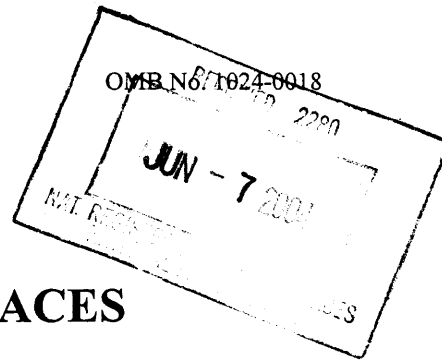


United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Carleton Airport
other names/site number Stanton Airfield

2. Location

street & number 1235 Minnesota Highway 19 not for publication N/A
city or town Stanton Township vicinity x Stanton
state Minnesota code MN county Goodhue code 049 zip code 55018

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 ___ locally. (___ See continuation sheet for additional comments.)

Nina M. Archabal 5/28/04
Signature of certifying official Nina M. Archabal Date
Director and State Historic Preservation Officer, Minnesota Historical Society
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 commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Edson H. Beall

per

Signature of Keeper

7/21/04

Date of
Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing	
<u>2</u>	<u>4</u>	buildings
<u>1</u>	<input type="checkbox"/>	sites
<input type="checkbox"/>	<input type="checkbox"/>	structures
<input type="checkbox"/>	<input type="checkbox"/>	objects
<u>3</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register N/A

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: DEFENSE Sub: air facility
EDUCATION education-related

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: air-related
RECREATION _____

7. Description

Architectural Classification (Enter categories from instructions)

No Style

Materials (Enter categories from instructions)

foundation CONCRETE, STONE: Limestone
walls CONCRETE, STUCCO, WOOD: Weatherboard, METAL: Steel
roof ASPHALT, METAL: Steel

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)

- 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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

Military

Education

Period of Significance 1942-1944

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Magney, Tusler, and Setter

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

9. Major Bibliographical References

(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 #

Primary Location of Additional Data

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

Name of repository: Carleton College Archives, Northfield, MN

10. Geographical Data

Acreage of Property 152 acres

UTM References (Place additional UTM references on a continuation sheet)

Dennison, Minn
1960

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>15</u>	<u>498440</u>	<u>4924860</u>	3	<u>15</u>	<u>499240</u>	<u>4924140</u>
2	<u>15</u>	<u>499220</u>	<u>4924860</u>	4	<u>15</u>	<u>499080</u>	<u>4924140</u>
	<input checked="" type="checkbox"/>	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 Elizabeth A. Gales, Architectural Historian
organization Hess, Roise and Company
street & number 100 North First Street
city or town Minneapolis state MN zip code 55401
telephone (612) 338-1987
date June 2003

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

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

Property Owner

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

name Stanton Sport Aviation, Inc.
street & number 1235 Highway 19 telephone (507) 645-4030
city or town Stanton state MN zip code 55018

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 the 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 Project (1024-0018), Washington, DC

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Carleton Airport
name of property

Goodhue County, Minnesota
county and state

Introduction

The Carleton Airport, now known as Stanton Airfield, is located east of the town of Stanton in Stanton Township in rural northwestern Goodhue County. The 152-acre property is bordered by Minnesota Highway 19 to the south and Minnesota Highway 56 to the east. Farm fields surround the property to the north and west. The original hangar and administration building is approached by a gravel driveway extending north from Highway 19. North and west of the hangar is the airfield, with two runways edged by cultivated fields. The configuration of the runways has changed over time, but they have always been surfaced with turf. Three new steel hangars and a new steel paint shop are located northeast of the hangar. East of the hangars, near Highway 56, is a barn that was modified for the airport's use. The barn is just north of a three-acre parcel at the intersection of Highways 56 and 19 with two houses. The three acres were part of the original airport parcel. Because one house is compromised by alterations and the other is of recent construction, this parcel is excluded from the district.

Airfield—Contributing Site

The current turf runways form a cross pattern oriented to the four cardinal points. Originally the grass field had no formal runways and pilots took off and landed as the wind dictated. In the late 1940s, the airfield's owner, Carleton College, decided to earn extra money to pay the airfield's property taxes by farming part of the land. Airport manager Malcolm Manuel laid out four runways: one on a north-south axis, another on an east-west axis, the third on a northwest-southeast axis, and the fourth on a northeast-southwest axis. These runways, and a common area for taxiing planes, remained turf, and the remainder of the land, approximately seventy-four acres, was cultivated. After purchasing the field in 1955, the Manuels maintained a field and runway layout. Sometime over the next forty-five years, the northwest-southeast runway and the northeast-southwest runway were eliminated and that land cultivated. At that time the north-south runway measured 300' by 2,910' and the east-west runway measured 300' by 2,500'. In 1995 Stanton Sport Aviation widened the northern end of the north-south runway by adding 500 square feet of turf east of the main runway where gliders can line up to be towed into the air. In 1998 an area, also measuring 500 square feet, was added south of the eastern end of the east-west runway. The original common area laid out by Manuel is located on the southeast side of the runways between the hangar and the new hangars and paint shop. The remaining acreage is planted in a rotating cycle of corn and soybeans.

