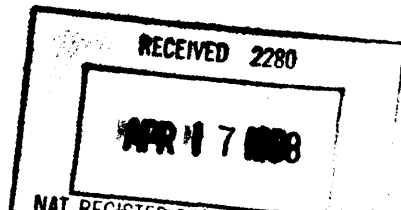


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on 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 LINK TRAINER BUILDING

other names/site number Fort Lauderdale USNAS Building #8

2. Location

street & number 4050 S.W. 14th Avenue

N/A not for publication

city or town Ft. Lauderdale

N/A vicinity

state FLORIDA code FL county Broward code 011 zip code 33315

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] Apr 8, 1998
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources

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 See continuation sheet.

removed from the National Register.

other, (explain) _____

[Signature]
Signature of the Keeper

Date of Action 5-20-98

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)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
1	1	buildings
0	0	sites
0	0	structures
0	0	objects
1	1	total

Name of related multiple property listings

(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 Training Facility

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE/Wood Frame Vernacular

Materials

(Enter categories from instructions)

foundation Concrete Piers

walls Wood

roof Tar and Gravel

other

Narrative Description

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

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A, B, C, D, E, F, G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

MILITARY

Period of Significance

1942-1946

Significant Dates

1942

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: Unknown

Blder: Unknown

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):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by Historic American Buildings Survey, recorded by Historic American Engineering Record.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State Agency, Federal agency, Local government, University, Other.

Name of Repository

#

LINK TRAINER BUILDING
Name of Property

Broward Co., FL
County and State

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional references on a continuation sheet.)

1	1 7	5 8 4 0 8 0	2 8 8 3 6 8 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

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 Marjan Mazza, Grants Administrator, Broward County Aviation Dept./Carl Shiver, Historic Sites Specialist

organization Bureau of Historic Preservation date _____

street & number R.A. Gray Building, 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

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 SHPO or FPO.)

name Broward County Commission

street & number 115 S. Andrews Avenue, Room 421 telephone (954) 357-7000

city or town Ft. Lauderdale state Florida zip code 33301-1875

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 amend 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**

Section number 7 Page 1

**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION**

SUMMARY

The Link Trainer Building (Building #8), constructed in 1942, is located at 4050 S.W. 14th Avenue in the city of Fort Lauderdale, Florida. It is a one-story, split-level, wood frame building, with composition siding. The structure rests on concrete pilings, approximately 30 inches above ground. The floor is wood tongue and groove decking over wood joists. The roof is flat, constructed of tongue and groove decking over joists, with built up roofing. There is a large fascia trimming the 3 foot long overhang all around, with a metal drip edge. The exterior of the building remains largely unaltered, retaining its original siding, windows, and entrance doors. The interior of the structure also retains many of its original features, including doors, partitions, and hardware. Located immediately behind the Link Trainer Building is a noncontributing one-story, metal clad, modular building that was used for offices. Both properties are now vacant.

SETTING

The Link Trainer Building is presently located near the southwestern limits of the Fort Lauderdale/Hollywood International Airport, just east of U.S. Interstate Highway 95. The building is centrally located on the west side of a city block surrounded by Southwest 14th Avenue on the west, Southwest 40th Street on the north, Southwest 12th Terrace on the east, and Lee Wagener Boulevard on the south. The Link Trainer Building is one of only two permanent structures remaining on the city block. The other, a small storage building, is located near the intersection of Lee Wagener Boulevard and Southwest 12th Terrace. Located immediately behind the Link Trainer Building is a metal modular building that almost abuts its west elevation. The site occupied by the Link Trainer Building is flat and grassy, and there are few mature trees in the area, but the building is bordered by several small palms and other ornamental trees, plus a variety of shrubs.

DESCRIPTION

Exterior (Photos 1-10)

The building is 114 feet long by 41 feet wide, containing approximately 4,674 square feet of floor space. The building has two main sections, a tall wing to the north and a shorter wing to the south. A small equipment "penthouse" found above the main entrance separates the two main sections of the building. There are two prominent window types. The west, east, and south elevations feature grouped 1/1 light single hung sashes, while the south elevation has two sets of

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**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION**

fixed windows with a single center pane flanked by 3-pane sidelights. Doors are wood, painted. The double doors at the main entrance have diamond shaped lights in the middle of each leaf, about 5 feet above the deck. Steps leading up to the three entrances to the building are wood. The front steps have metal handrails; the other two have wood handrails. The building is structurally sound but exhibits a moderate state of neglect. Paint is chipping away, and the wooden steps need replacing.

