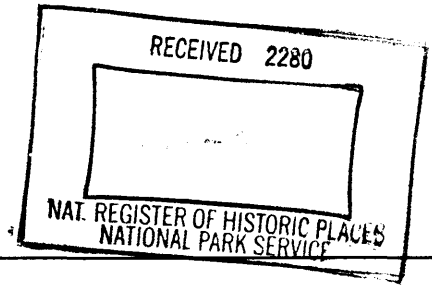
1247

NPS Form 10-900
(Rev. Oct. 1990)

OMB No. 1024-0018



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Lewistown Satellite Airfield Historic District (Boundary Increase II)

other name/site number: Lewistown Airdrome; Lewistown Airport/24FR0851

2. Location

street & number: Highway 87 not for publication: n/a
vicinity: n/a

city/town: Lewistown

state: Montana code: MT county: Fergus code: 027 zip code: 59457

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 X statewide X locally.

Mark F. Baumler/SHPO 12/4/2006

Signature of certifying official/Title Date

Montana State Historic Preservation Office
State or Federal agency or bureau

(__ See continuation sheet for additional comments.)

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

for Edson H. Beall 1-17-07

Signature of the Keeper Date of Action

V 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
__ see continuation sheet
__ other (explain): _____

5. Classification

Ownership of Property: Public - Local
Category of Property: District
Number of contributing resources previously listed in the National Register: 0
Name of related multiple property listing: n/a

Number of Resources within Property

Contributing	Noncontributing	
0	6	building(s)
2	0	sites
22	2	structures
0	0	objects
24	8	TOTAL

6. Function or Use

Historic Functions:
DEFENSE/air facility

Current Functions:
TRANSPORTATION/air related

7. Description

Architectural Classification:

OTHER: Wind Tee
OTHER: Runways and taxiways
OTHER: Hardstands
OTHER: World War II Temporary Buildings

Materials:

foundation: CONCRETE
walls: METAL; BRICK
roof: METAL
other: BRICK

Narrative Description

The Lewistown Satellite Air Field Historic District is located along U.S. Highway 87 about one mile southwest of Lewistown, Montana. The airfield sits on level ground before the highway drops down into the town. It now serves as the Lewistown Municipal Airport. The Historic District listed on March 8, 2000 is located in the northwest corner of the airport and includes the six buildings associated with the flight apron functions of the airfield during its period of significance.

In 2004, Boundary Increase I expanded the district to include more of the original building cluster. This Boundary Increase II seeks to identify and nominate all the remaining historic, contributing features within the airfield property, to more fully document the district and convey the historic use of the airfield as a whole. This nomination includes those features that contribute to the significance of the military airfield that were not included with the first two National Register Nomination Forms.

(see continuation sheet)

8. Statement of Significance

Applicable NR Criteria:	A	Areas of Significance:	MILITARY
Criteria Considerations:	N/A	Period(s) of Significance:	1942-43
Significant Person(s):	N/A	Significant Dates:	1942
Cultural Affiliation:	N/A	Architect/Builder:	Howard R. Green Company, Architects and Engineers/ Askevold & Rudd and S. Birch and Sons

Narrative Statement of Significance

The Lewistown Army Airfield (AAF) Historic District Boundary Increase II is significant for its association with the nation's military buildup during World War II. The Airfield was one of four facilities constructed for the U.S. Army Air Corps in Montana to train squadrons in navigation of the B-17 Flying Fortress and use of the top secret Norden Bombsight, and for these important associations is eligible under Criterion A. As the U.S. Department of Defense systematically removes World War II "temporary" buildings under its control, these resources gain additional significance for their representation of this important period in the nation's history. The configuration of the building clusters, runways, taxiways, hardstands is largely intact from the time of construction, and represents an increasingly rare and important property type. The airfield is a significant example of Army Air Force Base design, and eligible for listing under Criterion C.

Six of the historic buildings associated with the Airfield were listed in the National Register on March 8, 2000. Thirteen more resources were listed on September 17, 2004, when the district boundary was increased to include buildings and structures constructed and used by the U.S. Army Air Corps' training program at the Lewistown AAF. The intent of this second boundary increase is to recognize additional physical aspects of the Lewistown AAF that were not documented with previous nominations.

The significance of the Lewistown AAF is that it was one of only four training facilities for B-17 bomb squadrons in Montana during World War II, and it is also only one of possibly three identified B-17 training facilities that retain the Norden Bombsight storage house (vault). The Norden Bombsight was so covert, that the bombadiers swore and oath to secrecy:

> Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training... and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight... I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself.[1]

Establishment and Training at B-17 Airbases

Much of the information for this section comes directly from Bill Callahan's excellent National Register nomination form for the Fairmont Army Airfield in Nebraska.

In 1934, the Boeing Aircraft Company of Seattle, Washington, began construction of a four-engine heavy bomber. Known as Boeing model 299, it first took flight on July 28, 1935. The government ordered production of 13 of these aircraft, then designated the Y1B-17. Delivery of these first production models was between January 11 and August 4, 1937. By the end of the 1930s, the eruption of World War II in Europe led the United States to increase its military production.

1 U.S. Centennial of Flight Commission, "Norden Bombsight," available at: http://www.centennialofflight.gov/essay/Dictionary/NORDEN_BOMBSIGHT/DI145.htm.

9. Major Bibliographic References

See continuation sheet

Previous documentation on file (NPS):
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:
X State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other -- Specify Repository:

10. Geographical Data

Acreage of Property nominated with this form: approximately 1300 acres.

UTM References: See continuation sheet.

Legal Location (Township, Range & Section(s)): A portion of the SE-SW1/4 and a portion of the SW-SE1/4 of Section 19, T15N R18E; All except for a portion of the NW1/4 of Section 20, T15N R18E;A large portion of the W1/2 and a portion of the N1/2-NE1/4 of Section 21, T15N R18E;Various portions of section 29, T15N R18E; and most of the NE1/4, most of the E1/2-NE-NW1/4, and a portion of the N1/2-SE1/4 of Section 30, T15N R18E.

