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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 an 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 Administration Building, U.S. Naval Air Station Ottumwa

other names/site number \_\_\_\_\_

2. Location

street & number Terminal Avenue (aka Yorktown Avenue) [ ] not for publication

city or town Ottumwa [X] vicinity

state Iowa code IA county Wapello code 179 zip code 52501

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] 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 [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [X] locally. [ ] see continuation sheet for additional comments).

[Signature] DSHP 3/25/13  
Signature of certifying official/Title Date

STATE HISTORICAL SOCIETY OF IOWA

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 the 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 of the Keeper

[Signature]  
Edson H. Beall

Date of Action

5.14.13

Administration Building, U.S. NAS Ottumwa  
Name of Property

Wapello County, IA  
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	
1		buildings
		sites
		structures
		objects
1		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**

0

**6. Function or Use**

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

DEFENSE/Military Facility

TRANSPORTATION/Air-related

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

WORK IN PROGRESS

**7. Description**

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

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS

Material: Glazed Hollow Tile

**Materials**  
(Enter categories from instructions)

foundation CONCRETE

walls TERRA COTTA

CERAMIC TILE

roof ASPHALT

other WOOD

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

Administration Building, U.S. NAS Ottumwa  
Name of Property

Wapello County, IA  
County and State

**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 of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

- MILITARY
- TRANSPORTATION
- ARCHITECTURE

**Period of Significance**

1943 to 1947

**Significant Dates**

1943

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Bureau of Yards & Docks

Russell B, Moore Co.

**Primary location of additional data:**

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

Name of repository: \_\_\_\_\_

Administration Building, U.S. NAS Ottumwa  
Name of Property

Wapello County, IA  
County and State

**10. Geographical Data**

**Acreage of Property** 2.79 Acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 [115] [5416191517] [4151510171018] 2 [15] [0000000] [00000000]  
Zone Easting Northing Zone Easting Northing  
3 [15] [0000000] [00000000] 4 [15] [0000000] [00000000]  
 See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Molly Myers Naumann, Consultant mollynaumann@pcsia.net  
organization \_\_\_\_\_ date March 2013  
street & number 167 West Alta Vista telephone 641-682-2743  
city or town Ottumwa state IA zip code 52501-1437

**Additional Documentation**

Submit the following items with the complete 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 SHPO or FPO.)

name Joseph Helgenberger Administrator Steve Black, President  
City of Ottumwa Friends of NAS Ottumwa  
street & number 105 E. 3<sup>rd</sup> St telephone 641-683-0600 P.O. Box 350  
city or town Ottumwa state IA zip code 52501 Johnston, IA 50131  
NASOttumwa@gmail.com

**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. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

# National Register of Historic Places Continuation Sheet

Administration Building  
U.S. Naval Air Station Ottumwa  
Wapello County, Iowa

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## NARRATIVE DESCRIPTION:

The U.S. Naval Air Station (NAS) Ottumwa (now known as the Ottumwa Regional Airport) is located approximately five miles north northwest of Ottumwa. (Figure 1, page 21) Constructed in 1942/1943, it originally consisted of sixty-five buildings on 1,440 acres of prime Iowa farm land. This part of Wapello County was, and is, relatively flat with gently rolling hills, a topography that lends itself to row crops as well as livestock. Although the size of the farms has grown markedly in past decades, in the years before World War II this area was a patchwork of small family farms. (Figures 2 & 3, page 22) One of the earliest roads in the area, travelled by settlers in the late 1840s and '50s, runs on a southeast to northwest diagonal through this area. Known as Angle Road this route is still in use today, leading toward Eddyville in the northwest corner of the county, but it now skirts along the east and north edges of the NAS rather than running diagonally through the area.

The Bureau of Yards and Docks designed the basic layout and supervised construction of the naval air station, but the actual drawings for the buildings and the day to day over-sight were done by the Russell B. Moore Company of Indianapolis, IN. Figure 4, page 23, is a detail of the area from the 1976 U.S.G.S. map showing the basic design of the facility that is maintained to this day. Figure 5, page 24 is a 1946 map of Naval Air station Ottumwa showing the original plan and all of the buildings. The layout of the base includes a main thoroughfare (Yorktown) that starts at the main gate in the southeast quarter of the base and extends due west for a distance before turning to the northwest. A similar street extends due north just inside the gate, then turns northwest to parallel Yorktown. Intersecting streets run on a northeast to southwest axis. The streets echoed the direction of the two runways located on the west side of the complex. Four major buildings were located along the southwest side of Yorktown (now known as Terminal Avenue): Administration Building, Drill Hall, Swimming Pool and Recreation Building. The location of the Administration Building is shown on Figures 4 & 5. Of the approximately 60 buildings shown on the 1946 map, only fourteen are extant in 2012. (Figure 6, page 25) Due to the large number of buildings that have been demolished this can no longer be considered as a historic district. For that reason, only the Administration Building is being nominated.

The Administration Building is a U-shaped two story masonry building on a high (four foot) foundation, with the "U" opening to the front on the northeast elevation (toward Yorktown Avenue). This building was completed by February 1, 1943 at a cost of \$93,702.98. (Appendix A, page 38) It is located in the center of a full square block and there is a curving drive from Yorktown Avenue to the front entrance. (Figures 7 & 8, page 26) The use of glazed hollow tile as the building material was not part of the original plans, but happened due to the lack of adequate lumber and the fact that a local company, Ottumwa Brick and Tile, manufactured a high quality product that was readily available. The majority of the sixty-five buildings at NAS Ottumwa were ultimately constructed of this material. This is the only extant building on the NAS which has a hip roof. The building has overall dimensions of 146 feet by 64 feet. (Figure 11, page 29) The center section of the building measures 90' x 28', with an eight foot extension centered on the rear wall, and the side wings measure 64' x 28', extending four feet beyond the

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rear wall of the main block. All walls are pierced by double hung windows, eight per floor on the side walls of the wings (the first floor of the north wing has only seven due to the location of the vault), fourteen per floor on the rear (on the first floor double doors replace one window), three per floor on the front of each wing, and eight on the first floor of the center portion, nine on the second floor, and one on the landing at each end of the center block. All windows are wood frame with eight over eight sash except those in the two stairwells which have nine over nine sash. The window sills are of glazed bull-nose tiles, matching the tile of the exterior walls.

The symmetrical main entrance features three doors with multi-light transoms above. This entrance was originally sheltered by a two story wood portico featuring four sets of square slender double columns and capped by a flat balustraded roof. (This portico was removed in the spring of 2012 due to the extremely deteriorated condition.) Originally a cupola with weathervane was located above this entrance at the center point of the roof. (Figure 9, page 27) The sense of importance imparted by the portico and cupola is appropriate for the major administrative building on a military base. It is interesting that only the Administration Building and the Recreation Building three blocks to the south (non-extant), received exterior ornamentation. The Recreation Building had a projecting two story pedimented portico. (Figure 15, page 31).

On the interior the building was purely functional in design with a central hall running the length of the main (center) block, linking offices in each end wing with smaller offices opening off the main hall. (Figure 11, page 29) This corridor was accessed from the front by stairs rising from the triple front doors, and from the back by double doors located near the center of the rear elevation. Stairs were located at each end of the center block, as shown by the between floor windows on the façade. The central corridor varied in width on the first floor from four foot six inches at the south end to six foot six inches in the north half. This floor contained the offices of the Officer of the Day, the Watch Officer, Personnel Officer, and the Communications Officer (including the code room and the vault). The second floor housed the Commanding Officer, Executive Officer, Intelligence Officer, Board Room, and several other small offices. Throughout the interior, the floors are of wood, the outside walls of each office are the glazed hollow tile (with no apparent insulation), while all interior walls have a four foot plywood wainscoting with plasterboard above. All joints are covered by wood battens. The ceiling is of plasterboard panels with wood battens.

The integrity of this building has remained at a high level over seventy years, with only the two decorative elements constructed of wood being lost. The cupola disappeared decades ago and the badly deteriorated portico was finally removed in the spring of 2012 for safety reasons. A newly formed organization, the Friends of NAS Ottumwa, is buying the building from the city of Ottumwa. Their plans are to rehabilitate the building using the original plans and drawings, in consultation with the Iowa SHPO staff, for use as an Air and Aerospace Museum. The building has been "mothballed" for over a decade, with all windows covered on the exterior, and doors locked. These are now being uncovered and will be repaired appropriately. The aging roof is scheduled for replacement in the coming months. All seven aspects of integrity are found in this building:

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- **Location** The building is on its original site, by itself in the center of a full square block.
- **Setting.** No new buildings have been constructed on the block with this building, and no changes have been made to the landscape. The original layout of the Naval Air Station is still visible and over a dozen buildings remain.
- **Association.** The building is clearly part of the World War II Naval Air Station constructed in 1942/43 in Ottumwa.
- **Design** The design is purely functional with a touch of high style in the cupola and portico. No alterations/additions have been made to the size, shape or mass of the building. The loss of the cupola and portico is regrettable, but these will be rebuilt based on the original plans.
- **Materials** The original materials are clearly visible, with the glazed hollow tile exterior being representative of the majority of the buildings on this complex.
- **Workmanship** The workmanship is clearly visible in the overall physical condition of the building.
- **Feeling** Despite the loss of a majority of the original buildings, this building retains the sense of importance as the center of power, setting somewhat isolated from the other buildings, but in the middle of this sprawling military base, reflecting its importance during this period of American history.

The Administration Building of the U.S. Naval Air Station Ottumwa would be immediately recognized by the men and women who served there during World War II.

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### Architect/Builder (Continued):

George Sollitt Construction Company  
Lancaster Corporation  
White Consolidated

### STATEMENT OF SIGNIFICANCE:

The Administration Building for U.S. Naval Air Station Ottumwa has local Criterion A significance as the "nerve center" of the World War II navy facility, and local Criterion C significance as an example of regulated government design for a military complex of the period and is noteworthy because of the unusual building material used, glazed hollow tile instead of the wood frame construction normally used for military installations. The period of significance for this building is 1943 to 1947, beginning with the completion of the first buildings on the facility and ending with the closing of U.S. Naval Air Station Ottumwa. The Administration Building is representative of the entire Naval Air Station, much of which has been demolished within the past decade.

### History of U. S. Naval Air Station, Ottumwa: 1943-1947

The storm clouds of World War II were thickening over the United States as the decade of the 1940s began. The Naval Expansion Act of June 1940 at first called for an increase of naval aircraft from the current 1,741 on hand to 4,500. This was shortly changed to 10,000 and then, with the fall of France and heightened Japanese naval activity, increased to 15,000. (Heiser, p 126)

With the buildup in defense, American industry began to retool to provide the equipment necessary for war. "Throughout the country, armament establishments and new military training bases dotted the landscape." (Cofer, p 31)

National Guard and reserve units, including the Naval Aviation Reserve were mobilized in late 1940. New Naval Reserve Aviation Bases were established to handle the additional training that would be necessary. These bases were located at Dallas; New Orleans; Atlanta; Memphis; Pasco, Washington; Norman, Oklahoma; Peru, Indiana; Ottumwa, Iowa; and Hutchinson, Kansas. How did Ottumwa come to be included in this group?

With the growth in numbers of military personnel, and the civilian employees in the aircraft and ship construction industries, the government established a new policy, constructing new bases away from the coasts. (U.S. Navy BUDOCKS, Vol 1, pp 18, 261, 265) That policy was based, in part, on the vulnerability of coastal installations to enemy attack. As early as the summer of 1940 Ottumwa business leaders expressed interest in obtaining a war-related facility. They actively campaigned for a new munitions plant that was scheduled to be built somewhere in the Midwest. A site near Burlington, seventy miles east of Ottumwa was



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ultimately selected. In October 1940 city leaders shifted their focus and began to think about a military air base. The Ottumwa Airport was located on the north edge of town, restricted in size by a rail line on the north, and U.S. Hwy 63 along the west. Mid-Continent Airways had pronounced the field unsatisfactory and suspended service due to the cinder runways. The city's airport commission and the Federal Aeronautics Authority began studying topographic maps to identify an area for a new airport. (Figure 1 page 21) A large level area approximately five miles northwest of the city was found and a preliminary survey was undertaken. There was discussion of applying for a federal grant to develop the site. A detailed survey of the 1,440 acres northwest of the city was completed and the results sent to Washington, D.C. Ottumwans traveled to Washington on at least two occasions, meeting with government officials and stressing the advantages of a base in Ottumwa, near many of the wartime industries. Naval officials inspected the site and "reported that the Ottumwa location was suited to aviation training from the standpoint of flight operations, rapidity of construction, and economy." On 1 July 1942 a letter from the Bureau of Aeronautics to the Secretary of the Navy authorized construction of bases in Ottumwa, Iowa and Hutchinson, Kansas. (Cofer, p 34)

Condemnation proceedings to acquire 1,441.29 acres of land in Richland Township, T73N R14W of Wapello County were started immediately. This included all of Sec 23, the E½ of Sec 22, NE ¼ of Sec 27, and the N1/2 of Sec 26, impacting seventeen farm owners, many of whom occupied land settled by their grandparents almost a century earlier. There was the usual discussion of whether they received a fair price for their land, with the usual split opinions. The city bought the land, and it was officially transferred to the Navy by Mayor David Nevin in a letter to Lt. Comdr. Hugh C. Wilson, the Officer-in-Charge-of-Construction, on August 12, 1942. "The voluntary agreement permitted the Navy to acquire the land at a cost of one dollar with the understanding that if and when the Navy had no further use for it, the land would return to the City of Ottumwa for the same amount." (Cofer, p 38) Groundbreaking ceremonies had already taken place six days earlier. The Navy allowed the property owners time to move any houses and buildings they wanted, and tried to work with them on their crops.

Speed was of the essence. Following the formal declaration of war, there was a greater urgency to expand the pilot training program. "The schedule was increased from 800 students per month to 2,500 per month with an annual goal of 20,000 pilots by mid-1943. The length of the training was also increased, from seven months to eleven and one-half or twelve and one-half months, with the addition of pre-flight and operational training." (Heiser, p 126) Pre-Flight Schools were established at several universities including the University of Iowa in Iowa City. The Navy predicted that all primary flight instruction could be moved inland by 15 January 1943.