Hangar—Contributing Building

The hangar building is divided into three sections: hangar and shop, administrative area, and apartment. The structure is constructed of concrete block, with some wood-framed sections, on a concrete-block foundation. The hangar's outward-curving roof is composed of rolled asphalt laid in hot tar. The remainder of the building has flat composition roofs. The majority of the building's exterior is painted light gray with white trim, and the second-floor apartment is clad in

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weatherboard and painted cream with maroon trim.

The hangar, measuring 80'-11" by 80'-1.5", comprises most of the building. The large open room has unfinished concrete-block walls and a poured-concrete floor. The roof is supported by 80'-long laminated-wood bowstring trusses manufactured by Rilco Laminated Products in Saint Paul. The east and west gable walls, above the concrete blocks, are wood-framed and finished with stucco on the exterior. Pairs of tall, narrow window openings are located on the west and south walls. Each opening contains three long single-light awning windows that are vertically stacked. The original wood-frame windows are still intact in most of the openings, but some of the windows have been replaced with plywood panels. A 10' by 12' doorway is located on the west wall and its original sliding redwood door is installed on the interior side of the wall. The hangar's east wall contains a 76'-2.5"-wide opening. Sliding redwood panels measuring 11'-5.5" by 19'-10.5" are hinged together to form two doors, which are supported by wall-mounted metal tracks running from the center of the opening around the eastern corners to the middle of the north and south walls. The north wall is shared with the shop and contains two doorways, one to the administrative area and one to the shop, although only the shop door is operable.

Like the hangar, the shop retains historic integrity. The room measures 46'-8" by 56'-5.5" and has concrete-block walls and a poured-concrete floor that slopes to a large drain. Both the walls and floor were painted during the past decade. The roof is supported on 45'-long laminated-wood Pratt trusses that also suspend the original Celotex ceiling system. The north wall contains the only windows in the room. Originally, two vertically arranged windows, similar to those in the hangar, occupied each opening, but at some point, the top windows were removed and the openings covered with plywood. New windows were installed in the lower openings in 1993. The east wall contains a large 44'-wide doorway. Sliding redwood panels measuring 8' by 11'-10.5" are hinged together to form one door, which is suspended from a ceiling-mounted metal track that stretches from the northeastern corner across the opening, and continues around the southeastern corner and along the south wall. This door is no longer used, but a modern metal bi-fold door installed on the outside of the opening is operable. The west wall has a single doorway leading into the former locker room, now known as the link room. The link room holds an old link trainer, a machine composed of airplane controls and used to teach students flight basics before allowing them to operate an airplane. The trainer, purchased by the airport's second owner, is no longer in operation, but is stored in the room.

The remainder of the building's layout has been slightly altered over time. Most of the interior walls are painted concrete block; however, gypsum-board walls have been added to some rooms. The link room, directly west of the shop, has a new gypsum-board partition on the south end creating a small storage room. West of the link room is a corridor containing stairs to the second floor and the observation tower. There was a doorway from this corridor into the hangar, but this

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Carleton Airport
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has been covered with gypsum board to allow for storage. The furnace room is located west of the corridor and still houses a furnace and a new air-conditioning unit. There are two windows in the upper half of the west wall. An opening in the south wall leads to the former coal room, now used for storage. The coal room has no windows, but a doorway in the room's south wall leads outside. North of the link room is a hall that provides access to the men's and women's restrooms. The hall and restrooms were originally a large men's restroom, but the airfield's second owners divided the space into its current layout. The new hall connects to the main hall, which runs east to west. A classroom, once the office; the corridor; and a storage room open off of the main hall. Only one alteration has been made to this hall: the large opening to the office was enclosed with gypsum board to create a wall and a 3' wide doorway. The storage room opens off the main hall to the south. A small water closet, once the women's restroom, and a small closet can be accessed through the storage room.

At the west end of the main hall is the entrance hall, which has doorways on the north and south walls that lead outside. An opening to the three-car garage, now the office, is located in the southwest corner. After the Manuels purchased the airfield, the north wall of the garage, containing three automobile-sized openings, was enclosed with wood-framing to create a bulkhead and eight window openings. A window opening was made in the northern corner of the west wall; three window openings in the south wall were retained. The southwest corner of the interior was partitioned off for an office.

The building's second floor originally held a classroom, storeroom, and stairs to the observation tower. The only set of stairs to the second floor were in the corridor off the main hall. The second floor was converted into an apartment in the 1960s, and a substantial addition, with picture windows and patio doors, was made to the west end of the second floor. This addition cantilevers out over the building's southern wall, which caused the first-floor entrance to be reoriented on a southeast-northwest axis; originally it was in line with the south wall of the office. A staircase to the second floor was installed on the entrance hall's west wall.