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title: Patrick Rennie
organization:
street & number: 48 Colter Loop
city or town: Helena
date: 9-18-2005
telephone: (406) 449-0221
state: MT zip code: 59602

Property Owner

name/title: Lewistown City-County Airport Board
street & number: 712 West Main Street
city or town: Lewistown
telephone: 406-538-3264
state: MT zip code: 59457

Wind-Tee – (one contributing structure)

The wind-tee is a wind directional indicator constructed in 1942.[2] The wind-tee is situated at the center of a 150 foot diameter cleared area in the NE-SE-NE1/4 of Section 20, T15N R18E. The cleared, circular area is bounded by low-standing (11 feet long x 3 feet high) A-frame structures that are sided with corrugated tin and painted alternately red and white and spaced approximately 10 feet apart. The wind-tee is a unique, airplane shaped structure constructed of riveted aircraft aluminum covering a light gauge steel frame and painted red. It is mounted to a swivel device situated in a 2 foot square block of concrete, and a weight at the front of the wind-tee balances the structure. The underside of the wind-tee is approximately 4 feet above the ground. In cross-section the body and wing of the wind-tee are triangular shaped. Both body and wing measure 14 inches high by 19inches across their undersides by 3 inches across their topsides. The wing measures 12 feet in length and the body measures 20 feet in length. The wind-tee exhibits a tail fin or vertical stabilizer formed of aircraft aluminum, but there is no horizontal stabilizer. A series of 10 red lights are affixed symmetrically across the top of the wing portion of the wind-tee. Similarly, a series of 18 lights are affixed symmetrically along the spine of the body of the structure from the juncture of the body/wing to the tail fin. Beginning at the wing/body juncture and extending toward the tail fin, the first 16 lights are blue colored and the last two lights are green. It should also be noted that approximately 50 feet north of the cleared circular area containing the wind-tee is a windsock. The wind-tee is a contributing structure within Boundary Increase II.

Hardstands (twelve contributing structures)

The hardstands are a series of twelve, 74 feet diameter circular concrete pads strategically positioned along Taxiway A (the NE/SW paved taxiway that is immediately northwest of the airport terminal). The hardstands exhibit steel anchor plates that were used to tether the B-17 bombers that were stationed at the airfield from 1942 to 1943. The positioning of the hardstands spatially separated the B-17's in the event of an attack on one of the airplanes. If one of the planes was sabotaged, strafed, or bombed the remainder might be far enough removed to not be effected.[3] The hardstands are numbered here from 1 through 12 beginning at the southwest end of Taxiway A and advancing northeasterly. The hardstands are contributing structures within the National Register district.

Runway Complex – Taxiways A, 1, 2, 3 and 4, Runways 7/25, 12/30, 2/20, the "Abandoned Runway" and drainage system, (nine contributing structures); Taxiways B and C (two non-contributing structures)

The complex consists of a series of runways and taxiways associated with the original airfield and the later municipal airport. Most of the runways and taxiways were constructed in 1942 and all are situated on built up grades. Some more recent construction at the eastern extreme of Runway 7/25 and an attached connecting taxiway to Taxiway A are not included in the defined site boundaries (see associated topographic plan map). This is because that portion of the runway complex was constructed in 1989.[4] Additionally, two intersecting taxiways (currently referred to as Taxiways B and C) were constructed in 1999. Taxiway B parallels Runway 7/25 approximately 500 feet to the south of that Runway. The south margin of Taxiway C begins at the margin of Taxiway A adjacent to the large concrete apron at the NW end of the main hangar. Taxiway C extends along a True N/S line following the boundary between sections 20 and 21 (T15N R18E) to Runway 7/25.

The abandoned taxiways (see associated topographic plan map), the abandoned runway, and the abandoned segment of runway 2/20 were all constructed in 1942 and abandoned by 1965.[5] Abandoned taxiways 1 and 4, the abandoned runway,

2 Airport Manager Jerry Moline and Military Historian Jim Rea personal communication with the author, 2004.
3 Airport Manager Jerry Moline personal communication with the author, 2004.
4 Bill Burkland and Jerry Moline personal communication with the author, 2004.
5 Lewistown Chamber of Commerce 1965.

the abandoned segment of runway 2/20, and much of abandoned taxiways 2 and 3 are no longer maintained, or actively used, and the paved surfaces are crumbling and weeds and grasses are growing up through the cracks in the pavement. However, the northwest portion of abandoned taxiway 3 is currently used for organized drag races and is locally known as the Lewistown Raceway. The northwest portion of abandoned taxiway 2 is used as an advanced driver education facility.

Runways 2/20, 12/30 and 7/25 are still actively used and maintained although the widths of these runways have been reduced by as much as 50% and runway 12/30 was fully reconstructed in the 1980's. According to two sources, all original runways and taxiways were originally constructed to be 150 feet in width.[6] Today, runway 12/30 is 60 feet in width and Runways 7/25 and 2/20 are 100 feet in width. Taxiway A is a 50 ft wide paved surface, and all other taxiways have 35 ft wide paved surfaces. Original length of the abandoned runway is listed as 8998 ft; original length of Runway 2/20 is listed as 9995 ft; original length of Runway 12/30 is listed as 4600 ft; original length of Runway 7/25 is listed as 5600 ft; original length of abandoned taxiway 1 is ca. 6700 ft; original length of abandoned taxiway 2 is ca. 5120 ft; original length of abandoned taxiway 3 is ca. 4130 ft; original length of abandoned taxiway 4 is ca. 5580 ft; Finally, the length of Taxiway A is ca. 5510 ft.

An interesting design feature of the runway complex is the French drain system that parallels the margins of the runways and taxiways. Constructed in 1942, these drains consist of regularly spaced square or round metal grates that cover 4-5 ft deep holes with gravel bottoms.[7] It should also be noted that the original runway lighting system was reported to have been fully replaced in 1979. Although many modifications have been made to the Runway Complex since initial construction of the Lewistown Airfield, the original elements of the airfield runway complex are recommended here as contributing elements to the National Register district.

Gravel pits (two contributing sites)

Gravel was quarried from two main areas (gravel pit 1 and gravel pit 2 locales) within Boundary Increase II (see associated topographic plan map) and used for construction of the airfield facilities.[8] The gravel pit 1 locale in the W1/2 of section 20 (T15N R18E) is the larger of the two quarries and covers ca. 60 acres. Gravel pit 2 in the SE1/4 of Section 29 (T15N R18E) covers ca. 12 acres. The gravel pits are recommended here as contributing sites within Boundary Increase II.