Interior (Photos 11-14)

All of the interior floor, ceiling, and wall finishes from the World War II period are obscured by later materials. The interior walls are covered in wood paneling, presumably over wood studs. The floors have carpeting over wood decking, and the ceilings are dropped acoustical tile on suspended metal grids. The lighting system consists of fluorescent 2 X 4 fixtures flush with the ceiling surface, and there is a life safety lighting and a burglar alarm system. The men's and women's rest rooms need renovation and do not comply with the Florida Accessibility Code for fixtures and space. The doors are bare wood with knob hardware, no self-closers. There is a central air conditioning system with a remote condensing unit located outside the building. The ductwork is hidden above the dropped acoustical ceiling.

One large office work area is found in the north wing of the building. This area has 9-foot high ceilings instead of the 8-foot ceilings found in the south wing. A separate office, with a door leading to the outside, is located at the northeast corner of the north wing. At the southeast corner of the wing are storage closets and a HVAC utility closet. Access to the south wing is gained through a doorway leading to the entry hallway (foyer) and a central hallway leading to individual offices on each of its sides and one more at the end of the hall. The wing contains six offices, rest rooms, and utility closets.

Alterations

There have been no significant alterations to the exterior of the building. All of the original exposed interior surfaces have been recovered, and the dropped acoustical tile ceiling and fluorescent lighting fixtures were installed some time after the Naval Air Station was returned to civilian control. In response to considerable local interest, Broward County is pursuing opportunities to preserve the building as a publicly accessible display of World War II Naval Station memorabilia.

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHYSICAL DESCRIPTION

Noncontributing Modular Building

Located immediately behind the Link Trainer Building is a one-story, L-shaped, metal clad modular building that was placed on the site in the 1980s. The west wing of the structure nearly abuts the center of the rear (east) elevation of the Link Trainer Building.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

SUMMARY

The Link Trainer Building (Building #8) is one of the last remaining structures of the Fort Lauderdale Naval Air Station, established in 1942 on the site of the local civilian airport, to train torpedo bomber pilots for action during the Pacific theater of operations during World War II. Building #8 was used to house Link trainers (built by Link Aviation, Inc.), devised to train pilots in the techniques of "blind" instrument flying. Link Trainers looked like miniature airplanes in which the student "flew" a predetermined course under a hood merely by instruments. By the end of the war, Building #8 housed six such devices. When the war ended, the Naval Air Station was returned to civilian control, becoming the nucleus of the Fort Lauderdale/Hollywood International Airport, and the Link Trainer Building was used for offices. Plans are being developed with local veterans organizations to renovate the building and use it as a museum to house historical artifacts relating to the role the Naval Air Station played in World War II.

HISTORIC CONTEXT

Where jets now land at Fort Lauderdale/Hollywood International Airport, there was once a golf course. It was Fort Lauderdale's first, and one of its claims to fame was that President Warren G. Harding played a round there. In 1930, a dirt runway replaced the greens and Fogg Field, named for pioneer aviator Merle Fogg, came into being. During World War II, the landing field was purchased by the Navy and served as a training base for torpedo bomber pilots. The Navy also built satellite fields, three of which have continued to serve the county as general aviation airfields: Fort Lauderdale Executive, North Perry in Pembroke Pines, and Pompano Beach Air Park.

The history of the Naval Air Station at Fort Lauderdale, Florida, like the history of any of the Naval Air Operational Training Command stations in World War II, began with the decision of the U.S. War Department in the winter of 1941-1942 to establish as swiftly as possible a series of air stations where the operational training of pilots and air crewmen for the carrier fleet might be carried out. The U.S. Navy needed trained personnel in large numbers unprecedented in the history of the nation. To give the men operational training with the ships of the fleet, as had been the practice in peacetime, was no longer possible. There were too many personnel to be trained, and the Navy had other uses for its ships. The effective and speedy substitute for the normal course of training was found in the establishment of NAOTC (Naval Aviation Operational Training Command) stations. The immediate problem was to determine what locations would be most suitable for construction of the physical plants that were desperately needed. The obvious

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**NATIONAL REGISTER OF HISTORIC PLACES
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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

solution was to find existing facilities that could be transformed as rapidly as possible into suitable bases of operation. Civilian airports could be converted and expanded in a minimum of time and could serve as nuclei for the training centers the nation needed.