The wood-framed observation tower can only be reached by the building's original staircase. Between the second floor and the tower platform are two steep staircases separated by a counterweighted trapdoor. Another trapdoor opens into the observation tower's platform room. This 9' by 14' room has unfinished plywood walls. The furnace chimney travels up the tower's west exterior wall. The upper half of the walls hold sliding vertical-sash windows, which replaced older windows of the same style.

Barn—Contributing Building

The barn, constructed in the 1920s or 1930s, is located on the eastern edge of the airfield's property. It was originally associated with a farmhouse to the south, which is not included in the

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district. The barn's lower story is composed of dressed limestone blocks laid in regular courses. Small one-story gambrel-roofed ells extend from the east and west sides. The second story is clad in board-and-batten siding. Balloon framing was used for the upper-story walls, floor, and gambrel roof.

After purchasing the farm in 1942, Carleton College decided to modify the barn for temporary use as a hangar. The architectural firm Magney, Tusler, and Setter drew up plans calling for hangar space on the south side of the lower level, and dope and welding rooms on the north end. Trusses were installed to repair a sag in the upper-story floor caused by the overloading of sistered joists. The entire south end wall of the lower story was removed so planes could be rolled into the barn, and a large door system was installed in place of the wall. Limestone buttresses were constructed on the ends of the wall to provide additional support. The door was raised vertically using a counterweighted pulley system. Following the war, the opening was framed in to create a wall and two smaller doorways. The vertical pulley was used until the late 1990s, when the counterweight system failed. The existing garage door was modified to slide horizontally, but the pulleys were left intact.

All of the building's window openings, and the door openings in the north wall, have been covered with plywood. Roofs of the main section and the ells are clad in gray asphalt shingles, and the main roof is topped by two steel ventilators. The floor is poured concrete, possibly a modification dating from the 1940s. The barn is currently used to store glider trailers.

New Hangars—Three Noncontributing Buildings

Three 60' by 96' steel-frame hangars are situated northeast of the hangar. These front-gable buildings are set on poured-concrete foundations and are clad in corrugated-steel siding with corrugated-steel roofs. They were added to the airfield in the 1990s to provide storage for gliders. Because the buildings were erected outside the airfield's period of significance they are non-contributing.

Paint Shop—Noncontributing Building

Like the new hangars, the wood-frame paint shop was constructed a considerable distance from the original building. This side-gable structure also stands on a poured-concrete foundation and has a corrugated-steel roof and walls. Sliding vertical-sash windows and metal doors are located on the north, south, and west walls. Since the building was erected in 1970, it did not contribute to the airfield's activities during World War II, and is non-contributing.

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Goodhue County, Minnesota
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Statement of Significance

Introduction

The Carleton Airport, also known as Stanton Airfield, is located at 1235 Minnesota Highway 19, near the junction of Minnesota Highways 19 and 56. The airfield was developed in 1942 to provide Carleton College students with elementary flight training in preparation for military enlistment. The airfield was also used by army War Training Service programs for secondary and instructor flight training. After the war, private flying schools operated the airfield for Carleton until 1955, when a private aviation company purchased the field. Because of the airport's statewide significance in training army pilots for World War II between 1942 and 1944, it is eligible for the National Register under Criterion A, under the areas of significance of Military and Education.

Carleton Before the War

Carleton College was founded by the Minnesota Conference of Congregationalist Churches in 1866. The town of Northfield was selected to host the college because a local congregation offered the most money and land to support a school. The college was known as Northfield College until 1871 when a generous Eastern businessman named William Carleton donated \$50,000 to the school. The board of trustees promptly renamed the school in Carleton's honor. As the institution slowly grew in size through the remainder of the nineteenth century, two separate schools evolved. One was an academy that provided a high school curriculum, and the other was a liberal arts college, the precursor of the present school. By the turn of the century, both schools were established but neither had a prestigious reputation.¹

The first decade of the twentieth century saw a change in the college's leadership. Carleton's first president, Reverend James W. Strong, retired in 1901, and the next president, Reverend William H. Sallmon, held the position for only five years. While political controversy plagued most of Sallmon's presidency, he was able to make some improvements to the institution. The most significant improvement was the closure of the academy in 1906 so resources could be focused exclusively on the college. The school's graduation requirements were stiffened and curricula were established for major and minor degrees. Although Sallmon took progressive steps towards improving Carleton, he was never able to gain the full support of the staff, trustees, and

¹ Merrill E. Jarchow, *Private Liberal Arts Colleges in Minnesota: Their History and Contributions* (Saint Paul: Minnesota Historical Society, 1973), 21-24.