Terminal Building- (one noncontributing building)

This building was originally the dispensary of the former military airfield, but was moved to its present location in the NW-NW-SW1/4 of Section 21 (T15N R18E) after 1948 and modified from its original form. It serves as the terminal for the Lewistown Municipal airport. The building measures 125 feet NW/SE by 27 feet NE/SW by 18 feet high at the roof peak. The building has a gable roof with a 4:12 pitch covered with corrugated tin. The building is faced with red brick and rests on a concrete foundation with a basement. After relocation of the building, a red brick interior fireplace was constructed and major modifications were made for windows and entryways. Beginning at the northwest end of the southwest side of the terminal, a double-pane stationary window is positioned 3 feet from the northwest margin. That window measures 38 inches long by 25 inches high and its base is situated 94 inches above the ground. Immediately southeast of the window is a standard, one-piece wood door that measures 80 inches in height and 31 inches in width. Thirteen and a half feet southeast of the door are two symmetrical single pane fixed windows, each 47 inches long x 25 inches high, the bases of which are situated 94 inches above the ground. Eleven feet from the southeastern-most of the two symmetrical windows are two, 4 feet wide x 6 feet high fixed pane windows. Five feet, five inches from the southeastern-most of those two windows is a main entrance door 6 feet 5 inches high by 36 inches wide, with a central, fixed pane that measures 1 foot 9

6 Lewistown Chamber of Commerce 1961 and 1965.
7 Jerry Moline personal communication with the author, 2004.
8 Ibid.

inches wide by 2 feet 11 inches high. Seven feet six inches southeast of the main entrance door is a single fixed pane window that is 4 feet wide by 6 feet high. Twenty-seven feet eight inches southeast of that window is a double fixed pane window that measures 38 inches in width by 25 inches high and the base of that window is 94 inches above the ground.

At the southeast elevation of the building are two wooden bay doors. The southwestern-most door measures 11 feet in height by 12 feet in width. At 4 feet above the base of that bay door are two stacked rows of fixed panes, each 13 inches wide by 16 inches high. Each row consists of 8 panes. Approximately 1 foot to the northeast of the large bay door is a smaller bay door that measures 8 feet square with a single row of 6 fixed glass panes, each 13 inches wide by 16 inches high.

Twenty feet northwest from the southeast margin of the northeast side of the terminal building is a three panel wooden door that measures 88 inches in height by 31 inches in width with a light pane that measures 2 feet square. Seven feet northwest of the door is a double set of 3 feet 4 inches wide by 3 feet 2 inches high double-hung windows with single fixed glass panes. Three feet ten inches northwest of that set of windows is a second matching set of double-hung windows. The bases of the double-hung windows are situated at 94 inches above the ground. Nine feet northwest of the second set of double-hung windows is a three panel wood door that is 35 inches wide by 80 inches high with a 2 feet 3 inches wide by 2 feet 1 inch high fixed glass light panel. One feet ten inches northwest of that door is a set of 3 feet wide by 6 feet 8 inches high, one-piece wooden double doors. One foot ten inches northwest of the double doors is a 35 inches wide by 80 inches high three panel wooden door with a 2 feet 3 inches wide by 2 feet 1 inch high fixed glass light panel. One foot northwest of that door is double set of 3 feet 4 inches wide by 3 feet 2 inches high double-hung windows with single fixed glass panes. The base of that set of windows is situated at 3 feet 9 inches above the pavement. Five feet eight inches northwest of the double-hung window set is a second terminal entrance door identical to the entrance door on the southwest elevation of the building. One foot northwest of the entrance door are two fixed pane windows, each 3 feet 11 inches wide by 5 feet 11 inches high. Eleven feet four inches northwest of those windows are another identical pair of windows. Three feet seven inches northwest of that set of windows is another matching set.

At the northwest elevation of the terminal building, 3 feet southwest of the northeast margin, is a set of two, 3 feet 11 inches wide by 5 feet 11 inches high fixed pane glass windows. Because of the extensive modification that has occurred to the building since it served as a dispensary, the terminal is recommended here as a noncontributing element to the National Register district.

CAA Building- (one noncontributing building)

The CAA Building is the original Civil Aeronautics Administration building constructed at the site in 1949 and situated in the SW-SW-NW1/4 of Section 21 (T15N R18E).[9] The building is described as an "S" type watch house.[10] The CAA building has also been referred to as the Lewistown Flight Service Station (FSS) and the Lewistown Federal Aviation Administration (FAA) building. When operational, the Lewistown VHF Omni-directional Radio Tactical Air Navigation (VORTAC) and Non Directional Radio-beacon (NDB) were the only navigational aids controlled by the FSS.[11] The building is currently abandoned, but has been modified little, if at all, since its construction in 1949 and remains at its original location. The building is situated on a concrete foundation and measures 16 feet 10 inches wide (NE/SW) by 52 feet 5 inches in length (NW/SE) by 14 feet 3 inches at its peak. It exhibits a 4:12 pitch gable roof with illumination coating. It also exhibits lap board style, illumination coated siding. Beginning at the southwest elevation of the building, a single pane fixed window measuring 4 feet 3 inches high by 3 feet wide is situated 9 inches in from the northwest margin. The

9 Jerry Moline personal communication with the author, 2004.
10 Rocky Mountain Intercom 1972.
11 Ibid.

base of that window is positioned at 5 feet above the ground. One foot southeast of that window is a 4 feet 3 inches high by 3 feet wide steel casement window composed of two columns of four, 1 foot high by 1 foot 4 inches wide panes. The window cranks open in a swingout fashion. The base of the window is positioned 5 feet above the ground. Nine feet southeast of the first casement window is a second identical casement window. Nine feet southeast of the second casement window is a third, and 5 feet southeast of the third casement window is a fourth.

At the southeast elevation of the building are two metal casement windows as previously described. These are positioned along a NE/SW line beginning 4 feet 10 inches northeast of the southwest margin. Nine feet northeast of the casement window set is a set of concrete steps leading up to a 7 feet high by 39 inches wide steel door.