Merle Fogg Airport at Fort Lauderdale was a municipally owned field that had been in operation since 1930. Fogg was one of the pioneers of civilian aviation. He was the first licensed aviator in the state of Maine and was allegedly the first amateur aviator to fly from Maine to Florida. He moved to Fort Lauderdale after World War I and engaged in the aviation business. Fogg was well-known and respected in the community. In 1928, he died from injuries received in an aircraft accident near West Palm Beach. To honor his memory, citizens and community leaders purchased an old defunct golf course on the southern edge of town for \$1200 and named it "Merle Fogg Field."

Fort Lauderdale was an excellent site for a naval aviation training facility. A small resort city of about 20,000 people in 1941, it was located in a region of the country that provided many useful hours of good flying weather. It also had a deep-water port and open sea immediately offshore for training in torpedo bombing and railroad facilities suitable for the transportation of men and materiel. The nearby Everglades also allowed large uninhabited areas that could be used for bombing and gunnery practice. The Fort Lauderdale area was also uncomplicated by heavy industries or installations vital to the war effort that would compete for the use of existing railway facilities needed to transport men and supplies. The existing civilian airport, Merle Fogg Airport, was adequate to the purpose of establishing a training station and could be expanded as much as necessary.

To eliminate competition between the Army Air Corps and the Navy for Florida airports, the War Department decreed through the Towers-Stratemyer Agreement that the Air Corps would construct all future bases on the Gulf coast and the Navy would have the east coast. The Towers-Stratemyer line of demarcation ran roughly down the center of the state.

HISTORIC SIGNIFICANCE

Even before the official establishment of the Naval Air Station at Fogg Field, development of the existing airport had already been undertaken in March of 1942 by the U.S. War Department by the Army Corps of Engineers. This work included the filling of some low, swampy areas and the reconditioning of existing runways. Control of the project was turned over to the Navy on April 27, 1942. The construction of the station and its two satellite fields—West Prospect Road

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

Field (#1) and North Pompano Field (#2)—were completed on November 20, 1942. The work covered the construction of four paved runways and taxiways at the main field and at each of the satellite fields.

Following construction of the air fields, work proceeded on the buildings and other facilities necessary to the operation of the naval station. This work included construction of the aircraft control tower and repair and maintenance shops and installation of storage tanks to hold fuel for the operation of aircraft and ground vehicles. Administration buildings were constructed, as well as barracks and messing facilities for 1400 men and 312 officers. Other operational buildings and structures included a dispensary, brig, radio station, armory, power plant, electrical and water distribution systems, fire station, and a maintenance shop for ground vehicles. Buildings assigned to the training program included a torpedo workshop, photographic laboratory, classrooms, a bombsight vault, gun range, boat operation facilities, and a Link Trainer building.

The site of the main station comprised 1181 acres, acquired by condemnation under the authority of the War Department. About 40 percent of the main station site was newly cleared land, 25 percent comprised the site of Fogg Airport; approximately 15 percent had been farm land, and the remainder was unimproved subdivisions that had been laid out during the land boom of the 1920s.

The primary responsibility of the base was to be the training of pilots in the techniques of torpedo and dive bombing, using the Grumman TBM "Avenger" aircraft. The air station was officially opened on October 1, 1942, and the pilot training program began with the arrival on October 7, 1942 of 17 TBF-1 planes and 16 students from Norfolk, Virginia. Students were to be given instruction in the techniques of carrier rendezvous and landing, torpedo and dive bombing tactics, and anti-submarine warfare. In-flight training emphasized torpedo tactics, but there was no target ship available at the time. Torpedo runs were made on any ship off the coast until the practice was prohibited due to a complaint by the British Admiralty that the flights posed a hazard to allied shipping. Subsequently, two derelict ships, anchored 300 feet apart, were used as targets, and dummy drops were made with concrete and plywood torpedoes. This type of training proved unsatisfactory and was soon eliminated from the program. By the beginning of 1943, the unit had built up to a training capacity of 50 planes and 75 students. In addition to torpedo and dive bombing tactics, the students received instruction in navigation, gunnery control, blinker light signaling, and radio communications.

