbatim from Granger and Kelly 2008: 2.2-2.5

MAIN TERMINAL HANGAR

Built: 1941

Designer: Oscar Newstrom

Builder: National Youth Administration

The main terminal hangar was designed by Oscar Newstrom and built by a local crew of young men (17 to 25 year-olds) hired by the National Youth Administration (NYA). Newstrom's original plans for the building, a set of five sheets, are held by the Kandiyohi County Historical Society.

Ground was broken in April 1941. The *Willmar Weekly Tribune* wrote that the hangar promised "to be one of the finest municipal hangars in this section of the county." The *Willmar Journal* wrote, "this improvement, when completed, will place the Willmar municipal airport among the top ranking small-city airports in this part of the county" ("First" 1941; "Break Ground" 1941).

The hangar's size was evidently determined by "federal regulations [that] required construction of a hangar large enough to house two DC-3's," according to operator-manager John Rice, who was interviewed by Hess Roise in 1998 (Gardner and Roise 1998:8).

The terminal hangar is an example of the Streamline Moderne style, an architectural style that became popular in the U.S. around 1930. Streamline Moderne buildings usually have simple, sculptural forms with broad wall surfaces, a lack of ornamentation, light or neutral colors, horizontal bands, curved corners, and simple piers or pilasters. Architectural historians Marcus Whiffen and Frederick Koeper explain that the Streamline Moderne "was thought to be symbolic of the dynamic 20th century, of speed and machines, fast motor cars, railway trains, and steamships. It penetrated deep into the vernacular of American building and appeared in small towns everywhere, in the modest WPA post office as well as the roadside diner" (Whiffen and Koeper 1984: 331-332).

The terminal hangar has a central arch-roofed hangar block that measures 100'x100'. This is flanked by two identical wings, 12'x78' that have slightly-pitched shed roofs hidden by parapet walls on the north and south elevations. The central hangar area was designed for aircraft storage, maintenance, and repairs. The western wing was designed for offices, and the eastern wing as a repair shop. The spaces generally retained these functions until the building was vacated in 2006. Excerpts from Granger and Kelly 2008: 2.1:

The terminal hangar is made of smooth concrete block which is painted white on the exterior. The block forms large expanses of smooth, unadorned wall. The concrete block on the interior of the terminal hangar is largely unpainted and is reinforced by concrete block pilasters with slightly-rounded corners.

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The upper arched endwalls of the building were originally covered with corrugated metal, according to the architect's plans. Today these areas are covered with corrugated metal painted blue.

On the main façade, which faces south, the wide, curved form of the hangar is flanked by two bold concrete block piers. The piers project forward and upward. Each pier is simply decorated with a tall slightly-recessed panel in the block.

The roof was originally covered with corrugated metal. Today it is covered with corrugated metal covered with asphalt.

The window openings are rectangular. They have smooth poured concrete sills and lintels, with the first-story windows joined by a continuous sill (with a slightly-rounded upper edge) that forms a horizontal band around three sides of the building. The window openings are fitted with intact metal industrial sash except in the western wing where the industrial sash was replaced with double-hung sash (on the first story) and sliding sash (in the basement). A small window leading into the pilots' lounge in the southeastern corner of the building also has replacement sash. The replacement windows were made to fit the original window openings.

Like the window openings, the door openings have slightly rounded corners. The original pedestrian doors have been replaced with modern doors of several ages.

The eastern wing has a wooden roll-up garage door at the northern end. This was originally a paneled garage door, according to the original plans. In front of the garage door is a short, 12' - wide driveway that was originally gravel and was paved with concrete circa 1960.

The building has two red brick chimneys. A modern timber ADA-compliant ramp has been added to the western elevation. A modern vinyl canopy shelters the main public entrance.

The interior of the large terminal hangar space has a poured concrete floor. A concrete floor is indicated on the original plans, but was not poured until the late 1940s or early 1950s (Gardner and Roise 1998). Across the aircraft doorway on the southern façade is a set of strong steel rails embedded in the floor and elevated overhead. These are the rails on which the hangar's original ten door panels slid. Above the door frame is an area of horizontal tongue and groove wood, painted white that also likely dated from 1941. A new hangar door was installed in 1989. Rather than having separate panels that slid open to the sides, it has monolithic top and bottom sections that fold together as the door is raised. The 1989 door is more narrow than the original door, and the excess space is filled with corrugated steel siding attached to a wooden stud framework.

The roof of the terminal hangar is supported by seven wooden bowstring trusses that were built off-site at an NYA work training center. The trusses are about 100' long and about 10' high at the apex. They are laminated with eight plies of wood secured with glue, nails, and bolts. The trusses are unpainted.

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Sometime after 1971, a thin interior wall was built one-third of the way back from the south elevation so that a smaller portion of the terminal hangar could be heated. This wall has a large aircraft door near the center and a suspended ceiling. While the partitioning reduces the size of the northern space, the original size and design of the hangar is still quite evident, and the wooden bowstring trusses, steel roof, and plastered concrete block walls are still visible. Along the northern wall, modern unfinished insulation panels have been affixed between the pilasters. On the western side of the hangar space, to the north of the partition wall just described, a wood frame parts and office area was partitioned in the early 1970s.

The western wing of the building has a basement. This basement was not built until 1946, although Newstrom drew it on his original plans. The southern room in the basement is the flight school classroom with circa 1950 knotty-pine-paneled walls and a large mounted blackboard. It has two restrooms with walls faced with circa 1950 colored glazed block or tile. North of the restrooms is a utility and storage room.

On the main floor of the western wing, the southern room is the passenger waiting room, also paneled in knotty pine. The rest of the wing is comprised of approximately three offices, as well as closets and restrooms. All have modern finishes.

The southern end of the eastern wing is a 24-hour pilots' lounge with a small restroom. Its interior finishes date from the 1970s. A modern concrete block interior wall separated the pilots' lounge from the rest of the eastern wing so the lounge can be left unlocked for late-arriving aircraft.

The rest of the eastern wing is a repair shop area with two simple rooms with concrete floors and concrete block walls.

Standing a few feet away from the northwestern corner of the main terminal hangar is a small, modern, prefabricated metal shed.

Just to the east of the main terminal hangar stands the former Willmar Air Service Hangar. (see below)

Verbatim from Granger and Kelly 2008: 2.2-2.5

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APRON, AIRFIELD FENCE, PARKING AREA, AND OTHER LANDSCAPE FEATURES NEAR MAIN TERMINAL

Built: circa 1948-1956

Builder: Alley-Eneback Construction Company (1949 Apron)

APRON. Immediately south of the two hangars is a large, bituminous-paved apron. The apron extends from the airport's eastern boundary westward to the taxiway and to the area where the T-hangars recently stood.

The current apron was built in 1949 as part of the 1948 project to rebuild the runways. An October 1948 article in the *Willmar Daily Tribune* reported, "Seeding and building of a black-topped platform in front of the hangar will be done next spring." The builder was Alley-Eneback Construction Company ("Face Lifting" 1948). The apron was 100' x400' in 1953, according to a newspaper article of that year ("Willmar Airport to Be," 1953).

On a 1955 aerial photo, the apron measures about 100' (north-south) by about 400' (east-west). Today the apron measures about 200' (north-south) and about 450' (east-west), representing an expansion of about 100' to the south and about 50' to the west since 1955.

Along the eastern side of the apron is part of the airfield's chain-link fence. There is a fire hydrant in the northeastern corner of the apron.

Along the eastern and southern side of the apron are approximately seven aircraft tie-downs. (Three tie-downs were observed along the eastern edge and four along the southern edge.) Each tie-down consists of three circular at-grade footings about 20" in diameter. An iron ring is embedded in the center of each footing. (Several of the rings still have sections of rope attached.) Three footings comprise a tie-down stall that is about 24' wide. The stalls are spaced about 24' apart. The tie-down ropes are used to secure the wings and tail to the ground after the pilot pushes the plane, nose out, over the footings.

In the center of the apron is a modern gasoline fueling area, surrounded by a poured concrete pad. The 1955 aerial photo is not clear enough to see whether the fueling area existed at the time. In 1963 the fueling area was at its current location but was on a circular concrete pad. The circular design was developed by John Rice and soon emulated at other airports. (Centennial History 1970: 280; Rice M.J., 1984:9). In the center of the current concrete pad (a modified rectangle), there is evidence of fuel pumping equipment and an underground tank, both removed. A modern light pole with two cobra-style lamps stands near the center of the concrete rectangle.

There is evidence of a second modern fueling station on a poured concrete pad at the western edge of the hangar apron. This fuel pump has also been removed.

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AIRFIELD FENCE: The airfield's safety fence was installed soon after the Rices came, perhaps as part of the 1948 airport improvement project (Rice, M.J., 1958: 11; Rice, M.J., 2008).

The fence is chain-link. Many of the steel posts are topped with somewhat decorative finials (as opposed to modern chain-link fence posts that are generally topped with steep spheres).

One section of fence is aligned with the southern elevation of the two hangars. Along this section, simple steel gates flank the main hangar. The eastern gate is tall enough for a truck to enter the apron. From the main hangar the fence continues westward along the southern and western sides of the parking area. Near the northwestern corner of the parking area is a gate marking the bituminous drive to the T-hangar area. From the northwestern corner of the parking area the fence extends another 1,800' along the northern edge of the airport property to a point about 300' south of Trott Avenue. This northern section of airfield fencing is missing its chain-link mesh – only the posts remain. East of the hangars, an eastern leg of the fence runs parallel to Minnesota Highway 40. This section extends from near the southern corner of the Willmar Air Service hangar to the southeastern corner of the hangar apron, a distance of about 330'. At this point the fence switches to barbed wire and continues southward following Highway 40 along the southern edge of the airport.

Except for the northern section which is missing its chain-link mesh, most of the fencing is basically unaltered.

PARKING AREA: The main airport parking area is located immediately west of the main terminal. This parking area shows on Oscar Newstrom's 1941 architectural plans for the main terminal. On Newstrom's drawing, the parking area measures about 150' by 150', with a fence along the southern edge separating the parking area from the hanger apron.

On a 1955 aerial photo, the parking area appears to be about 100' (north-south) x 140' (east-west). It appears on the 1955 photo to be surfaced with gravel. It is believed that the parking area was paved and given curb and gutter circa 1956, which is about when the City of Willmar planted the silver maple trees around the main hangar and built the interior drive (Rice, M.J., 2008).

Today the parking area is about 100' (north-south) x 180' (east-west), representing an expansion of about 40' to the west since 1955. It is paved with bituminous, with concrete curb and gutter that appears to date from the 1950s. The airfield fence runs along the southern and western edges of the parking lot. On the southern edge of the parking lot are two tall steel poles that once held backlit signs, as well as two modern light poles with cobra-style lamps. A 5'-wide concrete sidewalk leads from the eastern edge of the parking area to the terminal's main public entrance.

A sidewalk curb cut suggests there was a second sidewalk that led from the eastern edge of the parking area to the terminal's employee entrance.

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INTERIOR DRIVE NEAR HANGARS: The hangars are accessed by a narrow interior drive that runs east-west across the northern side of the main hangar, and north-south between the two hangars. Oscar Newstrom's architectural plans show a wide "walk" in a U-shape configuration around the main hangar in the approximate position of the current drive. No drive is visible on a 1955 aerial photo. Mary Jane Rice believes the drive may have been built circa 1956 (Rice, M.J., 2008). The east-west portion of the drive is 22' wide, while the north-south portion is 15' wide. The 4" to 5" curbing appears to date from the 1950s and has some slightly rounded corners. Silver maple trees are planted along the drive, including six trees that line the section of drive between the two hangars.

PLANTINGS: The hangar area is planted with turf grass. Standing near the main terminal are 16 large, evenly-spaced silver maple trees that were planted by the City of Willmar. They are believed to have been planted circa 1956, perhaps at the same time that the interior drive was created and the parking area first paved with bituminous (Rice, M.J., 2008). The trees are planted 30' apart and many are 25" to 30" in diameter. There are three trees west of the main hangar (in a north-south row), seven north of the two hangars (in an east-west row), and six forming a north-south alley along the internal drive between the two hangars.

A large, mature Spirea Van Houtte hedge is aligned near the eastern property line, just east of the signal beacon. The hedge is about 100' feet long, about 10' wide and about 8' tall. It shelters the northeastern corner of the airport from Highway 40.

North of the interior drive (north of the hangars) is an 18'-wide, grass-planted city boulevard. It has green ash trees and a row of timber utility poles. The trees are about 20" in diameter, are spaced about 30' apart, and appear to have been planted circa 1975. This boulevard runs along the northern side of the airport property. North of the boulevard is the city street called Airport Drive SW.