Eight inches northwest of the southeast margin of the northeast elevation of the building is a steel casement window as previously described. One foot northwest of that window is a second casement window and 9 feet northwest of that window is another set of two casement windows. At the northwest margin of that set of casement windows is a 4 feet deep by 4 feet 7 inches wide mudroom with a centrally positioned 80 inches high by 36 inches wide storm door with two vertically stacked 2 feet square glass panes. Eight feet northwest of the mudroom is a metal casement window as previously described, and 1 foot northwest of that casement window is a 4 feet 3 inches high by 3 feet wide single pane fixed window is situated 9 inches in from the northwest margin. The base of that window is positioned at 5 feet above the ground.

One foot southwest of the northeast margin at the northwest elevation of the building is a 4 feet 3 inches high by 3 feet wide single pane fixed window. One foot southwest of that window is a second identical window, and 5 feet southwest of that window is a third identical window. The bases of those three windows are positioned at 5 feet above the ground. Although the CAA building retains all aspects of integrity and it is the first CAA building constructed at the Lewistown airport, because it was constructed after the period of significance identified in this nomination, it is considered a noncontributing resource under the context identified here.

Modern Metal buildings (four noncontributing buildings)

Northeast of the CAA building are four large metal-framed rectangular buildings. All were constructed during the modern period, feature metal siding, gabled metal roofs, and concrete slab foundations. Irregular fenestration patterns are present, as are overhead metal doors and solid pedestrian doors. The buildings are used as warehouses and/or shops. Though relatively large, they are not overly intrusive to the district.

Integrity:

Although the six buildings within the boundary increase area are noncontributing due to alteration and construction date, none detract from the overall integrity of the district. Their rectangular, gable-roofed form is similar in scale and style as the previously listed buildings, they are concentrated at the northeast side of the property, and are not intrusive given the scale of the boundary increase area as a whole. Though not all of the runways and taxiways have been maintained, the layout and engineering of the 1942 military design of the airfield is intact. The Lewistown Satellite Airfield (Boundary Increase II) retains a high degree of integrity overall.

Although World War II began for the United States in December of 1941, Franklin D. Roosevelt and the Department of War had been preparing for war for several years. By the summer of 1940, the Army Air Corps planned for an enormous expansion of combat aircraft training facilities. By September 1940, the President's Advisory Commission to the Council of National Defense had begun collecting information about potential sites for locating air training facilities throughout the country.[12]

Construction of Army Air Force (the Army Air Corps became the Army Air Forces in June, 1941) training fields were part of a truly massive construction program by and on behalf of the U.S. military just before and during WWII. Immense facilities sprang up within weeks where none before existed. These facilities were located all over the United States. Thrown in among the army and navy training facilities, shipyards, jeep, bomber and tank factories were ammunition plants, ordinance depots and Army Air Force (AAF) training facilities. These facilities were located throughout the central section of the country, and were among the physically largest of the World War II facilities, often requiring the requisition of thousands and even tens of thousands of acres of agricultural land.[13]

The immensity of scale and rapidity of completion of WWII facilities nationwide is very difficult to overstate. All over the nation, land was acquired for the construction of industrial, military and support facilities meant to train and arm a vast armed force necessary to fight a land, sea and air war on two fronts. The construction of Air Corps air fields illustrates the spectacular feat of construction and organization on the American home front. In 1939, the Army Air Corps had seventeen air fields in all of the United States. By late 1945, the AAF had nearly *eight hundred* airfields in the continental United States.[14]

WWII was the first time in history that strategic aerial bombing of enemy military and industrial facilities was attempted in any significant way. With a few important exceptions airplanes were a largely untested and, in some quarters, controversial weapon of war. Much of the controversy over the airplane as weapon centered on whether strategic bombing was an effective means of waging war. However, many authorities in the United States military observed the effectiveness of air power in Germany's role in the Spanish Civil War and in the Japanese subjugation of much of China. These observations led to the urgent development of many very effective types of military aircraft, and none more so than the heavy bomber.[15]

Four-engined bomber aircraft such as the Boeing B-17 Flying Fortress and the Consolidated Vultee B-24 Liberator were largely experimental weapon systems prior to WWII. Technologies that allowed these (for the time) behemoths to fly thousands of miles and strike enemy targets with remarkable precision were cutting edge. Consider that in 1941 passenger airlines were in their infancy, and that heavier-than-air powered flight had been invented less than forty years before. Strategic bombing tactics (which included flying in large formations), navigation systems, targeting systems, high-altitude survival mechanisms, support systems and, of course, simply learning to fly the aircraft as part of a crew were all components of a vast, untested and unproven strategic combat system. Very young men often with no more than a high school education were trained in this system from 1941 to 1945 and were expected to master all the new technologies and tactics within a few weeks and perform in the most difficult, stressful and deadly conditions.

---

12 Bill Callahan, "Fairmont Army Airfield National Register Nomination Form," on file at the Nebraska State Historic Preservation Office, Lincoln, NE, 10/22/2002, section 8, continuation page 1; Robert Hurst, "Nebraska Army Airfields, A Pictorial Review," *Nebraska History,* Summer/Fall, 1995, p.129.

13 Ibid., (Callahan.).-

14 Callahan, section 8, p.2; Scott Murdock, "The Use in 1995 of World War II Army Air Fields in the United States" (Master's Thesis, Embry-Riddle Aeronautical University, Master of Aeronautical Science, Barksdale Air Force Base Resident Center) April, 1997. Ch. 2, P.1

15 Callahan, section 8, p. 3.

In 1942, Major General Robert Olds, commanding officer of the Second Air Force, laid out the precise purposes of the B-17 bomb squadron training fields:

> 1. Take men individually trained in the delicate art of bombing and weld them into a combat team that works as one man. Particular stress is laid on the ability of this united team to take a four-engine bomber to any target within maximum range, day or night, fair weather or foul, over land or sea, bomb the objective successfully and present the maximum defensive fire power necessary to ward off attacks by enemy pursuits enroute.
>
> 2. The organization and training of heavy bomber squadrons and groups is next in line and here special stress is laid on the close coordination of members of combat crew teams to produce essential mass tactics.
>
> 3. The trained and organized groups are given a finishing period of training from dispersed airdromes in close simulation of actual conditions encountered in each of the many combat theaters in which American air forces are operating in the second World war today.