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

On December 28, 1942, instruction began in the Synthetic Trainer Building and Link Trainer Building using special devices to teach gunnery and "blind" navigation techniques. The equipment included free gunnery trainers, three Link Trainers, and various target recognition "peep shows." In addition to housing special training devices, the Synthetic Trainer Building also contained several general purpose lecture classrooms and a room which was adapted for the showing of training films. The purpose of the Link Trainers to accomplish the ground training phase of instrument flight. The building housing the Trainers was a one-story, wood frame building. Student pilots were schooled in primary instrument work, such as radio compass homing and AZ-YD (instrument landing procedure). There was little coordination between actual flight time using instruments and the Link Training phase.

The student pilots received four hours of Link Trainer time, along with an average four hours of training films on instruments and procedure. The trainers were also used for dead-reckoning plotting board navigation. Navigation intercept boards were used to show a plane's track relative to its position on a map or relative to a ship's movement. An instructor sat at a desk with a map covered with Plexiglas and monitored the student pilot's progress by observing a "bug" that duplicated the course headings on the map, allowing the instructor to cross check the trainee's progress.

At the peak of its activity, nearly 3,600 personnel were stationed at the Fort Lauderdale Naval Air Station. Among the airmen trained at the air station was future president of the United States George Bush. An ensign in the summer of 1943, he and most of the other trainees, were subsequently assigned to TBM squadrons flying off aircraft carriers in the Pacific theater of operation.

After the war ended, training missions were still conducted for a time from the Naval Air Station. On December 5, 1945, a squadron five TBSs with 14 crewmen disappeared on a routine training mission. In spite of mounting one of the largest search and rescue missions conducted by the U.S. Navy up until that time, no trace of the men or their planes were ever found. They are remembered every December 5th in a ceremony conducted at Flight 19 Park by the NAS Fort Lauderdale Historical Association.

In 1948, the Naval Air Station was declared surplus by the Navy. At first the Navy declined to sell the property but offered it for lease, with the county given first preference—at one dollar a year. The lease stipulated that the county must maintain the base and that it could not be operated for a profit. The county commission accepted. The airfield itself was in excellent

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LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

condition, but the forty-odd buildings constructed during the war years were in various stages of disrepair. Of principal immediate interest to the county were the barracks buildings that contained 88 small, livable apartments and the bachelor and junior officers' quarters. Immediately after the war, housing was in short supply in Ft. Lauderdale, particularly housing within the financial reach of young veterans and their families who were moving into the area in large numbers. The living areas on the base were put into repair and offered for rent at prices within the reach of the vets. A waiting list was promptly drawn up.

The county first appointed Lee E. Wagener to manage the airport. Among the pressing needs filled by the airport facilities were classrooms for the school system. The Navy had built a large administration building and cafeteria. The school board leased these from the county for the cost of maintenance and repair and educated hundreds of Broward County children there. The base served a further need by offering space for light manufacturing of several types, largely electronics. Although private aircraft used the airfield and hangar space, and an air cargo line operated from it, the field did not at first attract any scheduled passenger airlines.¹ The naval base property was returned to civilian control in 1949, but it was not until 1953 that the first passenger service was established. In that year Mackey Airlines flew a total of 6,817 passengers to the Bahamas. Five years later, Northeast Airlines became the airport's first domestic passenger carrier. By 1960, seven airlines served the airport. A decade later, the number of airlines had increased to thirteen, and the number of passengers had increased six-fold.

In 1975, consultants hired to plan for a comprehensive expansion returned with a \$178 million proposal, only to have the Federal Aviation Authority reject the plans. Sent back to the drawing boards, their new plans reached \$400 million. Under new management the project was eventually completed for less than \$250 million. On August 1, 1985, the first of three new terminals opened. Subsequent runway expansion, access highway construction, and other improvements spurred growth. The county purchased many surrounding properties to mitigate the effects of traffic congestion and increased noise levels. A master plan developed during the 1980s foresees continued expansion of the facility well into the 21st century. Projections are for a doubling of passengers served by the year 2005 to 18 million.²

¹ Philip J. Weidling and August Burghard, Checkered Sunshine: The Story of Fort Lauderdale, 1793-1955 (Gainesville, FL: University of Florida Press, 1966), 248-251.

² Hobby, Daniel. Broward County: A Contemporary Portrait. Virginia Beach, VA: The Donning Company, Publishers, 1992.