Verbatim from Granger and Kelly 2008: 2.2-2.5

FLY-IN FIELD AND RUNWAY CLEAR ZONE: South of the apron is a grass field of about 6.5 acres. The southern side of the field is part of the extended runway safety area or clear zone, an open space at the ends of the principal runway for use by planes having trouble taking off or landing. (There is another grass clear zone at the western end of the principal runway.) The northern part of the field was used for extra aircraft parking, particularly during large events such as fly-ins. (In August 1950, for example, the state convention of the Minnesota Flying Farmers was held at the airport. About 65 planes carrying 150 people attended ("State's Flying Farmers" 1950.) Mary Jane Rice indicates there are tie-downs in the grass of the fly-in field. (Gemini Research did not see them during fieldwork.) The grass was kept mowed, first by John Rice and later by City employees (Rice, M.J., 2008). The eastern side of the field is bordered by the barbed wire fence that is a southern extension of the airport's chain-link fence.

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Verbatim from Granger and Kelly 2008: 2.2

SIGNAL BEACON

Built: 1939 or 1940

The signal beacon was erected in 1939 or 1940. Circa 1946 the tower was moved from a spot near the eastern end of the runway to its current position about 220' northeast of the Willmar Air Service hangar (Gardner and Roise 1998: 7, 10; Rice, M.J., 1958: 10).

The signal beacon tower is a tapered structure about 50' tall. It is made of bolted steel and is supported by below-ground footings. The tower is painted red and white in alternating vertical sections. There is a steel ladder leading to a square wooden platform at the top of the tower. The beacon revolves with alternating green and white lights and was generally lit from dusk to dawn. A new beacon light fixture was evidently installed in 1958. The structure is basically unaltered.

Verbatim from Granger and Kelly 2008: 2.8-2.9:

WILLMAR AIR SERVICE HANGAR

Built: 1955

Designer: John and Mary Jane Rice

Although several secondary sources indicate the Willmar Air Service hangar was built in 1956, it clearly shows on a June 1955 aerial photo. Mary Jane Rice recently indicated that there was no structure on the spot before the Willmar Air Service hangar, and that a 1955 construction date is likely correct (Rice, M.J., 2008).

Mary Jane Rice indicates that the hangar was designed by Mary Jane and John Rice. She does not recall the name of the building contractor (Rice, M.J., 2008).

The Willmar Air Service hangar is located about 40' east of the main terminal. The central portion of the 1955 hangar measures 50'x50'. It is built of smooth concrete blocks that are painted white on the exterior and generally unpainted on the interior. Exterior pilasters divide the side and rear elevations into three bays each. The concrete blocks forming the pilasters and the window openings have slightly rounded corners. The upper arched endwalls are covered with sheet metal applied horizontally and painted blue.

The building has a shallow arched roof covered with tar-coated metal. The rectangular window openings have concrete block sills. The openings are filled with glass block. The northern (rear) elevation has no windows but has one centrally-located pedestrian door.

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The western wing, which served as an office and parts room, was evidently added within a few years of the original 1955 construction (Rice, M.J., 2008). It measures about 18x39'. It is built of concrete block and has a slightly-pitched shed roof. The window openings of the western wing are filled with multipaned steel sash. Wooden storm windows have been installed on the inside.

The interior of the building has a poured concrete floor and concrete block walls. The central hangar is one large open space. A suspended particle board ceiling hides what Hess Roise reports are bowstring roof trusses (Gardner and Roise 1998: 3). Modern, unfinished, insulated panels have been applied to interior walls of the central hangar area to retain heat.

The western wing is one open room. Its eastern wall, which is the original western exterior wall of the hangar, retains its original pilasters and two glass block windows. Only part of the central glass block window remains – a door was created here to link the western wing with the hangar space. The northern wall has no window. There are wooden parts racks attached to the southern and western walls of the wing.

In 1989 the original hangar door was replaced with the current door. The original door slid up and out, forming a canopy at the entrance (Gardner and Roise 1998: 13). The current door has a top and bottom section that fold together as the door is raised.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1941-1962

Significant Dates

1941, 1946, 1948, 1955, 1956

Significant Person

(Complete only if Criterion B is marked above.)

Rice, John L.

Cultural Affiliation

Architect/Builder

Newstrom, Oscar

National Youth Administration

Alley - Eneback Construction Co. - Faribault, MN

Period of Significance (justification) The period of significance begins in 1941, the year the terminal hangar was constructed, and ends in 1962, which marks the fifty-year threshold for National Register eligibility consideration for most properties.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The former Willmar Municipal Airport terminal building and environs are eligible for the National Register of Historic Places under Criterion A (significant contribution to the broad pattern of history) for its significance in the area of transportation as an early active airport and due to the uniqueness of the terminal building itself. It is also eligible under Criterion B (associated with the lives of persons significant in our past) due to its relationship with John L. Rice who made significant contributions to the development of aviation in Minnesota. The level of significance is statewide and the period of significance is 1941-1962.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

See continuation sheets

Developmental history/additional historic context information (if appropriate)

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NARRATIVE STATEMENT OF SIGNIFICANCE

Verbatim from Granger and Kelly 2008: 2.37-2.38:

NATIONAL REGISTER CRITERION A

Gemini Research recommends that a portion of the Willmar airport property meets the eligibility requirements for National Register Criterion A that are outlined in the statewide historic context document "Federal Relief Construction in Minnesota, 1933-1941" (Anderson 1990/1993/2002) (Gemini Research 2008: 2.37). This eligibility pertains to the 1941 terminal's significance as an important National Youth Administration (NYA) project. The eligibility requirements met include the following:

- Federal New Deal funds used for the property (the terminal) (Requirement 1)
- Construction of the property (the terminal) was completed during the New Deal (Requirement 2)
- The property (the terminal) provided "a particularly important change in the existing transportation pattern," which may be represented by "an airport which was newly developed or significantly expanded" (Requirement 3a)

In this case, the 1941 terminal significantly expanded aviation in the community, in part by being sufficiently large and well-developed to attract top aviators and aviation business to Willmar. Construction of the terminal represented an early, critical step in the development of a very successful modern airport, and the facility served the airport for many decades.

- The property (the terminal) possesses "integrity of location, design, setting, materials, workmanship, feeling, and association" with a setting that "should reflect the general character of the period of significance" (Requirement 4) (Anderson 1990/1993/2002).

A property like the Willmar airport terminal that is eligible for the National Register under Criterion A (broad patterns of history) or Criterion B (an important person) can generally sustain more alteration than can a property eligible under Criterion C

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(architecture or engineering), as long as the property continues to clearly convey its historic design, function, and associations.

While the main door of the terminal hangar was altered in 1989, Gemini Research recommends that the characteristic design elements of the Streamline Moderne style are still evident, in part because the metal doors (and the infill panels that flank it) were inserted between, and sit back from, the piers, thereby respecting the massing and projections of the main façade. In addition, the other three sides of the building exterior retain fair to good historic integrity with no additions (other than the timber ADA ramp), original rooflines, original wall surfaces, original door openings, and original wall openings, many of which retain steel industrial sash.

While the main interior hangar space was altered in the 1970s with an enclosed parts and office area and an interior partition wall and ceiling, it is recommended that sufficient clear space exists for the original hangar to continue to convey its original design, purpose, and historical association, and that the important wooden roof trusses, built in the Willmar NYA training center, are still clearly visible, further enabling the building to convey its historic design, function, and associations.

Requirement 3b: It is not known whether the main terminal hangar meets the statewide New Deal context study's Requirement 3b – the requirement that the property represent “the only known example in the state of a particular category of resource within this property type.” However, Gemini Research recommends that it is safe to assume that the terminal is one of the few remaining examples of an NYA-constructed hangar, and of an NYA-constructed building of any kind. It is also likely that the large, complex wooden trusses represent a rare surviving example of the work of an NYA work skill training center.

Willmar's main terminal is also one of few hangars of substantial size that remain in Minnesota from the 1930s and 1940s, and is therefore an uncommon surviving example of society's first major investment in the property type. This investment was made to tap the benefits of the new field of aviation, to increase the country's transportation infrastructure, to stimulate the early aviation industry, to provide badly-needed jobs during the Depression, and to prepare the country for World War II.

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Verbatim from Granger and Kelly 2008: 2.38:

NATIONAL REGISTER CRITERION B

Gemini Research also recommends that a portion of the Willmar airport meets National Register Criterion B, properties that are associated with the lives of persons significant in our past, because of strong associations with John L. Rice, an individual who has made significant contributions to the development of aviation in Minnesota.

HISTORY AND DEVELOPMENT OF THE PROPERTY

The developmental history below is verbatim from Denis Gardner and Charlene K. Roise, *Willmar Municipal Airport Compliance: Report on Potential Historic Properties* (Prepared for HNTB by Hess, Roise, and Co., Nov. 1998). It was first excerpted in Granger and Kelly 2008: 2.12-2.19. Gardner and Roise's footnotes are omitted below; consult Gardner and Roise 1998 for this documentation.

Establishing an Airfield in Willmar

Development of the aviation industry in Kandiyohi County mirrored that of the rest of the country. In the late 1920s and early 1930s, the few airports that existed were in metropolitan areas such as Minneapolis, home to the Wold-Chamberlain Field. In outlying, rural settings, however, established airports were difficult, if not impossible, to find. Pilots flying in these areas would usually locate a groomed farm field to land their planes. After sometime, such fields became commonly known to pilots in the area, thus establishing an informal landing field. For the city of Willmar, a growing community located about one hundred miles west of Minneapolis; the unofficial landing field was situated just west of the city limits on a tract of land known as "Ramblewood".

The fields at Ramblewood were adequate for hobby fliers, but others in the community had a grander vision for an airfield. These individuals looked to the future, realizing the commercial potential of establishing a permanent, well-maintained airfield near the city. For many, aviation was a blossoming industry that would reward those cities willing to bear the costs of such facilities. By 1933, the city of Willmar had taken the first step toward developing an airport. In December of that year, the Chamber of Commerce

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passed a resolution asking the city to secure a site for a municipal airport. At the time, the state was in the process of discussing a likely air route from Minneapolis to Seattle, and such a route would cross over Willmar. The possibility of Willmar being a stop along the route generated optimism among civic leaders about the future of a city airport.

The federal government, through the Civil Works Administration (CWA), offered to expend at least \$5,000 to construct an airport for the city of Willmar. The CWA was a program launched by Franklin Roosevelt in November 1933 as part of his "New Deal" initiative to employ Americans suffering from the Depression. 'Halfway between a lemon and an orange is a grapefruit,' cracked one of the program's detractors, implying that the program was 'halfway between a public work and a relief work.' Despite such criticism of the CWA, numerous communities and millions of Americans benefited from its works projects: thousands of schools and several hundred thousand miles of road were constructed with CWA guidance and money. In addition, the CWA constructed and improved numerous airports. Between November 1933 and March 1934, the program provided \$11.5 million for new airport construction. Although the airports built were little more than graded landing fields, they did provide the necessary foundation for future development. More importantly, the CWA served as the precursor to the Works Progress Administration (WPA), a largely successful New Deal program that instilled hope and confidence in a disenchanted America struggling its way through economic misery.

Initially, Willmar's search for an appropriate site for the new airport focused on a 160-acre tract known as the Maier Farm located southwest of the city. The owner wanted \$800 cash rent per year, or a purchase price of \$75 per acre. While the Chamber of Commerce found the offer tempting, the city eventually chose a more economical alternative from F.E. Gillette. Gillette offered a five-year lease at an annual cost of \$4 per acre, with an option to purchase, for a 110-acre tract in the Ramblewood area. Colonel L.H. Britten, president of Northwest Airways and head of the state aeronautical commission, promised a federal grant of \$19,830 for grading and improving the site. Work on the airfield began in early January 1934.

Early in the planning stage, the Chamber of Commerce advocated the construction of at least two runways measuring 3,000 feet long and 300 feet wide. Their plan was for one runway to be aligned on a northwest-southeast axis and the other at a right angle to the first, or possibly crossing the first in an 'X' configuration. A plat of the proposed airport labeled 'Civil Works Airport Project No. 52' incorporated parts of both ideas and a total

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of four runways. This plat shows two 2,700-by 300-foot runways aligned to form a right angle, and two slightly shorter runways of the same width forming an 'X' configuration inside the right angle. It is unknown what shape the original field ultimately took, although it appears that at least three runways were constructed.

By mid-January, construction of the airport was in full swing as 183 men worked quickly to complete the project. One-half of the crew worked from seven o'clock in the morning until twelve o'clock in the afternoon, while the other one-half worked from twelve o'clock until five o'clock in the afternoon. In this manner each man was putting in a thirty-hour work week and receiving maximum pay of \$16.50 a week. Later that same month, additional land was acquired for the airport as the city agreed to rent twenty-one acres from Herbert for \$4 an acre. The city was given a five-year lease with an option to purchase the property at any time for \$50 an acre. City leaders believed the additional acreage was needed to complete a fourth runway; however, it is unclear if this was ever accomplished.