The B-17 received the name "Flying Fortress" from a Seattle reporter who commented on its defensive firepower. The B-17 underwent a number of improvements over its 10-year production span. Throughout the War, the B-17 was refined and improved as battle experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G, was produced in larger quantities (8,680) than any previous model and is considered the definitive "Flying Fort." With its 13 .50-caliber machine guns -- chin, top, ball and tail turrets; waist and cheek guns -- the B-17G was indeed an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to withstand heavy combat damage and still return its crew safely home. Between 1935 and May of 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

> Four 1,200 horsepower engines roar to life as the three-bladed propellers begin to turn. They spin faster, gaining speed with each revolution, yearning their pilot to ease the plane forward to takeoff into the expansive sky.16

The Lewistown Satellite Airfield in coordination with the main Army Air Corps base at Great Falls and the other satellite airfields at Glasgow and Cut Bank trained crews to operate the B-17. A spokesman for the Army's Second Air Force command said that, "The crews at the four fields will be engaged in regular training flights to check on the accuracy of navigators and to promote teamwork among the crews. Much of their time will be devoted to practice bombing." The dispersed airfields permitted simulation of conditions in combat zones. One person compared flying over Central Montana with its lack of clearly identifiable landmarks to flying over blacked out England. Another Army spokesman explained that, "Many of the flights will be in precise formation, simulating battle conditions, when ships must be so spaced as to cover one another with guns." The skies over central Montana were filled with B-17s flying between the airfields, partaking in bombing practice, and testing long-range navigation skills.[17]

Aircraft from Lewistown, Great Falls, Glasgow and Cut Bank would take off at a predetermined time, form up in squadron formation over their respective locations, and later, over central Montana, join up in group formation. These bombardment groups, including Lewistown's 615th Bomber Squadron, went on to participate in decisive raids over Germany opening the door for Allied daylight precision bombing. The Montana-trained squadrons flew at total of 1263 combat missions, dropped 71,128 tons of bombs, lost 548 aircraft and shot down 1018 enemy aircraft without ever turning away from a

---

16 "B-17 Brings Back a Bit of Base History," Nucleus Journalist, November 17, 2006. available online at: http://www.kirtland.af.mil/organizations/377ABW/PublicAffairs/nucleus/2006/Nov_17/CMNU20061117Z012.pdf.

17 *Lewistown Democrat-News*, November 15, 1942.

mission. They earned Presidential Unit Citations with valor and fortitude over Leipzig, Oscherslaben, Regensberg, Schweinfurt, Steyr and Zwickau. Assigned to the Mighty 8th and 15th Air Forces, the unwavering courage and unbowed bravery of airmen from this Montana airfield shines as this nation's bright pride.

Boundary Increase II Resources Significance

The structures and sites within the proposed Boundary Increase II complete the significant story of the airfield. Here, the essential training runs of the crews began and ended. On the runways, taxiways, and hardstands themselves the crews learned the intricacies of the unwieldy B-17s. The size of these resources is indicative of the large scale of not only airplanes, but also the numerous, intense training sessions the crews underwent during there short time there. The historic resources within the boundary increase area played an important role in the function and operation of the Lewistown base. The significance and roles of these features are detailed below:

Wind-Tee - This airplane shaped structure it is an exceptional example of wind direction indicators. The wind-tee is important because it allowed pilots to determine, both day and night, wind direction and potentially dangerous cross wind issues when preparing the B-17G's for landing or take off. The wind-tee is in good working condition and is still used today at the Lewistown International Airport.

Runway Complex (including hardstands)– The runways and taxiways associated with the original AAF, including the associated aircraft hardstands, are vital to understanding the design and operating plan of these WWII era Army airbases. Because the original runway arrangement was much larger than was required for commercial small scale aircraft, much of the original runway complex (including use of most of the hardstands) was abandoned after 1943. Additionally, alterations in the form of resurfacing, lighting upgrades and additional taxiway construction have occurred to the original runway complex over time. However, the design, layout and engineering of the runway complex follows a standardized plan approved by the U.S. Army, and that general plan can still be seen today. Because of this, the runway complex and associated hardstands are features of the Lewistown AAF contribute to the distorict's significance under Criteria a and C.

Gravel pits- gravel was quarried from two main areas (Gravel pit 1 and Gravel pit 2 locales) within the site boundaries (see associated topographic plan map) and used for construction of AAF facilities. They are representative of the herculean task of constructing the airfield in 1942. Today these large gravel quarries are used as shooting ranges and as a processing point for cars no longer in use.

Criterion C

The following historical context has been proposed for evaluating WWII era Army Airfields, and adds considerably to the understanding of the design and significance of the Lewistown AAF:

> Air installation construction undertaken during World War II illustrated the Army-wide change from permanent construction techniques and materials to wood-frame temporary mobilization construction (and later, Theater of Operations construction). These cost and time-saving construction techniques were particularly used for personnel support, administrative, and storage buildings... Runways were paved and generally resembled the intersecting triangular configurations developed during the late 1930s. As the war progressed, airfield configurations changed, with many runways having two intersecting runways in the shape of an X.
>
> The typical air installation constructed during World War II contained a few hangars for maintenance and repair of aircraft, shops and service buildings, administration/operations buildings, and support buildings and structures. Hangars were a building type that reached a high degree of standardization during World War II, although critical materials shortages, such as steel, resulted in some design variations. Support

> buildings and structures included storage buildings and fuel storage and dispensing systems... If the airfield was located on an Army post, these [personnel] support facilities were not likely to be extensive. On installations constructed solely for aviation purposes, then a full complement of personnel support buildings were constructed, including housing, recreation, and hospital facilities.
>
> By the end of 1943...Little reason existed for continued construction since operational units were deployed to foreign stations, training missions were slowing, and the continental defense mission was no longer perceived as a necessity. In February 1944, General Arnold issued an order prohibiting all new construction in the continental United States without his personal approval. In August 1945, the AAF controlled 344 main bases, 57 sub-bases and 269 auxiliary fields.[18]

The Lewistown AAF is eligible for nomination under Criterion C as a remarkably intact representation of the layout and structure design of Army Airfields following a standardized plan referred to as 700 Series Cantonment Construction.[19] The airfield also exhibits runways and taxiways in standardized triangular configurations. The wind-tee, the runway complex (including the drainage system), hardstands, and gravel pits are a testament to the distinctive characteristics of Army Airfield construction during World War II.