### Physical Facilities:

The Bureau of Yards and Docks designed the basic layout and supervised construction of the naval air station, one of thirty-eight new naval bases, each built at a cost of ten million dollars or more. (U.S. Navy BUDOCLS, p 227) Lt. Comdr. Wilson's job was to provide on-site supervision for the construction of the U.S. Naval Reserve Aviation Base. It was anticipated that 3,500 men would be employed there, either in Navy activities or construction. As a

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government project, the construction period and the daily life of NAS Ottumwa throughout the war were carefully documented by Navy photographers, providing a visually rich picture of this specific time and place. (Appendix C, p 42)

The plat of the base included a main thoroughfare (Yorktown) that started at the main gate on the east side of the base, and extended due west for a distance before turning to the northwest. Figure 5, page 24 is a plan of the base as designed, while Figure 4, page 23 is the same plan, but shown on a U.S.G.S. topographic map. A similar street extended due north just inside the gate, then turning northwest to parallel Yorktown. Intersecting streets ran on a northeast/southwest axis. The streets echoed the direction of the two runways. With few exceptions, the major buildings were located along Yorktown. This street basically divided the base into two parts: to the northeast were the buildings devoted to basic living, the barracks, mess halls, instructional buildings, and dispensary; to the southwest were the "active" buildings, administration, drill hall, swimming pool, recreation building, and all structures relating directly to aviation. The main street was named Yorktown in honor of the U.S.S. Yorktown which sank during the Battle of Midway. Yorktown, and the other avenues running NW/SE (Wasp, Langley, Hornet, Lexington and Enterprise Circle in front of the Link Trainer Building) were named after aircraft carriers, while streets, running NE/SW, were named for Navy admirals (Farragut, Dewey, Perry, Moffett, Sims, John Paul Jones) and a Marine general, Smedley Butler. (*Ottumwa Courier*, 22 April 1943, p 1)

The Russell B. Moore Company of Indianapolis, IN was selected from a field of ten architectural engineering firms. Moore had just completed construction of a similar project in Peru, IN. Throughout the project Moore kept in touch with the progress of the bases in both Peru and in Hutchinson, KN. Three construction companies were awarded the contract (NOY-5710) for the actual construction of the project: the George Solitt Construction Co. of Chicago; the Lancaster Corp. of Omaha; and, White Consolidated Inc. of Chicago. The project included: clearing, grading and drainage, erection of about sixty buildings, two airport runways, two landing mats, roads and walks, a railroad spur, and additional utilities and services. Although the initial estimated cost was ten million dollars, the urgency was such that time often took precedence over money, and the final cost was nearly sixteen million dollars. (Cofer, p 47)

As construction began, many of the first recruits came from the Ottumwa area and could live at home. However, as the numbers grew there was a definite housing shortage in Ottumwa. A garage on Main Street became temporary quarters for some of the enlisted men, and training and the administrative offices were set up in the Armory-Coliseum. Lt. Comdr. Wilson set up his headquarters in the Hotel Ottumwa, while the Russell B. Moore office was established in the White School, a one room frame schoolhouse near the southeast corner of the air base. The need for on-site facilities was apparent, and a crew was sent to Des Moines to pick up some old WPA shacks to be used as temporary structures. These were pre-fabricated and came in 8' x 10' sections. They could be joined together, as many sections as needed to build a structure the size needed. These makeshift buildings served the purpose and were commonly referred to as "Boomtown."

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The 1946 map (Figure 5, page 24) shows the lay-out of the NAS with the runways and landing mats (the octagonal areas) to the west and the buildings concentrated on the east side of the base. The Operations Building (non-extant) was located at the intersection of the two runways, just off the map. Yorktown is the road that enters the NAS from the east side (location of the Main Gate), then proceeds westward until it curves to the northwest with buildings located on both sides. A detail of the center of the 1946 map (Figure 12, page 30) shows the location of major buildings and groups of buildings. Note the smaller rectangular buildings on the northeast side of the street. The cluster to the east is Enlisted Barracks, while those farther north are Cadet's Barracks. (Figures 13 – 16, page 25) The two H-shaped buildings near the center of the map are the Instruction Buildings. Lining the southwest side of the street are four large buildings. The first one (farthest north) with the curved drive is the Administration Building, the next (largest rectangle) is the Drill Hall, the next is the Swimming Pool, and the last (southernmost) is the Recreation Building (non-extant). At the left are the two large Hangers. At the far right side is the Dispensary (non-extant).

The first building on the base was completed 15 September 1942 to house the offices for the Navy and building contractors. Located in the far southeast corner of the base, this was a rectangular frame structure with flat roof that later became the Public Works Building. Beginning in November 1942 this building was the site of daily 11:00 AM meetings of the Navy and contractor's representatives. Two farmhouses left on the property were moved to the southeast quarter of the base, near the main gate, to serve as housing for the Commanding Officer and Executive Officer.

Plans called for the sixty-five buildings to be of wood frame construction. During September 1942 work was started on the barracks (both enlisted and cadet), mess halls, bachelor officers' quarters, squadron administration buildings, storehouses, and the administration building. Almost immediately there was a problem. Much of the lumber supplied was too green to use. It was considered unsafe for use for the long-span trusses necessary for the hangers, swimming pool, and assembly and repair building. Inspectors examined the lumber and deemed some of it fit to use. The trusses were completed, but Lt. Comdr. Wilson was uncomfortable and had them examined by outside inspectors.

Someone informed the contractors that the Ottumwa Brick and Tile Company produced good quality glazed hollow building tile. After examining these, it was decided that the majority of the buildings on the base would be of hollow tile construction. Although this was more expensive, it allowed construction to continue, and it provided permanent structures. A similar situation occurred in Clinton, IA where the Shick Army Hospital complex was built of locally produced brick, again providing permanent structures.

Work on the runways and landing mats began in the fall of 1942. (Figure 5, page 24) The two runways were located on the west side of the building complex. One ran northeast to southwest, while the other ran northwest to southeast, crossing in front of the operations building. Each was 200' wide and approximately 5000' long. 115,038 yards of concrete were used for the northeast/southwest runway, while the northwest/southeast runway contained

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106,667 yards. "In all, including runways, roads, aprons, and sidewalks, the total concrete paving spread over more than a half million square yards. This does not include any concrete poured for foundations of buildings." (Cofer, p 54)

The landing mats were designed and built separately from the runways. Originally these were to be of soil cement with asphalt on top. Unfortunately, it was discovered early in the project that the soil was too unstable to mix with the cement. Sand was trucked in and spread over the soil, creating yet another problem. When the weather got too cold to work with the soil cement, it was decided to complete the north landing mat using macadam with asphalt on top.

Although it had originally been anticipated that the base would be completed and ready for use in January, a hard snowy winter (28.5 inches of snow, and temperatures as low as minus sixteen), the problem with building materials, and "bureaucratic controversy" delayed completion.

Among the first buildings completed were the Gatehouse (Main Gate) and fencing (December 15, 1942), the Fire Station building (January 1, 1943), and the Brig (January 1, 1943). Twelve barracks were completed by January 1, and the Administration Building and both Mess Halls (enlisted and cadet) opened in early February. (Cofer, p 53) All of these were of tile construction except for eight of the enlisted men's barracks.

The Administration Building was the first of the large buildings (146' x 64') to be completed, opening in early February. This two story hip roof building featured a symmetrical façade with two story entry portico. It was U-shaped with the projecting side wings facing Yorktown Avenue. A semi-circular drive with parking area separated the building from the street.

The majority of the buildings on NAS were two stories with gable roof. This was true of the Bachelor's Officers' Quarters, the two cadet instruction buildings, the cadet and enlisted barracks, and the Recreation Building. Single story buildings tended to be more service oriented: mess halls, storage buildings, the brig, and the fire station.

The Drill Hall (Figures 17-19, page 32) was built with an arched roof to provide a large open interior. The building measures 322' x 143' and the interior is nearly 42' from the overhead to the deck. Although designed as a Drill Hall and Armory, in times of severe weather, airplanes were towed in, tipped on their nose, and stored in rows.

Construction of the streets and sidewalks was also delayed due to the weather. Not only the heavy snowfall, but also the twenty-seven inches of rain that fell between April and August. Heavy equipment for road building was hard to find, and delays occurred in the delivery of materials. The sand that was needed for all of the construction was brought by truck from the Ottumwa Sand Company on an island near the center of town. Trucks ran twenty-four hours a day hauling sand to the air base. When it was finished, 76,420 truck loads had been delivered. (*Ottumwa Courier*, 3 July 1943, p 45)

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"On 1 January 1943 naval reserve bases under the Naval Air Primary Training Command headquartered in Kansas City were re-designated Naval Air Station, reflecting full status as naval installations. The base officially became U.S. Naval Air Station, Ottumwa, Iowa. Its mission was the primary training of wartime naval aviators." (Hibbard, *NAS Ottumwa History*)

In March 1943 the railroad spur was completed from the main line about three miles south of the base. This greatly aided the transportation of building materials and all kinds of necessary supplies. Construction of buildings on the NAS continued through the spring months into the summer of 1943. In March Lt. Comdr. Wilson ordered a "Speed-up" program requiring 10 hour shifts, seven days a week. (A complete list of buildings and structures is found in Appendix A, page 38.) Major buildings completed during this time included two Instruction Buildings for the cadets, the Parachute Building & Tower, the Link Trainer building, 2 Squadron Administration Buildings, Bachelor Officers' Quarters, Hangers, Operations Building, Recreation Building, Dispensary (sick bay), and the Swimming Pool. The pool was the same size as that at the Great Lakes Naval Training Center, being fifty meters long and holding 550,000 gallons of water. (Figures 20 & 21, page 33) These were said to be the largest indoor pools in the world. Just as these buildings were being completed, a major remodeling had to be made of two of the enlisted barracks (the only ones of tile construction) because in May 1943 the first contingent of WAVES (Women Accepted for Voluntary Emergency Service) arrived in Ottumwa. These were all yeoman who had trained at Hunter College in New York. The WAVES took jobs on the base which released men to go to sea duty.

In addition to the main landing field on the new air station, there were nineteen auxiliary fields. The Navy had determined that by adding auxiliary practice fields near the bases, the capacity of these bases could be expanded. These fields were located within a twenty mile radius of Ottumwa in four counties: Wapello, Jefferson, Keokuk, and Mahaska. (Appendix B, pages 41 & 42) It is interesting to note that none of these were located on the west side of the Des Moines River that runs through Ottumwa. Pilots were specifically told not to cross the river, but no reason for this was given.

### U.S. Naval Air Station Ottumwa in Action:

On January 23, 1943 the first plane landed on the almost completed north runway. It was piloted by prospective Commanding Officer Lt. Comdr. Dorris D. Gurley. The airplane, was a North American SNJ two-seat advanced trainer. (Figure 22, page 34)

As a primary training facility, the Ottumwa station was part of a group of naval facilities across the country dedicated to the training of Navy pilots. (Figure 23, page 348) In October 1942 the Naval Air Primary Training Command was established with headquarters in Kansas City at Fairfax Airport. This command included all Naval Reserve Aviation Bases, Naval Air Stations, and Pre-Flight Schools.

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The primary training plane used was the Stearman Kaydet bi-plane. (Figures 23 & 24, pages 34 & 35) Cofer provides a fine description of the Stearman (N2S) on pp 95-97:

The Kaydet (N2S) proved ideal for primary flight training. It was extremely maneuverable and could be controlled even at low speeds, giving student pilots time to think. It was not the easiest plane to fly, but by the time a cadet completed primary training, both instructor and student were confident he knew the fundamentals of flying. Then he was ready to concentrate on navigation, bombing, and strafing techniques, and all the other demands of war.

The Stearman had no restrictions for acrobatic (now aerobatic) maneuvers. Pilots were not afraid to try new things as long as they had sufficient altitude.....even its rugged construction contributed to the safety of the aviator. The body of the plane was a metal frame with fabric over it. Wings were constructed of fabric covered wooden spars. Solid metal pieces formed the cowling around the front and rear seats and surround the wheel assemblies and the luggage compartment behind the rear seat..... The Stearman N2S had no radio system. Control tower personnel communicated with pilots through a system of lights and flags.

The trainer carried forty-six gallons of fuel in the upper wing, throwing the center of gravity behind the wheels. That, together with a narrow landing gear, made three-point landings imperative. Failing to accomplish that, the pilot found his plane wavering and tipping and dragging a wing in a "ground loop." The need for a three point landing worked to a pilot's advantage. Flight instructor Larry Matthews explained why the nose-high landing attitude was so important for Navy pilots. 'That was necessary for carrier landings,' he said, 'because you had to come in as slowly as possible and have your tail down in order to have the hook engage the lines on a carrier. That's what the Navy pilot learned right from the start.'

Student pilots went through six stages of flight training while stationed in Ottumwa. Cofer described these stages in some detail, but a simplified version of these stages follows:

**Stage A:** This included the most basic instruction, focusing on safety, flying rules, air discipline, ground training, take-offs and landings, taxiing, stalls and spins. When he was considered "safe to solo" the student was sent up by himself. This was usually within the first eight hours of flight instruction.

**Stage B:** This was a period of refining the pilot's skills including turns, precision and emergency landings, etc. Most of these activities took place over one of the nineteen auxiliary fields.

**Stage C:** In this stage students learned maneuvers not necessary to normal flight. Although these skills looked like "daredevil recklessness" it was known that pilots who had mastered acrobatics were the safest pilots of all. "Stunts" practiced included loops, slow rolls, spins and inverted spins.

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**Stage D:** Precision flying practice brought smoothness and accuracy to the students' flying skills.

**Stage E:** Formation flying was practiced with groups of three or more aircraft taking off, flying, and landing as a group. The auxiliary fields were the primary location for these activities.