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CONTINUATION SHEET**

Section number 8 Page 6

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
STATEMENT OF SIGNIFICANCE

The Link Trainer building stood vacant from 1945 to 1955, when it was leased to a private company for use as offices. The building remained occupied until 1980, when it once again became vacant for about a year. Between 1981 and 1987, it was the home of Project 80s, consultants involved in planning the expansion of the Fort Lauderdale/Hollywood International Airport. Between 1987 and 1994 it was the office of the financial division of the Broward County government. Since 1994, the building has been unoccupied.

A keen interest in the history of the former naval station has been kept alive by the NAS Fort Lauderdale Historical Association. The association maintains a large collection of air station memorabilia and plans to use the building, with the permission of the airport authority, as a museum to house this material. There are also plans to reinstall a Link trainer and a desk, just as they were originally positioned.

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CONTINUATION SHEET**

Section number 9 Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
BIBLIOGRAPHICAL REFERENCES

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
GEOGRAPHICAL DATA

Verbal Boundary Description (Existing Site)

The boundaries of the Link Trainer Building (Building #8) are formed by a rectangle approximately 160 feet square the encloses both the Link Trainer Building and the noncontributing building to its rear. This places the boundary lines approximately 25 feet from any major elevation of the two structures. These boundaries are part of the plot of land, located on the grounds of the Fort Lauderdale/Hollywood International Airport (formerly the Naval Air Station), bounded on the west by N.W. 14th Terrace, on the east by N.W. 12th Terrace, on the south by Lee Wagener Boulevard, and on the north by N.W. 40th Street, as recorded in a quitclaim deed, Palm Beach County Official Record 749, Page 460. The boundaries include the street frontage (S.W. 14th Avenue), the pedestrian walkways that provide access to the building, and the surrounding area of land up to 25 feet in distance from each elevation, except the street frontage.

Boundary Justification

The boundaries described above encompass all historical resources associated with the original site of the Building #8, also known as the Link Trainer Building.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number _____ Page 1

LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHOTOGRAPHS

List of Photographs

1. Link Trainer Building
2. 4050 S.W. 14th Ave., Fort Lauderdale (Broward County), FL
3. Jaime M. Plana, AIA, Staff Architect
4. August-October 1996
5. Broward County Aviation Department
6. Main (West) Facade, Looking East
7. Photo 1 of 14

Entries 1-5 are the same for all remaining photographs.

6. Detail, Main (West) Facade, Looking East
7. Photo 2 of 14

6. Main (West) Facade, Looking Northeast
7. Photo 3 of 14

6. Main (West) Facade, Looking Southeast
7. Photo 4 of 14

6. North Elevation, Looking South
7. Photo 5 of 14

6. North and East (Rear) Elevations, Looking Southwest
7. Photo 6 of 14

6. East (Rear) Elevation, Looking West
7. Photo 7 of 14

6. East (Rear) Elevation, Looking Northwest
7. Photo 8 of 14

6. South Elevation, Looking Northwest
7. Photo 9 of 14

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**NATIONAL REGISTER OF HISTORIC PLACES
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**LINK TRAINER BUILDING
BROWARD COUNTY, FLORIDA
PHOTOGRAPHS**

- 6. South Elevation, Looking Northeast
- 7. Photo 10 of 14

- 6. Interior, North Wing, Looking North
- 7. Photo 11 of 14

- 6. Interior, North Wing, Looking South
- 7. Photo 12 of 14

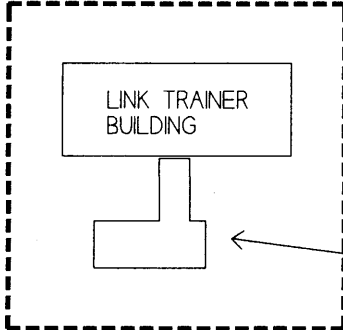
- 6. Interior, South Wing Corridor, Looking South
- 7. Photo 13 of 14

- 6. Interior, South Wing, Rear Exit Doors, Looking Southeast
- 7. Photo 14 of 14

S.W. 14TH AVENUE

LEE WAGENER BOULEVARD

S.W. 40TH STREET

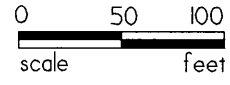


← PROPERTY BOUNDARY

← NONCONTRIBUTING MODULAR BUILDING

160' apprx.

