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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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

Historic name Naval Auxiliary Air Station, Arlington

Other names/site number NAAS, Arlington; Arlington Municipal Airport

### 2. Location

street & number 18204 59th Dr. NE not for publication

city or town Arlington vicinity

State Washington code WA county Snohomish code 061 zip code 98223

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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  nationally  statewide  locally. (  See continuation sheet for additional comments.)

[Signature] 2-1-12  
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  
 See continuation sheet
- determined eligible for the National Register.  
 See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other (explain:)

[Signature] Edson H. Beall  
Signature of the Keeper Date of Action

**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 incl. previously listed resources in the count.)

Contributing	Non-Contributing	
2		buildings
		sites
8	2	structures
		objects
10	2	Total

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

N/A

**Number of contributing resources previously listed in the National Register**

**6. Functions or Use**

**Historic Functions**  
(Enter categories from instructions)

DEFENSE/air base  
TRANSPORTATION/airport

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/airport

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

NO STYLE

**Materials**  
(Enter categories from instructions)

foundation CONCRETE  
walls WOOD/Weatherboard  
ASBESTOS  
roof ASPHALT  
other CONCRETE, ASPHALT, EARTH

**Narrative Description**

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

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## Narrative Description

Naval Auxiliary Air Station (NAAS), Arlington, is located in Arlington, Snohomish County, Washington. The airport is owned and administered by the City of Arlington as the municipal airport and is located in the Stillaguamish River valley, approximately two miles southwest of Arlington's downtown business district in Sections 15, 16, 21 and 22, Township 31 North, Range 5 East, Willamette Meridian. The official airport entrance is accessed from 59th Avenue NE, on the east side of the main airport grounds. The airport has two active runways with north-south (16/34) and northwest-southeast (11/29) alignments. A third runway, which connects 16/34 and 11/29 on a northeast-southwest alignment, is no longer in use, but was the original runway constructed at the site. Several taxiways connect the runways, the warm-up apron, and various hardstands and service areas throughout the airport. A boresighting range, unused since the end of World War II, is located on the northwest edge of the airport grounds. Six hardstands, some of which are currently used for materials storage, are located northwest of the abandoned runway. Two historic buildings stand within the district: an airplane hangar and an overhaul building. Both of these buildings are located near the airport entrance and stand adjacent to the warm-up apron on the east side of the airport.

## Resource Table

The following table lists contributing and non-contributing resources within district boundaries. Similar resources such as the hardstands are grouped and described as a single resource but are individually numbered and labeled on the accompanying district map.

IDENTIFICATION NUMBER	RESOURCE NAME	ALTERNATIVE NAME	DATE OF CONSTRUCTION	STATUS
1	Hangar		1943	Historic Contributing
2	Overhaul Building	Class C Overhaul Building #1, Engine Repair Building	1944-1945	Historic Contributing
3	Boresighting Range and Bullet Stop		1944-1945	Historic Contributing
4	NE-SW Runway	Runway No. 1, NW-SW Runway 1, Runway 2, Runway 3/21	1942	Historic Contributing
5	N-S Runway	N-S Runway 2, Runway No. 2, Runway 1, Runway 15/33, Runway 16/34	1942	Historic Contributing
6	NW-SE Runway	Runway 3	1945	Historic Contributing
7	Warm-Up Apron	Warming Apron, Parking Apron	1943	Historic Contributing
8	Fueling area		1942	Historic Contributing
9.1	Hardstand 10		1942	Historic Contributing
9.2	Hardstand 11		1942	Historic Contributing
9.3	Hardstand 12		1942	Historic Contributing
9.4	Hardstand 14		1942	Historic Contributing
9.5	Hardstand 15		1942	Historic Contributing
9.6	Hardstand 16		1942	Historic Contributing
10.1	Taxiway A	Taxiway No. 3, Taxiway No. 1	1942	Historic Contributing

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IDENTIFICATION NUMBER	RESOURCE NAME	ALTERNATIVE NAME	DATE OF CONSTRUCTION	STATUS
10.2	Taxiway No. 2		1942	Historic Contributing
10.3	Taxiways D & B2		1945	Historic Contributing
10.4	Taxiway A1		1942	Historic Contributing
10.5	Taxiway A2		1945	Historic Contributing
10.6	Taxiway A3		1945	Historic Contributing
10.7	Taxiway D3		1945	Historic Contributing
10.8	Taxiway No. 4		1942	Historic Contributing
10.9	Taxiways surrounding fueling area		1942	Historic Contributing
10.11	Taxiway (E-W) connecting Hardstands 10-12		1942	Historic Contributing
10.12	Taxiway (N-S) connecting Hardstands 10-12 to Taxiway No. 2		1942	Historic Contributing
10.13	Taxiway at northwest end of NW-SE Runway		1945	Historic Contributing
10.14	Taxiway connecting NE-SW Runway and Taxiway D to Hardstands 14-16		1945	Historic Contributing
10.15	Taxiway (NW-SE) connecting N-S Runway to NE-SW Runway (truncated at Taxiway B)		1945	Historic Contributing
11.1	Taxiway B		post-1946	Non-Contributing
11.2	Taxiway D2		post-1946	Non-Contributing
11.3	Taxiway E		post-1946	Non-Contributing
11.4	Taxiway B3		post-1946	Non-Contributing
11.5	Taxiway B4		post-1946	Non-Contributing
12	Communications and Lighting Systems		Post-1946	Non-Contributing

## Resource Descriptions

### 1. Hangar, 1943, Contributing

The hangar constructed at NAAS Arlington follows a standard design drawn by the Austin Company for all auxiliary air stations affiliated with Naval Air Station (NAS), Seattle. The Arlington hangar follows these plans closely, with the exception of a control tower that was not constructed. A tower built by the Army already existed at the base. The wood-frame hangar stands on a poured concrete foundation and has a rectangular footprint measuring 164 feet by 124 feet. The hangar stands approximately 33 feet high at the center of the bowstring truss roof. The main body of the hangar is flanked by narrow, two-story wings that extend the length of the building on the east and west sides. The east wing is one bay in width and the first story of the west wing is two bays wide with a single-bay-wide second story. A single-room, second-story addition was constructed prior to the end of the war on the northwest corner of the west wing, where the control tower was located on standard plans. The main hangar bay is accessed on the north and south ends by paired, four-part sliding doors that roll open on exterior tracks. Two smaller, hinged doors are set within the hangar doors on the north and south sides to provide pedestrian access to the interior when the hangar doors are shut. Six additional pedestrian doors provide access to the east and west wings on all four sides of the building. These wings are lit with horizontal pane, two-over-two, double-hung sash windows. The hangar is clad in wooden

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drop siding, and the hangar doors are clad in tongue-and-groove siding set at a 45 degree angle. The obstruction light masts that originally stood near each corner of the roof have been removed, but the wind sock hoop at the south end of the roof is extant. Three of the original floodlights specified in building plans still hang over the hangar doors on the south side, but the floodlights on the north side have been removed.

The main hangar floor consists of large, poured concrete panels with expansion joints at the hangar doors. The hangar bay contains no windows; instead, the open hangar doors on the north and south sides provide natural light, and electrical lights are strung from the exposed trusses to provide illumination at night or when the doors are closed. The hangar bay is constructed with a series of seven bents. The north and south end trusses are reinforced with tie rods for additional stability. The second floors of the east and west wings are accessed by stairs located on the north and south ends of the building. These stairwells are constructed with laminated stud walls, an unusual form of firewall construction that consists of wooden studs placed adjacent to one another, forming a solid wall. Building plans indicate that the wings were designed to contain offices, storage space, conference rooms, lockers, and other specialty use spaces. These rooms were accessed via corridors running the length of the wings (The Austin Company 1943 [b]). Some of the interior partitions in these wings have since been removed or otherwise altered.

### 2. Overhaul Building, 1944-1945, Contributing

The "Class C" overhaul building (also referred to as the engine repair building) is located directly south of the hangar on the east side of the warm-up apron. This rectangular, 80 foot by 88 foot building was designed by Parker and Hill Associates of Seattle, Washington, in 1944 as a standard design for auxiliary air stations affiliated with NAS Seattle. This building was designed as part of a group of "Class C" overhaul buildings that included an overhaul or engine repair building, an armory and instrument building, a radio and radar building, and two paint shops. The overhaul buildings at NAAS Arlington were built by the Gaasland Construction Company of Bellingham, Washington. All but the main overhaul building have been demolished. This building has a low-pitched monitor roof with a north-south ridge and a tall, narrow parachute tower at the south end of the building. The building is constructed on a slightly raised poured-concrete foundation and poured-concrete footings on which the interior posts stand. The building was designed for airplane parts and engine repair, and has a single rail track with a hoist directly under the ridge for moving engines and other heavy airplane parts. Two large sliding doors centered on the north side of the building provide access to the main repair bay. This opening is just large enough to provide access for one folding wing airplane. A small, single-room shed addition with an exterior entrance was added to the south side of the parachute loft. The entire building, including the addition, is clad in large, eight-foot-wide asbestos cement shingles with a 22-inch reveal. The roofing material is not visible from the ground, but building plans indicate that the roof, which has a very slight pitch of one-quarter inch every twelve inches, was originally covered with built-up composition roofing. The building was designed to take full advantage of natural lighting and has large banks of windows on all four sides of the building, the only exception being the parachute loft, which has no windows. The majority of the panes are translucent figured glass to diffuse the light and reduce sharp shadows and contrasts in the interior lighting, a potential hazard in an area where heavy machinery was frequently used. The bottom rows of panes on all sides of the building are clear glass to provide exterior views at eye level. The windows are arranged in large blocks comprised of four rows with two or three panes per row. The upper and lower rows open inward as hopper windows, and the remaining panes are fixed. The clerestory windows, also translucent figured glass, extend the length of the monitor, and three of the five sections of lower panes open as hopper windows. The main repair bay doors, which run on exterior tracks, are vertically arranged, narrow tongue-and-groove boards set in a welded steel frame with large, fixed-pane steel sash (*Arlington Times*, September 28, 1944).

The interior of the overhaul building is mostly open workspace with a poured concrete floor. The primary space is an open center bay directly under the monitor. The east bay is an extension of this workspace: no division other than vertical posts exists between the bays. The northern two-thirds of the west side contain a mezzanine level with rooms designated on plans as an office, a tool room, and a restroom. Building plans also indicate that the mezzanine level was designed as an open space, but this area was partially enclosed with an exterior, railed walkway at an early date. Behind these walled interior spaces and along

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two-thirds of the back (south) wall is an L-shaped sewing alcove and parachute shop, which originally contained a long table for parachute inspection. Behind this room, located slightly west of center bay, is the parachute loft, which is entirely enclosed and accessible by a single door from the parachute shop. The tall, narrow loft rises approximately ten feet above the monitor and originally contained several pulleys suspended from the roof to hold parachute ropes (Parker and Hill Associates 1944).