**Stage F:** Night flying was the last of the skills to be learned during their time in Ottumwa. This was practiced on a dark field with only "four small flare pots placed on either side of the runway" to indicate the size of an aircraft carrier. (Cofer, p 108) The pilots had to hit the dark spot in the middle to make their landing. Usually ten planes flew in a circle, taking their turn landing and taking off from the imaginary carrier.

"At the height of the base operation, as many as 300 airplanes could be in the air at one time, taking off and landing six to eight abreast on the large landing mats." 150 would be using one landing mat, while the other 150 planes used the other landing mat. It was very disciplined. As the planes rose in the air they always turned away from each other. "During the 925 days that the station was in operation as a primary training base, logging 605,553 hours, no fatal crashes during takeoff or landing at the base were recorded. There were, however, anxious moments and close calls." (Cofer, p 108) When the students pilots had mastered the necessary skills, they were ready to go on to intermediate flight training in Pensacola, FL or Corpus Christi, TX.

Training pilots was the primary job of the Naval Air Station, but it took many people working in many different capacities to make this happen. There were between 3,200 and 3,500 people on the base at any given moment, with approximately 10 to 20% of these being WAVES.

Although there had been Women Accepted for Volunteer Emergency Service (WAVES) in World War I, the World War II WAVES were different. An authorization by congress established the U.S. Naval Reserve (Women's Reserve) that became part of the U.S. Navy in July 1942. The WAVES included female officers as well as enlisted personnel, with Mildred McAfee (president of Wellesley College) commissioned as the first female officer, with the rank of Lt. Commander. By the end of the first year, there were 27,000 WAVES in service. ("World War II Era Waves," p 1) The first WAVES who arrived in Ottumwa in May 1943 were yeomen who served as secretaries and clerks assigned to the Administration Building. As more WAVES were sent to NAS Ottumwa they took over duties in all departments, serving as storekeepers, aviation machinist mates, medical personnel, parachute menders and packers, cooks and dieticians, chauffeurs, instructors (in aerology, radio and code, etc.), and air traffic controllers in the tower. Basically they did everything except fly, and those who worked as machinists and controllers often had the opportunity to go up as passengers. At the end of World War II, there were 430 WAVES serving at NAS Ottumwa (Cofer, p 108)

In 1945 base commander Capt. K.B. Salisbury prepared a *Station History* for a souvenir booklet. In it he summed up the success of the NAS with some interesting statistics.

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The tempo of flight training mounted swiftly from the Summer of 1943 through the Winter of 1943-44. Where in the two weeks ending June 10, 1943 there had been only 2208 hops flown, in the two weeks ending August 19 there were 7696 flights for a total of 11,247 training hours. Up spiraled flight hours. During the two weeks ending November 25, the station topped its cadet complement by nine – 809 and flew a total of 14,539 hours – a new record that stood until the end of March 1944.

The urgency of war training took a back seat to the needs of humanity in May 1944 when disaster, in the form of flood waters, struck the community of Ottumwa. Flight activity was secured while all hands turned to in an effort to save civilian lives and property.

Flight training was reaching its highest point during the Spring of 1944 and the station, designed to accommodate 800 Cadets, was carrying a load of over 1200 trainees.

.....  
Suddenly, the job was done! Victory had come to the Allied forces and the Navy began its program of conversion to peace-time activity. NAS Ottumwa had completed its primary training mission.

Flight training was declared officially secured at NAS Ottumwa September 22, 1945. During the 925 days the station was in operation for training, 397,214 training flights were logged by Cadets and Officer Trainees, either solo or with instructors. In all, a grand total of 605,553 hours were logged in the station's history for an average of 1,000 hours per flying day. Of the 6,656 students, both Cadets and Officer Trainees, reporting for training, 4,626 completed the course and were transferred to intermediate training. Another 200, not yet finished with the syllabus when flight training ended here, were transferred to NAS Norman, Okla.

Following the war, the NAS became the site of pre-flight training for cadets. However, while the pre-flight cadets were coming to Ottumwa, the station's planes were being ferried to various other sites, and naval personnel remaining were awaiting transfers. On May 23, 1947 a bold black headline in the *Ottumwa Courier* announced "NAVY ORDERS OTTUMWA AIR BASE CLOSED." All activities of the naval air station and the pre-flight schools would be transferred to Pensacola, FL. Only 297 cadets and midshipmen remained in the Ottumwa program.

Planning began immediately for the base closing and the city taking possession as originally planned. Officials in Washington said that the Navy planned to close Ottumwa operations by August 1, 1947 and that the government would retain possession of the land. However, the Navy had dealt fairly with Ottumwa in the past, and all indications were that they city could lease the property and take over management of the airport. The city considered different options for the facility. It would be used as the municipal airport, but the rest of the buildings and land could be used for many purposes. Both Iowa State University and the University of Iowa were contacted to see if they would be interested in using the NAS grounds as an overflow for the returning veterans who were flooding their campuses. Labor unions urged the city to consider using the facility as an industrial complex.



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While the people of Ottumwa were trying to absorb the news, another disaster struck. Just like the Spring of 1944, the Des Moines River inundated the community in June 1947. Once again, the naval personnel came to the town's rescue. Enlisted men rowed boats up and down flooded city streets rescuing residents from their homes. The Navy helped fill sandbags, stood guard duty, and their transmitters provided communication for the city after the radio station transmitter was flooded. "Sixty-five civilian planes and twenty heavier ones including Navy, Coast Guard, and Army transport planes landed at the naval air station or at the old Ottumwa airport. These 'mercy' planes carried serum and food from neighboring cities. Navy trucks, operating in thirty hour stretches, kept the six mile route from the base to Ottumwa warm. They not only transported goods from the emergency planes, but carried water, milk, bread, canned goods, and other supplies coming in from cities across the state." (Cofer, pp 256-7)

During the Summer and early Fall of 1947 the city waited to hear if their application for lease of just the flight facilities as an airport would be granted. Several local businesses were interested in leasing buildings, but the Navy wanted the city to take over management of the entire complex. Finally the city agreed to apply for a lease of the entire facility. "Terms of the lease were as follows": For one dollar annually the city was granted use of all facilities (1,440 acres, sixty-five buildings, runways and landing mats, and the railroad spur); the city was responsible for all maintenance; funds from sub-leases could be kept by the city to pay for maintenance and the retirement of airport bonds. Right of entry to the station was at last granted the city on October 20, 1947." (Cofer, p 262)

The last Navy plane left the station on October 2, 1947. (Figure 26, page 36) By mid-October three convoys of thirty to thirty-five Navy trucks each had headed south to the naval air station at Loathe, KS. Left behind were "five trucks, including a fire truck and a crash truck. The city was granted use of them for base maintenance. The Navy also left behind two tractor mowers and smaller mowing equipment, light fixtures, chairs, desks, and filing cabinets, resulting in considerable savings to the city." (Cofer, p 262)

Mid-Continent Airlines immediately began commercial air service from the "new" airport, and two fixed base operators opened, Midwest Aviation Services and Stanfield Flying Service. Between forty and fifty private planes were housed at the airport. John Deere and Company sub-leased nine buildings, and other industries followed their lead. The swimming pool had been drained, filled, and covered, providing factory space that was used by a furniture manufacturer. By 1949 the Dispensary and part of the Recreation Building had been converted into apartments and the Bachelor Officers' Quarters was in use as a hotel.

Although runways, landing mats, buildings, and parking lots covered approximately 300 acres, 1,100 acres were unused. This flat, rich farm land was leased to area farmers and returned to its original use.

**The Administration Building:**

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The Administration was the first of the large buildings along Yorktown Ave to be completed, indicative of its importance to the facility. (The other large buildings were the Recreation Building, Swimming Pool, and Drill Hall.) It was completed, and occupied in February 1943. The addition of the two story portico, sets it apart from other buildings which were purely functional in design. The "Ad" Building and the "Rec" Building (which also had a two story portico) served different purposes than the rest of the buildings on the base. Obviously, the "Rec" Building was a place to relax. The Administration Building staff thought of themselves as the nerve center of the naval air station, and they were correct. In front of the "Ad" building the flag was raised at 0800 each morning and taken down at 1700 each evening. (Figure 28, page 37) The Administration Building housed the Commanding and Executive Officers, Officer of the Day, Communications, Personnel, Public Information, and a variety of other offices. (Figures 29 & 30, page 37) Virtually every person stationed on the base, and most of those who worked there but lived elsewhere, passed by the Administration Building every day, and many of them actually entered the building for a variety of different reasons. Future U.S. President Lt. (jg) Richard M. Nixon had his office in this building while he served as Aide to the Executive Officer for seven months in 1943. (His office was on the second floor, rear, next to the north wing.)

The design of the building was typical of that used for Naval Air Stations that were being constructed across the country in 1942 and 1943. The major deviation from the norm was the use of glazed hollow tile instead of wood frame construction. This was made possible by the high quality brick and tile produced by Ottumwa Brick and Tile. The majority of the sixty buildings in the Ottumwa complex were constructed using this tile. The use of this building material adds to the significance of both the building and the entire complex.

## Conclusion:

The NAS Ottumwa is significant as an example of our country's decision to enter World War II with as complete a military preparation as possible. This facility was built as rapidly as labor, weather, and materials would allow, and with little concern for cost. The sooner the facility was complete, the sooner primary flight training (the mission of the NAS) could be started. During the 925 days the station was in operation as a training facility 397,214 flights were recorded by Cadets and Officer Trainees, either as solo flights or with instructors. In all, a grand total of 605,553 hours were logged in the station's history for an average of 1,000 hours per flying day. Of the 6,655 students reporting for training 4,626 completed the course.

Today, the former U.S. Naval Air Station Ottumwa is known as the Ottumwa Regional Airport. The City obtained ownership of the 1,440 acres in 1957. In recent years, most of the land east of Yorktown Avenue (now known as Terminal Avenue) has been sold to Indian Hills Community College for use by their technical training programs. Within the past two years, new buildings have been constructed on the IHCC land to house a large Job Corps Center. With the IHCC ownership came the demolition of all buildings east of Yorktown except for the Brig, the Enlisted Mess Hall, and a Storage Building next door to the Mess Hall. There has never been an archaeological survey conducted on the original 1440 acres.

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While the original layout of the NAS is primarily intact, and is easily visible from the air, only fourteen of the original sixty-five buildings remain. In addition to the three buildings northeast of Yorktown and the Administration Building, this includes the Drill Hall, Swimming Pool, Hanger #2, the Gymnasium, Fire Station, and five storage buildings. All are occupied except the three large buildings (though the Drill Hall and Swimming Pool have been used by private businesses in the past). The city is gradually selling other parcels southwest of Yorktown for commercial and industrial development. There are a number of new buildings that have been constructed over the past ten years, with plans for more. The only building that appears to have a chance of being saved in its original form is the Administration Building. The Friends of NAS Ottumwa was formed in 2011 and has an agreement with the City of Ottumwa to become the owner of the Administration Building with plans to rehabilitate it with a goal of establishing an Air and Aerospace Museum. The Administration Building will represent the entire U. S. Naval Air Station Ottumwa and the role it played in training Navy pilots during World War II.

The Administration Building of the U.S. NAS Ottumwa has local Criterion A significance as the nerve center of the 1440 acre World War II military complex, and it has local Criterion C significance as an example of regulated government design for a military complex of the period, and, is noteworthy because of the unusual building material used, glazed hollow tile. It retains a high degree of integrity, and the rehabilitation of it will be in compliance with the Secretary of Interior's Standards. The "Ad" Building was the heart of activities during World War II and it is logical that it should become the symbol of the mid-twentieth century phenomenon that sprang up in the corn fields of Iowa.

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### GEOGRAPHIC DATA:

#### Verbal Boundary Description:

Industrial Airport 1<sup>st</sup> Subdivision, Block 7

#### Boundary Justification:

This is the area of land (2.79 acres) within the 1440 acre U.S. Naval Air Station Ottumwa on which the Administration Building was constructed in 1943.

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The photographs submitted with this nomination were all taken by Molly Myers Naumann in August 2012, except for photo 0001 which was taken by Naumann in September 2001. All are printed on HP Premium Plus Photo Paper using HP Viverra inks and are in compliance with NPS photography requirements.