---

18 K. Kuranda, K. Grandine, B. Cleven, T. Davis and N. Patch, "Historic Context for Army Fixed-Wing Airfields 1903-1989: Final Draft Report." Consultant's report (R. Christopher Goodwin and Associates, Inc., Maryland) prepared for the U.S. Army Environmental Center (Maryland). 2002.

19 A. Kriv, *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction.* HABS/HAER guidance document published by the U.S. Department of the Interior, National Park Service.

Architectural and Engineering drawings for the Lewistown Satellite Airfield. Howard R. Green Co., Arcts & Engr's, Cedar Rapids, Iowa. On file at the Lewistown Airport.

Hampton, K. and L. Johnson. National Register Nomination Form for the Lewistown Satellite Airfield Historic District Boundary Increase. Form on file at the Montana State Historic Preservation Office, 2003.

"Historical Context for Malmstrom Air Force Base, Montana." Prepared for 341 CES/CEVP, Malmstrom Air Force Base, Montana by CH2MHill. December 31, 1997.

Johnson, L. National Register Nomination Form for the Lewistown Satellite Airfield Historic District. Form on file at the Montana State Historic Preservation Office, 1999.

Kriv, Arlene. *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction.* HABS/HAER guidance document published by the U.S. Department of the Interior, National Park Service, 1991.

Kuranda, K., K. Grandine, B. Cleven, T. Davis and N. Patch. Historic Context for Army Fixed-Wing Airfields 1903-1989: Final Draft Report. Consultant's report (R. Christopher Goodwin and Associates, Inc., Maryland) prepared for the U.S. Army Environmental Center (Maryland), 2002.

Lewistown Democrat-News, May 6 and 25, 1942; June 16, 1942; July 3, 13, 29, and 31, 1942; August 7, 20, and 25, 1942; October 8, 14, 17, and 18, 1942; September 3, 1942; November 1, 15, 16, and 26, 1942; December 11, 17, and 31, 1942; January 2, 13, 20, and 26, 1943; September 4, 1943

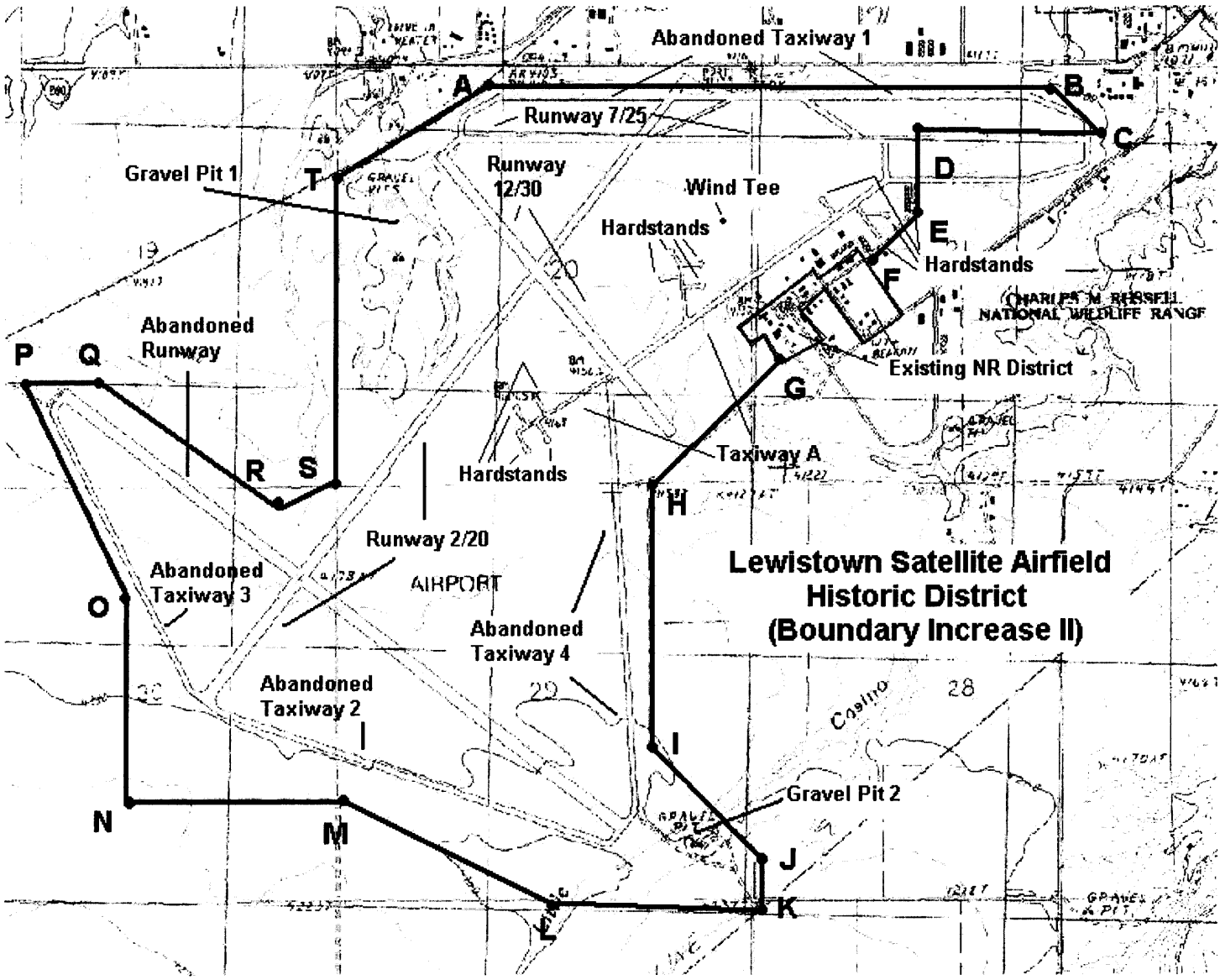
Rennie, Patrick. Site form update for 24FR851. Document on file with the Archaeological Records Office, Missoula, 2004.