### 3. Boresighting Range and Bullet Stop, 1944-1945, Contributing

The boresighting range is located at the northern edge of the airport and consists of a 1000-foot-long corridor with a concrete boresighting platform at the south end, and a large earthen bullet stop at the north end of the range. Plans called for the boresighting range corridor to be fifty feet wide with a slight downhill grade (five feet over the full length of the corridor) to help prevent bullets from ricocheting off the ground. The boresight platform is a fifty foot by fifty foot square concrete pad with tie downs for planes. The bullet stop is a large, earth mound that was designed to stand approximately 83 feet wide, 75 feet long, and 24 feet in height with a 35-foot-wide peak. This structure consists primarily of compacted earth fill. Plans from 1944 call for the front (south) side of the bullet stop to be covered with sand to help prevent ricochet, and the back (north) side of the structure to be either seeded or covered with riprap to prevent erosion. Guns were fired from the planes at a target that stood approximately ten feet from the base of the bullet stop and centered in front of the midpoint of the slope. This target has since been removed. A concrete pad topped with a wooden ricochet box filled with sand was constructed on top of the mound. The ricochet box has been removed, but several threaded bolts extend from the top of the mound, marking its location. Some of the original form of the bullet stop is obscured due to settling, erosion, and vegetation overgrowth. In addition to these alterations, a large mound of soil has been placed on the boresighting corridor in front of the bullet stop (George W. Stoddard and Associates 1944[b]).

### 4. NE-SW Runway, 1942, Contributing

Three runways were constructed during the period of significance. The first runway was built in 1942 to replace a 1934 landing strip constructed with funding from the Civil Works Administration and the Washington Emergency Relief Agency. This runway measured 5100 feet long and 150 feet wide and followed a northeast-southwest alignment. By the end of the war, the northeast-southwest runway was rarely used, and by the early 1960s it was abandoned in favor of the other two runways. The northeast-southwest runway retains its original surface, although a portion of the northeast end has been removed. (*Arlington Times*, March 1, 1934; March 8, 1934; May 17, 1934; August 13, 1942; October 1, 1942; Thirteenth Naval District n.d.[a]: 3).

### 5. N-S Runway, 1942, Contributing

Pilots soon realized that the orientation of the first runway was problematic due to frequent crosswinds. After the Army took over management of the airfield, they designed a second, north-south runway (now identified as Runway 16/34), contracting with Axel Osberg of Snohomish County for construction of a 5200-foot-long runway as well as improvements to the original runway. This runway has been repaved and slightly lengthened (*Arlington Times*, August 13, 1942; October 1, 1942; Thirteenth Naval District n.d.[a]).

### 6. NW-SE Runway, 1945, Contributing

Crosswinds continued to be a problem, so following the airfield's transfer to the Navy, the Northwest Construction Company built a third runway over an existing northwest-southeast taxiway. This runway was also 150 feet wide and approximately 5000 feet long, and is currently identified as 11/29. The other two runways have also been slightly altered. The northeast side of this runway has been repaved for use as a narrower, shorter runway (Thirteenth Naval District n.d.[a]: 6-7; n.d.[b]: 2; n.d.[c]: 1; Thirteenth Naval District 1945).

### 7. Warm-Up Apron, 1943, Contributing

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The warm-up apron, located directly west of the hangar, is a large, concrete-paved area constructed as an easily accessible parking area for a large number of planes. The main apron measures 1200 feet by 400 feet and consists of more than 2400 concrete panels. Most of these panels measure 15 feet by 12 feet, six inches, and are connected with a carefully planned pattern of different types of joints. These include weakened plane joints, tongue-and-groove construction joints, and transverse and longitudinal expansion joints arranged 125 and 150 feet apart. A smaller number of these panels surround the hangar (72 on either side). The apron was constructed with a very slight grade (0.5 percent) from the hangar down to a drainage trench covered with concrete grating that runs between the edge of the apron and a taxiway that runs parallel to the primary north-south runway. Six inch tie-downs (mooring eyes) are regularly spaced across the apron (The Austin Company 1943[a]).

### 8. Fueling Area, 1942, Contributing

The main fueling area was located immediately north of the warm-up apron and east of Runway 16/34 and consisted of a large underground tank and a network of taxiways with rectangular grassy mounds between. Smaller tanks were located near groups of hardstands. The design of the fueling area is intact, but all fuel tanks have been removed. However, several of the valve pits and steel pit covers still exist (Alexander 2008; Putnam 2008; Stoddard, George W., Griffin and Lowe and Associates 1943).

### 9. Hardstands, 1942, Contributing

Thirteen hardstands are noted on maps created at the end of the war (hardstand numbers 1, 2, 5 through 12, and 14 through 16 on plans). Several others were constructed earlier in the war and removed as improvements were made to the air station throughout the war. Six of these hardstands exist in recognizable form today, but have not been used for their intended purpose since the close of the war. These are Hardstands 10 (9.1), 11 (9.2), 12 (9.3), 14 (9.4), 15 (9.5), and 16 (9.6). These hardstands are circular, paved areas with tie-downs for airplanes and short taxiways that connect to peripheral taxiways. The hardstands were located in forested areas around the edges of the air station to spread out the airplanes and provide camouflage. Most of the hardstands were also used as fueling areas with underground gasoline tanks and fuel lines, which have since been removed. Some of the steel valve pit covers from the fueling system are extant (U.S. Army Corps of Engineers 1942; U.S. Navy District Public Works 1943).

### 10. Taxiways and Taxiway Connectors, 1942, 1945, Contributing

Several taxiways are located throughout the field. Two main taxiways and several shorter taxiways and connectors date to the period of significance. The main taxiways are labeled No. 1 and No. 2 on maps created at the end of the war. Taxiway No. 1 is now known as Taxiway A (10.1), and Taxiway No. 2 (10.2) has been abandoned. One of the shorter taxiways is also unused and has been partially removed, and the others are currently or formerly known as Taxiways A1 (10.4) A2 (10.5), A3 (10.6), D and B2 (10.3), D3 (10.7), and Taxiway No. 4 (10.8). Other unnamed connecting taxiways are located throughout the airport (10.9 through 10.15) (Thirteenth Naval District 1945; U.S. Army Corps of Engineers 1942; U.S. Navy District Public Works 1943; 1946).

### 11. Modern Taxiways and Taxiway Connectors, post-1946, Non-Contributing

Several additional taxiways and connectors have been constructed since the end of the war. The non-contributing taxiways are B (11.1), B3 (11.4), B4 (11.5) D2 (11.2), and E (11.3) (Anderson, Bjornstad, Kane, Consulting Engineers 1961; Thirteenth Naval District 1945; U.S. Army Corps of Engineers 1942; U.S. Navy District Public Works 1943; 1946).

### 12. Communications and Lighting Systems, Post-1946, Non-Contributing

Modern airport communications and lighting systems are scattered throughout the district. These were constructed after the period of significance and do not contribute to the district.

**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)

- MILITARY
- ARCHITECTURE
- TRANSPORTATION
- POLITICS/GOVERNMENT

**Period of Significance**

1942-1946

**Significant Dates**

1942-1945

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

- The Austin Company (Engineer, Builder)
- Gaasland Construction Company (Builder)
- Parker and Hill Associates (Architect)
- Stoddard, George W. & Associates (Architect)

**Narrative Statement of Significance**

(Explain the significance of the property.) **SEE CONTINUATION SHEET**

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form.) **SEE CONTINUATION SHEET**

**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 Engineering Record# \_\_\_\_\_

**Primary location of additional data:**

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

**Name of repository:**

- National Archives and Records
- Administration, Pacific Alaska Region
- Arlington Municipal Airport

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### Statement of Significance

Naval Auxiliary Air Station, Arlington, is an example of the small air stations developed during World War II to provide flight training for naval aviators. The first landing strip at the site was built in 1934 as a federal public works project to employ local workers during the New Deal era and was primarily used for commercial aviation and pilot training in these early years. As World War II approached, a New Deal-era airport at Arlington was taken over by the Navy and the Army and was rebuilt as a military air field to become one of 48 auxiliary air stations developed around the country. The Arlington air base represents the evolution of air power for military purposes and the impact of wartime needs on the economy and growth patterns of smaller, rural communities in the region. Some of the first World War II additions to the base were engineered and built by the Austin Company, one of the premier military design and construction firms during the era, and despite changes in the surrounding area and removal of many of the wartime buildings and structures, enough remain for the complex to retain its setting, feeling and association with World War II air-base design between 1942 and 1946.

### Historical Background:

The area's rich timber resources originally drew settlers to the shores of northern Puget Sound, and lumber and shingle mills dominated the early economy. The heavily forested lands along the Snohomish and Stillaguamish rivers were among the first to be logged in Snohomish County. Some were cut by property owners or small, independent logging companies, while many tracts were resold to large sawmills operating around the Sound. Among the most dominant in the early years were companies in Seattle, Tacoma and Bellingham, as well as the Port Blakely Mill, built by Canadian William Renton on Bainbridge Island, and the Puget Mill Company at Port Gamble, launched by former Maine lumbermen Andrew Pope and William Talbot. Many of these companies purchased land and logs in Snohomish County, and for a short time in the 1880s, Port Blakely claimed to be the largest sawmill in the world (Price 1989:116, 118; Whitfield 1926:1-678; Interstate Publishing 1906: 256, 258, 259).

Matthew Birckenmeier, a Chicago native who had come west to Washington in 1883, filed for a homestead on 160 acres of heavily forested land in Section 14, Township 30 North, Range 5 East of Snohomish County in 1885. Birckenmeier did some of the cutting and clearing on his own land and sold the rest of the timber on this parcel to a local logging outfit owned by O.P. Cummings. In subsequent years Birckenmeier bought additional tracts adjoining his original property, including logged-off lands owned by the Port Blakely Mill Company, until his holdings totalled over 1200 acres (Bureau of Land Management, General Land Office n.d.).

Both logging and processing had first begun along waterways, which provided easiest access, but then moved inland as new roads and ultimately rail lines provided a means to transport logs as well as finished products. The growth of towns was also linked primarily to railroad construction and brought competition from communities hoping to benefit from the access to markets that the new transportation systems provided. When the Seattle, Lakeshore and Eastern Railroad chose Arlington as the site of its depot, residents believed that the town's future was secured. Arlington was platted in 1890, and the rail line reached the community later in that same year (Cameron et al. 2005:106).

In addition to the main rail lines, smaller logging railroads were also built, providing access to more distant inland forests. Among the companies that developed their own rail facilities in Snohomish County was the Stimson Mill Company of Seattle. Members of the Stimson family came from Michigan to the Northwest in the late 1880s and soon thereafter built their mill, supplying it with logs from around the region. Their innovative steam-powered logging facilities in Marysville, begun in 1894, were the first in both Oregon and Washington. To push their operations further into the forests of Snohomish County, the company in 1905 also established the Marysville and Northern Railway Company, which built a 26-mile logging line. This railroad ran from Marysville northward through Bryant into unexploited timber lands, crossing the portion of the Birckenmeier property that later became part of the Arlington air station (Bagley 1929: III-309, 311; Robertson 1995: III-286, 287; Cameron et al. 2005:143).