0001	Façade with portico looking southwest, 2001
0002	Façade without portico looking southwest, 2012
0003	Façade and south elevation looking west
0004	Rear elevation and south elevation looking north
0006	North elevation and rear elevation looking east
0006	Façade with curving drive looking south
0007	Detail: Double hung wood window
0008	Detail: Glazed hollow tile at corner
0009	Detail: Front entrance showing steps and location of portico looking southwest
0010	Interior: Detail three doors at front entrance
0011	Interior: Central hall first floor looking northwest showing walls & ceiling
0012	Interior: Communications office, first floor north wing

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  - Figure 2 1930s aerial photograph of future site of NAS Ottumwa
  - Figure 3 2010 aerial photograph of site of former NAS Ottumwa
  - Figure 4 Detail of NAS Ottumwa on U.S.G.S. Map with location of Administration Building
  - Figure 5 1946 map of U.S. Naval Air Station Ottumwa
  - Figure 6 1946 map showing extant buildings in 2012
  - Figure 7 Aerial photo of Administration Building to the north
  - Figure 8 Aerial photo of Administration Building to the south
  - Figure 9 Elevation Drawings & details (Russell B. Moore Co.)
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- Appendix A Construction Costs of NAS Buildings
  - Appendix B Location of Auxiliary Air Fields
  - Appendix C List of Official U.S. Navy Photos in Wapello County Historical Society Collection



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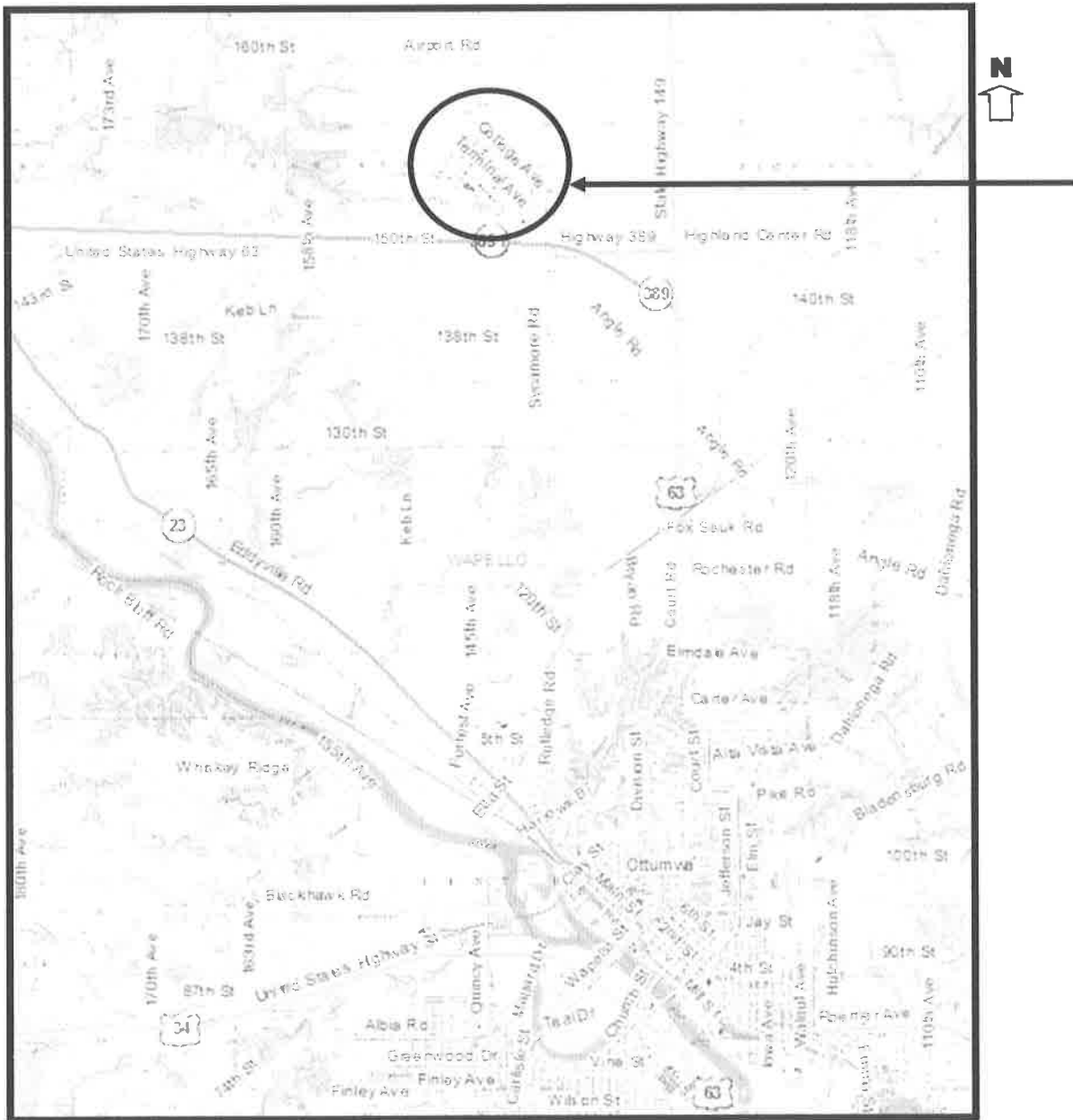


Figure 1  
U.S.G.S. map of Ottumwa North (1976) shows the proximity of the U.S. Naval Air Station  
To the City of Ottumwa  
(Iowa Geographic Map Server)

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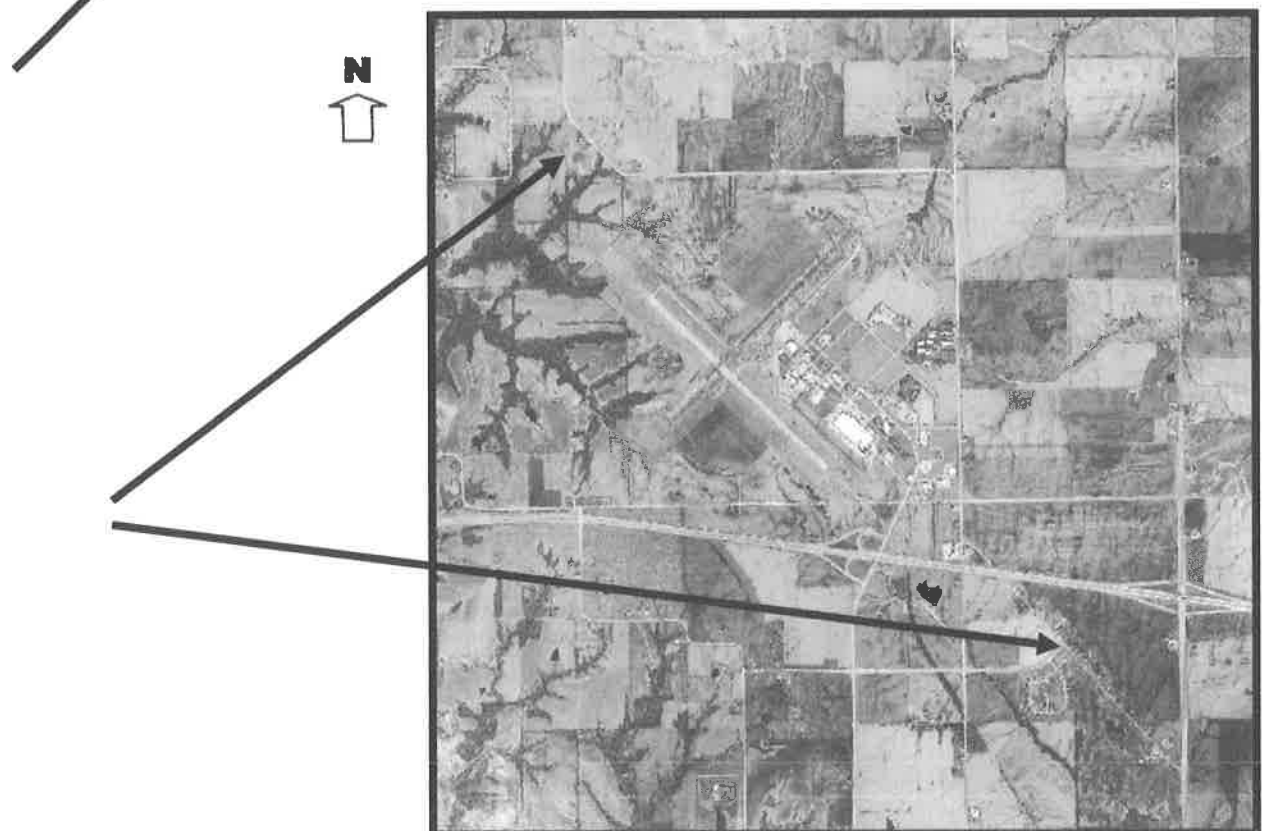
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Figure 2  
1930s aerial of site of future NAS  
Ottumwa

Angle Road is indicated by  
Arrows in both photos

Figure 3  
2010 aerial of site of NAS  
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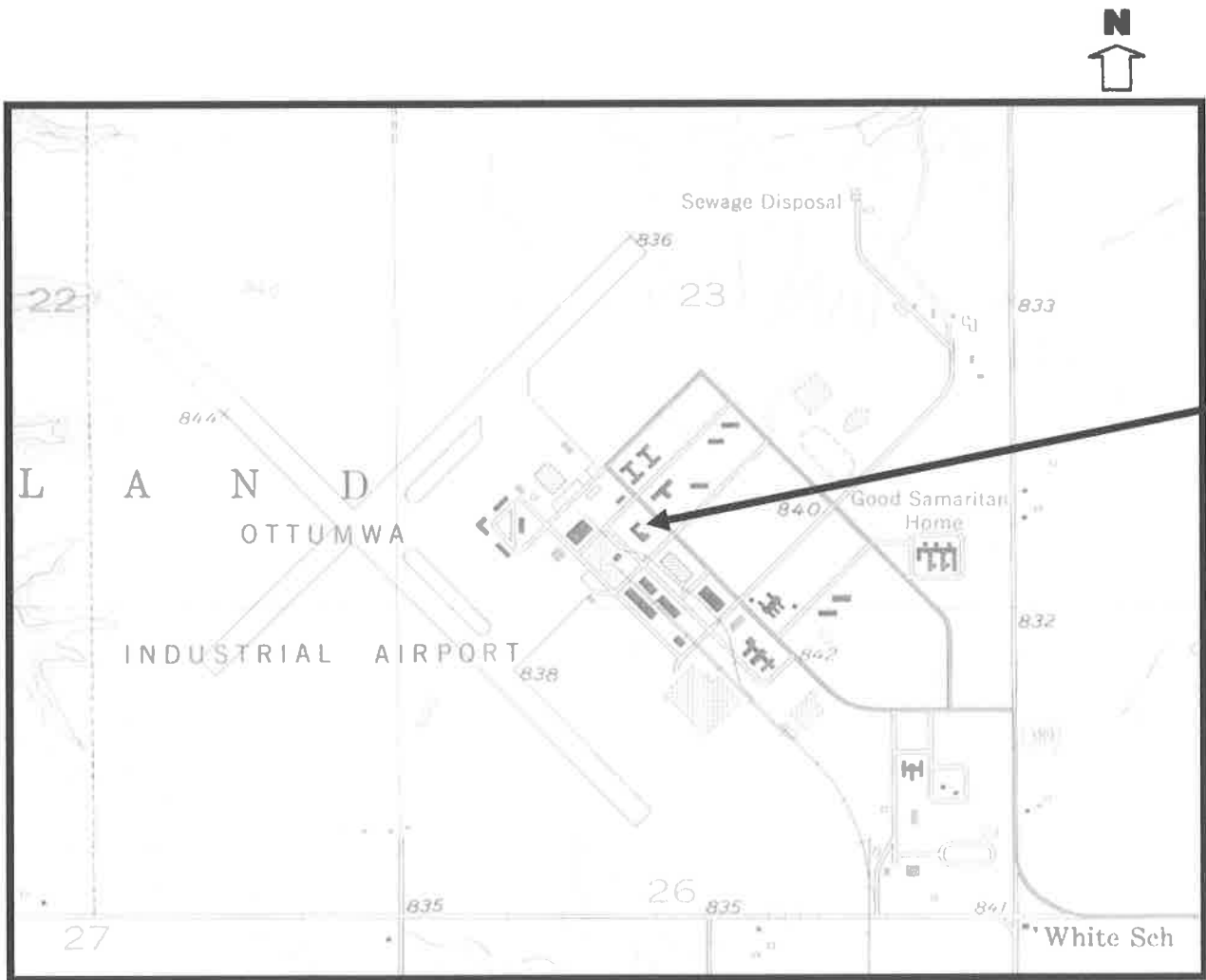


Figure 4  
Detail: U.S.G.S. map of the Naval Air Station Ottumwa (1976)  
Location of Administration Building is indicated by arrow

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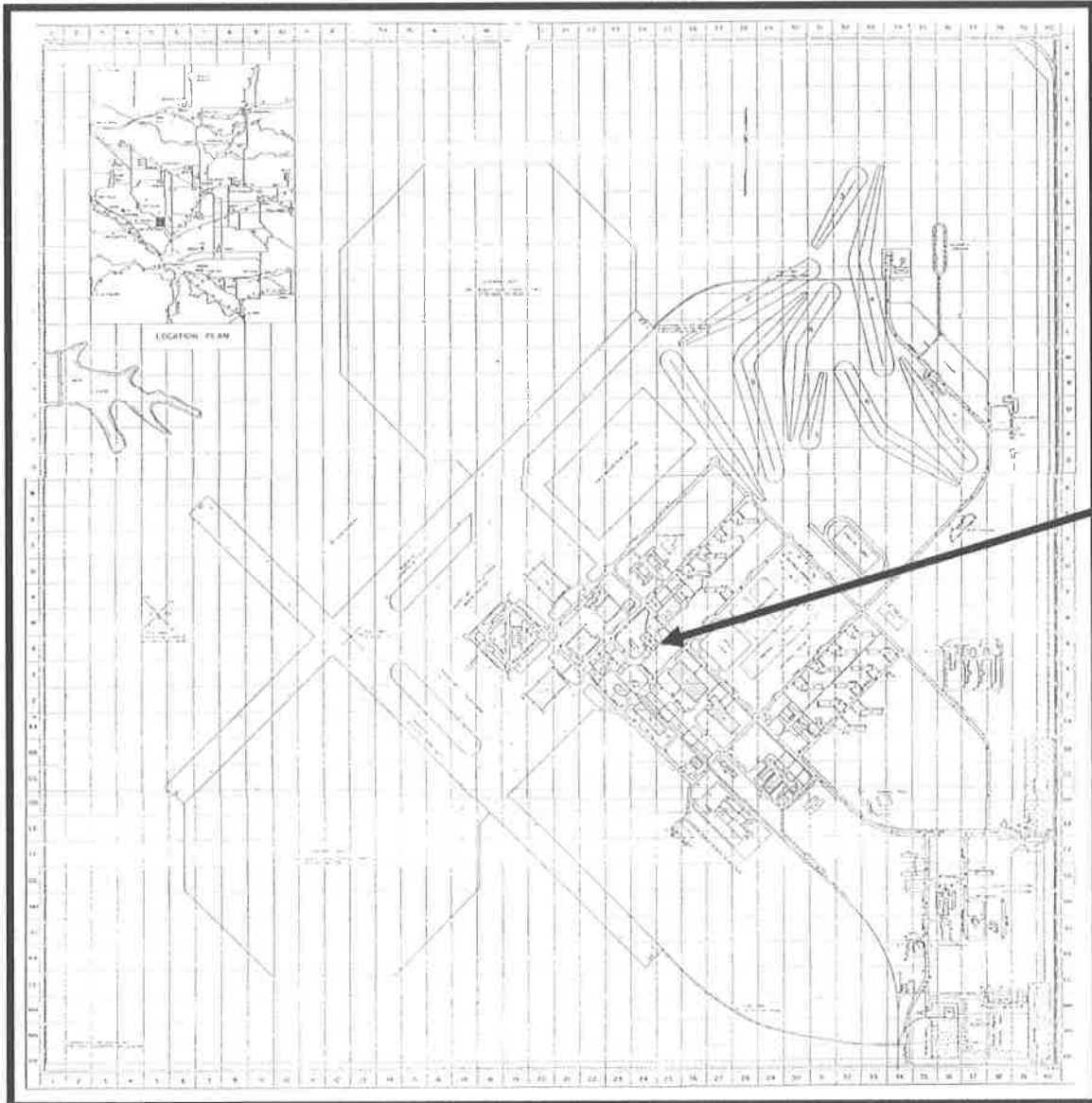