Sherman, Don. "The Secret Weapon." *Air & Space Magazine.* March 15, 1999.

UTM References:	Zone	Easting	Northing
A	12	615987	5212194
B	12	618075	5212213
C	12	618326	5212044
D	12	617627	5212043
E	12	617613	5211701
F	12	617439	5211543
G	12	617087	5211144
H	12	616599	5210655
I	12	616629	5209654
J	12	617047	5209244
K	12	617031	5209028
L	12	616325	5209025
M	12	615427	5209408
N	12	614600	5209395
O	12	614595	5210194
P	12	614199	5211011
Q	12	614423	5211006
R	12	615198	5210536
S	12	615395	5210619
T	12	615372	5211818

Verbal Boundary Description
The National Register boundary for the Lewistown Satellite Airfield Historic District (Boundary Increase II) is a polygon with UTM points A-T (NAD 27) as its vertices. See attached Site Map and Topographic Map.

Boundary Justification
Site boundaries have been established based on the spatial distribution of structures and cultural features associated with the former Lewistown AAF. The boundary, except at the extreme northeast end, follows the historic and current property lines of the Lewistown Satellite Airfield/Lewistown Municipal Airport. Modern intrusions, including buildings and runways, have been constructed at the northeast side of the airport facility, and the boundary is drawn to exclude those features.

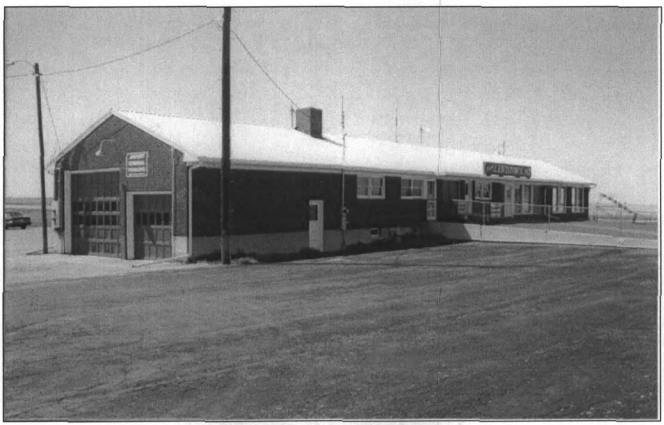

Abandoned Taxiway 1
A
B
C
Runway 7/25
Gravel Pit 1
T
Runway 12/30
Wind Tee
D
Hardstands
E
Hardstands
F
CHARLES M. RUSSELL NATIONAL WILDLIFE RANGE
Existing NR District
Abandoned Runway
P
Q
G
Taxiway A
R
S
Hardstands
H
Runway 2/20
AIRPORT
Lewistown Satellite Airfield Historic District (Boundary Increase II)
Abandoned Taxiway 3
O
Abandoned Taxiway 4
Abandoned Taxiway 2
Casino
28
I
Gravel Pit 2
N
M
J
K
L

The photographs that accompany this nomination were taken by Bob Valach on October 31, 2006, using a high-resolution digital camera. In accordance with the March 2005 Photo Policy expansion, the photos are printed on HP Premium Photo Paper, using a Hewlett Packard 100 gray photo cartridge. This combination of paper and inks is included on the NR's list of "Acceptable Ink and Paper Combinations for Digital Images." The images are also recorded on a CD with a resolution at least 1200x1800 pixels, 300 dpi in "true color" 24-bit, .tif format.

Additional Photographs:

Looking N at the wind-tee.

Looking NW at the wind-tee.

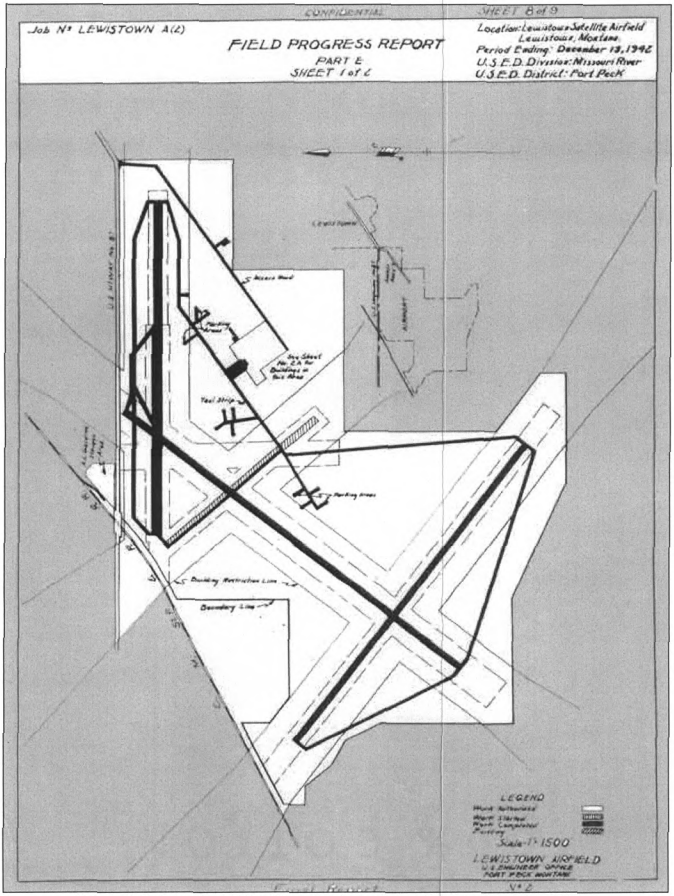


Looking W the airport terminal.