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community. He resigned in 1908 and was replaced the next year by an accomplished Yale graduate named Donald J. Cowling, who was to serve as president for thirty-six years.²

Cowling's national prominence elevated Carleton's prestige during his tenure. At the time of Cowling's inauguration, he held four degrees from Yale, more than any other living person. During the First World War he was asked to serve on a commission for the Carnegie Foundation, and after the war he also served as president of the Association of American Colleges and the American Council on Education. Under Cowling's guidance, Carleton's endowment increased dramatically, its physical facilities expanded, and its reputation in the academic world rose.³

World War II: Challenges and Opportunities

With the arrival of World War II, Cowling faced his greatest challenge. He had to keep the school running despite the loss of male students and the tuition they provided. Colleges and universities across the country faced the same problem as they endeavored to help with the war effort, yet maintain normal educational opportunities. The Department of Education's Wartime Commission provided a list of recommendations to help colleges "modify and adjust their administrative and curricular procedures so as to save time and render the most effective services to students." Included in these recommendations were introducing summer terms to speed up graduation dates, increasing teaching loads and hours, and recruiting retired faculty and staff to cover vacancies created by the military draft.⁴

Among Carleton's initiatives to aid the war effort was establishing an aviation program. A Carleton staff member, Robert E. Allen, devised a plan to prepare three hundred Carleton students for the military while they continued to work on their liberal arts degrees. After students enlisted in either the navy or army, they would receive extra physical education and basic military drill instruction on campus. The college would build an airport and train students in the Carleton College Aviation Corps in basic flight skills, after which they would go on to military

² Jarchow, 72-73.

³ Ibid., 73-76.

⁴ Dr. Guy E. Snively to President Donald J. Cowling, December 29, 1941, Donald J. Cowling Presidential Files, Carleton College Archives; Divisional Committee on Higher Education of the U. S. Office of Education Wartime Commission to the Members of the Association of American Colleges at their annual conference, memorandum, January 3-4, 1942, Cowling Files.

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Carleton Airport
name of property

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county and state

aviation training.⁵

Carleton planned to contract with the Civil Aeronautics Administration (CAA) to become part of the Civilian Pilot Training Program (CPTP). The CPTP was begun in 1939 by the CAA, a predecessor of the Federal Aviation Administration, to train civilian pilots between eighteen and twenty-five years of age. The curriculum consisted of college classroom education in conjunction with flight training provided by private flying schools. The program utilized existing facilities rather than constructing large federally operated schools, which kept costs down and prevented the growth of a large bureaucracy. The program was designed to provide the United States with a large pilot reserve in case the country entered into war.⁶

While the CPTP created a large pool of prospective military pilots, it also offered flight schools for women and African-Americans. Schools could admit one woman per every ten male students, a rare allowance since the military refused to train women to fly. Congress also included a ban on racial discrimination in the legislation creating the CPTP, even though African-Americans could not participate in military flight training. In the 1939-1940 training year, five of the 404 schools were African-American universities. The CPTP thus presented unique opportunities to groups who would normally have been excluded from flight training.⁷

The program's curriculum was divided into seventy-two hours of classroom experience and thirty-five to fifty hours of flying. After graduating from the six-month elementary program, the students were considered "air-wise." They could read airplane instruments; handle the machines under normal conditions; execute simple maneuvers, like wingovers and loops; slip into and out of tailspins; and stall and restart the engines. Certain military protocol were also included in the program. All students were required to be physically sound, and male students had to meet the strenuous physical requirements the military set for combat pilots. Students could continue on with the CPTP into a secondary program, which emphasized acrobatics, or apply to army or navy aviation programs. The CPTP also welcomed previously trained pilots who could take refresher courses, renew their licenses, or receive instructor training. Most of these individuals went on to

⁵ Robert E. Allen to President Cowling, memorandum, March 20, 1942, Cowling Files; Carleton College Catalogue, "Steps Taken by the College to Cooperate With the War Program of the Army and Navy," May 28, 1942, Cowling Files.

⁶ John R. M. Wilson, *Turbulence Aloft: The Civil Aeronautics Administration Amid Wars and Rumors of Wars, 1938-1953* (Washington, D.C.: U. S. Department of Transportation, 1979), 25, 97-100.

⁷ Strickland, 9; Wilson, 99.

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instruct students under the CPTP, army, navy, or Canadian Air Force programs. The CAA planned to directly increase the number of new pilots by increasing the number of trained and certified instructors.⁸

As the country edged closer to joining the war, President Roosevelt began lobbying Congress for more money to increase the number of CPTP schools. The president's efforts were successful and the program was increased from thirteen schools to 404. This rapidly expanded the number of pilots. In 1938 the United States had approximately 26,000 pilots, 80 percent of whom were civilian. By the end of 1941, there were over 100,000 certified pilots in the United States, and the vast majority had received training from the CPTP.⁹

The concept for the Carleton College Aviation Corps was modeled after existing CPTPs. The program would serve two purposes by modifying the school's curriculum for the war effort and by retaining the male student population. In the spring of 1942, the college offered courses in air navigation, meteorology, gasoline engines, electronics, mechanical drawing, aerial photography, military hygiene, and conversational French, Spanish, and German. Unfortunately, Carleton's aviation training program would be consigned to the file drawers during the summer of 1942 when it became clear that higher education's war efforts needed more focus and structure. The Association of American Colleges made recommendations for joint military and college programs similar to the existing CPTP, but with specific military branch sponsorship.¹⁰

In April 1942 Carleton College purchased a 160-acre farm from William J. Dack near Stanton. Approximately seven miles from campus, Stanton was a village that had begun as a post office stop along a stagecoach route in the 1850s.¹¹ The land in Stanton was the closest available property that fit the topographical requirements for an airfield. The fields were flat and open with a minimal number of buildings on the property's periphery. A house, barn, and several

⁸ Wilson, 97, 100; Patricia Strickland, *The Putt-Putt Air Force: The Story of the Civilian Pilot Training Program and the War Training Service, 1939-1944* (Washington, D.C.: U. S. Department of Transportation, 1970), 6, 8-10.