Figure 5  
Map of U.S. Naval Air Station, Ottumwa, Iowa  
Showing condition on June 30, 1946.  
Arrow indicates Administration Building  
(P.W. DRWG. No 199E-1, courtesy of City of Ottumwa)

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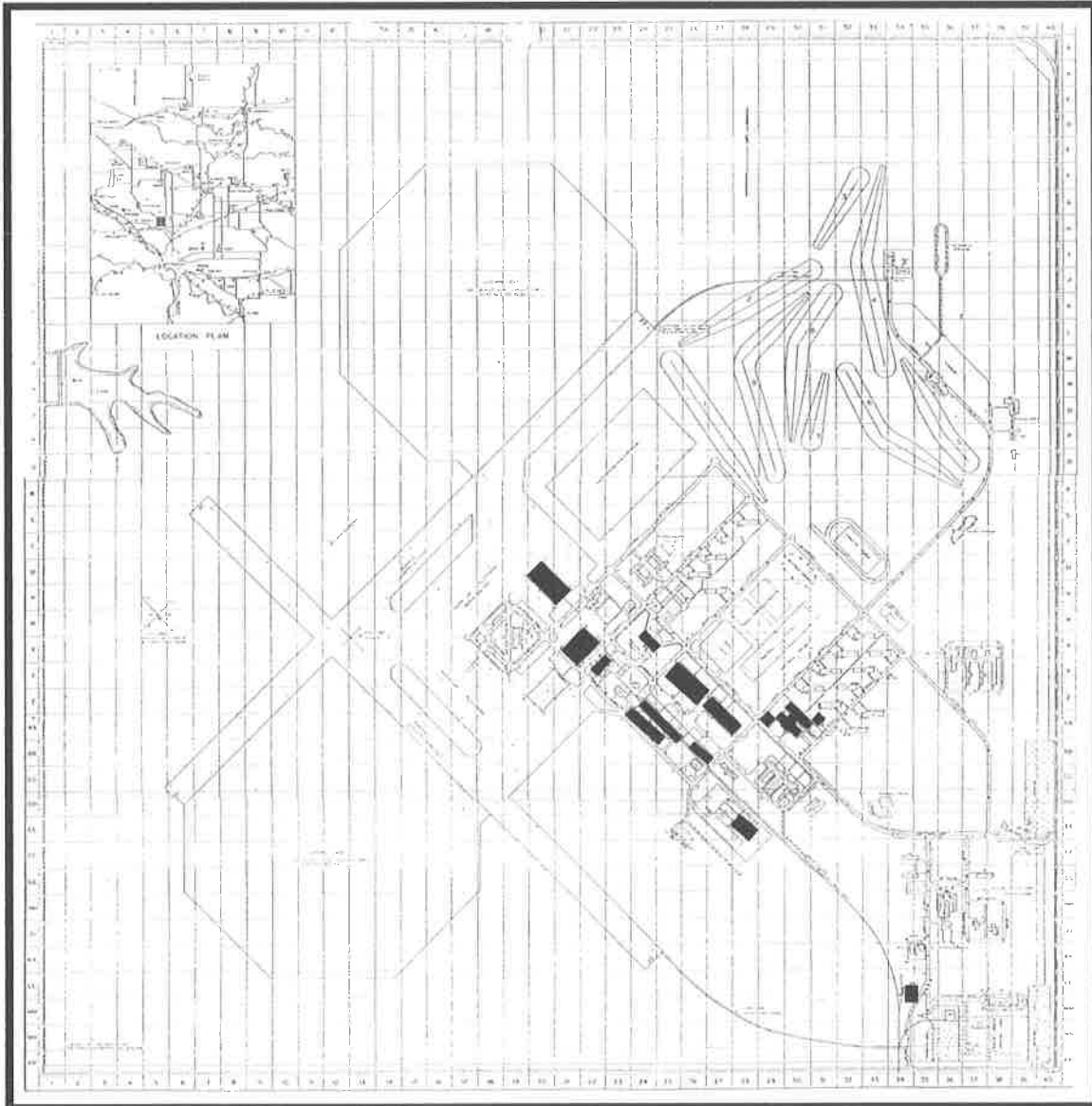


Figure 6  
1946 map of U.S. Naval Air Station, Ottumwa, IA  
Buildings extant in 2012 shown in black  
(P.W. DRWG. No 199E-1, courtesy of City of Ottumwa)

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Figures 7 & 8

Aerial views showing location of Administration Building in center of the block  
Note curving front drive and rear parking area  
(2011 Photographs courtesy of Wapello County GIS office)



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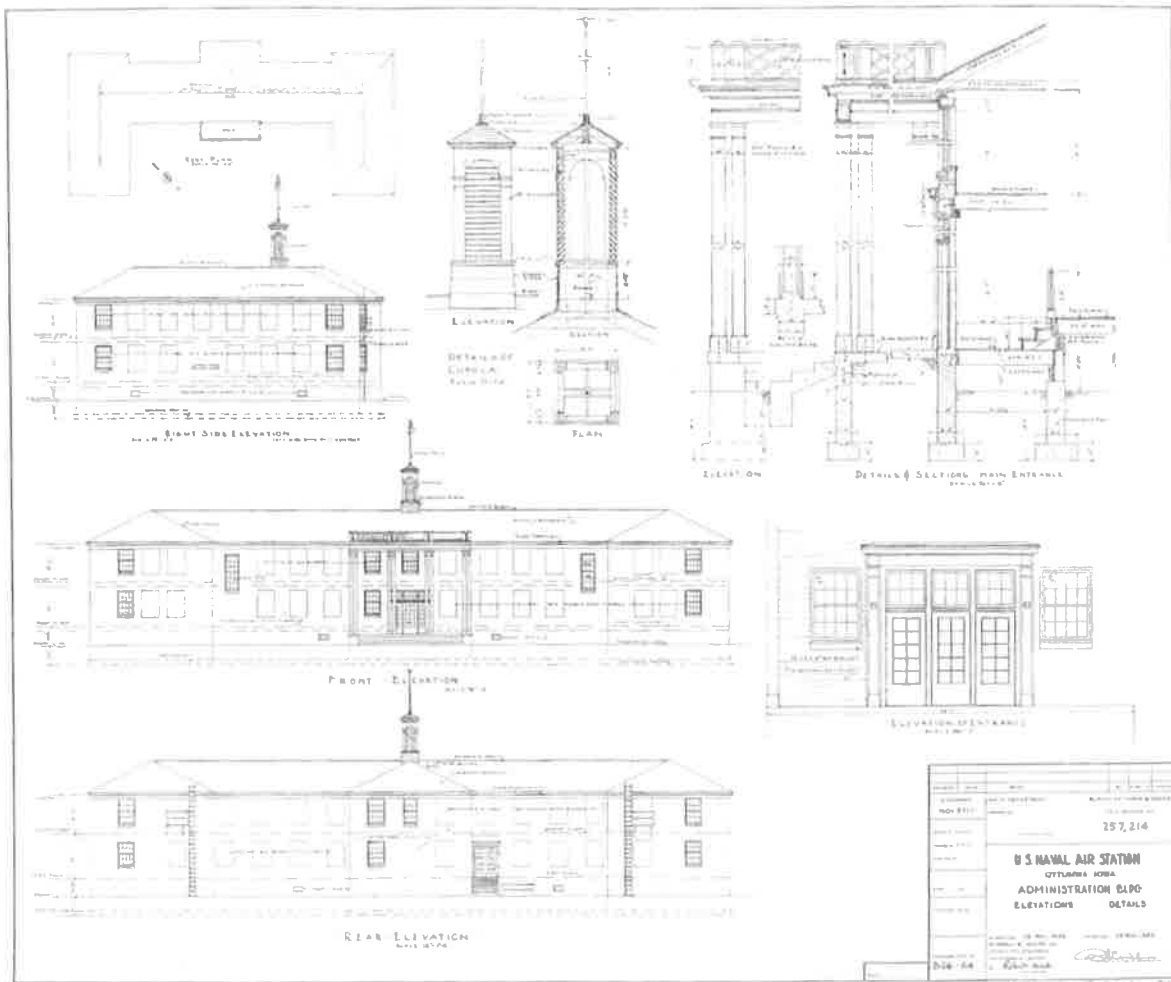


Figure 9  
Elevation drawings and details  
(Russell B. Moore Co., May 15, 1943)

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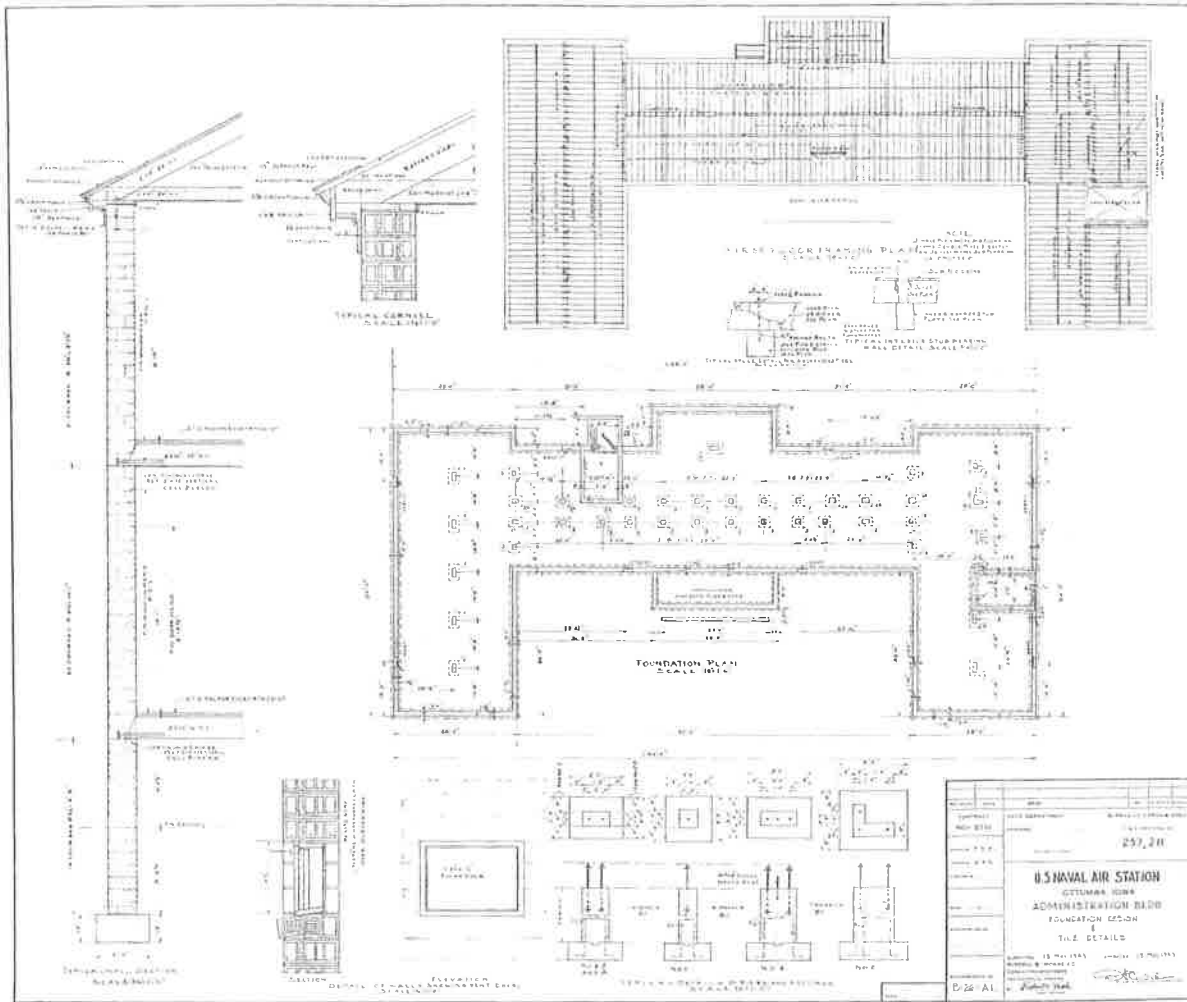


Figure 10  
Drawings showing structural systems, framing and masonry  
(Russell B. Moore Co., May 15, 1943)