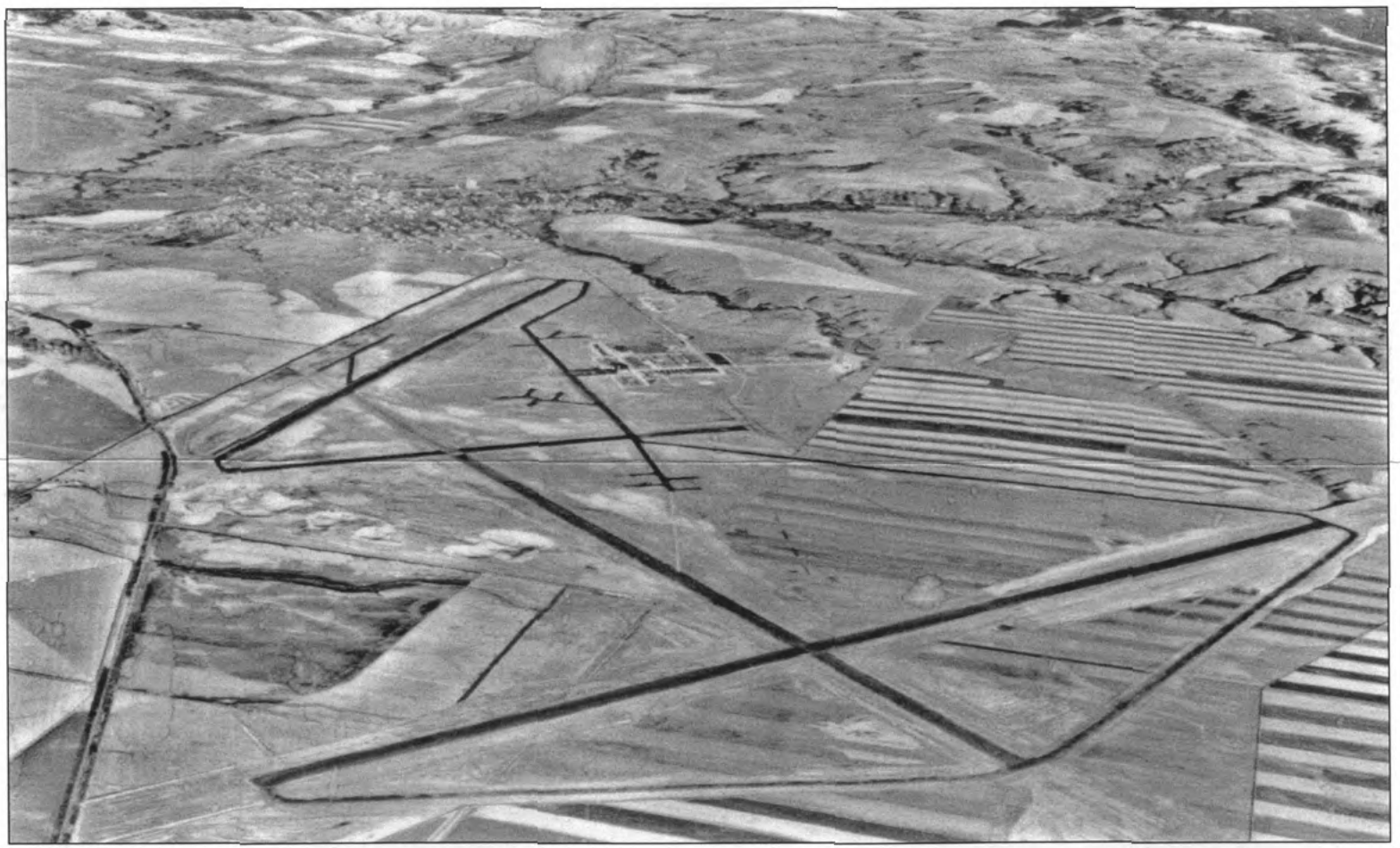
Looking E at the airport terminal.

Looking NE at the CAA Building.

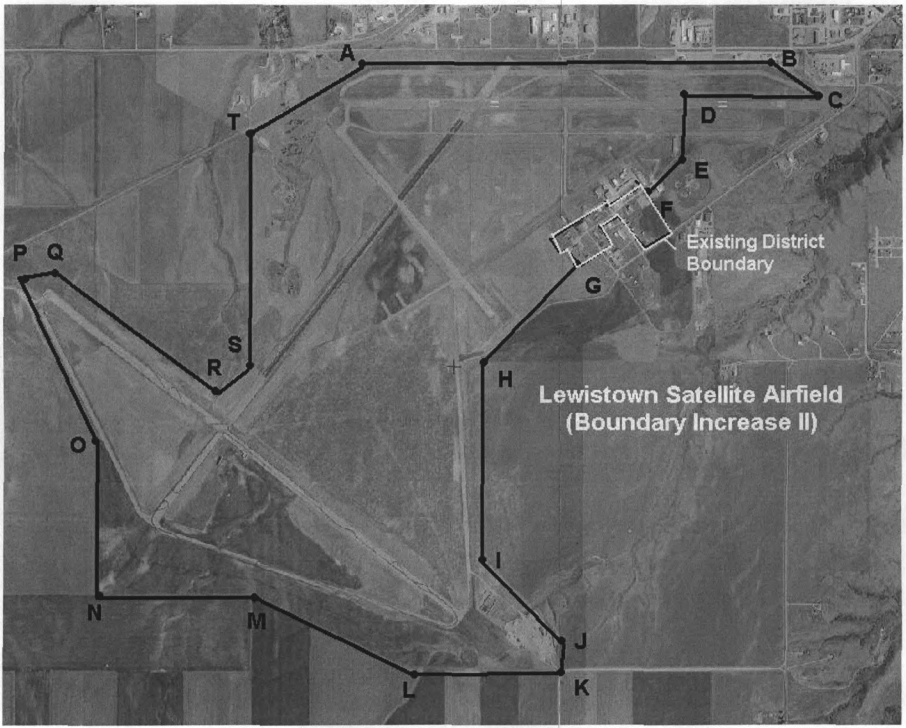
Looking SW at the CAA Building.



Original design plan of the Runway Complex at the Lewistown Airfield.



Aerial view of the Lewistown Airfield. Photo taken October 14, 1943. Photo courtesy of Jerry Moline (Lewistown airport manager).



Aerial view of Lewistown Satellite Airfield, 2004, with superimposed National Register Boundaries.