In late January 1934, work hours for men on CWA projects in Kandiyohi County were cut. The CWA, originally designed as only a temporary program through the winter of 1933-1934, was winding down. A local newspaper noted that funding for projects would end on February 15 unless the government passed a bill extending the program. The following day a halt was called to construction at the airport and workers laid off. It was not until early June that Willmar was able to obtain \$10,663 from the federal government for completion of the airport.

When the airport was finished in September 1934, the people of Willmar celebrated the dedication with a two-day air show. Inclement weather notwithstanding, the crowds enjoyed the event. A large loudspeaker was installed at the field so everyone could be informed of the aerobatic maneuvers and stunts performed by the pilots. A fifteen-mile race was won by Marcellus King and his special racing plane capable of reaching speeds of two hundred miles per hour. Not long after the airport's dedication aircraft enthusiasts erected a number of T-hangars just south of the east-west runway.

In May 1935, regularly scheduled passenger air service through Willmar began with the flight of the Twin Cities-Watertown-Black Hills Airline. The airline was operated by Watertown Airways, Incorporated. The maiden voyage was conducted by a Travelair-Hamilton monoplane, which left Saint Paul, landed in Willmar, and then moved westward, ending its flight in Spearfish South Dakota. The airline offered passenger

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service six days a week, running to the east and west on alternating days. Willmar, along with Watertown, Huron, Pierre, Phillip, Rapid City, and Spearfish, served as regular stops along the line.

The aviation industry continued to grow, and so did the size of the planes. Bigger planes demanded longer and wider runways. When the federal government designated Willmar's airport an emergency landing field in 1939, the main runway had to be extended to handle larger aircraft. During the summer of 1939, the city council of Willmar authorized the purchase of 5.55 acres of additional land for the airport from F.E. Gillette for \$554. The purchase pushed the airport property eastward to the right-of-way of Route 40. It was also around this time that field lighting and the present signal beacon were installed at the field.

Although it has been moved from its original location, the signal beacon continues to function much as it did when it was first constructed. Its primary service is to indicate that the airport is equipped for night operation by beaming light that can be seen by pilots for miles and used to locate the airfield. The beacon rotates slowly, only a few revolutions per minute, casting beams of green and white light in opposite directions. The beacon operates at night and in poor weather conditions.

The Willmar airport was founded after the country's initial phase of beacon construction. Using signal beacons to establish a lighted transcontinental airway became a priority for the Hoover administration in the late 1920s. A number of beacons had already been installed by 1928, but the Airways Division of the Department of Commerce began constructing beacons in earnest by 1929. With the completion of beacon Number 25 at Mariam, Nevada, night flying from the East to the West Coast using signal beacons as navigational aids became possible. The Willmar beacon was thus part of a later expansion of the nation's airways.

Construction at Willmar Municipal Airport received a boost in 1940. After the fall of France, and with the continuing threat to Great Britain, Franklin Roosevelt pushed forward national defense spending legislation, much of it earmarked for domestic airport development. In October of that year the federal government committed \$40 million to launch the Development of Landing Areas for National Defense (DLAND). One month earlier, with congress yet to authorize the DLAND measure, the Civil Aeronautics Authority (CAA) announced plans to improve several airports in Minnesota, including a \$188,000 upgrade to Willmar's airport. It was around this time that the CAA established

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a Federal Airways Communication station at the field. And by early 1941, the field was in the process of being leveled.

Constructing a City Hangar

Soon after its designation as an emergency landing field, a local newspaper noted that Willmar's airport was the only approved landing field on the east and west airways line [of marked navigation points] which marks it as an important landing field between the World-Chamberlain Field in Minneapolis and points west and the west coast. Given the airport's growing responsibilities, the city was compelled to provide essential facilities. Late in January 1941, the city council addressed the issue of constructing a large municipal hanger at the airport. Apparently, the size of a new hangar was in part determined by the airport's duties under its new designation. According to John Rice, Airport Manager and Fixed Base Operator (FBO) at the airport for thirty-eight years, federal regulations required construction of a hangar large enough to house two DC-3's, even though the airport might never accommodate planes so large.

The city council had additional reasons for constructing a new, large hangar. Through the DLAND program federal funds were available for construction projects such as airplane hangars. The city also needed space to hold a proposed air pilot training course. Finally, the city's cost for the construction would be decreased by cheap labor through the National Youth Administration (NYA), which employed young men from the community.

As with the CWA, the NYA was one of Franklin Roosevelt's works program designed to alleviate financial stresses on individuals and communities during the Depression. It was the only program that specifically addressed the financial and educational needs of the country's youth. Prior federal programs, such as the Civilian Conservation Corps (CCC), tried to serve both adults and youths. At the close of 1943, the NYA had assisted considerably more youths than the CCC and had spent much less to do it. The NYA provided part-time employment to more than 1.5 million high school students and over 2.5 million out-of-school youths. Additionally, more than one-half million college students were able to continue their education through financial assistance from the NYA. The NYA district office was located in Willmar, and the organization was already working in the community to build a 112-by 44-foot concrete-block garage for city vehicles.

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In early 1941, the Willmar City Council found itself in the enviable position of having the financial means and NYA labor required for the construction of a large hangar for its airport. On February 24, the city council passed a resolution to construct a 100-by 100-foot concrete block hangar with wings on either side measuring approximately 20 feet by 50 feet. One month later, plans of the proposed structure were presented to the city council by Karl Thurn, District Supervisor of the NYA, and local architect Oscar Newstrom. The plans were readily accepted and in mid-May the city was reviewing bids for materials. Bids for various structural components were accepted from Clarence Flykt, Chard Lumber Company, and the Lampert Lumber Company. In June, the city reviewed bids for the hangar doors from the Olson Lumber and Fuel Company, W.H. Chard Lumber Company, Standard Lumber Company, Lambert Lumber Company, and Skully Steel Products Company. All of the firms were located in Willmar, with the exception of Skully Steel Products Company, which was based in Saint Paul. The city council rejected all bids, however, and asked that new bids be submitted. This time four local companies offered proposals: Chard Lumber Company, Standard Lumber Company, Lampert Lumber Company, and Horman-Berquist Hardware. Three of the four bidding firms, Standard Lumber Company, W.H. Chard and Horman-Berquist Hardware, received contracts for various door materials. Also in June, the city council set aside \$9,000 to pay for the hangar's construction.

Approximately one month after accepting the plan of Karl Thurn and Oscar Newstrom, construction of the hangar commenced when Mayor R.M. Neill officially broke ground. The ceremony was attended by numerous city officials including H. Henry Southworth, secretary of the Willmar Chamber of Commerce, who commented: 'It is a pleasure for us to see this development take place which indicates further growth of the City of Willmar.' It is uncertain when construction was completed, but given the uncomplicated design of the building it is reasonable to assume that it was finished prior to the onset of winter.

The exterior of the hangar looked much as it does today with the exception of the aircraft entryway, which was originally closed by a ten-panel, manual-sliding door measuring 100 feet wide and approximately 24 feet high. The panels that make up the door were designed to slide independently of each other on parallel rails embedded in the ground. When the door was fully open, the panels rested inside pocket towers at opposite sides of the opening: five panels in one side and five in the other. When closed, they met in the center. The substantial door size and spacious dimensions of the hangar's interior accommodated many of the larger aircraft of the period.

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The Rice Era

In 1945, John L. Rice, formerly of Hector, Minnesota, became the new manager and FBO at the airport. Along with his wife, Mary Jane, they managed the airport for almost the next four decades. Soon after the United States was thrust into World War II, John Rice became an army flight instructor in San Antonio, Texas. After nearly three and one-half years, he left the military and San Antonio, taking a piloting job with Mid-Continent Airlines. His stay with Mid-Continent was brief, and he accepted an offer from the City of Willmar to be the airport's manager.

Improvements to the airport continued under the Rices' guidance. They soon realized that the signal beacon was dangerously close to the runway, and lobbied the city for its relocation. City officials quickly agreed and the signal beacon was moved to a point east of the hangar, where it no longer obstructed aircraft approaching the field from the east. The original T-hangars that were erected soon after the airport opened were demolished due to their dilapidated condition. The main hangar was modified, as well. Upon the Rices' arrival it was not much more than a shell with a dirt floor, with the CAA office located in the western wing where the present air service [passenger] waiting room is situated. Almost immediately the couple partitioned an office next to, and just north of, the CAA office. The new office was used for the administrative duties involved with managing the airport. It also became home to the 'Willmar Air Service,' which the Rices incorporated in 1948. The remaining space in the administration wing was used for storage. In spring 1946, the Rices excavated the ground below the administration wing and installed a basement and heating system. It was also around this time that the roof of the hangar was either repaired or replaced.

In late summer 1948, the city sought bids for upgrading the runways. It appears the city was interested in constructing three 'definite' runways, as the airport had functioned 'without definite runways in the past.' The Minneapolis firms of S.H. Groves and Sons, Ray W. Skelton, and Clark Construction bid on the project. The Willmar firm of DeRuyter Brothers, and Alley and Enebak of Faribault, also bid. Alley and Enebak was awarded the contract with a low bid of \$63,549.15, more than \$9,000 less than the next lowest bid. Fifty percent of the expense was paid through a federal grant, twenty-five percent through a state grant, and the remaining cost assumed by the city. By late September the runway boundary lights had been removed and field grading started. Fifteen machines were used by a construction crew of twenty-three men to shift dirt to low-lying areas and to extend the runway. Black topsoil was spread over the newly graded runways and

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the area seeded with grass. Construction was complete after approximately two months. The new field consisted of three 3,000-foot runways in a triangular pattern: one running east-west, another north-south, and the last on a northwest-southeast axis. The first paving at the airport apparently appeared in spring 1949, when a black-topped apron was constructed in front of the hangar.

In the fall of 1950, the CAA office located at the airport was shifted from Willmar to Redwood Falls; it is unclear why this occurred. At some point after the departure of the CAA, Willmar Air Service assumed the vacated office space and remodeled it into a waiting room. The storage area toward the rear of the administration building [i.e., wing] was also remodeled to create additional offices. Sometime in the late 1940s or early 1950s, the Rices laid a concrete floor in the hangar. Flooding proved to be a problem, however. The problem was rectified in the late 1950s: after raising the grade of the floor with sand, the Rices laid a second concrete floor atop the first.

In the early 1950s, after much lobbying from John Rice and members of the business community, the city council applied for state and federal aid for further development of the airport. High on the agenda of improvements was a hard-surfaced runway. Many believed that such an improvement would demonstrate the city's interest in attracting investment by drawing more business-oriented flights to the city. At the same time, city officials were also pushing for regular passenger flights to the airport. Apparently, the early experiment with regular passenger flights in the mid-1930s had long since discontinued. A hard-surface runway might help secure a new airline service.

Expansion and hard-surfacing of the runway commenced sometime in the mid-to late 1950s. While a few county histories indicate that construction was completed in 1956, a local newspaper implies a later day of 1958. In any event, the improvements to the airport consisted of a 75-by 3,500-foot hard-surface runway capable of handling larger aircraft, as well as dusk-to-dawn field lighting. The cost of construction was \$120,000, with the city paying approximately twenty-five percent of the cost and the state assuming the remainder.

In 1956, Willmar Air Service built a new hangar/repair shop immediately east of the main hangar. The door design was of the canopy variety, whereby the door slides upwards and out, forming a canopy at the aircraft entrance. That same year the Rices began selling Mooney airplanes, a make of aircraft manufactured in Kerrville, Texas.

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Mooneys, like Cessnas and Piper Cubs, are small, personal aircraft. By 1960, John Rice was leading the nation in Mooney aircraft distribution.

In May 1960, the city was still working to secure the services of an airline through Willmar. Its close proximity to the Minneapolis-Saint Paul metropolitan area, however, made such efforts difficult. Despite the city's lack of progress in this regard, the airport continued to mature and attract more and more private aircraft. Early that year, the airport was enhanced with the installation of a TVOR (Terminal, Visual, Oral, Range [sic]) system to help guide pilots while flying. Later that same year, to accommodate the increasing number of planes based at the field, the city erected a row of T-hangars for storage. From 1966 to 1968, Willmar Air Service built another three rows of T-hangars.

Modifications to the facility continued in the early 1970s. The landing area was improved as another 2,200 feet of hard-surfaced runway was added to the current runway. In addition, the runway's width was widened to 100 feet. The city also constructed a relatively spacious hangar on the western side of the T-hangars at a cost of \$32,000. The hangar was required to house larger aircraft that were increasingly landing at the field. Sometime after 1971, the Willmar Air Service modified the inside of the main hangar. A partition was erected across the width of the hangar, creating an enclosed, heated shop and office in the rear two-thirds of the structure.