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Much of the forested land in western Snohomish County that was cut by the early 20<sup>th</sup> century was taken over by small farmers, who planted a few crops but primarily raised livestock and poultry. Logging began to decline, but shingle making was still important in the area, although between 1900 and the 1930s, dairying became the leading industry around Arlington. Access to rail lines continued to encourage the growth of towns in the early part of the century, but after World War I, population leveled off or declined. The new focus of transportation became gasoline-powered vehicles and throughout Snohomish County new businesses developed around automobiles, and local governments worked to build and pave roads and open new stretches of highway (Cameron et al. 2005: 130, 161, 184, 206).

### Early Development of Aviation

The post-World War I era also saw the development of the aviation industry, both nationally and in the Pacific Northwest. World War I had proved the importance of air power in military operations, and after the war, various branches of the armed services continued to enhance their flight capabilities. The state of Washington included an aeronautical section when it developed its Naval Militia in 1915, and Army, Navy and Marine fliers as well as members of the public petitioned King County, which included the city of Seattle, to develop its own airfield. Beginning in June 1920, the county purchased acreage on a peninsula extending into Lake Washington that was known locally as Sand Point. The site was offered to both the Army and the Navy as an airfield, but it was not until July 1922 that the Navy agreed to lease the property and build a naval air station. The air field, which was later deeded to the Navy, first housed a Naval Reserve aviation unit, but as its functions expanded, became known as Naval Air Station, Seattle (Stuhaug 1992: 3-13, 18).

Seattle's Boeing Company had established itself making training planes for the Navy during World War I, and had survived after the war by building bombers and other military aircraft for the Army Air Service. The development of a sturdy plane for postal delivery launched Boeing into a whole new arena—commercial aviation. Boeing used Naval Air Station, Seattle, for assembly of some of its planes in the mid-1920s and helped to establish the Puget Sound region as an important aviation center (Serling 1992: 3, 5-9; Stuhaug 1992: 23-23).

Charles Lindbergh's solo trans-Atlantic flight in 1927 popularized flight among the public, and this enthusiasm quickly translated into a movement to construct new airfields in small communities throughout the country. Commercial air transport grew considerably during the Depression era, and passenger traffic also expanded six-fold in the decade after 1926. An important factor in the development of aviation during these years of financial downturn was the availability of federal funds to help with the construction of airports. Under Franklin Roosevelt's New Deal, the government appropriated \$1.5 million to encourage communities to build landing strips or improve facilities (Cameron et al. 2005: 211, 253; *Arlington Times*, October 1, 1936).

### New Deal Era Airfield Construction at Arlington

The mayor of Arlington, Washington, and a number of businessmen, primarily members of the Commercial Club, took an interest in promoting their town as the potential location of an air field. The current site of the airport was first used as a landing strip as early as 1934, when the Arlington City Council authorized the lease of the land for the construction of a runway of 4000 feet in length and 400 feet in width. The council hoped to take advantage of the availability of federal public works funds allotted for the construction of airports nationwide. Local newspaper articles suggest that several Arlington community groups, including the Lions Club and the Commercial Club helped to secure the site, which was approved by the state airport supervisor and submitted for funding in February 1934 (*Arlington Times*, February 15, 1934[a]; February 15, 1934[b]; February 22, 1934[a]; February 22, 1934[b]).

The city took a five-year lease on approximately 200 acres owned by Mathew Birckenmeier to be used for the air strip, and the first year's rent was guaranteed by the Commercial Club to ensure that the project could go forward. Birckenmeier had homesteaded in the Arlington area, and the original land for the air strip was in sections 15 and 16 of Township 31 N, Range 5 E., adjacent to Birckenmeier's homestead property. The site had been logged and a portion of the Marysville and Northern

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logging railroad, built by the Stimson Timber Company, crossed through the tract, although the line had ceased operation in approximately 1926 (*Arlington Times*, February 15, 1934; Whitfield 1926:720-721; Robertson 1995:III-286, 287).

The majority of the construction was originally funded under the Civil Works Administration, a New Deal agency, but when that program ended, additional money came from a state-run relief program, the Washington Emergency Relief Agency (WERA). Approximately 80 percent of the funds appropriated were allotted to labor costs, and at its peak, more than 80 men were employed in two shifts to build the air field, which was completed by June of 1934. Much of the early work on the site involved pulling and blasting out stumps and filling the area where the old Stimson logging railroad grade crossed the runway. Once these tasks were completed the area was leveled and the strip was oiled and prepared. A proposed second phase of the project included the construction of a 2000-foot cross-runway. Local newspapers initially reported that the Works Progress Administration had approved funding for this addition in December 1935, but evidently the application was later denied (*Arlington Times*, March 1, 1934; March 8, 1934, March 29, 1934; May 17, 1934; December 26, 1935; March 28, 1979).

As soon as the strip had opened, the city began to debate its future use. Conversion to a military field was among the first suggestions, but discussion also focused on its potential for commercial traffic and pilot training and as an emergency landing field for the Department of Commerce. During its first years of operation, the field was primarily used for flight lessons and public events like parachute jumping and a visiting "Flying Circus" with exhibits and stunt planes (*Arlington Times*, April 15, 1937; July 15, 1937). The field was also considered as a supplemental postal service landing strip, but perhaps its most important use was by the U.S. Forest Service as a supply point for firefighters who were battling blazes in the Mount Baker and Snoqualmie Forests (*Arlington Times*, October 6, 1938; July 20[a], 1939; July 20[b], 1939).

Despite all these activities, the city never seemed to have sufficient funds for upkeep, and a 1939 newspaper editorial described Arlington air field's "orphan status" (*Arlington Times*, August 17, 1939). Continuing maintenance of the strip primarily included the removal of brush as well as snags and bushes that could impede visibility. At least one small building with a paper roof was built on the property by the WPA for use as a tool shed, likely well before 1938, but the structure had lost its roof by 1939 and little other development occurred at the site (*Arlington Times*, August 17, 1939; May 8, 1941).

The city's five-year lease of the property was due to expire in 1939, and the Commercial Club spearheaded efforts to secure title before expiration. The property owner refused to negotiate before the deadline, but eventually gave the city a lease of an additional two years (*Arlington Times*, October 13, 1938; October 27, 1938; April 13, 1939). The amount of land included in the airport grounds was reduced during this period to less than 100 acres from the original 200-acre parcel (*Arlington Times*, February 16, 1940).

### World War II Military Development

As the world moved toward war, the potential military uses of the landing strip became paramount. The suggestion that the field could become a military base was made as early as June 1934 by the Arlington City Council, but the first such use was in 1938 when naval training squadrons were at the airfield for six weeks while runways at Naval Air Station, Seattle, were being regraded (*Arlington Times*, July 28, 1938). Washington Congressman Mon Wallgren evidently continued to push the military use of the Arlington airfield in connection with the nation's rearmament program by 1940. Both the Army and Navy were apprised of the availability of the landing strip for expansion of their regional facilities, but it was the initially the Navy that decided to incorporate the field in September 1940 as an auxiliary base for the Thirteenth Naval District, based at Naval Air Station, Seattle. The city assigned its lease to the Navy and an additional 100 acres from the property owner was added back into the airport land. Eventually the Navy also condemned land to the south of the field, adding an additional 78 acres to the facility (*Arlington Times*, June 6, 1940; September 5, 1940; April 10, 1941). As an editorial in the *Arlington Times* suggested:

After seven years of ups and downs, doubts and discouragements, the once shady, stump-infested flat out south of town, known as the Arlington Airport, is at last being fitted onto the program of national defense. This fine and partly improved site, on which the city had paid rent for seven years in the hope that it ultimately would be utilized as a military unit, is now in course of actual development by our

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energetic and progressive Navy establishment as a factor in the bulwark of defense being provided for the Puget Sound region—all of which is very pleasing to those who originated and have preserved this field on sheer faith and a little prophetic peep into the future (*Arlington Times*, May 8, 1941).

The Navy immediately developed plans to expand the Arlington field for student training activities, and the Austin Construction Company, which was under contract to provide much of the airport development at Naval Air Station, Seattle, carried out the new construction at Arlington (*Arlington Times*, May 8, 1941). The original work included extensive clearing and the construction of a new surfaced cross-runway of approximately 4000 feet by 400 feet as well as a 1200-foot landing area and a small building with an office and adjacent hangar for emergency plane repair on the south end of the field. The whole tract was also fenced and guarded at this time by two reservists (*Arlington Times*, June 26, 1941; July 24, 1941; November 27, 1941).

Some landing training was conducted at the field, but by the spring of 1942, soon after the Japanese had invaded the Aleutians, the Army also had need of airfields in the region. Evidently obtaining Navy assent to develop the field for a potential bomber base, the Army began surveying for their own flight operations at the site and purchased additional acreage (History of the Station, Period to 31 December, 1944, in NARA, Seattle WA, RG 181, 13<sup>th</sup> Naval District, Wartime Histories of Units, Box 3, Folder Naval Auxiliary Air Station, Arlington, WA: 3; *Arlington Times*, April 30, 1942). Arlington was to become a satellite of Paine Field, operated by the Interceptor command, and the Army let the contract to the construction firm of Allen and Rudd for graveling at the site and then to Axel Osberg of Snohomish County for building truck roads as well as runways and taxiways beginning in late September 1942 (*Arlington Times*, August 13, 1942; October 1, 1942). Local men were hired to help with the installation of a sewer system at the facility (*Arlington Times*, September 17, 1942). According to later Navy accounts, the Army built two 5000-foot by 150-foot runways and adjacent taxiways as well as a "a small shop and operations buildings, a 50-foot control tower, a well and water storage tank, and living and messing facilities for 450 officers and men. All were Theater-of-Operations buildings" (Thirteenth Naval District n.d.[a]:3).

Changes in strategy on the Pacific front, including the expansion of the Navy's carrier system in that arena, led to a renewed need for naval training fields just as construction of the Army facilities at Arlington was nearing completion. The Navy negotiated to purchase all of the buildings constructed for the Army as well as new parcels of land, auxiliary structures and runways. The Army retained rights only to joint use in case of the future need for a strategic base. Personnel at Naval Air Station, Seattle, oversaw planning for more facilities at Arlington, including "eight enlisted barracks, two BOQ's, a dispensary, theater-recreation building, ship's service, mess hall, central heating plant, supply warehouse and hangar. A transmitter building and magazines were later included" (Thirteenth Naval District n.d.[a]:4).

Two major contractors were used for airport development during 1943. The Washington Asphalt Company handled much of the paving at the field, including sealing the runways and taxiways with an oil coating. A plant for mixing and heating asphalt was added to the site and paving began in January 1943. Gravel for the base was initially taken from the old Ebey pit, but later a new four-acre source was opened along the Cemetery Road, with water for washing the material pumped from Portage (also known as Kroger) Creek and flumes used to move the gravel into bunkers for storage (*Arlington Times*, January 7, 1943; March 25, 1943).