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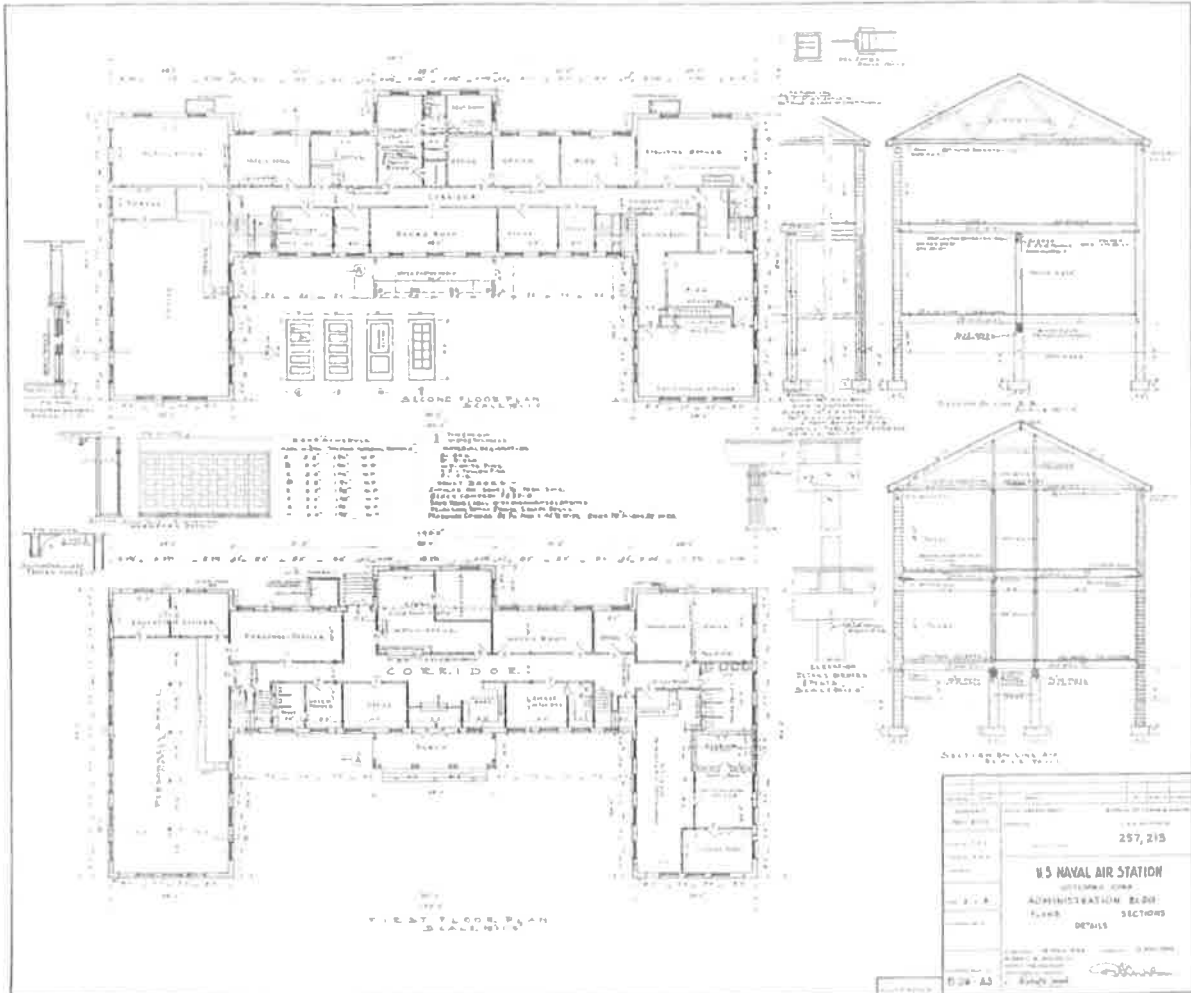


Figure 11  
Floor plans  
(Russell B. Moore Co., May 15, 1943)

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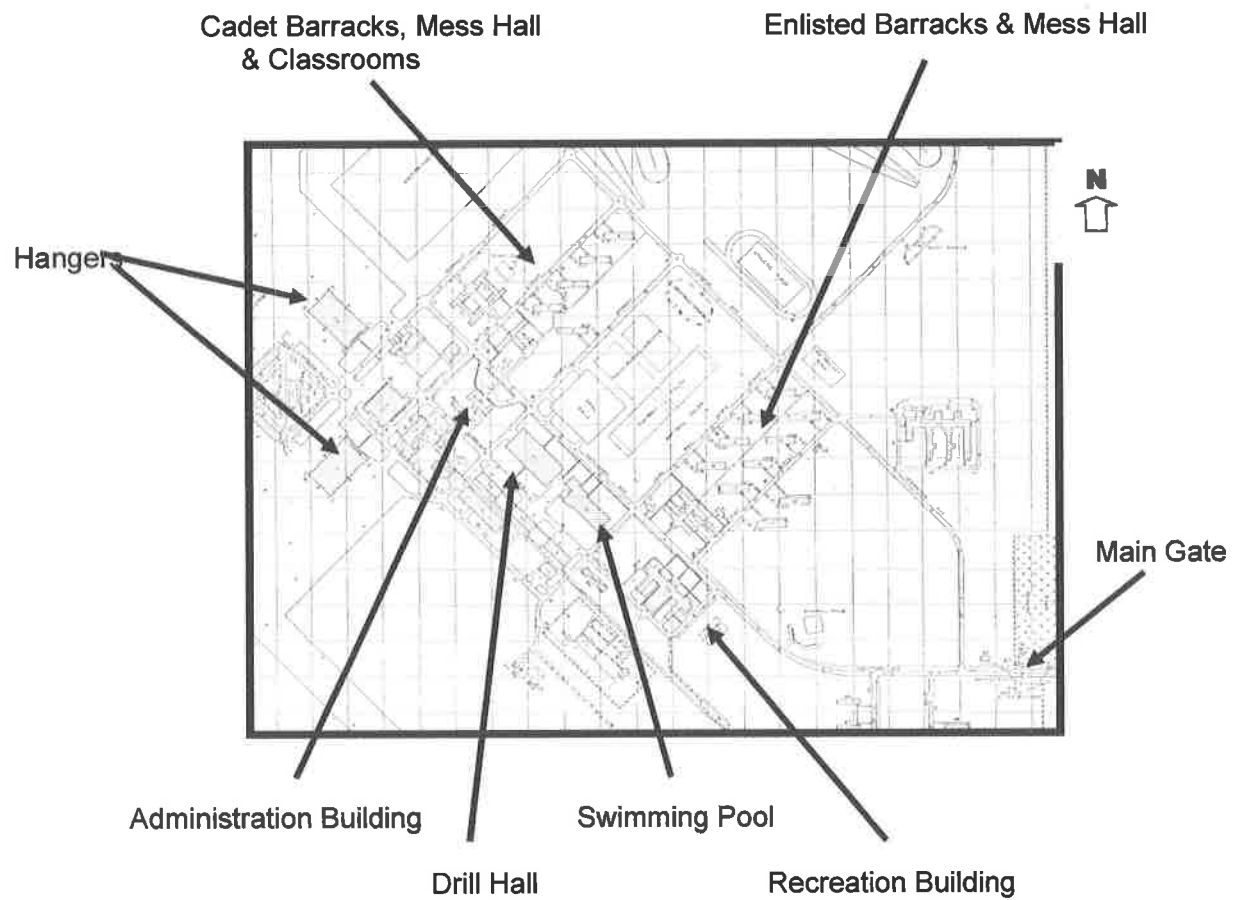


Figure 12  
1946 NAS map showing location of major buildings

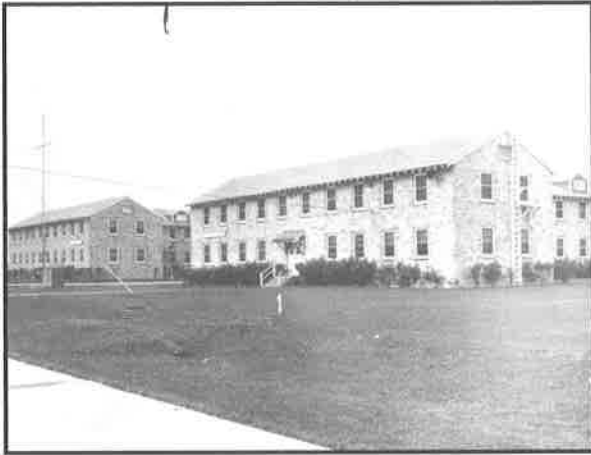
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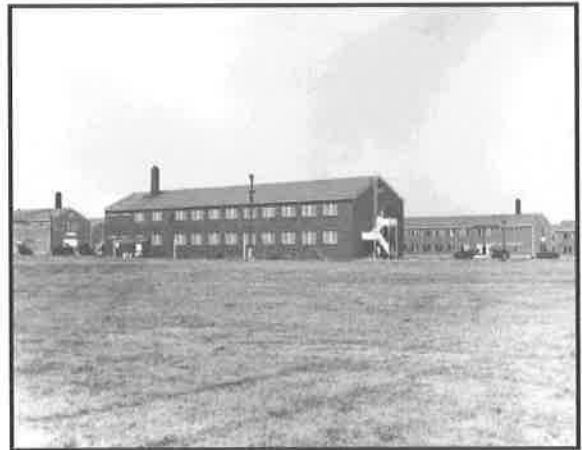
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**Figure 13  
Cadet Instruction Buildings**



**Figure 14  
Enlisted Barracks (frame construction)**

Official U.S. Navy Photographs (undated)  
(Courtesy of Wapello County Historical Society)  
All are non-extant except for Enlisted Mess Hall

**Figure 15  
Recreation Building**



**Figure 16  
Enlisted Mess Hall**



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**Figure 17**  
Drill Hall under construction



**Figure 18**  
Drill Hall completed

Official U.S. Navy Photographs (undated)  
(Courtesy of Wapello County Historical Society)

**Figure 19**  
Drill Hall, 2012 photograph



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Figure 20  
Swimming Pool Building under construction  
Official U.S. Navy Photograph (undated)  
(Courtesy of Wapello County Historical Society)

Figure 21  
Swimming Pool Building, 2012 photograph



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Figure 22  
First plane to land at the NAS Ottumwa, January 23, 1943

Official U.S. Navy photographs  
(Courtesy of Wapello County Historical Society)

Figure 23  
NAS instructor (front) and student in a Stearman Kaydet (undated)



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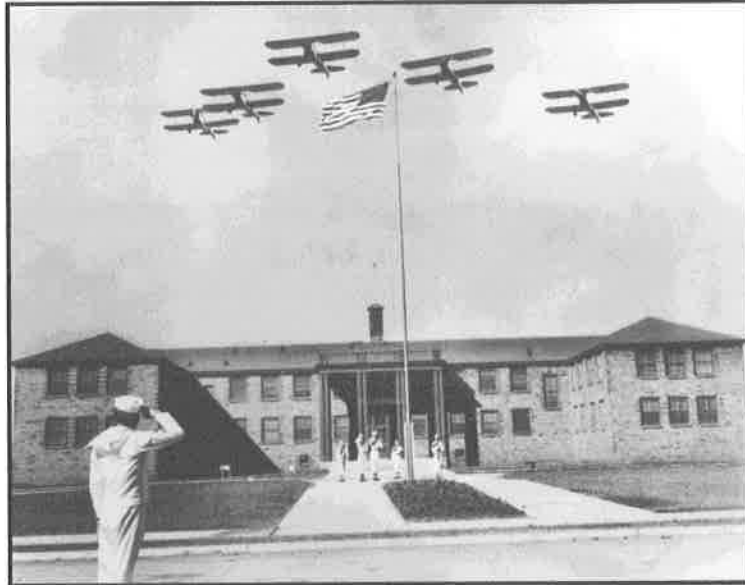


Figure 24  
Shore Patrolman Jerry Wood salutes as planes (Stearman Kadets) fly  
in formation over the Administration Building  
Official U.S. Navy photograph, 1943

Figure 25  
Re-enactment, September 2001



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Figure 26  
Last military plane at NAS Ottumwa, October 2, 1947  
Official U.S. Navy photograph  
(Courtesy of Wapello County Historical Society)

Figure 27  
NAS Hanger #2 (#1 is non-extant), 2012 photograph





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Figure 28  
Administration Building

Official U.S. Navy Photographs (undated)

Figure 29  
Personnel Office, first floor, south wing



Figure 30  
Capt Bradford Grow, Commanding  
Officer, March 1943-November 1943  
Office, second floor, north wing



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APPENDIX A

Construction costs of NAS Buildings (Cofer, pp 273-4)

<u>PROJECT</u>	<u>FINAL COST</u>	<u>COMPLETED</u>
Gatehouse & Fencing	\$ 49,316.23	15 Dec 42
Brig (Guardhouse)	16,168.87	1 Jan 43
Fire Station Building	43,090.80	1 Jan 43
Wood frame Barracks – 8 bldgs	425,789.98	15 Jan 43
Tile Barracks – 4 bldgs	263,921.33	15 Jan 43
Water Supply & Fire Hydrants	327,061.22	15 Jan 43
Mess Hall (Cadet)	109,680.85	1 Feb 43
Storehouses – 3 bldgs	189,693.07	1 Feb 43
Mess Hall (Enlisted)	187,200.29	1 Feb 43
<b>Administration Building</b>	<b>93,702.98</b>	<b>1 Feb 43</b>
Magazine	5,906.99	15 Feb 43
Electric Power Distribution	130,143.70	1 Mar 43
Instruction – 2 bldgs	201,483.71	1 Mar 43
Incinerator	30,866.40	1 Mar 43
Drainage System	53,039.01	15 Mar 43
Sewage & Disposal	458,019.17	1 Apr 43
Parachute Building & Tower	55,596.36	1 Apr 43
Link Trainer Building	43,958.02	1 Apr 43
Squadron Administration – 2 bldgs	73,400.06	15 Apr 43
Indoor Rifle Range	59,484.10	1 May 43
Engine Test Stand Building	11,776.71	1 May 43
Warm-up Platform, Parking	613,461.93	15 May 43
Bachelor Officers' Quarters	217,342.65	15 May 43
B.O.Q. Annex barracks – 2 bldgs	100,787.09	15 May 43
Garage & Maintenance Building	66,583.00	15 May 43
General & Aircraft Storage	133,263.92	15 May 43
Temporary Hangers – 2 bldgs	1,009,456.97	15 May 43
Recreation Building	368,104.40	19 Jun 43
Dispensary	424,430.96	19 Jun 43
Operations Building	N/A	1 Jul 43
Drill Hall/Armory	313,985.04	1 Jul 43
Sprinkler System	77,797.44	1 Jul 43
Conversion to WAVES Barracks	13,375.88	1 Jul 43
Runways, Mats, Taxiways	3,328,183.93	15 Jul 43
Gasoline Fueling System	309,550.90	15 Jul 43

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Railroad Spur	263,775.10	15 Jul 43
Underground Steam Pipes	312,517.36	15 Jul 43
Roads, Walks	640,797.40	15 Jul 43
Paint & Dope Shop	69,545.32	15 Jul 43
Additional Roads & Utilities	76,511.70	15 Jul 43
Cold Storage Building	85,343.32	1 Aug 43
Drill Field	27,275.90	1 Sep 43
Landing Field Lighting	26,323.50	15 Sep 43
Athletic Field	9,658.66	15 Sep 43
Emergency Electrical Unit	32,520.70	15 Sep 43
Swimming Pool	289,201.86	15 Sep 43
Extension to B.O.Q.	62,232.93	20 Sep 43
Heating Plant	337,784.89	1 Oct 43
Crash/Fire Alarm System	2,786.58	Cancelled

Additional funding for grading, drainage and surfacing of auxiliary fields, and for equipment and supplies, resulted in a total cost of nearly fifteen million dollars.