The 1970s also brought the much sought after airline passenger service. By the fall of 1972, Mississippi Valley Airlines was making regular stops at Willmar Municipal Airport. Unfortunately, service ended in the spring of the following year as the line incurred significant financial losses. Dakota West Airlines assumed the service in July 1973, but it also suffered fiscal woes and canceled the operation after less than three months.

A New Direction

In 1983, after thirty-eight years managing the airport, John Rice retired. The city of Willmar honored his many years of dedicated service by renaming the airport 'Willmar Municipal Airport/John L. Rice Field.' In April 1995, both John and Mary Jane Rice were given the Award of Excellence by the Minnesota Council of Airports. The honor is bestowed on individuals who actively promote aviation and Minnesota airports. About the same time, the couple was inducted into the Minnesota Aviation Hall of Fame.

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Although under new management, the airport continued to evolve through the 1980s and 1990s. In 1989, construction on a new taxiway serving the main runway was completed. Later that same year, work on a new hangar door for the main hangar began. The design of the door was significantly different from that of the old. Whereas the previous door consisted of individual panels which receded to the side, the new door has a top and bottom section that fold together as it is being raised upward by a system of pulleys. In addition, the former door extended nearly the entire width of the structure, while the new one spans roughly half that distance. Soon after this alteration, remodeling on the small hangar immediately east of the main hangar commenced. As with the main hangar, the door on the small hangar was replaced; the original canopy door removed in favor of a door design similar to that of the main hangar. Besides the construction on the two principal hangars, storage facilities at the airport were further enhanced with the erection of several more modern hangars, some at a considerable distance west of the main hangar.

By the early 1990s, city leaders began to seriously consider the practicality of continued expansion at the airport. Growth of the industrial district adjacent to the airport, as well as the awkward location of major roads and residential areas in relation to the facility, made enlargement difficult. Desiring an airfield with longer runways and better instrument landing systems, the city decided to search for a site for a new airport. In July 1997, after several years' discussion, city and county officials chose a site one mile west of the current airport. The proposed new airport is estimated to cost approximately \$16 million, with the FAA (Federal Aviation Administration) absorbing about seventy percent of the expense (Gardner and Roise 1998: 4-14).

See Gardner and Roise 1998 for Hess Roise's documentation and sources.

ADDITIONAL HISTORIC CONTEXT INFORMATION

The contextual information below is verbatim from Granger and Kelly 2008: 2.19-2.34:

The Willmar Municipal Airport was the first airport established in Kandiyohi County and remained its only true airport. (Small landing strips likely existed on farms and elsewhere.)

Most airports in Minnesota are municipal airports, and most followed a path of development similar to that of the Willmar airport, according to a review of Allard and Sandvick's *Minnesota Aviation History, 1857-1945*. Most were founded in the late 1920s or 1930s after Minnesotan

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Charles Lingbergh's historic flight across the Atlantic. Most received their first major improvement through Depression-era federal New Deal programs, coupled with defense funding linked to preparations for World War II. Most airports received periodic upgrades as they incorporated new aircraft and navigation technology. Most of the state's municipal airports experienced considerable attention and growth in both use and facilities after World War II as civil aviation became increasingly important to businesses and grew in popularity as an American pastime (Allard and Sandvick 1993: 146-147, 157).

Civil Aviation Before World War II

The Willmar Airport was developed at a time when the nation's civil aviation system was just being built, and as government support for, and regulation of, airports was just being organized.

The federal government began requiring that pilots be licensed and aircraft be registered in 1926. In Minnesota, the legislature began to weakly regulate civil aviation in 1925. The legislature created a Minnesota Aeronautics Commission in 1933, but crippled its efforts by refusing to fund the commission until about 1941; the year Willmar's terminal hangar was built (Allard and Sandvick 1993: 246-249).

Allard and Sandvick write that, after years of little government activity, "The autumn of 1941 saw an enormously changed aviation scene in the state. The country was preparing for the chance of war and pilots in heretofore undreamed of numbers would be needed. Federal money was pouring in for [pilot] training and airport construction and the moribund [Minnesota] Aeronautics Commission was reactivated to handle it. It was estimated [that] by 1942 about 80 airports would be under construction [in Minnesota] and that 8 million dollars in federal money would come to the state for basic pilot training facilities" (Allard and Sandvick 1993: 250).

In 1944 a milestone was reached when Minnesota voters approved the state's first airport funding measure, a law granting state government the authority to sell bonds for airport financing.

Civil Works Administration (CWA) Work at the Airport

The first major construction of the Willmar airport, in 1934, occurred under the auspices of the Civil Works Administration or CWA. (See the Hess Roise essay above.) The CWA was one of the first federally-funded work relief programs of Roosevelt's New Deal. The CWA's airport work represented the federal government's first foray into municipal airport construction.

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(Minnesota state government also did not build or financially support municipal airports yet.) Prior to the establishment of the CWA in 1933, the federal government was prohibited from participating in airport establishment, operation, or maintenance by the Air Commerce Act of 1926. In 1933 and 1934 the CWA established about 585 new airports – including Willmar’s. The CWA’s successor in federal airport work, the New Deal’s Federal Emergency Relief Administration (FERA), worked on about 943 airports (most in smaller communities) during its existence from 1934 to 1935. About 55 of these were new airports built by the FERA (Wells 1992: 8).

In 1936 there were 14 airports in Minnesota classified as being in good or fair condition by a Minnesota Aeronautics Commission survey. In 1937 there were a total of about 34 airports in Minnesota (Allard and Sandvick 1993: 157). (Today there are about 148.)

Federal Aviation Communications Station at Willmar

Willmar’s main terminal hangar was built in 1941 northeast of a pre-existing “communications building” at the airport, according to a Willmar newspaper (“Break Ground” 1941). It is assumed this building was small and simple and that it was built for the federal airways communication station established at the airport in 1939.

Federal airways communication stations were established as part of the early federal airways system. They were an array of navigation and radio facilities spaced across the U.S. that allowed airplanes (particularly those carrying the U.S. mail) to safely fly from coast to coast for the first time. The facilities called Airway Radio Stations beginning in 1927, and later Radio and Flight Service facilities.

Minnesota had seven of the stations. They were established in Minneapolis in 1932, Alexandria and Willmar in 1939, Frontenac in 1940, Duluth in 1941, Rochester in 1948, and Redwood Falls in 1949 (Flight Service History).

The stations were generally manned around the clock by technicians who gathered and disseminated weather data and other information important to flight safety. The communication stations were generally equipped with airplanes, radio equipment, teletypes, and navigational equipment. In 1938, when the Civil Aeronautics Authority (CAA) was established, the stations were renamed Airway Communication Stations. (The CAA became the Civil Aeronautics Administration in 1940.) The western or administrative wing of Willmar’s

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1941 hangar housed a CAA district office, presumably associated with the station ("Work on Hangar" 1941).

Willmar's communication station was discontinued in 1948. In 1950 the CAA office was evidently moved from Willmar to Redwood Falls, where a communication station had been established in 1949. In 1964 there were three Flight Service stations in Minnesota: Alexandria, Hibbing, and Minneapolis. In 2007 there was one, in Princeton (Flight Service History).

Civilian Pilot Training (CPT) and War Training Service (WTS)

Willmar's new terminal hangar was evidently used by a Civilian Pilot Training (CPT) course based at the airport. The *Willmar Journal* noted in January 1941 that the proposed hangar would be useful to the "Civil Aeronautic Authority air pilot training course" in Willmar ("Hangar" 1941). The *Willmar Weekly Tribune* noted in June 1941 that the new hangar's eastern wing was "compulsory, as the quarters are needed by the flying school. It is in this section that the students will tear down and rebuild planes" ("Work on Hangar" 1941). In September 1941 the *Tribune* noted that 22 students were enrolled in the flight school, and that it was being taught by Frank Pothen, one of the earliest flight instructors in Kandiyohi County ("22 Enrolled" 1941; Benson 1984: 5).

The Civilian Pilot Training Program (CPT) was established in December 1938 by the Civil Aeronautics Authority (CAA), which was founded the same year. The Civil Aeronautics Authority had been established by the federal government to help prop up the aviation industry, which was in a serious slump during the Depression. The CAA hoped the CPT program would stimulate aviation by training thousands of young new pilots and increasing demand for new planes. With war looming in Europe, the CPT program was also intended to help train pilots who could serve in the armed forces should the U.S. become involved, although the military was initially lukewarm to the idea. The CPT program was launched through the National Youth Administration (NYA), a federal New Deal work program. Most CPT ground schools were based at colleges, with airport "fixed base operators" and private flight schools providing the flight lessons under contract. Most CPT students were college students who paid a nominal fee, part of which went toward life insurance. All students took ground school classes and the top ranking students were taught to fly, also at federal expense. Training was given at primary, secondary, instructor, and cross-country levels (Allard and Sandvick 1993: 212-213).

According to one aviation historian, "After the Nazi invasion of Poland in September 1939 triggered World War II, the military value of [CPT] became obvious, even to the program's

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detractors. The United States started to evaluate its ability to fight an air war and the results were appalling. Pilots, instructors, and training aircraft were all in short supply. Acknowledging the shortage of trained pilots, both the U.S. Army and Navy reluctantly waived certain 'elimination' courses for [CPT] graduates and allowed them to proceed directly into pilot training" (Guillemet "Civilina" 2008).

Aviation historian John L. Wilson writes of the CPT, "In the 18 months before American entry into the war, the number of pilots in the U.S. rose from 31,000 to over 100,000, primarily though the [CPT]. It was a stupendous achievement" (Wilson 1979: 100).

In December 1941, shortly after Pearl Harbor was bombed, the CPT program was replaced with the War Training Service Program (WTS), which operated from 1942-1944. Note: Willmar evidently did not have a War Training Service Program, but John Rice taught in the WTS just before starting work in Willmar (Rice, M.J., 1958: 10). (See John L. and Mary Jane Rice below.)

The WTS "served primarily as the screening program for potential [military] pilot candidates" and "all WTS graduates were required to sign a contract agreeing to enter the military following graduation" (Guillemette "Civilian" 2008). WTS flight instruction was given at seven levels: elementary, secondary, cross-country, link instrument, instructor, flight office, and liaison. In all, at least 435, 165 pilots nationwide were trained through the CPT and WTS programs (Allard and Sandvick 1993: 213-214).

Development of Land Areas for National Defense (DLAND)

According to a 1939 Willmar newspaper article, the Willmar airport had by 1939 been designated "as an emergency landing field" ("City to Acquire" 1939). It is not clear what federal defense program was being referenced by the newspaper, but the article suggests that, at minimum, the Willmar airport was on a list to receive a wartime defense-related upgrade.

According to one aviation historian, "From the beginning, civil aviation was perceived as an adjunct to military aviation in providing national defense, and in World War II this became the rationale for direct federal government assistance to civil airports" (Wells 1992: 25).

The main terminal hangar at the Willmar airport was evidently built with \$188,000 in federal funding allocated under the Development of Landing Areas for National Defense (DLAND) program and channeled through the National Youth Administration (NYA). (See the Hess Roise essay above.) The DLAND program was created by Congress in 1940 after war broke out in

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Europe. DLAND ultimately funded 535 airports in the U.S. (Wilson 1979: 34; Millbrooke et al. 1998). (Historian Alexander Wells puts the number of DLAND -funded airports at 986, but this is probably due to an overlap in differing programs (Wells 1992:10.)

According to a Willmar newspaper, several other airports in southwestern Minnesota were scheduled to receive some of the same funding as Willmar's \$188,000 grant. Grants of similar size were to be awarded to Alexandria, Fergus Falls, Marshall, New Ulm, and St. Cloud. Sixteen smaller towns in southwestern Minnesota were to be given much smaller grants - most around \$5,500 ("Willmar May Secure" 1940; also "Hangar" 1941).

National Youth Administration (NYA) Work at the Airport

The airport's main hangar was built in 1941 by young men, ages 17-25, employed by the National Youth Administration (NYA). The hangar's large wooden trusses were built off-site by youth employed at an NYA work training center in Willmar.

The NYA was a federal relief work program designed to address the very high youth unemployment situation during the Depression. During the summer of 1939 there were about 3,500 youth in Minnesota working at NYA jobs. In 1940 there were eight "major projects" being directed by the NYA district office in Willmar. The projects were employing 22 work crews. In all, about \$14 million in NYA funds [\$168 million in 2007 dollars] were spent in Minnesota during the NYA's existence from 1936-1943 (*Final Report NYA 1943: 179, appendix*).

The NYA built 14 airport hangars in Minnesota and improved 26 others (*Final Report NYA 1943: appendix*).

In January 1941 the *Willmar Journal* reported that the Willmar city council passed a resolution favoring the construction of the hangar, and that the council "urged that plans and building should go forward as quickly as possible in order that the youth in this locality may be employed and may increase their earnings in this undertaking" ("Hangar" 1941).