160' apprx.



S.W. 12TH TERRACE

LINK TRAINER BUILDING
FORT LAUDERDALE (BROWARD COUNTY), FLORIDA

SECONDARY ACCESS WALK

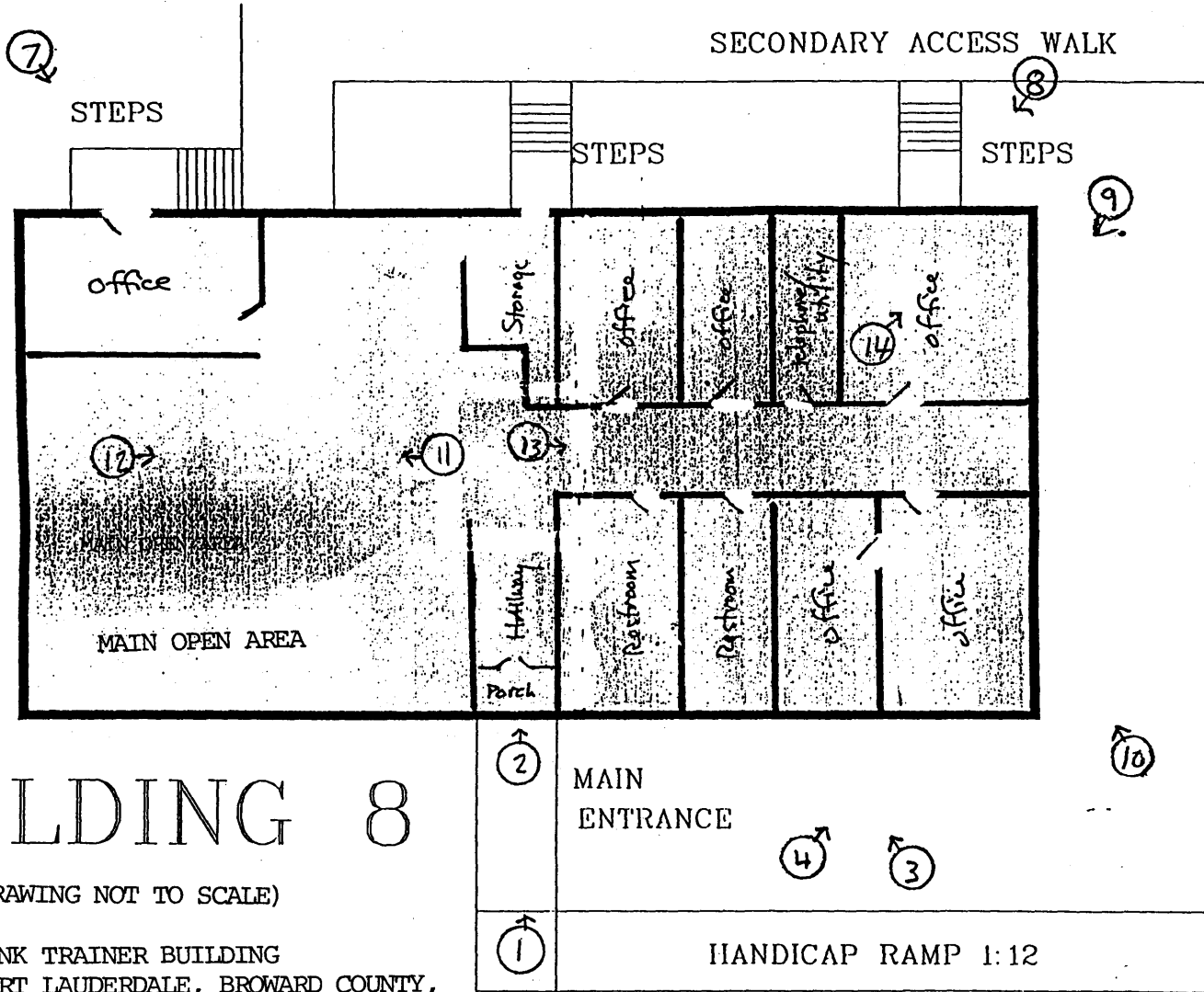


PHOTO NUMBERS 2

BUILDING 8

(DRAWING NOT TO SCALE)

LINK TRAINER BUILDING
FORT LAUDERDALE, BROWARD COUNTY,
FLORIDA

Perimeter Road