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**APPENDIX B  
Auxiliary Landing Fields  
Locations provided by Larry Cofer  
(All are located in Wapello County unless otherwise noted)**

NAS Ottumwa	1440 Acres	T73N R14W	Sec 22 E 1/2, Sec 23, Sec 26 N 1/2, Sec 27 NE 1/4
Field #1	145 Acres	T71N R12W	Sec 5, Most of SW 1/4, Sec 8, NW 1/4 NE 1/4 2.5 Miles SE of Agency
Field #2	177 Acres	T72N R13W	Sec 7 SE 1/4 N 1/2, NE 1/4 Pt S 1/2 1.2 miles NNE of Agency
Field #3	140 Acres	T73N R13W	Sec 16 NW 1/4 SE 1/4 S 1/2 NE 1/4 SW 1/4 S 1/2, SW 1/4 NE 1/4, SE 1/4 W 1/2 0.5 miles E of Highland Center
Field #4	162 Acres	T71N R11W	Sec 10 NW 1/4 SE 1/4, NE 1/4, SW 1/4, SE 1/4 NW 1/4, SW 1/4 NE 1/4 3 miles W of Libertyville (Jefferson County)
Field #5	167 Acres	T73N R12W	Sec 16 NW 1/4 E 3/4 NE 1/4 W 1/4 0.5 miles N of Farson
Field #6	337 Acres	T73N R11W	Sec 6 E 1/2 0.5 miles SSW of Pekin (Jefferson County)
Field #7	163 Acres	T74N R12W	Sec 28 NE 1/4 0.8 miles NE of Martinsburg (Keokuk County)
Field #8	150 Acres	T74N R13W	Sec 16 NW 1/4 3.5 miles E of Fremont (Keokuk County)
Field #9	154 Acres	T74N R14W	Sec 26 NE 1/4 1.75 miles S of Fremont (Mahaska County)
Field #10	623 Acres	T74N R17N	Sec 8 Oskaloosa Airport (Mahaska County)
Field #11	156 Acres	T75N R15W	Sec 26 SE 1/4 4 miles ESE of University Park (Mahaska County)
Field #12	156 Acres	T74N R15W	Sec 22 SE 1/4 S 1/2, Sec 27 NE 1/4 N 1/2 2.8 miles SW of Cedar (Mahaska County)

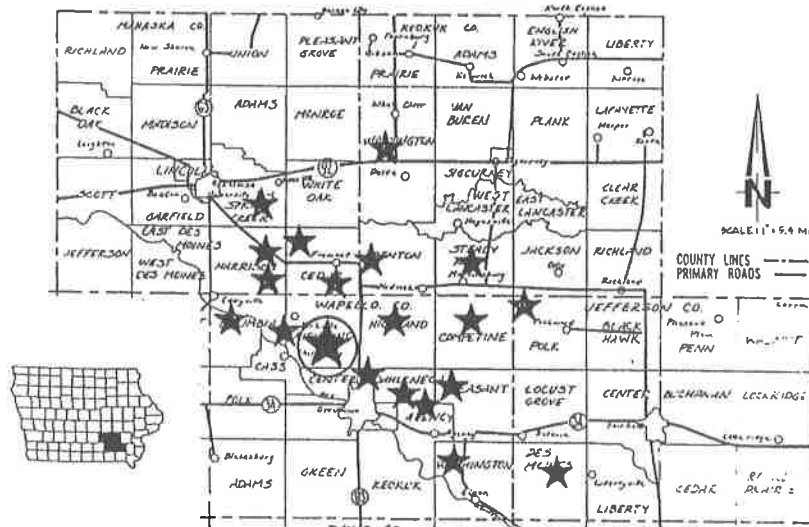
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Field #13	122 Acres	T73N R15W Sec 16 Pt N ½ 2.5 miles SE of Eddyville
Field #14	129 Acres	T75N R13W Sec 32 Pt SE ¼ Sec 33 Pt SW ¼ 2.7 miles WNW of Delta (Keokuk County)
Field #15	40 Acres	T72N R13W Sec 10 SE ¼ SE ¼ N ½, Sec 11 SW ¼ SW ¼ N ½ 4 miles NNW of Agency
Field #16	15 Acres	T72N R13W Sec 26 SW ¼ NE ¼ 1.5 miles NW of Agency
Field #17	23 Acres	T74N R15W Sec 10 SW ¼ NE 1/4 2.8 miles WNW of Cedar (Mahaska County)
Field #18	38 Acres	T73N R15W Sec 14 Pt N ½ 2.6 miles WSW of Kirkville
Field #19	124 Acres	T72N R13W Sec 6 Pt W 1/2 Old Ottumwa Municipal Airport, Hwy 63 N



Map showing location of the U.S. NAS Ottumwa & 19 auxiliary landing fields in four counties (Mahaska, Keokuk, Wapello & Jefferson)  
 NAS Ottumwa is large star in a circle  
 Auxiliary fields are the smaller stars  
 (Map courtesy Area XV Regional Planning Commission, 2003)

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**APPENDIX C**

**"Official U.S. Navy Photographs" taken by:  
D.A. Beightol, W.E. Shrontz, N.H. Smollin,  
Eaton H. Perkins, Waldo E. Sisco, John Neagle, and E.S. Kennedy.  
Wapello County Historical Museum Collection**

1. Airport personnel – 1960's
2. Comdr. Gurley landing first plane, 23 January 1943
3. NAS instructor and Student
4. D.A. Beightol, photographer
5. Preflight students and officer, 16 October 1946
6. Comdr. Gurley, first plane lands, 23 January 1943
7. NAS Ottumwa (date unknown)
8. "Boom Town," temporary structures at NAS Ottumwa, May 1943
9. Stearman aircraft, 12 May, 1943
10. Flight line
11. Fueling the planes
12. Comdr. Gurley
13. Preflight cadets marching, 23 October 1946
14. Dispensary "Sick Bay", 24 June 1943
15. Preflight cadets marching with dogs, 16 October 1946
16. Preflight officer and mascots, 9 December 1945
17. Catholic service, 24 June 1943
18. Catholic mass, 28 June 1943
19. Protestant service, 1943
20. Administration Building
21. Instruction Buildings
22. Public Works Building, first building completed
23. The Brig
24. Midshipmen's Mess Hall (Preflight, 1946-47), previously enlisted Mess
25. Barracks
26. Public Works Building, under construction
27. Inspection of locker, 29 May 1943
28. Personnel inspection of station's officers, 24 April 1943
29. Gunnery demonstration, 27 May 1943
30. Personnel inspection
31. Personnel inspection
32. Lt. Comdr. Wilson drives in the last railroad spike, 17 March 1943
33. First train pulls into NAS Ottumwa, March 1943
34. Railroad workers (civilian)
35. Flood fighting, 23 May 1944
36. Sandbagging along R.R. tracks, 1944 flood
37. Lifeboats, used for evacuation

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38. WAVE Mary Langford, 14 June 1943
  39. Mary Langford, ping pong, 14 June 1943
  40. First WAVES, three Iowa women, 31 May 1943
  41. WAVES bowling with Vice-President Henry Wallace, 7 August 1943
  42. WAVES personnel inspection
  43. WAVES inspection with Capt Mildred McAfee, 28 April 1945
  44. First three WAVE officers at base, June 1943
  45. Assembly and Repair Dept (A&R), painting plane
  46. Executives of Marine Corps detail, 29 June 1943
  47. Three WAVES and officer in Assembly & Repair, 1943
  48. Preflight Ground School, 16 October 1946
  49. Preflight students look over an SNJ, 26 October 1946
  50. Lt. Comdr. Randecker of Assembly & Repair checking work, 1943 or 1944
  51. Assembly & Repair
  52. Ames, Iowa, students in the naval training school for electricians
  53. Mess Hall, at Ames
  54. Ames, Iowa, school for electricians (about 800 students)
  55. Mess Hall, NAS Ottumwa, 24 June 1943
  56. Mess Hall, Comdr. D.D. Gurley samples first meal, 1943
  57. Helen Jean Talcott, AMM 3/c, astride airplane engine in Assembly & Repair
  58. Lt. (jg) C.W. Meshier, officer trainee (winter 1944-45)
  59. ?? Training or transport
  60. Same
  61. Paul Kendall and station's printing press, 25 June 1943
  62. Lt. Perkins and Waldo Sisco, photographers
  63. Ground School, Primary flight day
  64. Transportation Dept.
  65. Preflight cadets, 26 October 1946
  66. Ground School navigation class, primary cadets
  67. 520-hour check on airplane motor, 10 June 1943
  68. Primary flight students, aircraft engine instruction
  69. Airplane wings stored in Warehouse 4
  70. Ground School, Preflight, 1946
  71. Checking wing ribs, Primary days
  72. Primary flight students study together, 28 June 1943
  73. Control tower, 24 May 1943
  74. Ground School, ship recognition, 1 December 1943
  75. Inspection of meat for Navy use, at John Morrell Meatpacking Plant, 1943
  76. "Mechs" inspecting airplane motor, Primary days
  77. Preflight students, small arms practice on gunnery range, 26 October 1946
  78. Lt. (jg) Walter Miller, ordnance officer instructing cadets, 29 June 1943
  79. Same
  80. James P. Tolle, S1c, artist 1943
  81. Radio code instruction, 25 June 1943

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82. Winter gear, 1943
  83. Ground School, 25 June 1943
  84. Officer-of-the-Day, 1943
  85. First cadets arrive, March 1943
  86. Supply Department, 12 June 1943
  87. 30-day inspection of parachutes, 1943
  88. Tracing wind direction and speed, Aerographers
  89. Steward's Mates, 28 June 1943
  90. First cadets arrive, March 1943
  91. Moving Day, men transfer from "Boom Town" to new quarters, 27 May 1943
  92. Mess Hall, 28 June 1943
  93. Lt. Col Bierman (Marine), and Capt. K.B. Salisbury, 14 December 1943
  94. Officers inspect the progress of NAS Ottumwa construction, 6 April 1943
  95. Sailor with WAVE cutout photo
  96. Capt. Bradford Grow, C.O. March 1943-November 1943
  97. Lt. Comdr. Wilson (base builder), Capt. Grow, & Comdr. D.D. Gurley, Exec Officer
  98. NAS Ottumwa commissioning ceremony, 13 March 1943
  99. Missing
  100. Commissioning ceremony, same as above
  101. Commissary Officer, R.L. Timmerman. July 1943
  102. Welfare Directors, Chaplain and Red Cross officers, July 1943
  103. Morning conference of Contractors' Representatives, 23 June 1943
  104. Chief Rogers, Assembly & Repair, 4 June 1943
  105. Officers receiving keys to Bachelor Officer's Quarters (BOQ), 12 June 1943
  106. Construction Contractors' Staff, 29 June 1943
  107. Chief T.E. Adams, Chief Aerographers Mate
  108. Capt. Grow and Comdr. Gurley with Capt. McQuiston, head of site selection board
  109. Capt. Hanrahan (Preflight CO) and Capt. Grow (NAS CO), 7 May 1943
  110. Veteran Chiefs (ninety-seven ye3ars of service between them), 29 June 1943
  111. Captain and Mrs. Grow, 6 June 1943
  112. Jack Ridge, aviation cadet, 29 June 1943
  113. Victory Garden planning at station, 28 April 1943
  114. Capt. I.M/ McQuiston, head of site selection board, BuAer, 14 June 1943
  115. Cadets arrive from Olathe, Kansas, 12 March 1943
  116. Rear Admiral Taylor and other inspectors of base progress, 6 April 1943
  117. Shore Patrol members, 27 February 1943
  118. C.M. Hurley, first enlisted man to be commissioned as officer, 25 September 1942
  119. Personnel Office, 29 June 1943
  120. Preflight cadets bowling, October 1946
  121. Preflight athletic team, 12 October 1946
  122. Boxing, required course
  123. Outdoor Basketball, September 1945
  124. Indoor basketball
  125. Basketball game with Simpson College



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126. Football at Schaefer Stadium in Ottumwa
  127. Football
  128. Trampoline
  129. Obstacle course
  130. Football
  131. First flight instructors, station not ready, sent to Olathe, December 1942
  132. Gunnery instruction
  133. Personnel inspection, Primary days
  134. Aviation Machinist Mates muster on the flight line, 29 June 1943
  135. Artist Harold Bachemin, Illustrator for Corn Flyer and lowings
  136. Preflight students, recreation around the piano, October 1946
  137. Cadets play pool in Recreation Hall, 1943
  138. Having a dish of ice cream
  139. The "Circus Ball," tightrope act, April 1945
  140. Sharing a joke in the barracks, 30 June 1943
  141. "Shooting the Breeze," all-station talent show, Primary days
  142. Preflight cadets in library, 16 October 1946
  143. Studying plane structures
  144. Buying War Bonds, 6 July 1944
  145. Leisure time, 28 June 1943
  146. Calisthenics outdoors, 29 June 1943
  147. Mess Hall
  148. Waiting for a lavatory in the barracks, 1943
  149. Signing applications for sea duty
  150. Friday night entertainment in the Mess Hall before Recreation Hall was completed
  151. New Recreation Hall auditorium
  152. Drill Hall under construction
  153. Aerial view of base nearing completion
  154. Assembly and Repair Building, Primary days
  155. Field No. 10, now the Oskaloosa Airport
  156. Recreation Building
  157. Looking down Sims Street toward Recreation Building
  158. Paint and Dope Spray building (foreground), Parachute building with tower (left)
  159. Swimming Pool
  160. Bachelor Officers' Quarters
  161. Cadets falling in for muster (shows both "Boom Town" and new towers)
  162. Fire Station
  163. Preflight cadets bowling, 1946
  164. Swimming Pool
  165. Aerial view, shows landing mats
  166. Auxiliary Field No. 6, now partially owned by Pekin School
  167. Storage buildings
  168. Rail line coming into the base
  169. Auxiliary Field No. 2, northeast of Bladensburg, shows circles to land in