The NYA's *Final Report* for Minnesota notes the following about the construction of the Willmar airport hangar:

Youth from Willmar and the vicinity constructed the Willmar municipal hangar. The project included the complete construction, involving excavation, footings, foundation, backfill, reinforced concrete floors [sic], masonry walls, wood trusses, exterior and interior finish. The cosponsor was the city of Willmar. Contracts were sublet for heating,

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plumbing, and wiring and youth did not do those phases of the work. The structure is approximately 194 [sic] feet by 94 feet. Concrete block masonry was used in the walls. The trusses, of which a number were about 100 feet long, were prefabricated by youth workers in the Willmar woodshop (*Final Report NYA 1943: 193*).

The woodshop in which the large wooden trusses were built was an NYA regional training center that was established in Willmar in 1939. The center was located in the Cooperative Mercantile Building in Willmar, which the city was renting for the program at \$1,200 per year.

In 1940 the Willmar woodshop was one of about two dozen NYA training centers in Minnesota where NYA youth gained skills and work experience in painting, machine tooling, sheet metal, welding, woodwork, radio technology, and automotive mechanics. In 1940 woodworking shops were operating in 12 towns scattered throughout Minnesota, including Willmar (*Final Report NYA 1943: 69, 179-180; "Several NYA" 1941*).

The 1943 *Final Report* of the NYA in Minnesota explains:

The city officials of Willmar and a number of its civic organizations approached the National Youth Administration suggesting the need in that community for a training center. Their observations on other NYA projects in that vicinity suggested that by providing these facilities it would give the young people of their community an opportunity for a varied training experience. It was felt a woodshop would provide an excellent opportunity to give training in carpentry, cabinet work, remodeling and refinishing old furniture, as well as the construction of new furniture. The project operated continuously from July 1, 1939 until 1942, giving employment to from 60 to 70 youth. The community took an intense interest in the work done and felt that a valuable training experience was provided for their youth. A considerable number of the young men employed received private employment working along the same lines as their NYA experience (*Final Report NYA 1943: 69*).

The NYA *Final Report* refers to the Willmar center as "one of the outstanding woodshops of the state" (*Final Report NYA 1943: 130*).

NYA construction crews built four buildings in Willmar during the Depression: a small "4-H Club building" built sometime between July 1939 and June 1940; a 44'x122' concrete block garage for city government, built in 1940; a horse barn at the Kandiyohi County Fairgrounds, built in 1941; and the airport's terminal hangar, built in 1941 (*Final Report NYA 1943*). The city

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garage has been demolished. It is not known whether the 4-H clubhouse or horse barn are still standing.

Willmar's main terminal hangar was built just as the National Youth Administration was shifting from peacetime priorities to defense-related projects. Beginning about 1941, the NYA emphasized "defense projects which were specifically designed to train youth in experiences directly related to [defense industry] industrial employment needs" (*Final Report NYA 1943: 4*). Construction, clerical, and professional projects were being phased out in favor of training skilled workers in fields such as woodworking, automotive repair, airplane maintenance, metal working, radio technology, and electrical work (*Final Report NYA 1943: 172*).

According to Minnesota historian Rolf Anderson, author of a statewide historic context study on federal New Deal programs, NYA construction activities accounted for 21.5 percent of NYA projects in Minnesota. (Most of the rest of Minnesota's NYA projects were either professional-clerical or production-related). While construction activities accounted for more than one-fifth of NYA activity, only 13.3 percent of the construction projects involved construction of a building. "As a result," Anderson writes, "few buildings were constructed in Minnesota by the National Youth Administration. Rare examples include the finely-crafted log buildings at Bemidji State Park, which are already listed on the National Register, and the Stuntz Township Garage near Hibbing" (Anderson 1990/1993/2002: E. 70).

In discussing the impact of all New Deal work relief construction programs in Minnesota (including the CWA, NYA, WPA, etc). Anderson writes: "Projects involving transportation systems comprise one of the largest components of the federal work programs. Their importance actually increased late in the period when attention was focused on defense projects in preparation for World War II. Transportation systems are historically significant for their association with the social, political, and economic impact of the Great Depression and the subsequent development of the various federal relief programs which were responsible for their construction." Transportation projects provided "a major source of work relief" (Anderson 1990/1993/2002: F.36-F.37).

Under "airport facilities," Anderson provides the following examples of New Deal work relief construction: "Landing fields were built at St. Paul, Duluth, and Camp Ripley. Hangars were constructed at Marshall and Bemidji. Concrete runways were built at Wold Chamberlain Field in Minneapolis and a Moderne [style] Terminal Building was constructed at Holman Field in St. Paul" (Anderson 1990/1993/2002: F.36).

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Willmar Airport During World War II

Shortly after the U.S. entered World War II, men from the State Defense force (made up of retired active and reserve military personnel) began to guard the Willmar airport, as well as about 49 other airports in the state. All planes were grounded except those with special authorization ("Guards" 1941). By the next month, January 1942, Willmar was designated one of 28 airports in Minnesota which were allowed to remain open ("Restrict" 1942).

In February 1942, a notice appeared in Willmar newspapers recruiting volunteers for a local unit of the Civil Air Patrol. It read:

Volunteers are wanted for the local Civil Air Patrol of civilian defense. Will not interfere with your regular work. Applicants should be those who are not likely to be called in the draft and they may apply at Oliver's Service, Boomer Sign Shop, or at the Willmar Flying Club at the airport. Ground instruction will be given and, already, code classes have been started and drill practice. Private planes will be used in the patrol and a ground personnel will be formed ("Wanted" 1942).

The Civil Air Patrol (CAP) was the air division of the Minnesota State Guard, which formed in May 1941 to provide a "last line of defense" in Minnesota. According to Allard and Sandvick, "The State Guard was, in effect, a civilian replacement for the absent National Guard, "which had been deployed to the war in 1940. The aviation wing, called the Civil Air Patrol, was formed on December 8, 1941; the day after Pearl Harbor was bombed (Allard and Sandvick 1993: 243).

Civil Air Patrol units were formed in about 17 Minnesota cities. Allard and Sandvick explain:

One of the first wartime assignments for the CAP was to set up guards at all the local airports around the state, ostensibly to prevent sabotage. It was conceivable that a subversive organization could load a bomb aboard a private aircraft and drop it on a war factory. Though the damage would be slight, the effect could cause panic among the population. All CAP members, especially the pilots, had to have background checks by the FBI. All were fingerprinted and given identification cards. While others private pilots were grounded – their aircraft often immobilized by the required removal of propellers – CAP members continued to fly and give flight instruction.

From 1942 to 1945, Minnesota CAP personnel carried out courier missions totaling thousands of hours. They transported military officers, war department inspectors,

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government personnel, and materials from one location to another. Minnesotans also took part in observation missions such as forest fire patrol, target-towing duties for anti-aircraft gun crews at Camp Ripley, and blackout exercise patrol (Allard and Sandvick 1993: 243).

The Minnesota Civil Air Patrol still exists today. Its major peacetime role is "search and rescue," helping government, military, and law enforcement agencies on missions such as finding lost people and downed aircraft (Allard and Sandvick 1993: 244).

When Hess Roise visited the airport in 1998 they noted a one-story building, now razed, that was "an office/classroom building for the Civil Air Patrol" (Gardner and Roise 1998: 2).

Aviation After World War II

Allard and Sandvick write, "by 1943, many Americans were already thinking about life in the postwar world. It was widely believed that there would be an explosion of aviation activity and every state wanted to be ready. Newspapers and magazines were full of articles predicting an airplane in every garage. To be 'air-minded' was to be in favor of progress. There were predictions that 32 percent of Americans wanted to own an airplane, and 7 percent definitely would buy one. This meant airports for as many as 15 million private planes in postwar America" (Allard and Sandvick 1993: 250).

The *New York Times* reported on September 19, 1945, that the Civil Aeronautics Administration (CAA) was experiencing a "twenty-two fold increase in activities which are swamping our inspection division. Last June, the authority licensed 6,664 commercial pilots, more [pilots] than there were in the world before the war. Private pilot licenses [given] rose from 733 in June, 1944, to 1,355 in June [1945], mechanics licenses from 70 to 237, and aircraft registrations from 315 to 1863. Although the situation has been somewhat relieved by delegation of authority to conduct flight tests to qualified persons other than CAA inspectors, there are thousands of discharged [military] pilots and aircraftsmen awaiting examination and certification for civil jobs" ("Pilot Licensing Soars" 1945).

The City of Willmar hired its first airport manager, John L. Rice, in August 1945, soon after World War II ended and at the beginning of a prolonged boom in aviation in Willmar and nationwide. Numerous improvements occurred at the Willmar airport in the postwar period (see Physical Description above), with John and Mary Jane Rice steering the airport through this critical time of growth. (See John L. and Mary Jane Rice below).

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During these years, traffic at the Willmar airport evolved from primarily private plane use to increasingly commercial use (Rice, M.J., 1958: 11; Rice, M.J., 2008). By 1955, for example, several members of the Willmar Flying Club (established 1940) were businessmen using planes for commercial activity ("Million Dollars" 1955). In 1955 John Rice told a local civic group that "one morning fully a million dollar's worth of planes used the field. ([This translates to \$7.7 million in 2007 dollars.] Among them were several [aircraft] valued at \$100,000. They were business planes which landed here to conduct business" (Rice paraphrased in "Million Dollars" 1955). (Mary Jane Rice recalls that the largest airplanes using the airport before 1960 were twin engine propeller craft. Business jets came into use after about 1960 (Rice, M.J., 2008).

During the postwar period, the Willmar Municipal Airport played a role in the economic development of the city. Each of the airport's successive improvements were celebrated by Willmar civic and commercial groups including the Willmar Chamber of Commerce and the Willmar Jaycees, as well as by groups more traditionally associated with aviation such as flying clubs and military units ("Willmar Airport Dedication" 1958).

It was argued that the airport was good for the local economy, with pilots and passengers stopping for fuel, parts, repairs, and new planes, and then patronizing local businesses. Perhaps more importantly, companies based in Willmar saw the ability to fly into and out of the city as beneficial to their businesses. Mary Jane Rice recalled recently, "Companies like Cargill, Willmar Manufacturing, and Duininck Construction Company used their own planes at the airport. The Duininck Construction Company was the earliest as well as a long-time [business] customer. Jennie-O used the charter services of Willmar Air Service. Today Hormel (owner of Jennie-O) uses their own planes at the airport. There were some airline [passenger] services, but not enough traffic to make it profitable. One was the Mississippi Valley Airlines of Wisconsin which flew a Twin Otter plane during a fall to spring season in the 1970s. The second airline service was a company from Brookings, South Dakota, that didn't last six months" (Rice, M.J., 2008).

By the 1950s, the Willmar airport was classified as one of Minnesota's "key" airports. In 1967 Minnesota had 29 key airports and 111 secondary airports. Five of the key airports in 1967 were in southwestern Minnesota. They were at Willmar, Marshall, Worthington, Fairmont, and New Ulm ("Willmar Airport to Be" 1953; Borchert 1968: 154).

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Comparable Properties: Hangars from the 1930s and 1940s Remaining in Minnesota

The main terminal hangar at the Willmar airport is believed to be one of few substantial hangars remaining in Minnesota dating from the 1930s and 1940s, the years of the New Deal and World War II.

The Minnesota Historic Properties Inventory, housed at the State Historic Preservation Office, lists approximately ten hangars. Some were inventoried during county-to-county historic property reconnaissance surveys conducted in the mid-1970s through the early 1980s. The ten hangars in the inventory were built from 1941-1994 at Marshall (1935-1936, believed razed), Detroit Lakes (ca. 1940), Willmar (1941), Stanton Township in Goodhue County (1942), St. Paul (1942), Paynesville (1946), Faribault (ca. 1950), Duluth (1951, 1974), New Ulm (1994), and Blaine (date unknown).

Of the inventoried properties, only the Detroit Lakes hangar (a small altered concrete block building, built ca. 1940), the Willmar hangar (built in 1941), the Carleton Airport in Goodhue County (a medium-sized metal-sided concrete hangar, built in 1942), and the Riverside Hangar in St. Paul (a 168'-wide hangar with a glue-laminated truss roof, built in 1942) remain from this era. (The Carleton Hangar and the Riverside Hangar are listed on the National Register of Historic Places.)

To learn more about comparable properties, in June and July 2008 Gemini Research called airports in 14 cities of approximately Willmar's size to determine if hangars from the 1930s and 1940s remain. Calls were made to Albert Lea, Austin, Bemidji, Duluth, Fergus Falls, Hastings, Hibbing, Mankato, New Ulm, Northfield, Owatonna, Red Wing, St. Cloud, and Stillwater. Gemini learned that the Hibbing airport retains a terminal hangar built in 1940s. Four of the other cities (Fergus Falls, Bemidji, Duluth, and Owatonna) evidently retain at least one small hangar (all wood or metal) built in the 1930s or 1940s, but no substantial buildings.