⁹ Strickland, 6, 8-10.

¹⁰ U. S. Office of Education to Presidents of Colleges and Universities, July 29, 1942, Cowling Files; Merrill E. Jarchow, *Donald J. Cowling: Educator, Idealist, Humanitarian* (Northfield: Carleton College, 1974), 355.

¹¹ Stanton may have been located along one of two stage routes that passed through the area, the Saint Paul to Faribault route, established in 1854, or the Red Wing to Saint Peter route, established in 1855. For information on Minnesota state routes see Robert Hybben and Jeffrey A. Hess, "Overland Staging Industry in Minnesota, 1849-1880" 1990, National Register of Historic Places Multiple Property Documentation Form, available at the State Historic Preservation Office, Minnesota Historical Society, Saint Paul.

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name of property

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outbuildings were located on the southeast corner of the property. The school engaged the Minneapolis architectural firm Magney, Tusler, and Setter to survey the land, design a hangar facility, and act as project manager for the airfield's development. The architects moved quickly, designing the hangar complex and collecting project bids from contractors. By August a contract for the amount of \$31,465 had been let to John A. Heiner to serve as general contractor. Work on the hangar began immediately since the concrete blocks and other basic structural materials did not require priority approval from the government's War Production Board (WPB). The WPB was created to refocus the economy from civilian to military production and reserved materials like metal and petroleum for military use. Carleton had to prove that its hangar was necessary to the war effort before it could acquire any metal parts. Grading for the runways was also begun in August. Carleton's grounds superintendent oversaw the initial work and maintenance at the field.¹²

The college quickly ran into problems with the WPB concerning the priority ranking for the project, without which it could not obtain materials to complete hangar construction. The WPB denied the rating on the premise that new facilities could not be built to fulfill CPTP training contracts. This bureaucratic glitch was related to the difficulty Carleton had in obtaining CPTP certification. During the summer, the college had submitted an application to join the CPTP with the Minnesota Aeronautics Commission serving as co-sponsor of the Carleton program. The school used its Washington connections to procure a letter of support from Robert Hinckley, the Assistant Secretary of Commerce and founder of the CPTP. Despite this backing and additional letters from naval officers at Wold-Chamberlain Field in Minneapolis, the school did not receive its CPTP certification until September 1942, after lengthy negotiation with the regional CAA superintendent in Chicago. By the end of October, the college had received a "preference rating order" from the WPB, but most of the metal pieces needed to finish the hangar were excluded from the board's approval. The architect and contractor worked to find alternatives, but could not substitute specific parts, like the sliding-door hangers. President Cowling again called on Carleton's friends in Washington to help with the WPB, and by the end of November the school

¹² Bruce Pollock to Goodhue County Registrar of Deeds, April 28, 1942, Business Manager Files, Carleton College Archives; "Historical Description of Goodhue County," n.p., n.d., available at the Minnesota State Historic Preservation Office, Saint Paul; Magney, Tusler, and Setter to Bruce Pollock, memorandum, May 13, 1942, Business Manager Files; Magney, Tusler, and Setter to Dr. Donald J. Cowling, May 14, 1942, Cowling Files; Bruce Pollock to W. A. Williams, August 28, 1942, Business Manager Files; Bruce Pollock to Captain J. V. Kipp, August 20, 1942, Business Manager Files; John M. Blum, ed., *The National Experience: A History of the United States*, 3d ed. (New York: Harcourt Brace Jovanovich, Inc., 1973), 679-680.

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had received final approval for all project materials.¹³

Meanwhile, work on the facility continued. The turf runways were ready for use in November after the college furnished standard markers for the corners and borders of the field. The original hangar design was modified to include a three-car garage, requested by Cowling, on the southwest corner. Despite the efforts of the school, architects, and contractor, the hangar complex was not completed until April 1943. The contractor remodeled the barn for use as a temporary hangar and altered the farmhouse to serve as an office and quarters for flight instructors.¹⁴ The remaining outbuildings were razed to make room for aircraft. In the fall of 1942, Carleton contracted with the Hinck Flying Service to provide flight training. Until the hangar was completed, the school operated out of the barn and farmhouse.¹⁵