The Austin Company, which had been involved in very early construction work for the Navy at the site, was in charge of the new naval aviation expansion beginning at Arlington in March of 1943. From the Northern Pacific's main line, a 1000-foot railroad siding was built, allowing the company to transport lumber and other materials for the airport projects (*Arlington Times*, April 1, 1943). Much of the construction in this phase was on the east side of the field north of McCleary Road and consisted of new barracks and additions to the infrastructure, including both water and sewer lines (*Arlington Times*, May 6, 1943). The work progressed quickly, with 50 percent of the construction accomplished by the end of June and final completion by mid-September of 1943. Even before work was finished, the formal ceremony to establish the field as Naval Auxiliary Air Station, Arlington, took place on June 26, 1943, with Lieutenant Leland Wilder installed as the new station commander (Thirteenth Naval District n.d.[d]:2).

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The Navy established the station's headquarters in the first facility it had constructed when the original airstrip was built, although the building had been moved and renovated for base telephone, post office and administrative functions. Housing for several hundred naval personnel was built as well as a mess, hospital and recreational facilities and a number of other amenities for soldiers stationed there, including a lunch counter, tailor and barber shops and a ship's service store (*Arlington Times*, June 24, 1943; Thirteenth Naval District n.d.[d]: 4-6).

Construction of the large concrete warm-up apron for planes was completed by mid-July 1943, and macadam roads of rolled crushed rock were built throughout the air base. Newspapers indicated that the Austin Company, in addition to barracks, constructed a mess hall, ship service building, heating plant, hangar and other administrative and service facilities during this period (*Arlington Times*, July 22, 1943; July 29, 1943).

Within a few weeks of completion, the first naval bombing squadron, VB 139, began use of the station with 75 men as well as officers. After their departure the Navy assigned primarily small-carrier squadrons to Arlington, and intensive operations were conducted day and night (Thirteenth Naval District n.d.[a]: 5-6).

### Air Station Expansion in 1944

During the fall and winter of 1943-1944, the Arlington station was an operational base with an average of two VC squadrons on site at any time. Additional construction conducted by the Atherton Construction Company during this period included the completion of "fuse locker, two high-explosive magazines, an inert storehouse, a small arms magazine, and a pyrotechnic locker" on the southwest portion of the field as well as a ready ammunition locker at the main hangar (Thirteenth Naval District n.d.[a]:7).

Funding for the improvement of the gatehouse, the transportation building and the public works shop was announced in late May 1944. New construction at that time included a paint shop and lumber storage shed as well as a firehouse for storage and maintenance of firefighting equipment. The firehouse was constructed by the Vickers Construction Company of Seattle, whose owner had previously managed Austin Company construction at the station. Work on the firehouse was completed in November of 1944 (*Arlington Times*, May 25, 1944; February 28, 2007). Additional funds were allotted in June for a "synthetic" Gunnery Training building, an aviation utility shop, access roads and parking mats (*Arlington Times*, June 1, 1944).

During this period the Navy also sold many of the original structures that remained on portions of the air station that had been purchased by the military. Offered in the sale were 31 frame structures and buildings including a number of barns, chicken houses, garages, sheds, a former grocery store and a number of homes. Those that were purchased were moved from the site (*Arlington Times*, June 8, 1944).

A restricted directory of naval functions in the Thirteenth Naval District, issued on September 18, 1944, provides an overview of facilities and improvements at the Arlington base in place by the fall of that year:

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“Area: 1,162 acres with 33 buildings having a total floor area of 130, 680 square feet  
Improvements and Facilities:

Barracks:	850 enlisted men (mess facilities for 800)
BOQ:	116 officers (mess facilities for 110)
Shops:	proposed Assembly and Repair facilities: Class “C”
Hangar:	12,100 square feet
Runways:	2 – 150 feet by 5000 feet; under construction – to be completed in 1944: 1 – 200 feet by 5000 feet
Parking:	666,000 square feet
Storehouse:	8,470 square feet
Crash rescue/salvage equipment:	2 crash cranes; 5 motor vehicles
Dispensary:	10 beds
Recreational:	auditorium, theater, athletic field.”

(Mullen 1997:149)

Gaasland Construction of Bellingham received a \$200,000 contract and began work by October 1, 1944, on more improvements at the air station. These additions included enlarged aircraft repair facilities and new buildings for ground training of air combat crews. The public works and transportation shops were rebuilt and enlarged. The gatehouse, which was originally constructed as an office for contractors, was remodeled as was a portion of the administration building (*Arlington Times*, September 28, 1944). More funds were appropriated the following month for a new runway as well as taxiways, grading and paving (*Arlington Times*, October 12, 1944).

### Air Station Expansion in 1945

Several more construction projects begun in 1944 were completed in 1945. Among the major upgrades to the airfield was the addition of five buildings to support Class “C” repair facility status. According to the Navy, these buildings were “designed to take care of all but major overhaul” and were “equipped to service engines, airframes, propellers, instruments and electronic equipment, and parachutes.” The five buildings included “the Overhaul Building, an Armory, a Radio and Radar Building, and two portable paint shops” and were designed by Parker and Hill of Seattle (History of the Station, Period 1 January through 28 February, 1945, NARA, RG 181, Box 3, Folder Naval Auxiliary Station, Arlington: 1). The new installations required “a considerable increase in personnel to be further augmented by the addition of another squadron of planes.” Most of the maintenance work at the facilities was handled by the Navy’s Carrier Aircraft Service Unit 7 (known as CASU-7), which at its peak brought 500 enlisted men and 12 officers to the Arlington facility. According to the local newspaper, this expansion raised the number stationed at the base to nearly 1000, including 250 officers, and also led to the need for additional housing on the base and in the community (*Arlington Times*, February 15, 1945; Thirteenth Naval District n.d.[d]:4).

Another project completed in 1945 included facilities to improve gunnery training. A 50-man gunnery training building was erected that provided space for free- and fixed-gunnery practice as well as communications, recognition and navigation instruction for pilots and air crew. A 1000-foot standard boresight and malfunction range was completed in April 1945 on the northwest side of the station, while skeet and trap-shooting ranges were also added on its southwest corner. George Stoddard and Company, a full-service design and engineering firm, was in charge of design, but construction was under the supervision of Gaasland Construction Company (*Arlington Times*, September 28, 1944; George W. Stoddard and Assoc 1944[a]:2; Thirteenth Naval District n.d.[a]:7-8; *Welfare and Recreation Bulletin* 1944). The boresighting range was used “primarily for test firing of

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fixed guns in planes, but used also as a rifle, pistol, and advanced malfunction range." An airplane sighting range was also added at the station to allow gunners to learn range estimation on planes landing at the airfield (Thirteenth Naval District n.d.[b]:1-2).

One major problem that Navy fliers had found at Arlington was the persistent strong northwest cross wind that made landing on both the major runways (north-south Runway 1, 16/34 and northeast-southwest Runway 2) very difficult. These winds created problems especially for smaller planes with narrow-gauge landing gear, including the F4F fighters that were primarily flying from the station. Several accidents occurred, but although requests for construction of a third runway in the northwest-southeast direction were made as early as 1943, construction did not actually begin until February 1945. The new runway, which was 5000 feet in length and 150 feet in width, was built by the Northwest Construction Company and included stabilized shoulders and a 5000-foot taxiway. A new field lighting system was also installed by the Electric Construction Company of Tacoma at this time (Thirteenth Naval District n.d.[a]:6-7; n.d.[b]:2; n.d.[c]:1).

Other improvements at the air station in 1945 included the development of a new well and pump house north of the hangar to provide additional water for firefighting needs and the upgrade of communication facilities. Armco storage huts were also installed near the public works building and the magazine area. These steel buildings, manufactured by the Armco Steel Company in Middletown, Ohio, were made of heavy-gauge iron. They were modeled on culverts or storm sewers and were curved and ribbed like Quonset huts. Most often used for ammunition storage as well as bunkers and shelters, these buildings were strong enough to be buried in as much as six feet of earth (Decker and Chiefl 2005: 149; Thirteenth Naval District n.d.[c]:1).

### Social and Economic Impact on the Community

A number of groups made efforts to integrate military personnel stationed at the Arlington air base into the local community. Entertainment was planned and furniture donated to fix up a lounge room in barracks built at the site. Men were also invited to nearby church services and to the high school prom and other community events. As the number of men stationed at the Arlington field increased, the Commercial Club and other local groups also took steps to provide off-duty soldiers with a Service Men's Club in town for entertainment and recreational activities. As part of this program, Arlington citizens fixed up the Robertson Building in the center of Arlington for the servicemen to use as a lounge and dance hall. The Service Men's Club opened with a reception on September 1943 (*Arlington Times*, June 4, 1942; April 15, May 6, 1943; June 17, 1943; September 16, 1943). The community also worked jointly with the air station to hold war bond sales in commemoration of Pearl Harbor (*Arlington Times*, December 9, 1943). Men stationed at Arlington helped with the harvest on local farms during their free time (*Arlington Times*, July 6, 13, 1944).

The presence of the air station in the community brought substantial economic and employment benefits but also put a strain on some resources. With so many men in the service, labor shortages guaranteed that those remaining in the area could have jobs if they wanted them, and ongoing building projects at the air base kept many busy in the construction industry as well as in maintenance, firefighting and other support jobs. An increasing number of women in the Arlington area also were employed in a variety of jobs connected with the military. At the peak of employment, 139 civil service employees worked at the air station as well as 20 others outside of the civil-service system (*Arlington Times*, September 6, 1945). Wages increased from Depression levels, but rationing and shortages of food and raw materials needed for the war effort limited the types of goods that were available to buy. Housing was also at a premium locally because of the increasing numbers of military personnel being brought to the air station at Arlington (Cameron et al. 2005: 275, 280, 283, 285).

### Architecture, Engineering and Design

Much of the early core of World War II construction at Naval Auxiliary Air Station, Arlington, was under contract to the Austin Company, whose main headquarters were in Cleveland, Ohio. By the 1940s the company had become one of the country's foremost designers and builders of military airfields as well as a variety of industrial plants. Founded as a carpentry-contracting business by Samuel Austin in 1878, the Austin Company grew because of its linkage to new technologies and engineering innovations. When Samuel Austin's son, who was trained as an engineer, joined the firm, he and his father diversified into design and engineering and developed what became known as the "Austin method" based on the principle of

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"undivided responsibility" (Shirk 1978:8). The Austin Company handled all phases of projects from design and engineering to construction and was able to offer customers building on a "square-deal basis...The owner guaranteed the builder fair pay for services, and the builder guaranteed the owner a fair return on his money" (Greif 1978:37).

By the First World War they had pioneered the idea of a series of standard factory buildings to make construction faster and less expensive. The Austin Company designed a series of interchangeable units that when combined, addressed a variety of needs and anticipated what would later be known as modular construction. Standardization also made them more efficient, and as the company historian noted: "The Austin standard building was the Model T of the construction world. Both were inexpensive. Both were built in record time. Both were exceptionally long lived conceptions" (Greif 1978:58).