John L. and Mary Jane Rice

Both John and Mary Jane Rice learned to fly at the end of the so-called "Golden Age" of aviation – the period from 1918-1939 between the two world wars – when there were relatively few pilots, growing interest in aviation, and some of the first advancements in technology. During the Rices' working careers, both were participants in the great postwar boom in the U.S. when many of the foundations of today's civil aviation system were built.

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John Rice (1911-2004) arrived at the Willmar airport four years after the main hangar was completed and remained at the airport as operator-manager until 1983. Although formally retired, he continued to be active at the airport until his death in 2004.

Early Flight Training. John Rice was born in 1911 on a farm near Hector, Minnesota, about 30 miles from Willmar. He was one of 10 children. His parents were John H. and Emma Neubauer Rice.

Rice told an interviewer in 1979, "I suppose I would have to say that I was always interested in aviation, because I remember when the first airplane was flown across Minnesota which was probably in the early or mid-twenties. I watched for it all day, and it finally came" (Rice, J. 1979).

Rice took his first lesson in 1928 at the age of 17 from a flight instructor from Fairfax (a town about 15 miles from Hector), but couldn't afford to continue them. He next took lessons in 1937, and first flew solo that year. He recalled in a 1979 interview that he had lessons scheduled for the spring of 1937, but, "One nice Sunday came after another, and Glenn [the instructor] never showed up, so we [Rice and friend Allen Kirkpatrick] just jumped in the airplane and literally taught ourselves how to fly" (Rice, J. 1979).

Rice learned to fly when few Minnesotans did so: in 1934, for example, Minnesota had only 248 federally licensed pilots (Allard and Sandvick 1993: 249).

John Rice received his private pilot's license in 1938. He earned both a commercial pilot's license and an instructor's license in 1939. In December 1938 there were fewer than 100 officially-licensed flight instructors in the U.S. (Wilson 1979: 98).

Rice told an interviewer in 1994, "I just love to fly. When I noticed you could make some money flying, that was it" (Cox 2004).

Rice's first plane (owned jointly with Allen Kirkpatrick) was a WACO 10 two-seater biplane powered by a 90-horsepower Curtiss OX-5-engine. (The WACO 10, made by the Weaver Aircraft Company and launched in 1927, was a popular, maneuverable airplane that was a favorite for barnstormers and air racers.) Rice traded his first plane for a 40-horsepower, two-seat Piper (formerly Taylor) J-2 Cub about 1938, and in 1939 switched to a new Piper J-3 Cub with a 50-horsepower engine (Rice, J. 1979). (The small Piper J-2 and J-3 Cubs that John and Mary Jane Rice flew in the 1930s were among "the most popular and influential light aircraft ever manufactured," according to the U.S. Centennial Flight Commission (Guillementte "Piper"

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2008). The Commission website also indicated that 80 percent of all United States military pilots during World War II received their initial flight training in a J-3 Cub (Guillemette "Crop" 2008.)

Civilian Pilot Training (CPT) and War Training Service (WTS) Flight Instructor, 1939-1943. In 1939, the year he received his instructor's license, Rice began to teach flying at the Hector Airport. He also rented planes, serving as the Hector airport's fixed base operator (Harberts 1984: 7). ("Fixed base operator" is defined below.)

John Rice was one of the earliest Civilian Pilot Training Program (CPT) instructors in the state. CPT was a federal program established in December 1938. (See Civilian Pilot Training (CPT) above.) In 1939 Rice became an instructor in the CPT program being established at the Rochester, Minnesota, airport. Rice recalled in a 1979 interview that "our trainer [airplane] was the only airplane based at the Rochester Airport at that time" (Rice, J. 1979).

Allard and Sandvick's *Minnesota Aviation History, 1857-1945* discusses the Rochester CPT program:

Several flight schools were involved in the CPT [Civilian Pilot Training] and WTS [War Training Service] program at Rochester. The first was probably the school owned by Joe Atherton and managed by Fred Hite. John Rice was an instructor. John instructed the first CPT program there in 1939, then was sent to Wold-Chamberland Field in Minneapolis to instruct for (A.C.) McInnis's flight school. There he got his aerobatic instructor's rating, and returned to Rochester to teach that subject in the secondary phase of the CPT. Aerobatics were taught in a Waco ASO. John once logged 212 hours in 32 days, passing 16 students. When the time came to get additional aerobatics training aircraft, John was sent to Tecumseh, Michigan, to pick up the very first production Meyers OTW. [The OTW was developed in 1936 by the Meyers Aircraft Company. A total of 102 were made. Most were used as training aircraft during World War II (Murphy 2008).

The OTW was a biplane trainer for which the government had high hopes. According to Rice, however, it had many problems. One of which was the poor positioning of the fuel gauge in the front cockpit, making it impossible to [see the gauge] at night from the rear cockpit. This problem caused Jon to force-land the Meyers on the flight to Rochester when he ran out of gas. The Meyers was also a sluggish aircraft when performing a slow roll. No matter how he tried, he couldn't do a smooth slow roll with it. On one occasion,

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when being checked out by George Holey, Holey chided him, "can't you do a slow roll better than that? Here let me show you how". After a few tries, George finally admitted, "You're right John, it just won't do a slow roll". (Allard and Sandvick 1993: 218). [Holey was the Regional CPT Supervisor. He is also honored in the Minnesota Aviation Hall of Fame].

After leaving Rochester, Rice taught primary and secondary CPT in Grand Forks, North Dakota, and at Northport Airport in White Bear Lake. According to Rice, the secondary CPT training in Grand Forks "consisted of aerobatics and the airplanes were a Travelair [by Beech Aircraft, founded in 1932] and a Howard DGA-815" (Rice, J. 1979). In White Bear Lake, Rice worked for Tom North, the fixed base operator to whom that area's CPT flight training was contracted.

When CPT evolved into the War Training Service (WTS) program in 1941, Rice began instructing for the WTS. (For information on WTS, see Civilian Pilot Training (CPT) above.) Rice began with a class of WTS students seeking their instructor ratings. When the course finished, he began instructing army cadets. He later recalled, "The Air Force [Army Air Corps] was looking for flight instructors, so 13 of us from the [White Bear Lake] class - four students who had graduated and all of our instructors - went down to Stamford, Texas, and started instructing a civilian program for the Air Force [Army Air Corps]. I was down there nearly three years (Rice, J., 1979). Rice evidently left Texas in late 1943. The WTS program nationwide was dissolved in the summer of 1944.

Early Commercial Pilot, 1944-1945. By the time John Rice was released from Army Air Corps WTS instruction, he had accumulated 6,000 hours of flying over a 10-year period ("Take Over" 1945). In late 1943 or early 1944 he began to fly commercially for Mid-Continent Airlines (which later became Braniff). His duties included piloting an air ambulance for Rochester's Mayo Clinic. (The clinic evidently contracted with Mid-Continent). Rice left Mid-Continent in the spring of 1945 after finding the job "quite boring with low pay", as he later recalled (Rice, J. 1979.)

At one point Rice also served as a personal pilot for Governor Luther Youngdahl, according to a plaque hanging in the new Willmar Municipal Airport.

Operator-Manager of Willmar Municipal Airport and President, Willmar Air Service, 1945-1983. In August 1945, at age 34, John Rice moved to Willmar and established the Willmar Air Service, a fixed base operator that began immediately to operate the Willmar airport under a lease agreement with the City of Willmar. Seven months later John married fellow pilot Mary Jane

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Leasman. John and Mary Jane Rice incorporated their business in 1948 with John as president and Mary Jane as secretary-treasurer. They jointly operated and managed the airport (a seven-day per week commitment) until their retirement in 1983 (Rice, J. 1979).

A fixed base operator or FBO was a private aviation company that was based at a single airport, as opposed to being itinerant. FBOs usually provided services such as those provided by the municipally-owned airport. Larger airports in urban areas might have several competing FBOs based at the airport. Many small-town airports in Minnesota had no FBO, although having an active FBO increased the stature of an airport and helped the airport – and the community – attract more business. (Today Minnesota has about 104 fixed base operators and about 148 public airports).

As Willmar's fixed base operator and with a handful of employees, Willmar Air Service operated the airport at a time when the runways were turf and the only substantial structure was the main hangar, which had a dirt floor. The Rices provided pilots and passengers with a full range of support services including weather information, navigational help, equipment repairs, emergency services, waiting rooms, telephone service, help finding food and accommodations, and courtesy cars. The Rices maintained the entire airport and its equipment. They sold aviation fuel and supplies. They offered flight instruction and license testing, with John Rice as a CAA (later FAA) examiner. (The CAA was later the Federal Aviation Agency or FAA, which was later, renamed the Federal Aviation Administration). The Rices also sold, rented, repaired, maintained, and stored airplanes. They offered charter or air taxi service to all parts of the U.S. and Canada. In early years they also offered crop dusting. Since specialized crop dusting planes were not yet in use, John sprayed fields with a standard airplane into which he placed a tank full of chemicals and a hand-held hose (Rice, J. 1979).

John and Mary Jane Rice were also important ambassadors for Willmar. A longtime Willmar pilot recalled in 1994; "There are people in aviation from all over the country who have very good memories of Willmar because John and Mary Jane made them feel at home" (Cox 2004).

Describing his work at Willmar, John said, "we like to believe that ours is one of the better ones [fixed-base operators]. We teach students to fly, we offer charter service. We used to do [crop] spraying but got too busy to keep that up, we do maintenance work, charter work, and now sales [of Mooney aircraft] is our big deal. We try to do a good job for the City".

The Rices provided leadership in planning and implementing virtually all of the physical changes that occurred at the airport over a 38-year period as improvements were made and

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new technology added. (Most post-1945 elements discussed in the Physical Description above were built under the Rices' direction). A Willmar newspaper noted in 1955 that, since the mid-1940s, John Rice had been "promoting the improvement of the airport as an essential part of the city's development" ("City Council" 1955). Rice was a tireless promoter of aviation and of the Willmar airport, meeting often with civic groups, legislators, and state and federal officials to seek funding for airport improvements.

The Rices began to sell airplanes about 1946. They sold Cessnas from 1953-1956 and began to sell Mooney aircraft in 1956 shortly after John tried his first Mooney (Rice, J. 1979.)

The Mooney Aircraft Corporation formed in Wichita, Kansas, in 1929. The company folded during the Depression in 1931, and reopened in 1946 soon after World War II. The first Mooney airplane of this period, the "Mooney Mite", became the smallest and most inexpensive airplane ever mass-produced. The company moved to Kerrville, Texas, in 1953 and stopped production of the Mite in 1956. The company then began to build planes such as the Mooney Mark 20 (1956; a faster, four-passenger, low-wing plane). The Mooney Master, the Mark 22 Mustang, and, in 1961, the popular low cost, four-passenger, low-wing Mark 21 (Guillemette "Mooney" 2008).

The Rices' business became the most successful Mooney dealership in the United States. According to Mary Jane Rice, "We were always in the top ten of the sales division. A few times were among the top three" (Rice M.J., 2008).

In 1960 John Rice was recognized as the top Mooney aircraft salesman in the U.S. outselling all other dealers including those in much larger cities ("John Rice Tops" 1960). He told an interviewer in 1979, "According to the figures that Mooney has at the factory, we have sold and serviced more Mooney's than anybody in the world" (Rice, J 1979; also "John L. Rice" 2004).

Mary Jane Rice explained recently, "Years ago our customers came from in and out of state, including Iowa and eastern North Dakota in our distributor territory. The radius [from which customers came] grew with years. (When Bruce [their son-in-law] took over [in 1983] this radius expanded from coast to coast)" (Rice, M.J., 2008).

Mary Jane Rice also noted, "Our first customers were business people. In 1956 the airplanes cost \$10,000. By the early 1970s these were costing \$50,000. As the cost of airplanes rose, the customer base changed from business people to more professional individuals" (Rice, M.J. 2008).

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The Rices also ran a very successful repair service at the airport, with planes coming to Willmar from at least a 150-miles radius to be repaired ("Million Dollars" 1955).

Rice himself was an excellent mechanic who rehabilitated and flew antique aircraft in his spare time. Among his projects were the restoration of at least three biplanes: a Pitts, a Waco UPF-7 (circa 1940), and a Waco HRE (a 5-person cabin airplane, circa 1940). At the time of his death in 2004 Rice was restoring a Fairchild 24 built in 1944 (Harberts 1984; Rice, M.J. 2008).

When the Rices retired in 1983, their son-in-law Bruce Jaeger became president of the Willmar Air Service. Even after retirement the Rices remained very active with the business and at the airport – in fact, Bruce Jaeger said it was hard to know that John Rice had retired since he was always at the airport anyways (Jaeger 2008).