Brothers Clarence and Elmer Hinck were two of Minnesota's early aviation pioneers, a status confirmed by their induction into the Minnesota Aviation Hall of Fame in 1990 and 1991. Clarence co-founded a barnstorming association in 1919 called the Federated Fliers, which operated into the 1930s. The business evolved into a touring troupe that included motorcycle races and parachute jumps. Elmer took flying lessons from the troupe's pilots, leaving the group in 1928 to become a flight instructor at Wold-Chamberlain Field. The brothers started the Elmer Hinck Flying Service in 1939 so they could participate in the CAA's CPTP. Elmer's name was dropped from school's title in 1940 when the brothers reorganized the company into a corporation. In October 1942, the Hincks and other private flying schools were ordered out of Wold-Chamberlain so the navy could expand its training program. With government contracts to fulfill, the Hinck Flying Service relocated to the Carleton Airport and the Monticello Army Airfield, which was built and used exclusively for army gliders. Clarence agreed to provide Carleton students with elementary and secondary flight training at Stanton; rented the hangar,

¹³ Maury Maverick to Donald J. Cowling, September 21, 1942, Cowling Files; W. M. Beadie to Dr. Donald J. Cowling, June 4, 1942, Cowling Files; W. E. Barton to Dr. Donald J. Cowling, June 1, 1942, Cowling Files; Robert H. Hinckley to Dr. C. W. Mayo, June 20, 1942, Business Manager Files; Dr. Donald J. Cowling to W. E. Barton, August 5, 1942, Cowling Files; W. E. Barton to Dr. Donald J. Cowling, August 8, 1942, Cowling Files; Bruce Pollock to Magney, Tusler, and Setter, October 29, 1942, Business Manager Files; Henry N. Somsen, Jr. to Dr. Donald J. Cowling, November 24, 1942, Cowling Files.

¹⁴ The farmhouse lost its historic integrity as a result of later remodeling. It is, therefore, not included in this nomination.

¹⁵ Magney, Tusler, and Setter, memorandum, November 9-10, 1942, Business Manager Files; Bruce Pollock to James G. Willis, November 25, 1942, Business Manager Files; Bruce Pollock to President Cowling, memorandum, April 22, 1943, Cowling Files; Bruce Pollock to Dr. Donald J. Cowling, telegram, October 28, 1942, Cowling Files.

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office, and shop from the college; and supplied and maintained the airplanes. The Hinck Flying Service occupied the Carleton Airport until June 1944, when it was allowed to return to Wold-Chamberlain.¹⁶

Carleton's plans for an aviation training corps were foiled by military recruitment of the school's students. In the fall of 1942, Carleton registered 425 men and 455 women, with over half of the men enlisted in the military reserves. By the fall of 1943, there were only eighty men enrolled in Carleton's liberal arts college. The school admitted more women to fill vacancies. The campus population was also enlarged by four army training programs. Through his contacts with various education associations, President Cowling was able to keep track of military training opportunities. Carleton received a pre-meteorology program with 200 men in March 1943. In the spring and summer of 1943, basic engineering and foreign area/language study programs were also brought to the campus. While there were few male civilian students in the fall of 1943, there were approximately 600 military personnel on campus, more than enough to balance enrollment of 500 female students. The school received compensation for teaching and boarding the army recruits. The military training programs at Carleton, and thousands of other American colleges and universities, were government subsidized so higher education could continue as normally as possible despite decreased tuition revenues.¹⁷

Carleton students were able to take flight training as part of the CPTP from November 1942 until April 1943, when the federal government restricted private flight operators to training military personnel only. Female students participated in flight training as part of the program's co-educational ratio of one woman to every ten men. The college risked elimination from the national program because the government had restricted female participation in June 1941. In January 1943 Carleton received its first War Training Service (WTS) program. The WTS prepared men to be pilots and was independent of the other army programs at Carleton. Shortly after Pearl Harbor, Roosevelt issued Executive Order No. 8974 ordering all CAA pilot training facilities to be "exclusively devoted to the procurement and training of men for ultimate service as military pilots, or for correlated non-military activities."¹⁸ This transition to military use was not surprising to the colleges and flight schools operating the training fields since the ban on women had taken place in 1941, a sign that the government was moving towards war. The

¹³ Noel E. Allard and Gerald N. Sandvick, *Minnesota Aviation History, 1857-1945* (Chaska, Minn.: MAHB Publishing, 1993), 57-69, 260.

¹⁷ Jarchow, *Donald J. Cowling*, 356-358.

¹⁸ Wilson, 102.