Austin developed a national reputation for this concept and its prominence was further enhanced by the government's need to build industrial buildings rapidly during the First World War. Perhaps, the company's most famous project was the Curtiss Aircraft plant in Buffalo, New York. This plant ultimately became the country's largest factory building—28 acres under one roof and built in only 90 working days (Greif 1978: 61).

World War II further cemented the Austin Company's reputation for innovation and speed in its building projects, especially in the aviation field. The company had been a leader in the design of windowless, climate-controlled plants that were ideal for blackout conditions needed for aircraft production during wartime. In addition, since World War I, the company had also developed innovative designs for complete airports as well as hangars, wind tunnels and other features of the new air industry (Greif 1978:130). In the Pacific Northwest, Austin received a huge Navy contract for engineering and construction work that included: "four air stations, two air domes, two radio stations, a fuel depot, a supply depot, an ammunition depot, a hospital, a number of complete section bases, air fields and schools—plus a number of other structures for the Army and the Coast Guard" (Greif 1978:132). As a result of their work on this contract, which likely included some of the construction at the Arlington station, the company received the Army-Navy "E" award. The commendation read, in part: "Your company has always enjoyed a reputation for fast construction. Under this navy contract, that reputation has been even more firmly established" (Greif 1978:132).

Much of the company's reputation for speed was built on its use of structural steel, but during the war years the need to conserve this commodity for military purposes led the company to return to all-timber construction. The hangar built by the Austin Company at the Arlington station reflects the design of other timber wide-span buildings, including an Army aircraft plant in Chicago that was constructed for the production of transport planes (Greif 1978:131-132,140). Austin also became one of the primary builders for the Boeing Company, designing everything from wind tunnels to assembly plants during the war years and for decades thereafter (Shirk 1978:22).

In addition to the main hangar at the Arlington station, built in 1943, the Austin Company also designed and constructed a number of other facilities including the transmitter building, the pump house, the water tank tower and the sewage system. Austin also built the warm-up apron, designed of concrete with expansion joints and installed in 1944 (*Arlington Times*, July 22, 1943; July 29, 1943).

In later expansions of the air station, other firms were used to design and build new facilities and some plans were also developed by the public works department at the station. Parker and Hill of Seattle designed the Class "C" Overhaul buildings in 1944, while George Stoddard and Company, also of Seattle, was the designer for the bore-sighting range. Gaasland Construction of Seattle won the contract for construction of all of these facilities (*Arlington Times*, September 28, 1944; *Welfare and Recreation Bulletin*, Naval Air Station Arlington, November 10, 1944; George W. Stoddard and Assoc. 1944[a]:2; Parker and Hill Associates 1944: 2).

### Transfer of the Field to the City of Arlington

With the surrender of the Japanese government in August 1945, the war began to wind down and with it naval operations at NAAS Arlington. The Commercial Club and other community groups had already been discussing the future of the airfield before hostilities ended, but initially believed that the Navy planned to retain the station as a permanent training facility (*Arlington Times*, August 30, 1945). In October 1945, however, the Navy announced that the station would be placed on

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caretaker status with minimum of personnel, although the government would retain control of the property. The station was officially deactivated on July 1, 1946, which meant that the facility would no longer be used by naval personnel and could be leased by any municipality (*Arlington Times*, October 11, 1945; June 13, 1946). Finally, however, the Navy agreed to sell the air station to the city of Arlington, and a formal contract was signed that went into effect on February 25, 1959. The terms of the agreement allowed the city to develop the site in whatever way they chose as long as the field remained public and at least one runway was maintained (*Arlington Times*, March 12, 1959).

The City of Arlington has retained ownership of the airport since 1959. During this time, the original northeast-southwest runway has been abandoned, as have its adjacent taxiways and the hardstands to the northeast. Within the past 30 years, a large number of T-hangers and light industrial buildings have been constructed around the edges of the airport grounds, and particularly east of Runway 16/34. Over 160 businesses are located at the airport, and future plans call for the development of additional business parks (City of Arlington 2008).

### Similar Resources in the Region

NAAS, Arlington was one of five auxiliary air stations managed by the Thirteenth Naval District. These stations were located at Shelton, and Quillayute, Washington, as well as North Bend and Lakeview, Oregon. These auxiliary stations supported the larger Naval Air Stations at Seattle, Whidbey Island, and Pasco, Washington, and Astoria, Tillamook, and Klamath Falls, Oregon. Several smaller outlying fields were located at Coupeville, Mount Vernon, Hoquiam (Moon Island), Kennewick (Vista), Bremerton, and Port Angeles, Washington (Howard et al. 2009; U.S. Navy District Public Works 1944). A portion of all of these naval air facilities exist today. Taxiways and runways still exist at all locations except NAS, Seattle, and many of these locations retain some of the buildings and structures constructed during World War II.

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Thirteenth Naval District

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n.d. (b) History of the Station, Period 1 January, 1945, to 28 February, 1945. Thirteenth Naval District, Wartime Histories of Units. Document on file at NARA, RG 181, Box 3, Folder Naval Auxiliary Station, Arlington.

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n.d. (d) History of the Station, Period to 1 December, 1945. Thirteenth Naval District, Wartime Histories of Units. Document on file at NARA, RG 181, Box 3, Folder Naval Auxiliary Station, Arlington.

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number   9   Page 3 of 7

### Major Bibliographic References (continued)

#### Maps, Plans and Drawings

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- 1961 Airport Layout Plan, Arlington, Airport. Anderson, Bjornstad, Kane, Consulting Engineers, December 18. Map on file at Arlington Municipal Airport, Arlington, Washington.

Austin Company, The

- 1943 (a) Warm Up Apron Plans. Naval Air Center, Seattle, Washington, Auxiliary Air Station, Arlington, Washington, Sheets 1-2. The Austin Company, April 9. Drawings on file at Arlington Municipal Airport, Arlington, Washington.

- 1943 (b) Standard Hangar Plans. Naval Air Center, Seattle, Washington, Auxiliary Air Station. The Austin Company, May 5. Drawing on file at Arlington Municipal Airport, Arlington, Washington.

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## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 9 Page 4 of 7

### Major Bibliographic References (continued)

- 1944 (a) General Site Plan: Airfield, Arlington Airdrome, Snohomish County, Wash. Sheet No. 1, File No. N-29-44. U.S. Engineer Office, Seattle, September 12. Drawing on file at Arlington Municipal Airport, Arlington, Washington.
- 1944 (b) General Utilities Map - Airfield A.C. Gasoline System, Arlington Airdrome, Snohomish County, Wash. Sheet No. 3, File No. N-29-44. U.S. Engineer Office, Seattle, September 12. Drawing on file at Arlington Municipal Airport, Arlington, Washington.
- 1944 (c) General Utilities Map - Airfield Electrical Distribution and Storm Drainage, Arlington Airdrome, Snohomish County, Wash. Sheet No. 4, File No. N-29-44. U.S. Engineer Office, Seattle, September 12. Drawing on file at Arlington Municipal Airport, Arlington, Washington.

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- 1943 Map of Naval Auxiliary Air Station Arlington, Wash., Showing Conditions on June 30, 1943. D.P.W. Drawing No. 43-840. Map on file at Arlington Municipal Airport, Arlington, Washington.
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- 1934 "Airport Project Submitted; Location Highly Praised." February 15 (a). Arlington, Washington.
- 1934 "Council Accepts Airport Lease." February 15 (b). Arlington, Washington.
- 1934 "Airport Approved." February 22 (a). Arlington, Washington.
- 1934 "Supervisor Approves Airport Project." February 22 (b). Arlington, Washington.
- 1934 "Airport Gets Final Okeh." March 1. Arlington, Washington.
- 1934 "Work on Airport Progressing Nicely." March 8. Arlington, Washington.
- 1934 "River Work to Continue." March 29. Arlington, Washington.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number   9   Page 5 of 7

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### Major Bibliographic References (continued)

- 1934 "30 Men Working on Local Airport." May 17. Arlington, Washington.
- 1935 "Cross-Runway for Arlington Airport." December 26. Arlington, Washington.
- 1936 "Cabin Ship Here October 3 and 4." October 1. Arlington, Washington.
- 1937 "Giant Tri-Motored Boeing Coming to Airport April 22." April 15. Arlington, Washington.
- 1937 "Flying Circus Saturday." July 15. Arlington, Washington.
- 1938 "Airport an Asset." July 28. Arlington, Washington.
- 1938 "Planes Carry 38,000 Lbs. Provisions to Fire Fighters from Local Airport." October 6. Arlington, Washington.
- 1938 "Is \$33,000 Worth \$4,000? Aviation Committee Thinks So." October 13. Arlington, Washington.
- 1938 "Airport Matter in Abeyance." October 27. Arlington, Washington.
- 1939 "City Council Authorizes Lease of Airport for Two More Years." April 13. Arlington, Washington.
- 1939 "Value of Airport Demonstrated." July 20 (a). Arlington, Washington.
- 1939 "Forest Fire Crews Supplied by Plane from Local Airport." July 20 (b). Arlington, Washington.
- 1939 "Airport Leased—Its Needs." August 17. Arlington, Washington.
- 1940 "Commercial-Civic Clubs Mingle" February 16. Arlington, Washington.
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- 1940 "Airport Objective Won." September 5. Arlington, Washington.
- 1941 "Airport Work Due Soon." April 10. Arlington, Washington.
- 1941 "Airport Work Now in Progress." May 8. Arlington, Washington.
- 1941 "Airport Clearing Completed." June 26. Arlington, Washington.
- 1941 "'Paine Field' Dedication Planned." July 24. Arlington, Washington.
- 1941 "Lt. Paull [*sic*] Discusses Local Airport." November 27. Arlington, Washington.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number   9   Page 6 of 7

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### Major Bibliographic References (continued)

- 1942 "Airport May Be Training Base." April 30. Arlington, Washington.
- 1942 "Work Begins on Local Army Airport." June 4. Arlington, Washington.
- 1942 "Final Airport Survey in Progress." August 13. Arlington, Washington.
- 1942 "Sewer Work at Local Airport." September 17. Arlington, Washington.
- 1942 "Airport Contract Let By War Dept." October 1. Arlington, Washington.
- 1943 "Paving at Airport." January 7. Arlington, Washington.
- 1943 "Opening New Pit for Airport Work." March 25. Arlington, Washington.
- 1943 "1,000-Foot Siding for Airport Use." April 1. Arlington, Washington.
- 1943 "Club to Furnish Lounging Room for Airfield Soldiers." April 15. Arlington, Washington.
- 1943 "Capt. Cady Praises Community Spirit." May 6. Arlington, Washington.
- 1943 "Steps Taken to Provide Local Recreation Center." June 17. Arlington, Washington.
- 1943 "Dedication of Navy Airfield Saturday - 1:30." June 24. Arlington, Washington.
- 1943 "Installations at Auxiliary Airfield Nearing Completion; Streets Constructed." July 22. Arlington, Washington.
- 1943 "Austin Co. Folding Tents at Airport." July 29. Arlington, Washington.
- 1943 "Service Men's Club Ready." September 16. Arlington, Washington.
- 1943 "Air Station 'Bombs Tokyo' With Bond Sale." December 9. Arlington, Washington.
- 1944 "Improvements at Naval Air Station." May 25. Arlington, Washington.
- 1944 "111,000 Allotted for Air Station Improvements." June 1. Arlington, Washington.
- 1944 "31 Structures on Airport to be Sold." June 8. Arlington, Washington.
- 1944 "Air Station Going Strong in 'Derby.'" July 6. Arlington, Washington.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number   9   Page 7 of 7