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170. Drill Hall
  171. Drill Hall under construction
  172. Aerial view of NAS Ottumwa
  173. Squadron I Administration Building, ready rooms
  174. Squadron II Administration Building and Hangar No. 2
  175. Lt. Glen Witham
  176. Missing
  177. Recreation Building, aerial view
  178. Field No. 2, top view
  179. Aerial view of NAS Ottumwa
  180. Aerial view of NAS Ottumwa in the evening
  181. First cadets at NAS, twenty-one from Iowa City Preflight, 10 March 1943
  182. Aerial view of base, note hospital in upper right quarter of photo
  183. Band playing from floating platform in the swimming pool, 17-18 July 1945
  184. Home of Executive Officer
  185. Recreation Building
  186. Missing
  187. Transportation Department, 1943
  188. Hellcat – F6F, taken at Lambert Field, St. Louis
  189. TBM taxiing past hangar, taken at NAS Squantum, Mass (promotional photo)
  190. Grumman "Wildcat" (F4F) or "Hellcat" (F6F)
  191. SNJ Advanced trainer
  192. "Helldiver" – Curtiss SB2-C dive bomber
  193. "Avenger" TBF
  194. Flight exhibition team (Blue Angels) from Jacksonville, Florida 14 September 1946
  195. Exhibition team flew F8F "Bearcat"
  196. Comdr. Gurley and Lt. Comdr. Wilson bringing in first train, 17 March 1943
  197. Preflight cadets studying, 16 October 1946
  198. First train into station, 17 March 1943
  199. Comdr. Gurley driving last railroad spike 16 (17?) March 1943
  200. Key civilian personnel employed by Bureau of Yards and Docks
  201. "Open House" 5 July 1943
  202. Planes flying over
  203. Arrival of Capt. Grow, with other officers
  204. Arrival of Capt. Grow
  205. Barracks
  206. "Mechs" plan check
  207. Mail plan over Ottumwa
  208. Cadet Ready Room
  209. Flood waters, 1944
  210. Ground School
  211. Ground School, plane recognition perhaps
  212. Auxiliary Field No. 1
  213. Preflight cadets marching

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Administration Building  
U.S. Naval Air Station Ottumwa  
Wapello County, Iowa

Section Add'l Documentation Page 47

- 
214. Recreation Building auditorium
  215. Welder repairing a "wound" in a plane wing
  216. Assembly and Repair Building, factory room
  217. Lt. Paynter, Supply Officer, and WAVE Mary Langford, 1943
  218. Admiral Buckmaster
  219. Aviation Chief Lloyd Rogers of Assembly & Repair
  220. Auxiliary Field No. 14
  221. Old Ottumwa Airport, used Navy as Field No. 19
  222. Football
  223. Football
  224. Base hospital, aerial view
  225. Football
  226. Basketball
  227. Carrier-based plane, probably not taken at Ottumwa
  228. ??? Maybe at Ames, Electrician's School
  229. Grumman T8F "Avenger" torpedo bomber
  230. Curtiss SB2C "Helldiver"
  231. PBV Catalina, patrol bomber
  232. "Corsair" fighter
  233. "Corsair" fighters in formation
  234. Grumman TBF "Avenger"
  235. Curtiss SB2C "Helldiver" and Grumman TBF "Avenger"
  236. U.S. Mail plane, Ford Tri-motor
  237. Drill operator in Machine Shop
  238. North American SNJ
  239. Helen Jean Talcott (Wicks), same as photo 57
  240. "Corsair"
  241. Russell B. Moore, architect-engineer for NAS Ottumwa
  242. Unidentified
  243. Beauty Shop in Recreation Building
  244. Barber Shop in Recreation Building, May 1944
  245. Soda Fountain in Ship's Service, Recreation Building, 16 May 1944
  246. Personnel in Ship's Service restaurant
  247. Ship's Store
  248. Last plan at NAS Ottumwa, 2 October 1947
  249. Stearman plane accident, 16 June 1943
  250. Flights instructors checking out parachutes before a hop
  251. Circus Ball, April 1945
  252. Squadron I Flight Instructors, summer 1944
  253. Missing
  254. Sailors and wives, 1942-43
  255. Stearman formation flight over Administration Building, Jerry Wood saluting, 1943
  256. Ship's Store
  257. Ship's Service office staff

**United States Department of the Interior  
National Park Service**

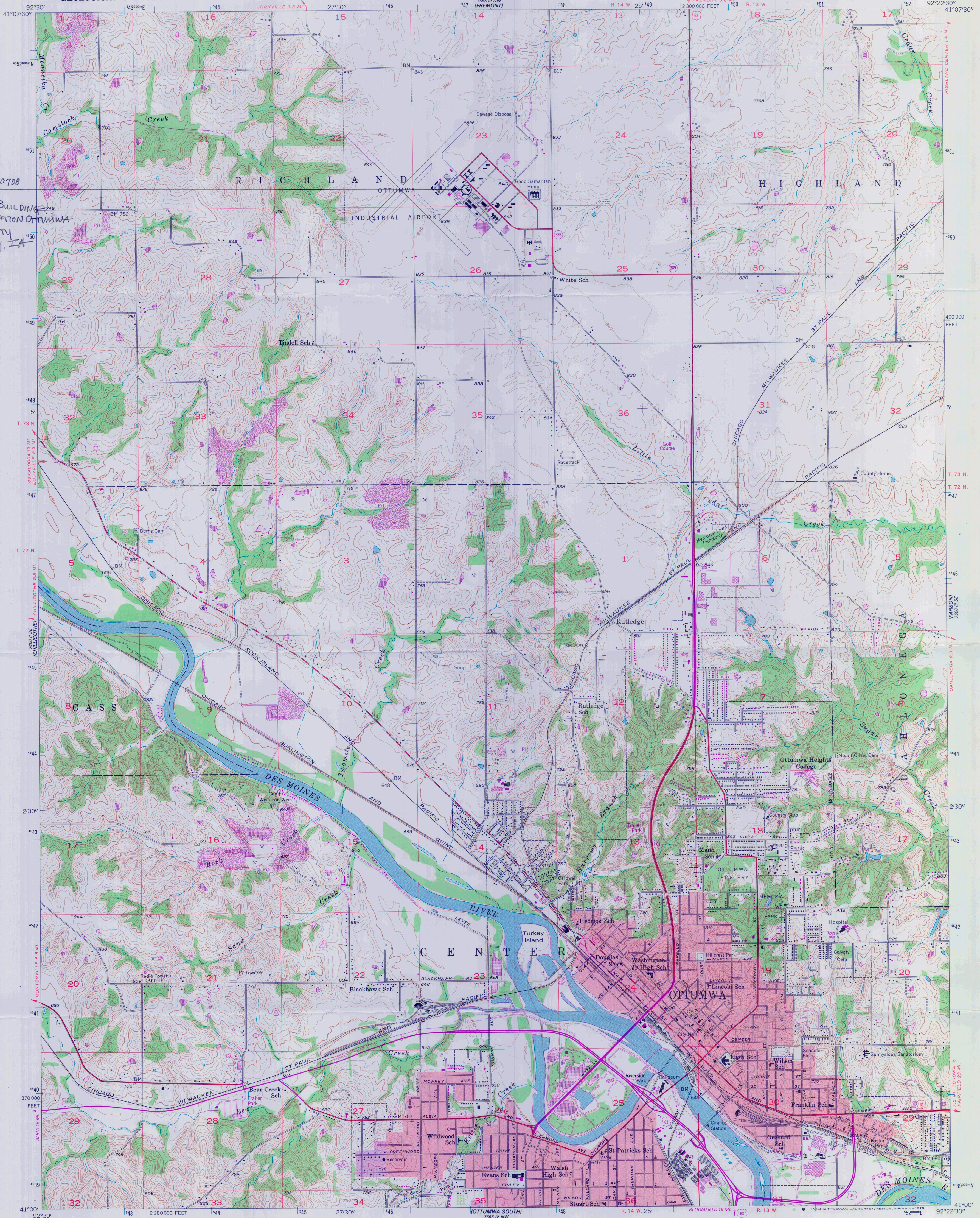
**National Register of Historic Places  
Continuation Sheet**

**Administration Building  
U.S. Naval Air Station Ottumwa  
Wapello County, Iowa**

**Section Add'l Documentation Page 48**

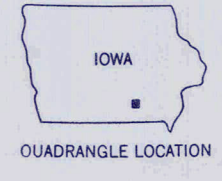
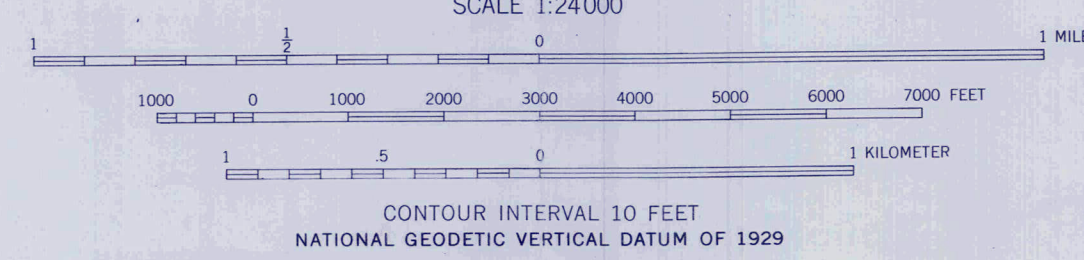
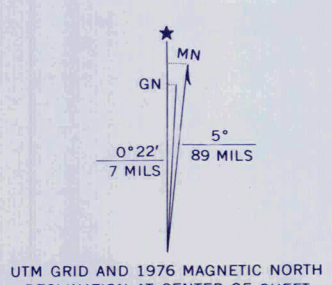
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- 258. Tailor Shop, Ship's Service, 16 May 1944
- 259. Cobbler Shop, Ship's Service
- 260. Coffee Mess in Operations Building
- 261. Ship's Laundry
- 262. Beauty Shop
- 263. Coffee Mess in Ship's Store
- 264. Ship's Store
- 265. Ship's Service Officers
- 266. Ship's Store
- 267. Ship's Store
- 268. Ship's Store
- 269. Ship's Store
- 270. Coffee Mess
- 271. Dry Cleaning Shop
- 272. Ship's Service Restaurant
- 273. Ship's Store
- 274. Ship's Store
- 275. Missing
- 276. Missing
- 277. Arrival of Preflight mascots
- 278. Capt. Salisbury
- 279. Mabel (the base mascot) at the flight board



15 546957 4550708  
ADMINISTRATION BUILDING  
U.S. NAVAL AIR STATION OTTUMWA  
OTTUMWA VICINITY  
WAPELLO COUNTY, IA

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
and in part by City of Ottumwa. Aerial photographs taken 1955  
Field check 1956  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Iowa coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Red tint indicates areas in which only  
landmark buildings are shown  
Revisions shown in purple compiled from aerial photographs  
taken 1976. This information not field checked  
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

OTTUMWA NORTH, IOWA  
SW/4 OTTUMWA NORTH 15' QUADRANGLE  
N4100—W9222.5/7.5  
1956  
PHOTOREVISED 1976  
AMS 7566 III SW—SERIES V876

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST





















ALL VOLUNTEERS  
MUST SIGN IN AT  
THE CONSTRUCTION SITE  
1000 1st St. SW







THE HOUSE!

HOUSE

OTTAWA  
POLICE  
EPT



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Administration Building, U.S. Naval Air Station Ottumwa  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: IOWA, Wapello

DATE RECEIVED: 3/29/13 DATE OF PENDING LIST: 4/24/13  
DATE OF 16TH DAY: 5/09/13 DATE OF 45TH DAY: 5/15/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000273

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 5-14-13 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.

IOWA DEPARTMENT OF

# CULTURAL AFFAIRS

MARY TIFFANY COWNIE, DIRECTOR

STATE  
HISTORICAL  
SOCIETY of  
IOWA

JEROME THOMPSON  
ADMINISTRATOR



MATTHEW HARRIS  
ADMINISTRATOR

600 E. LOCUST  
DES MOINES, IOWA  
50319

T. (515) 281-5111  
F. (515) 282-0502

CULTURALAFFAIRS.ORG

TERRY E. BRANSTAD, GOVERNOR  
KIM REYNOLDS, LT. GOVERNOR

RECEIVED 2280

MAR 29 2013

NAT. REGISTER OF HISTORIC PLACES  
NATIONAL PARK SERVICE

March 26, 2013

Carol Shull, Chief  
National Park Service  
National Register of Historic Places  
1201 Eye Street, N.W.-- 8<sup>th</sup> Floor  
Washington, D.C. 20005

Dear Ms. Shull:

The following National Register nomination(s) are enclosed for your review and listed if acceptable.

- Administration Building, U.S. Naval Air Station Ottumwa, Terminal Ave, Ottumwa, Wapello County, Iowa
- Sokol Gymnasium, 417 Third Street SE, Cedar Rapids, Linn County, Iowa

Sincerely,

*Elizabeth Foster Hill*

Elizabeth Foster Hill, Manager  
National Register and Tax Incentive Programs