The Willmar Air Service is now the oldest fixed base operator in Minnesota and continues to operate at the current Willmar Municipal Airport.

Flight Instructor and License Examiner in Willmar, 1945 to at least 1983. John Rice had a significant impact on the development of aviation in southern Minnesota as a well-known flight instructor and Federal Aviation Administration (FAA) license examiner. He taught hundreds of pilots to fly, and administered flight tests and recertification instruction and testing for many more. John Rice was a Federal Aviation Administration (FAA) flight examiner for 36 years.

Mary Jane Rice indicated in a recent interview that she doesn't know how many students John Rice taught to fly during his career, but that he administered licensing tests to well over 1,700. He administered tests for private pilot, commercial, and instrument rating licenses. The next nearest FAA flight examiner was stationed in Marshall, Minnesota, according to Mary Jane Rice (Rice, M.J. 2008).

She explained "Many of the customers came from the Twin Cities area. There were not many from the Marshall area as they had their owner tester. Pilots for government aviation testing came from all over, [but] local students [were more typical] for private training and testing" (Rice, M.J. 2008)

In the first decades after World War II, John Rice taught many veterans to fly. Free or low cost flight instruction was offered to World War II veterans under the G.I. Bill (the Servicemen's Readjustment Act of 1944) and to Korean War veterans under the Veterans Readjustment

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Assistant Act of 1952. According to Mary Jane Rice, "To be able to instruct for these government programs John had to be approved by the Veterans Administration, the Minnesota Department of Aeronautics, and the CAA – the Civil Aeronautics Authority" (Rice, M.J., 2008). The program were very popular (Rice, M.J. 1958: 11; Cox 2004; *Centennial History* 1970: 280).

Rice also explained, "John also had instructors working under him. At first they worked solely as instructors, but later did both instructing and chartering [flying charter planes for Willmar Air Service]. There were always one or two on board" (Rice, M.J. 2008). The flight school classroom is still located in the basement of the western wing of the airport.

Recognition and Awards. In 1962 John Rice was named "Airport Operator of the Year" by the Minnesota Flying Farmers, an important statewide aviation organization founded in 1946. The award was presented at the organization's state convention in Detroit Lakes (Rice, J 1979).

In 1979 John Rice was interviewed for the Air Museum of Minnesota Oral History Project. The project operated between 1965-1980, and the interviews are archived at the Minnesota Historical Society.

In 1983 John Rice received the "Good Neighbor Award" from WCCO radio of Minneapolis.

In 1982 the Willmar Municipal Airport was named John L. Rice Field in Rice's honor.

In 1993 a 130-word biography of John Rice was published in *Minnesota Aviation History, 1857-1945* under the heading "Who's Who in Minnesota Aviation Prior to 1945" (Allard and Sandvick 1993: 270).

In 1994 John Rice was inducted into the Minnesota Aviation Hall of Fame. The Minnesota Aviation Hall of Fame was established in 1988 and there are currently about 130 honorees.

In 1995 John and Mary Rice were presented the Award of Excellence by the Minnesota Council of Airports. They were honored for their lifelong contribution to the promotion of aviation and Minnesota airports ("Willmar Couple" 1955).

Other Contributions to Aviation. John Rice was a longtime member of the Minnesota Aviation Trade Association, which formed in 1945. He held several elected offices and eventually became president.

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Rice was a many-decade member of the Mooney Aircraft Pilots Association and served on its board of directors.

Rice was one of the founders of the Minnesota Antique Aircraft Association, established about 1950. (Mary Jane Rice served as the Association secretary.) This organization eventually become the Experimental Aircraft Association (founded in 1953), of which John was a member. He was also a member of the Vintage Aircraft Association, established in 1971 as a subgroup of the EAA.

Rice was a charter member of the OX-5 Aviation Pioneers, a national group of pilots who, early in their careers, had flown World War I –era planes with Curtiss OX-5 engines. (The Curtiss OX-5, introduced in 1915, was the first mass-produced aircraft engine.)

Rice was a member of the Aircraft Owners and Pilots Association. It was founded in 1939 and was the largest and most influential pilots' organization.

John Rice was also a member of the Minnesota Flying Farmers, established in 1946.

After retirement, John Rice remained active at the Willmar airport and in aviation organizations.

The Rices had two children. Eldest daughter Janet Rice married Bruce Jaeger, who took over the Willmar Air Service when the Rices retired. Daughter Laurie Rice became a pilot and in 1979 was working at Mooney Aircraft in Kerrville, Texas (Rice, M.J. 1979).

John L. Rice died in 2004 at the age of 92.

ADDITIONAL INFORMATION ON ARCHITECT OSCAR NEWSTROM

Verbatim from Granger and Kelly 2008: 2.36-2.37:

Willmar's 1941 main terminal hangar was designed by architect Oscar Newstrom (1884-1949), whose original plans for the structure are held by the Kandiyohi County Historical Society in Willmar.

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Oscar Nathaniel Newstrom was born in 1884 in Minneapolis to Swedish immigrants Oscar and Elizabeth Newstrom. The family lived in Minneapolis where Oscar Newstrom, Sr., was a house builder.

Oscar, Jr. began working as a draftsman in 1905. Between 1905 and 1918 he worked for Minneapolis architects Kees and Colburn, and Long, Lamoreaux and Long, as well as for engineering and steel fabrication companies. He attended Chicago Technical College, graduating in 1913. During World War I Newstrom worked in Duluth for the shipbuilding division of the federal government's Emergency Fleet Corporation.

Newstrom practiced architecture in Minneapolis both alone and with others. From 1920-1928 he was in partnership with Minneapolis architect Paul Haugen, and in 1928-1934 he practiced with another partner, Lindquist, as the Newstrom Lindquist Company.

During the Depression Newstrom worked as an architect for several state and federal New Deal-funding agencies. From 1933-1937, for example, he worked for the National Park Service in its Minnesota Central Design Office in St. Paul. There he designed projects for Minnesota state parks including the suspension bridge in Jay Cooke State Park (built in 1934 by the CCC and listed on the National Register in 1992). From 1937-1940 Newstrom was architect for two Minnesota agencies, the Game and Fish Division and the State Parks Division. In 1940-1941 he worked as an architect for the U.S. Bureau of Fisheries and Wildlife, evidently spending time in both Washington, DC, and New London, Minnesota (near Willmar).

In 1940 Newstrom moved from Minneapolis to Willmar. Soon thereafter he designed the Willmar airport's main hangar, a New Deal project. His son William joined him in his Willmar practice. During World War II Newstrom also worked for the federal Commodity Credit Corporation (stationed in Willmar), and for St. Cloud architect Louis C. Pinault.

After the war Newstrom's projects included serving as construction engineer and architect for the Calhoun Beach Club in Minneapolis and for the Edgewater Beach Building Corporation in Willmar.

Newstrom was married in 1913 to Agnes C. Anderson of Minneapolis. Her parents had also been born in Sweden. The Newstroms had two children, Audrey and William.

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| |
|---|
| Willmar Municipal Airport |
| Name of Property Kandiyohi, Minnesota |
| County and State Federal Relief Construction in Minnesota, 1933-1941 |
| Name of multiple listing (if applicable) |

CONCLUSION

The Willmar Municipal Airport, because of its role in the development of aviation statewide and its relationship to John L. Rice, meets the National Register Criterion A (broad patterns of history) and Criterion B (important person).



Willmar Municipal Airport
Name of Property

Kandiyohi County, MN
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

See attached References/Bibliography on continuation sheet #9-1

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: Willmar City Offices, Kandiyohi County Historical Society

Historic Resources Survey Number (if assigned): KH-WLC-132

10. Geographical Data

Acreage of Property 14.5 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|-----------|---------------|----------------|---|-----------|---------------|----------------|
| 1 | <u>15</u> | <u>336491</u> | <u>4997743</u> | 3 | <u>15</u> | <u>336709</u> | <u>4997486</u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u>15</u> | <u>336914</u> | <u>4997742</u> | 4 | <u>15</u> | <u>336458</u> | <u>4997633</u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |

Verbal Boundary Description (Describe the boundaries of the property.)

The subject property is described as Lot 4 except the west 181.5 feet, Lot 5 and Lot 6, Block 2, Willmar Industrial Park Third Addition (totaling 14.5 acres).

Boundary Justification (Explain why the boundaries were selected.) The above boundary includes the visible historical features discussed in Sections 7 and 8 of this document, as well as some surrounding acreage formerly used as a fly-in field.

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Name of multiple listing (if applicable)

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"City to Acquire Airport Ground." *Willmar Daily Tribune*, June 6, 1939.

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Section number 9 Page 2

Willmar Municipal Airport

Name of Property

Kandiyohi, Minnesota

County and State

Federal Relief Construction in Minnesota, 1933-1941

Name of multiple listing (if applicable)

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Willmar Municipal Airport

Name of Property

Kandiyohi, Minnesota

County and State

Federal Relief Construction in Minnesota, 1933-1941

Name of multiple listing (if applicable)

"John Rice Tops Mooney Aircraft Sales in Nation" *West Central Daily Tribune*, Nov. 29, 1960.

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Federal Relief Construction in Minnesota, 1933-1941

Name of multiple listing (if applicable)

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Willmar Municipal Airport
Name of Property

Kandiyohi County, MN
County and State

11. Form Prepared By

name/title Bruce D. Peterson, Director of Planning and Development Services
organization City of Willmar date September 2012
street & number 333 SW 6th ST telephone 320-235-8311
city or town Willmar state MN zip code 56201
e-mail bpterson@ci.willmar.mn.us

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Willmar Municipal Airport
City or Vicinity: Willmar
County: Kandiyohi State: MN
Photographer: Bruce D. Peterson
Date Photographed: August, 2012
Location of Original Digital Files: 333 SW 6th ST, Willmar, MN 56201
Number of Photographs: 17

Photo #1

Terminal hangar
South elevation, camera facing north

Photo #2

Terminal hangar
West elevation, camera facing east

Photo #3

Terminal hangar
North elevation, camera facing south

Photo #4

Terminal hangar
Interior arrival/departure area

Willmar Municipal Airport

Name of Property

Kandiyohi County, MN

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Photo #5

Terminal hangar

Main hangar area, camera facing east

Photo #6

Terminal hangar

Main hangar area, camera facing northeast

Photo #7

Terminal hangar

Main hangar area, camera facing south

Photo #8

Terminal hangar

Bow roof trusses, camera facing north

Photo #9

Terminal hangar

Basement meeting room, camera facing south

Photo #10

Willmar Air Service hangar

West and South facades, camera facing northeast

Photo #11

Willmar Air Service hangar

Interior hangar area, camera facing north

Photo #12

Airport beacon

Camera facing east

Photo #13

Hangar access drive and plantings

Camera facing south

Photo #14

Terminal hangar parking lot

Camera facing southeast

Photo #15

Terminal hangar ramp/apron

Camera facing southwest

Photo #16

Terminal hangar ramp/apron

Camera facing south

Photo #17

Terminal hangar ramp/apron

Camera facing southeast

Willmar Municipal Airport
Name of Property

Kandiyohi County, MN
County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

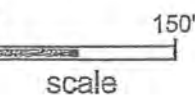
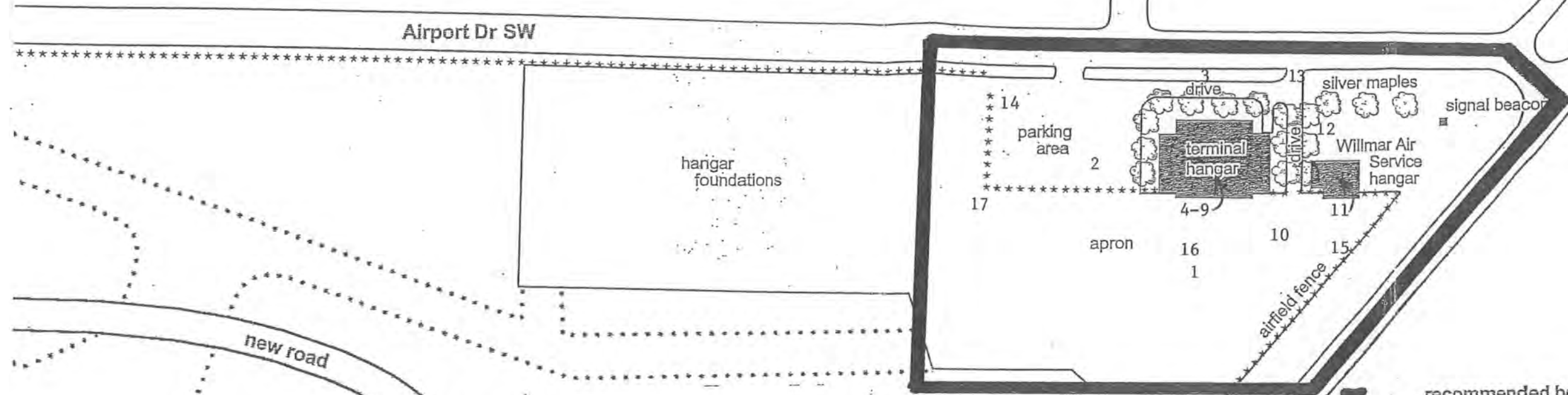
name City of Willmar
street & number 333 SW 6th ST telephone 320-235-4913
city or town Willmar state MN zip code 56201