### Major Bibliographic References (continued)

- 1944 "Local People Get Airport Structures." July 13. Arlington, Washington.
- 1944 "\$200,000 Construction Job is Let for Improvements at Naval Air Station." September 28. Arlington, Washington.
- 1944 "\$612,500 Allotted to Local Air Station Work." October 12. Arlington, Washington.
- 1945 "Lieutenant Wilder Says Navy Housing Acute: Larger Personnel Requires Early Solution." February 15, 1945. Arlington, Washington.
- 1945 "Local Naval Auxiliary Air Station May Be Permanent." August 30. Arlington, Washington.
- 1945 "NAAS Employees [sic] Many Civilians." September 6. Arlington, Washington.
- 1945 "Naval Air Station to Close Dec. 1." October 11. Arlington, Washington.
- 1946 "N.A.A.S. Not to be Sold by Navy." June 13. Arlington, Washington.
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- 1979 "Arlington Municipal Airport: History of Progress." March 28. Arlington, Washington.
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1944 November 10. Naval Auxiliary Air Station. Arlington, Washington.

### Archival Facilities

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Everett Public Library, Everett, Washington

King County Library System

National Archives and Records Administration, Pacific Alaska Region, Seattle, Washington

Seattle Public Library, Seattle, Washington

**10. Geographical Data**Acreage of Property 405**UTM References (NAD 27)**

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>562215</u> Easting	<u>5335444</u> Northing	3	<u>10</u> Zone	<u>563014</u> Easting	<u>5333683</u> Northing
2	<u>10</u> Zone	<u>563079</u> Easting	<u>5335363</u> Northing	4	<u>10</u> Zone	<u>561656</u> Easting	<u>5334551</u> Northing

**Verbal Boundary Description**

(Describe the boundaries of the property.)

See continuation sheet.

**Boundary Justification**

(Explain why the boundaries were selected.)

See continuation sheet.

**11. Form Prepared By**

name/title Sharon Boswell, Historian; Eileen Heideman, Architectural Historian  
 organization Northwest Archaeological Associates / SWCA date November 16, 2011  
 street & number 5418 20<sup>th</sup> Avenue NW, Suite 200 telephone 206-781-1909  
 city or town Seattle state WA zip code 98107

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****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.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items.)

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

name Arlington Municipal Airport, City of Arlington, Washington  
 street & number 18204 59<sup>th</sup> Dr NE telephone (360) 403-3470  
 city or town Arlington state WA zip code 98223

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 10

Page 1 of 1

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### Verbal Boundary Description

The boundary for the Naval Auxiliary Air Station, Arlington Historic District, has a roughly triangular-shaped border that follows the outline of the runways and adjacent service areas. The boundary is delineated on the attached site map.

### Verbal Boundary Justification

The resources contained within the district represent the core of Naval Auxiliary Air Station, Arlington. With the exception of the addition of a few taxiways, the design of this area has remained unaltered since the end of World War II. Resources in the district include the runways and taxiways, the boresighting range, six intact hardstands, the main refueling area, the warm-up apron, and the hangar and overhaul building, which are arguably the two most important buildings constructed at the air station. A large number of hangars and other support buildings have been constructed within the last forty years around the edge of the airport. These were not considered contributing buildings due to out-of-period construction dates and are therefore excluded from the district boundary.

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## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 11 Page 1 of 6

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### Photo Log

Name of Property: Hangar, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Lorelea Hudson  
Date of Photograph: July 9, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Hangar from warm-up apron; facing northeast.  
Photograph 1 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_Hangar\_001

Name of Property: Hangar, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Northeast corner of hangar; facing southwest.  
Photograph 2 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_Hangar\_002

Name of Property: Overhaul Building, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Northeast corner of overhaul building with warm-up apron in background; view to the southwest.  
Photograph 3 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_OverhaulBuilding\_003

Name of Property: Overhaul Building, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Southeast corner of overhaul building with parachute loft on south side of building; view to the northwest.  
Photograph 4 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_OverhaulBuilding\_004

Name of Property: Boresighting Range, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Lorelea Hudson  
Date of Photograph: July 9, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Bullet stop (center of photo with figure on top) as seen from boresighting range; view to the north-northwest.  
Photograph 5 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_BoresightingRange\_005

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National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 11

Page 2 of 6

### Photo Log (continued)

Name of Property: Boresighting Range, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Boresighting range from center of range, looking south-southeast toward boresight platform at end of trees.  
Photograph 6 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_BoresightingRange\_006

Name of Property: Northeast-Southwest Runway, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Northeast-southwest runway from northeast end; view to the southwest.  
Photograph 7 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_NESWRunway\_007

Name of Property: Taxiway, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Taxiway northwest of northeast-southwest runway, boresighting range behind trees in the distance; view to the southwest.  
Photograph 8 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_Taxiway\_008

Name of Property: Warm-Up Apron, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Warm-up apron, showing concrete panels and tie-down (mooring eye) in foreground; view to the west.  
Photograph 9 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_WarmUpApron\_009

Name of Property: Hardstand Number 11, Naval Auxiliary Air Station, Arlington  
County, State: Snohomish County, Washington  
Photographer: Eileen Heideman  
Date of Photograph: October 23, 2008  
Location of Original Digital Files: 5418 20<sup>th</sup> Ave. NW, Suite 200, Seattle, WA  
View: Hardstand Number 11 with fuel valve pit covers in foreground; view to the north-northeast.  
Photograph 10 of 11: WA\_SnohomishCounty\_NavalAuxiliaryAirStationArlington\_Hardstand\_010

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National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 11

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### Photo Log (continued)

Name of Property:	Fueling Area, Naval Auxiliary Air Station, Arlington
County, State:	Snohomish County, Washington
Photographer:	Eileen Heideman
Date of Photograph:	October 23, 2008
Location of Original Digital Files:	5418 20 <sup>th</sup> Ave. NW, Suite 200, Seattle, WA
View:	Fueling area with taxiways; view to the northeast.
Photograph 11 of 11:	WA_SnohomishCounty_NavalAuxiliaryAirStationArlington_FuelingArea_011

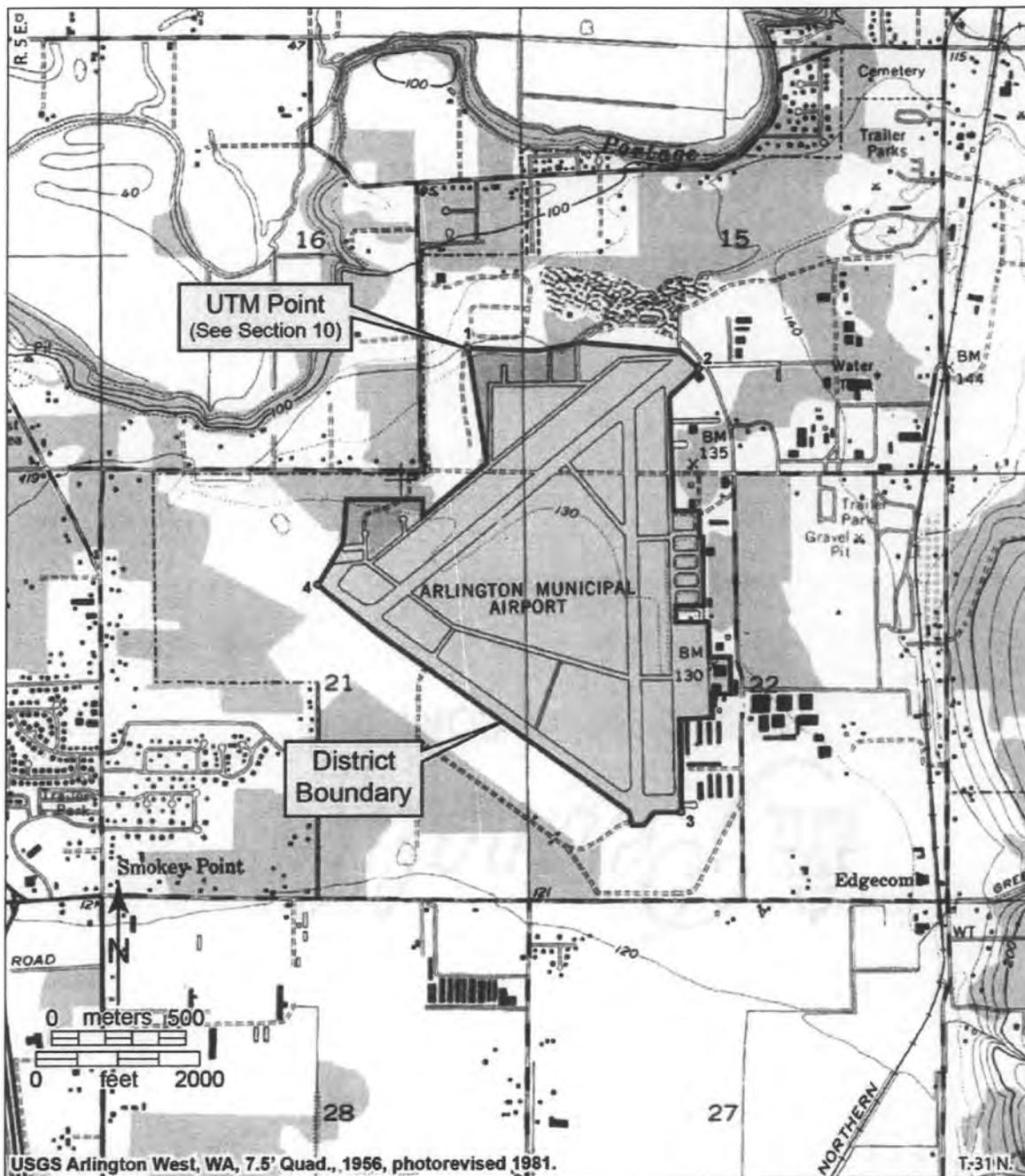
United States Department of the Interior  
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NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