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program officially underwent a name change in December. The CAA continued to fund and oversee the WTS, but the navy, marines, and army air force (AAF) also sent officers to oversee the students' education. Once accepted to the WTS, students had to sign an affidavit that they would enlist in one of the military branches upon graduation, or stay within the WTS if so ordered.¹⁹

The AAF and navy developed separate WTS programs that catered to each branch's needs. For example, the navy program readied students for aircraft carrier landings. All WTS training sessions were shortened from six months to eight weeks to increase the number of graduates from 25,000 to 45,000 elementary-certified pilots and double the number of secondary-certified pilots to 20,000. In addition to training inexperienced students, the WTS also recruited pilots who were over the twenty-five-year age limit or did not physically qualify for combat duty. These men were trained to be instructors, co-pilots, glider pilots, cargo pilots, and liaison, or artillery, pilots. While these groups worked in less glamorous positions, they freed up thousands of other men for combat duty.²⁰

The program reached its apogee during the summer of 1942. At that point it was actively recruiting civilians and reserve enlisted men. It was training several thousand AAF, navy, and marine reservists and candidates. In December 1942 the voluntary enlistment was halted. Men who had already signed with the WTS were allowed to finish training, but the remaining students came from the enlisted reserve. In January 1943 the AAF contracted with the WTS to train two divisions of reservists. The first group were prospective AAF instructors to be stationed at Randolph Field in San Antonio. The second division were future combat officers. The training was conducted at a few selected colleges, including Carleton. The WTS neared its end as each military branch achieved a desired number of reserve pilots. In the spring of 1943, the WTS closed programs at 783 schools, leaving 350 to continue training until 1944. By the end of the year, the WTS had completed its military contracts and the program was phased out of the federal budget. The CPT and WTS programs would have lasting post-war results however, represented by a ready reserve of commercial and military pilots.²¹

¹⁹ Strickland, 15, 17-18; Wilson, 102-103.

²⁰ Liaison pilots flew small planes, like the Piper Cub, as artillery reconnaissance. The pilots were skilled at taking off and landing in unusual circumstances, and the planes were simple to maintain and repair. Strickland, 15, 17-18; Wilson, 102-103.

²¹ Strickland, 18-19.

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In January 1943 twenty enlisted army reservists reported to campus to receive secondary flight and ground school training, called Controlled Secondary Course. The men were housed on campus in Laird Stadium and ate in the men's dining room. The school provided taxicabs to transport soldiers between the campus and the airfield. Eight weeks later, in March, another group of thirty men arrived on campus for training, while the first group completed their coursework by the end of April. As the second group finished training in June, a third group of thirty men arrived. The program was modified, however, when in July the army called all enlisted reserves to active duty. The curriculum for Carleton's WTS men was altered to include more military than classroom training, and the men were shipped out at the end of July. The school received the Army Air Force Flight Instructor Program in August 1943. In September the first group of fifty men arrived at Laird Stadium. The second group of men arrived in October and the first group left in November. A third group arrived in November and completed training in January. Following the staggered training schedule, the second group left campus in mid-December. Before another group of trainees arrived, the school received news at the beginning of January 1944 that the WTS program would be discontinued immediately since the army had an ample reserve of trained pilots. After the final group of flight training students finished their training, the army air force officers in charge of the WTS program left campus in February. While the other army programs at Carleton continued into the spring of 1944, the airfield's role in military training was finished.²²

Following the war, Carleton students returned to the airfield. A flying club, composed of male and female students, was established on campus. In June 1944 the Hinck Flying Service left the field and the West Flying Service took over instruction for the college. In April 1946 management and instruction was switched to Triangle Aviation operated by Malcolm and Margaret Manuel. The Manuels purchased the airfield from Carleton in 1955 and continued to operate a flight school and charter service. In 1987 Mr. Manuel died, but Mrs. Manuel continued to operate the field until 1990, when she sold it to Stanton Sport Aviation. This group currently owns the property and uses it for flight instruction and as headquarters for the Minnesota Soaring Club.²³

²² "Summary of Flight Training Activities at Carleton College from November, 1942 to February, 1944," n.p., February 14, 1944, 1-10, Cowling Files.

²³ Clarence W. Hinck to Bruce Pollock, May 2, 1944, Business Manager Files; West Flying Service, memorandum, October 3, 1944, Business Manager Files; Ed Sosnoski to Hinck, December 4, 1944, Business Manager Files; Maggie Lee, "Carleton College Sells Field in 1955," *Northfield News*, May 1, 1992.

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The Carleton Airport served as a training facility for one of the twenty-five War Training Service programs in the state of Minnesota. It is the only program-related facility to maintain its original airfield material; all of the other turf-only airfields in the state have been paved. The hangar and administration building, constructed specifically for the war effort, and the barn, modified for airplane storage, also retain historic integrity. The Carleton Airport is eligible for listing in the National Register of Historic Places under Criterion A for significance at the state level in the areas of Military and Education.

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	Zone	Easting	Northing	Zone	Easting	Northing	
5	<u>15</u>	<u>499080</u>	<u>4924040</u>	7	<u>15</u>	<u>498540</u>	<u>4924150</u>
6	<u>15</u>	<u>498540</u>	<u>4924060</u>	8	<u>15</u>	<u>498440</u>	<u>4924150</u>

Verbal Boundary Description

The boundary for Carleton Airport is shown on the accompanying map entitled "Carleton Airport."