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



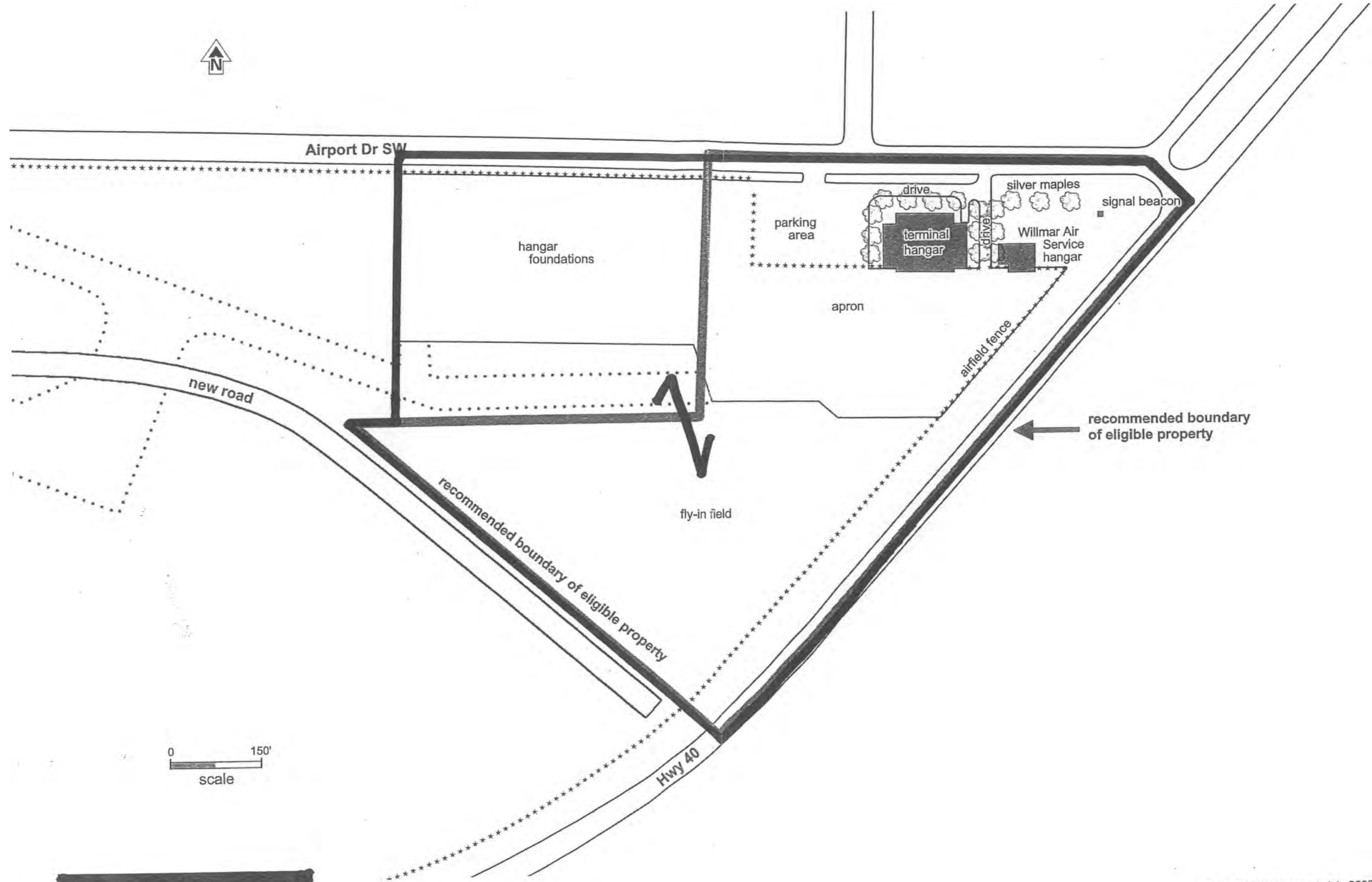
PHOTO REFERENCE
(site where each photo was taken)



recommended boundary
of eligible property

fly-in field

Hwy 40



0 150'
scale

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Willmar Municipal Airport
NAME:

MULTIPLE Federal Relief Construction in Minnesota MPS
NAME:

STATE & COUNTY: MINNESOTA, Kandiyohi

DATE RECEIVED: 11/28/12 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/14/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001174

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.14.13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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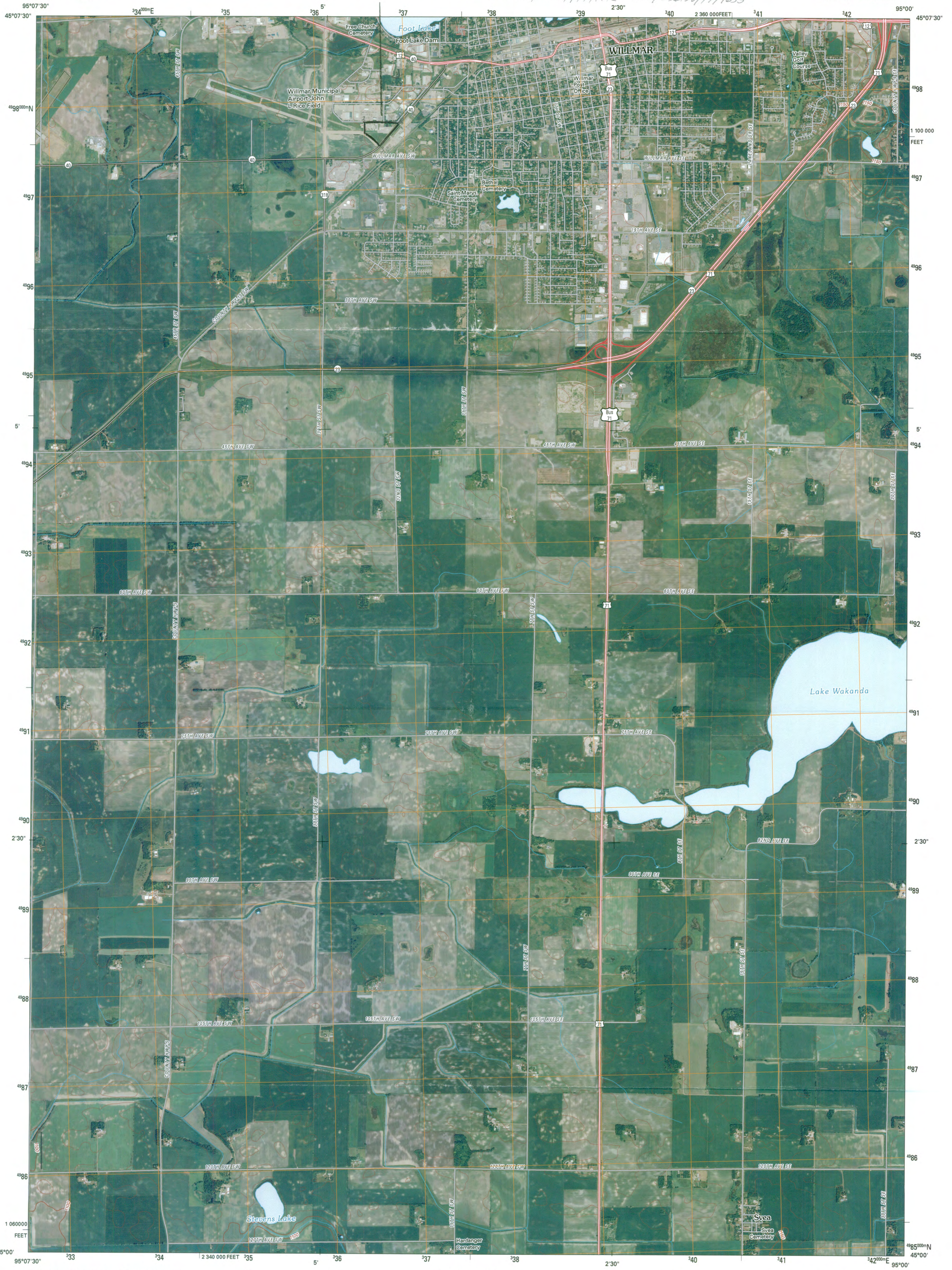
Willmar Municipal Airport, Kandiyohi County, MN
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Willmar Municipal Airport, Kandiyohi County, MN
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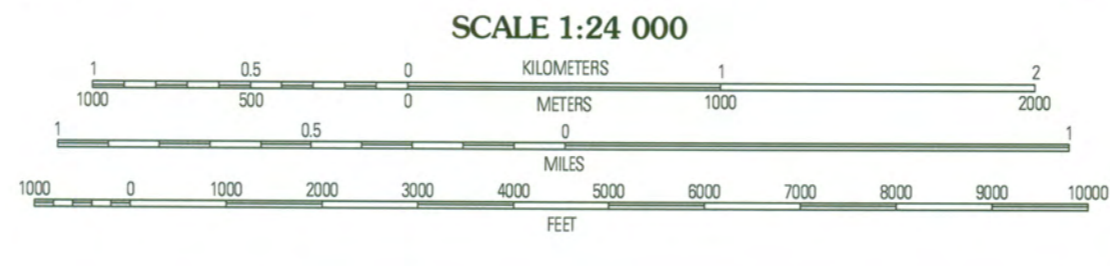
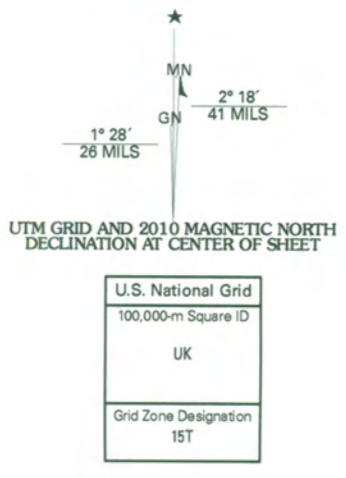


Willmar Municipal Airport, Kandiyohi County, MN
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Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 15T
10 000-foot ticks: Minnesota Coordinate System of 1983
(south zone)

Imagery.....NAIP, June 2009
Roads.....C2006-2010 Tele Atlas
Names.....GNIS, 2008
Hydrography.....National Hydrography Dataset, 2009
Contours.....National Elevation Dataset, 1999



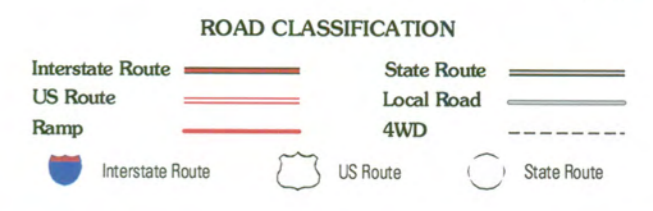
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with version 0.5.10 of the
draft USGS Standards for 7.5-Minute Quadrangle Maps.
A metadata file associated with this product is draft version 0.5.11



QUADRANGLE LOCATION

| | | |
|-----------|--------------|-----------------------|
| Penock | Solomon Lake | Spicer |
| Raymond | Willmar | Little Kandiyohi Lake |
| Prinsburg | Blomkest | Lake Lillian |

ADJOINING 7.5 QUADRANGLES



WILLMAR, MN
2010

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651/259-3451



TO: Carol Shull, Keeper
National Register of Historic Places

FROM: Denis P. Gardner

DATE: November 16, 2012

NAME OF PROPERTY: Willmar Municipal Airport

COUNTY AND STATE: Kandiyohi County, Minnesota

SUBJECT: National Register:
 Nomination
 Multiple Property Documentation Form
 Request for determination of eligibility
 Request for removal (Reference No.)
 Nomination resubmission
 Boundary increase/decrease (Reference No.)
 Additional documentation (Reference No.)

DOCUMENTATION:

- Original National Register of Historic Places Registration Form
 - Multiple Property Documentation Form
 - Continuation Sheets
 - Removal Documentation
 - Photographs
 - CD w/ image files
 - Original USGS Map
 - Sketch map(s)
 - Correspondence
 - Owner Objection
- The enclosed owner objections
Do Do not constitute a majority of property owners

STAFF COMMENTS:

The Keeper of the National Register previously determined that this property was eligible for listing in the National Register of Historic Places. The Determination of Eligibility Notification was signed by the Keeper on February 24, 2011.