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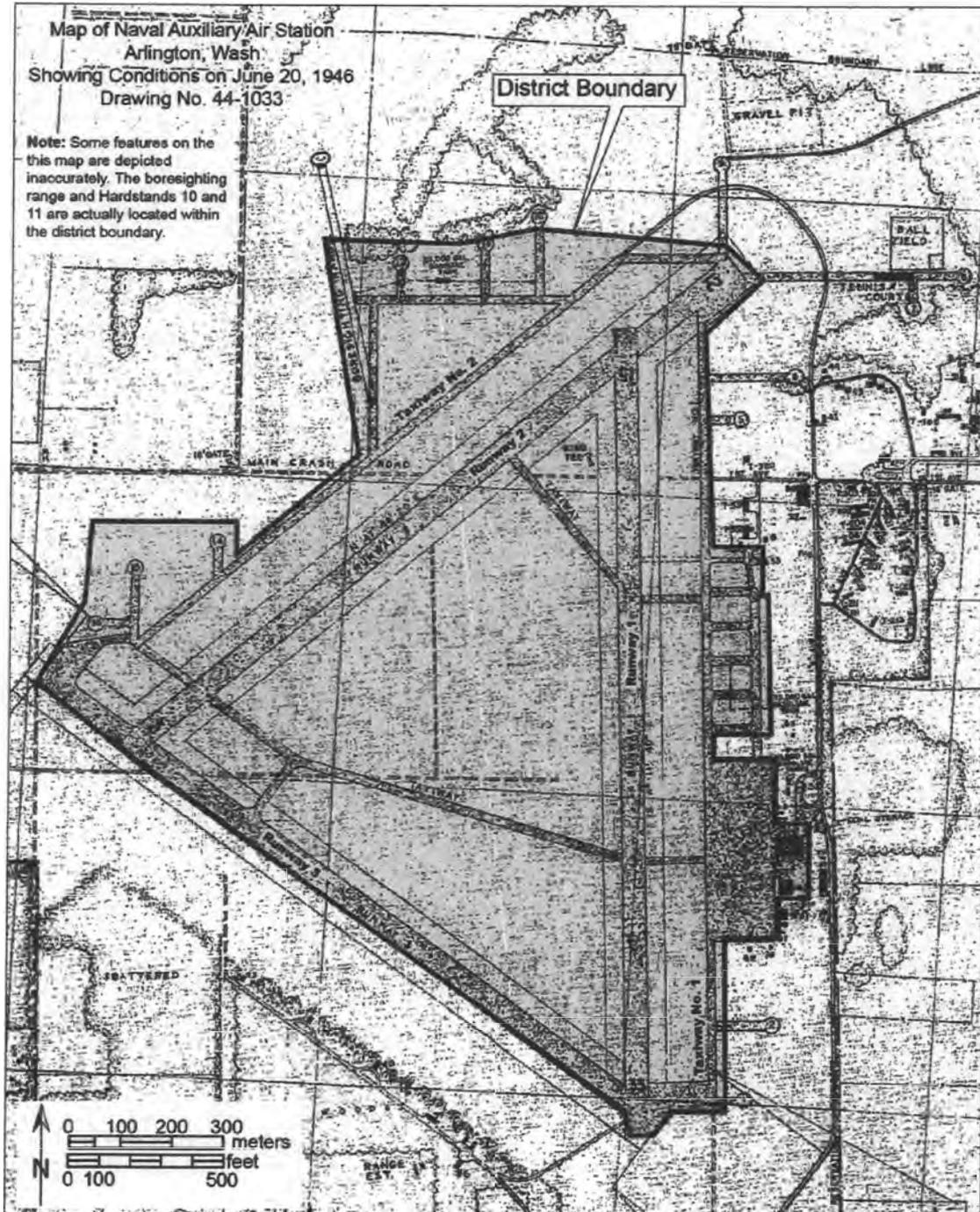
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# National Register of Historic Places Continuation Sheet -

NAVAL AUXILIARY AIR STATION, ARLINGTON  
SNOHOMISH COUNTY, WASHINGTON

Section number 11

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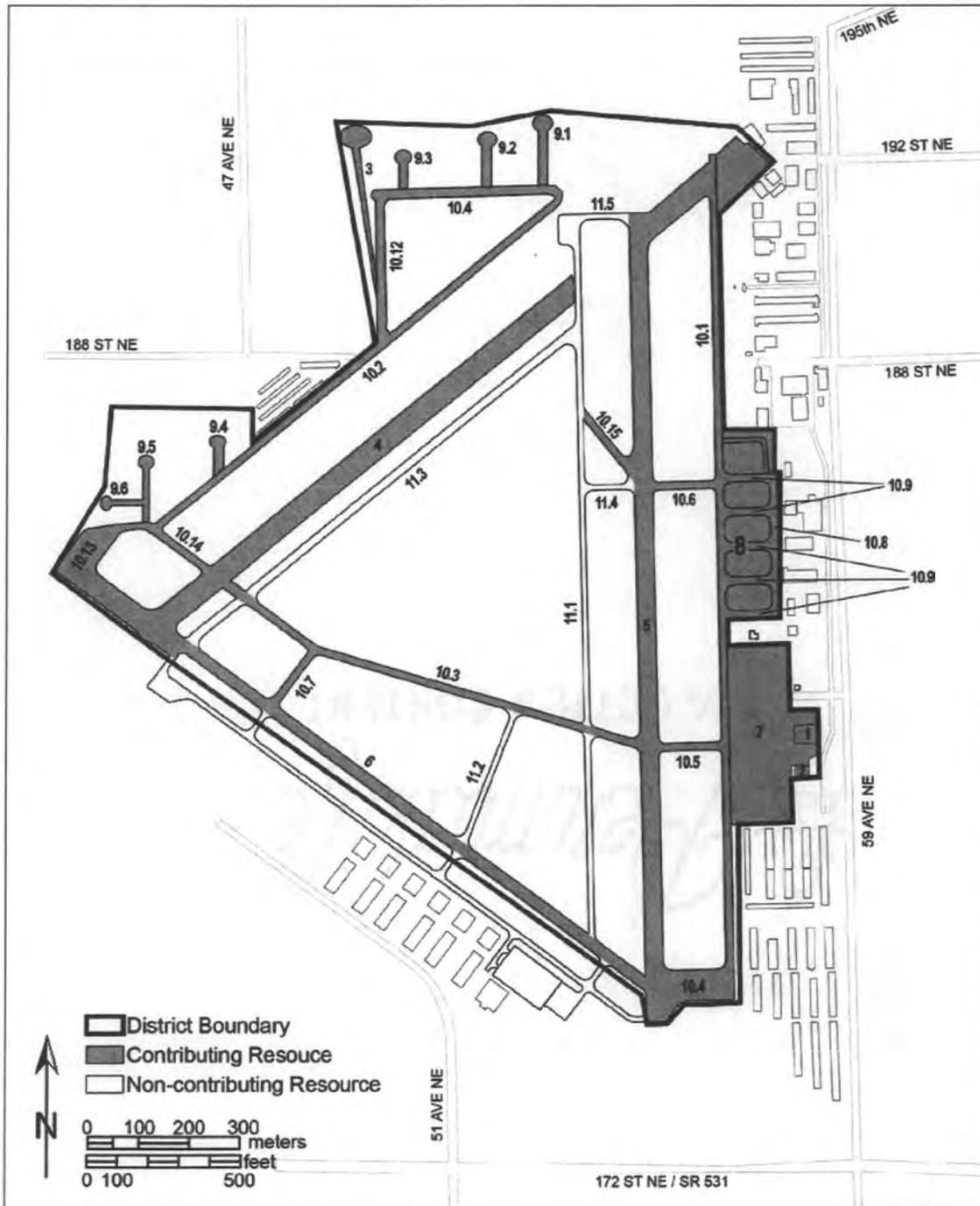
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

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SNOHOMISH COUNTY, WASHINGTON

Section number 11

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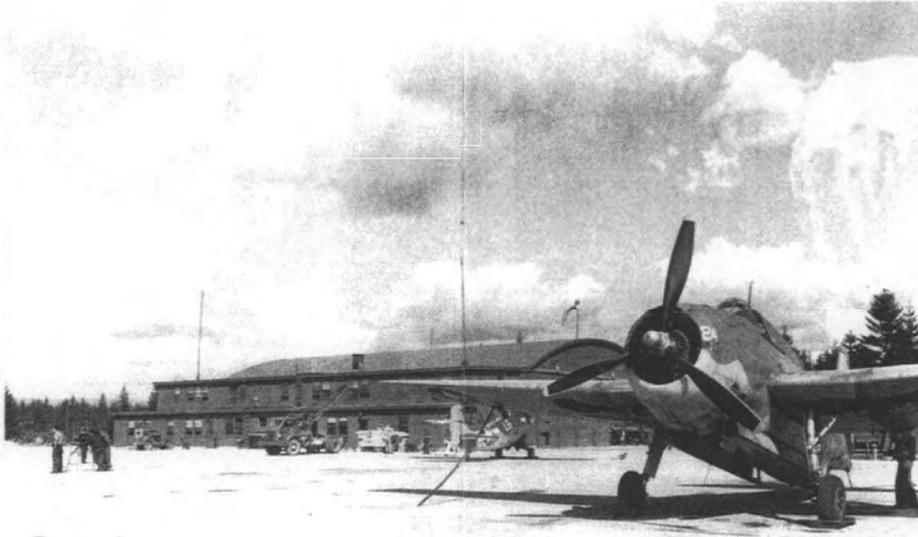
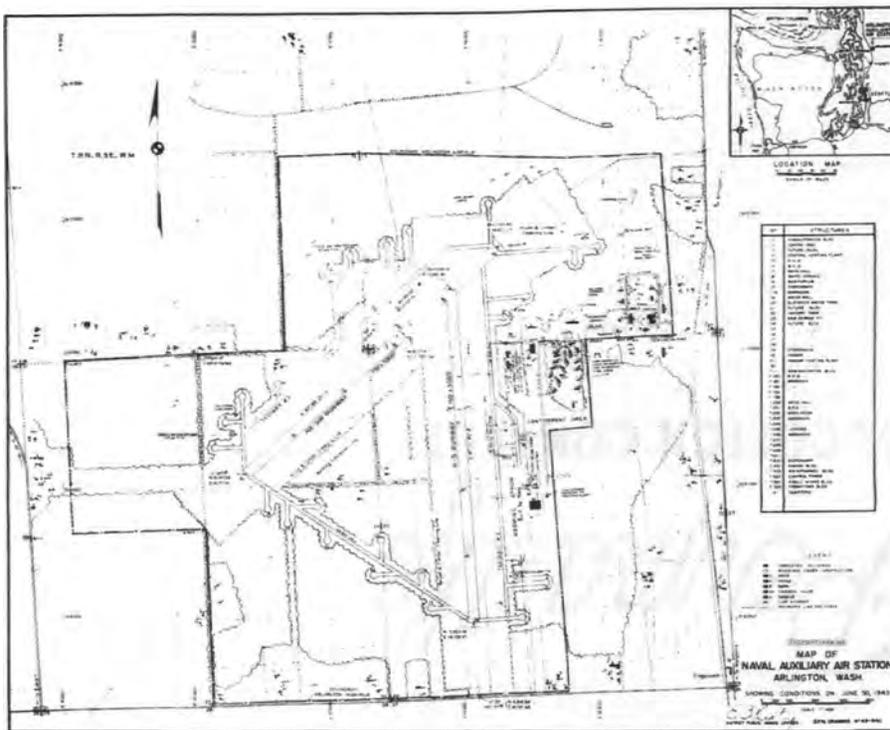
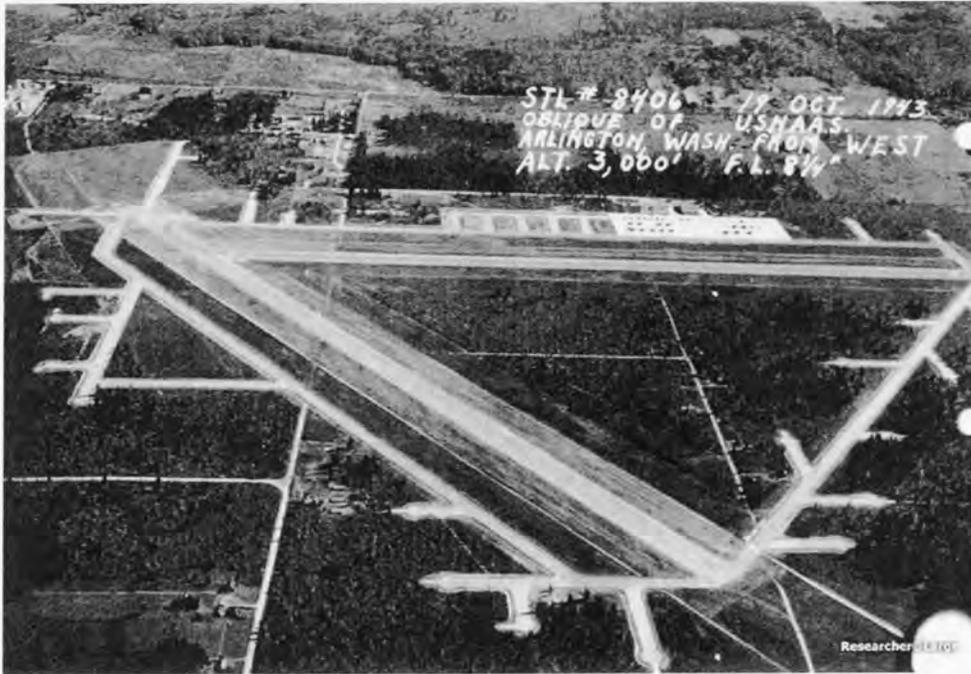