Boundary Justification

The boundary includes the hangar, barn, and airfield with runways that have historically been part of the Carleton Airport and that maintain historic integrity. A three-acre parcel south of the barn has been excluded because it contains two houses, one substantially altered and the other of recent construction.

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 Goodhue County, MN

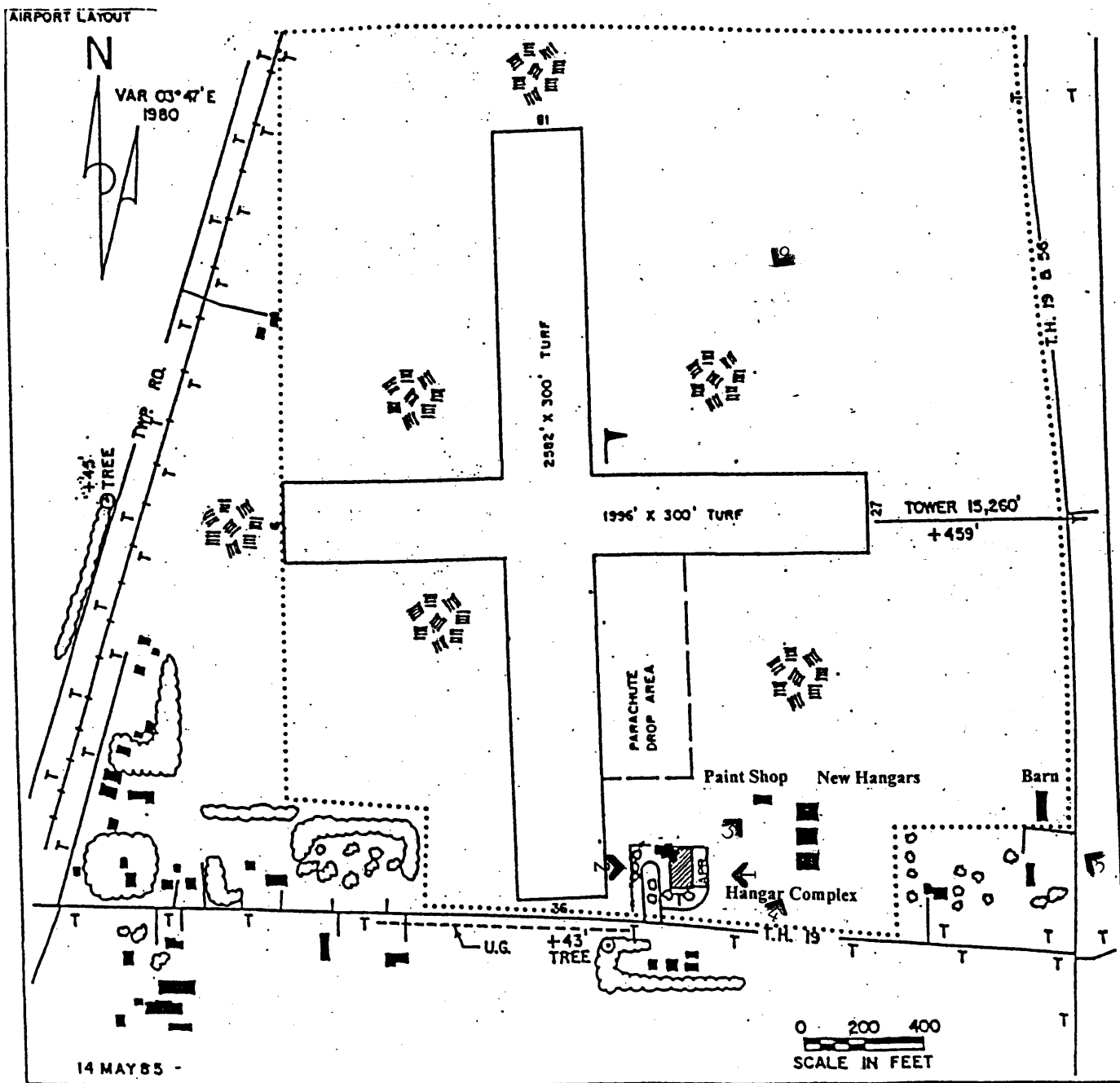
Legend

Plants ☉

Cultivated Land IIII

District Boundary

Buildings ■



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Photographer: Elizabeth A. Gales, Hess, Roise and Company

Date: February 26, 2003

Negatives: Hess, Roise and Company, Minneapolis

- 1 Aerial view of airport. View to west.
- 2 Aerial view of runways. View to south.
- 3 West facade of hangar and administration building. View to east.
- 4 East facade of hangar and administration building. View to west.
- 5 South and east facades of barn. View to northwest.
- 6 New hangar buildings. View to northeast.
- 7 South facade of paint shop. View to north.

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Looking southeast at hangar, winter 1942. Stucco has not been applied to the tower or dormers and the building is not yet painted. (Credit: Stanton Sport Aviation)

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Looking southwest, winter 1943 or 1944. (Credit: Carleton College Archives)

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View to the south, 1945. (Credit: Carleton College Archives)