Image of Naval Auxiliary Air Station Arlington, Washington hangar in foreground, c. 1943.



Map of Naval Auxiliary Air Station Arlington, Washington Showing conditions on June 30, 1943. **SOURCE:** National Archives & Records Administration, Seattle Branch Record Group 181, Wartime Histories of Units.



Photograph shows condition of field and building area at U.S. Naval Auxiliary Air Station, Arlington as of 19 Oct. 1943, approximately three months after commissioning date. Note hardstand's designed for dispersal of planes when the field was to be an operating base for the U.S. Army Air Forces. **SOURCE:** National Archives & Records Administration, Seattle Branch Record Group 181, Wartime Histories of Units.



Extensive improvements to both the field and building area at U.S. Naval Auxiliary Air Station, Arlington, are visible in the photograph, dated 25 Dec. 1945. Contrasting with photograph of 19 Oct. 1943, note completion of third runway at right and development of Ground Training and Class "C" overhaul facilities behind hangar, center right. New fire house is discernible at center right, and extensive new Public Works facilities in main station area, upper left. **SOURCE:** National Archives & Records Administration, Seattle Branch Record Group 181, Wartime Histories of Units.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Naval Auxiliary Air Station, Arlington (Boundary Increase)

MULTIPLE NAME:

STATE & COUNTY: WASHINGTON, Snohomish

DATE RECEIVED: 2/10/12      DATE OF PENDING LIST: 3/02/12  
DATE OF 16TH DAY: 3/19/12      DATE OF 45TH DAY: 3/28/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000163

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    3-27-12 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.



Hangar, Naval Auxiliary Air Station, Arlington  
Snohomish County, Washington  
Photo 1 of 11











Overhaul Building, Naval Auxiliary Air Station, Arlington  
Snobornish County, Washington  
Photo 4 of 11



Boreighting Range, Naval Auxiliary Air Station, Arlington  
Snohomish County, Washington  
Photo 5 of 11



Beresighting Range, Naval Auxiliary Air Station, Arlington  
Snake River County, Washington  
Photo 6 of 11











Warm-up Apron, Naval Auxiliary Air Station, Arlington  
Snahomesh County, Washington  
photo 9811

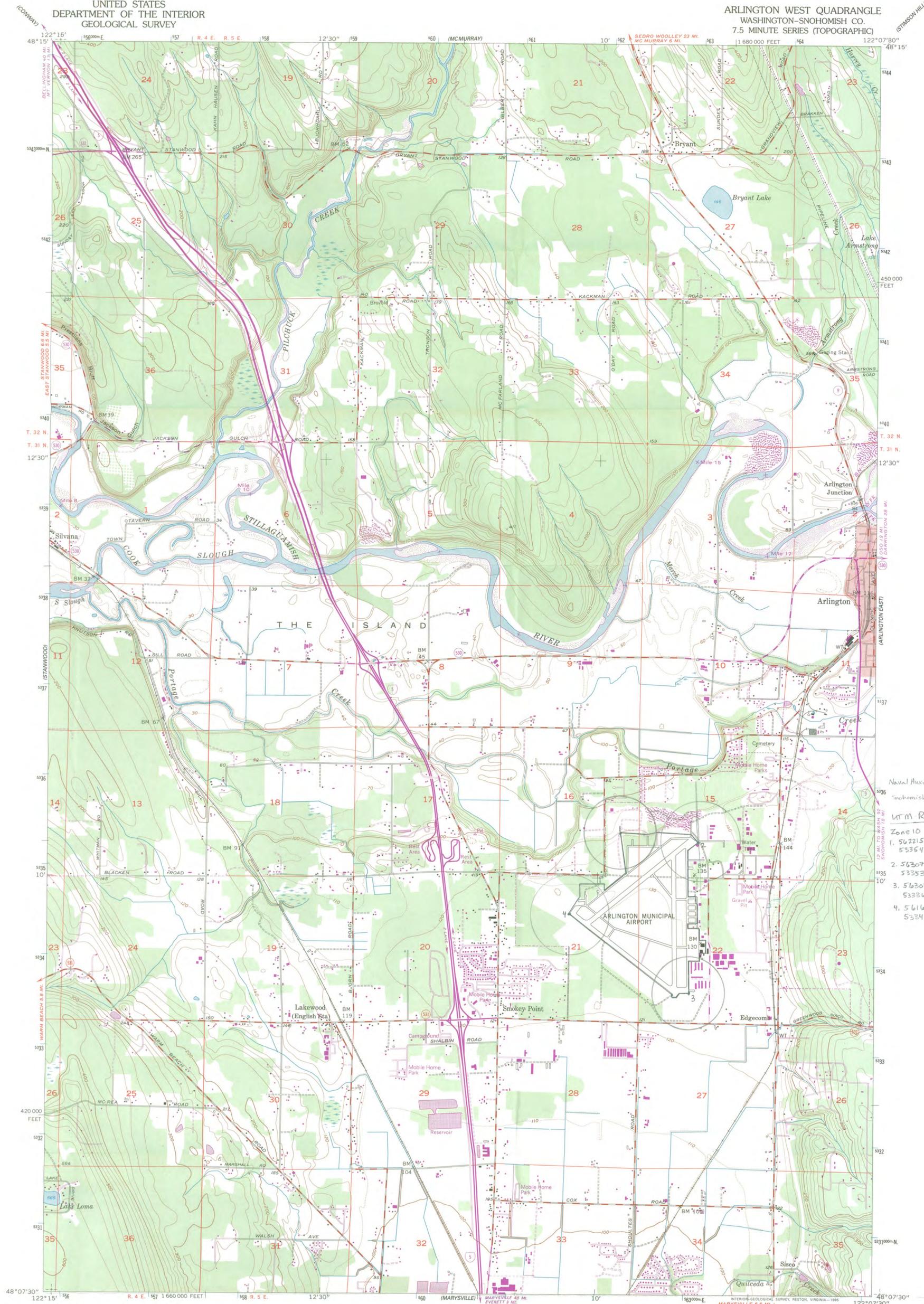
9



Hardstand Number 11, Naval Auxiliary Air Station, Arlington  
Snohomish County, Washington  
Photo 10 of 11







Naval Auxiliary Air Station,  
Snohomish County, Washington

UTM References

Zone 10

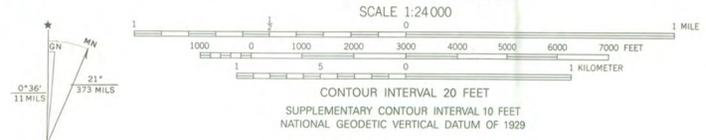
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5335444(N)

2. 563079(E)  
5335363(N)

3. 563014(E)  
5333483(N)

4. 561656(E)  
5334551(N)

Produced by the United States Geological Survey  
Control by USGS and NOS/NOAA  
Compiled from aerial photographs taken 1954. Field checked 1956  
North American Datum of 1927 (NAD 27). Projection and  
10,000-foot ticks: Washington Coordinate System, north zone  
(Lambert Conformal Conic)  
Blue 1000-meter Universal Transverse Mercator ticks, zone 10  
North American Datum of 1983 (NAD 83) is shown by dashed  
corner ticks. The values of the shift between NAD 27 and NAD 83  
for 7.5-minute intersections are obtainable from National Geodetic  
Survey NADCON software  
Red tint indicates areas in which only landmark buildings are shown



ARLINGTON WEST, WA  
48122-B2-TF-024

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled from  
aerial photographs taken 1978 and other source data  
This information not field checked. Map edited 1981

1956  
PHOTOREVISED 1981  
DMA 1580 II NW SERIES V891





STATE OF WASHINGTON  
Department of Archaeology and Historic Preservation  
1063 S. Capitol Way, Suite 106 - Olympia, Washington 98501  
(Mailing Address) PO Box 48343 - Olympia, Washington 98504-8343  
(360) 586-3065 Fax Number (360) 586-3067

February 1, 2012

Paul Lusignan  
Keeper of the National Register  
National Register of Historic Places  
1201 "I" Street NW, 8<sup>th</sup> Floor  
Washington, D.C. 20005

RE: **Washington State NR Nominations**

Dear Paul:

Please find enclosed a new National Register Nomination form for the:

- **Quilcene Ranger Station – Jefferson County, WA**

Also enclosed is a revised nomination for a previously listed district, the **Naval Auxiliary Air Station, Arlington**. The district was listed in 1995 and has been updated/adjusted based on new information and the loss of one resource. It also includes a boundary increase.

Should you have any questions regarding these nominations please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

**Michael Houser**  
State Architectural Historian, DAHP  
360-586-3076  
E-Mail: [michael.houser@dahp.wa.gov](mailto:michael.houser@dahp.wa.gov)