

PH 0666122

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED APR 3 1978
DATE ENTERED OCT 19 1978
DATA SHEET

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Bryce Canyon Airport Hangar
AND/OR COMMON Garfield County Airport Hangar

2 LOCATION

STREET & NUMBER *51 of Panguitch off*
Utah Highways 12 and 22
CITY, TOWN *Panguitch* Bryce Canyon VICINITY OF
STATE Utah CODE 049 COUNTY Garfield CODE 017
CONGRESSIONAL DISTRICT 02

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Garfield County
STREET & NUMBER 55 South Main
CITY, TOWN Panguitch VICINITY OF STATE Utah 84759

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Garfield County Courthouse
STREET & NUMBER 55 South Main Street
CITY, TOWN Panguitch STATE Utah 84759

6 REPRESENTATION IN EXISTING SURVEYS

TITLE None
DATE
FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This unusual airplane hangar is a sawed log, barn-shaped structure with a gabled roof of corrugated tin. From the front facade it appears that there are shed additions on either side of the hangar. However, only the south addition is a true shed. It contains the airport offices and waiting room. On the north side there is merely a shed overhang with a narrow chamber on the front to contain the sliding door. The main portion of the hangar, excluding the sheds, measures approximately 65 feet by 45 feet.

Native ponderosa pine, still retaining much of the bark, was sawed at the nearby East Fork Sevier Sawmill for construction of the hangar. The gabled roof is supported by an intricate network of large timbers, and a half timbered effect is achieved at the front gable by an angular placement of logs. When the hangar was built, a small metal plaque was centered over the front entry. It reads:

Airport Hangar
Constructed by
Garfield County
and the
Works Progress Administration
1936 - 1937

Windows are placed in continuous rows on all sides of the structure, facing into the shed on the north. They are double sashed windows with six panes over. The windows are in need of new glass. Though the wood was originally untreated, it is now painted white.

The hangar has large sliding doors with multi-paned windows at the top which open on the front facade. The frame doors are also painted white, including the panes of glass.

At the time of the airport dedication, a Garfield County News article described the hangar in the following manner: "The hangar is constructed of native materials in so far as was possible. The lumber used was sawed from Ponderosa pine, taken from nearby groves and cut by local workmen. Huge logs were taken and sawed, leaving the natural bark on one side which was used for the outside veneer, giving it the effect of a log structure. Materials for roof trusses and sheeting were cut from the inner portion of the logs in the form of two-inch plank and inch lumber. The trusses are firmly bolted together and braced to carry the weight of the roof which is covered with inch thick sheeting and galvanized iron roofing. The truss span is 83 feet.

Joining the south side of the hangar are the administration offices, a spacious ticket sales compartment and large lobby, both having doors opening toward the exterior and also toward the hangar. A room is also provided for storage space.

On the east is the 80 by 128-foot concrete apron facing an open field and mile-long runway. Eight large, sliding doors fit into position to close this side of the hangar which slide back into stalls on either end leaving the entire width open for the entrance or removal of planes.

Windows furnish ample light for the interior of the hangar and two large drains are in

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED APR 3 1978

DATE ENTERED OCT 19 1978

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

place with the floor sloping to each. The interior is finished with rough sawed lumber and the southern wall with the bark side of slabs from native pines. Doors open to the lobby, ticket office and rest rooms. An entrance is provided at the back for mechanics and through which to dispose of debris." (July 14, 1938)

Though the hangar is generally in a good state of repair, the present tenants intend to patch some seams in the roof and they will treat the wood with an insecticide and a fire retardent. The myriad grooves in the wood are larva marks from the black beetles who burrowed their way into many a tree in the west in the 1930's and supplied many W.P.A. projects with lumber. Restoration plans include replacement of broken window panes.

To the immediate south of the hangar is a trailer that houses the F.A.A. operator. It will soon be vacated and the current fixed base operators plan to remove this structure. About 100 feet to the north is the F.A.A. weather station, an unobtrusive cabin built in 1945.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) WPA Association
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1936 - 1938

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In the realm of airplane hangar construction and design, the Garfield County Airport Hangar is truly an oddity. The barn-like construction of native materials is a testimony to the ranching/agricultural background of the men who built it. Having no previous experience in designing or building an airplane hangar, they built in the style they knew with what they had. The soundness of this building bears witness to the excellence of craftsmanship and ingenuity of design.

The hangar is a tribute to the early days of air travel in the United States. In the mid-1930's remote places such as Garfield County began to realize the benefits that could be derived from air services. Simultaneously, the U.S. Government realized that a network of airport facilities was a necessity. Thus, the W.P.A. and Garfield County worked together to further both local and national concerns.

The airport reflects an attempt to encourage tourism by local officials and private individuals to Bryce Canyon which was declared a National Park in 1928. It also reflects the hope that air mail service could reach one of the most remote parts of the country. Finally the airport has served as a recreational center for residents of Garfield County. Located roughly midway between Panguitch and Escalante, the airport hangar has been used for dances, celebrations and other county activities since 1938. Although the structure is only 40 years old, it is recognized as an important local historical resource. The hangar is undoubtedly one of only a few surviving hangars constructed of log.

HISTORY:

The Garfield County Airport began as a County W.P.A. project in 1936. Since the W.P.A. only provided partial funding, the county called for local men to donate their labor towards completion of the structure. Land for the airport was acquired from Ruby Syrett, J. Austin Cope, and others. Design of the structure and construction supervision was handled by the three county commissioners, Sam Pollock, Jennings Allen, and Walter Daly.

The logs used in construction of the hangar were cut as part of the C.C.C. project to eradicate the black beetle in Southern Utah. Infested trees were cut and sawed at the East Fork Sevier River sawmill by Garfield County men. They hauled the logs by teams of horses to the construction site.

A Garfield County News article of September 25, 1936 reported: "The project is being sponsored by Garfield County as a W.P.A. project and will cost about \$38,669.00. About 320 acres of land has been set aside for the airport, which will consist of an 80-foot by 80-foot hangar of log construction with metal roof and concrete floor and warming-up apron.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Interviews:

Paul and Donna Cox, 8-12-77, (By Barbara Wyatt)
 Ed Garrett, 8012077 (By Barbara Wyatt)
 Herm Pollock, 8-12-77 (By Barbara Wyatt)
 Carl Syrett, 8-16-77 (By Paul and Donna Cox)
Garfield County News , 1936-1938

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre.

QUADRANGLE NAME Bryce Canyon Airport Hangar QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	<u>12</u>	<u>398080</u>	<u>4173260</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Kent Powell, Preservation Historian / Garfield County Commissioners

ORGANIZATION

DATE

Utah State Historical Society / County Commissioners 8/17/77

STREET & NUMBER

TELEPHONE

603 East South Temple / 535 East 800 North (801) 533-5755 / 676-2327

CITY OR TOWN

STATE

Salt Lake City / Panguitch Utah

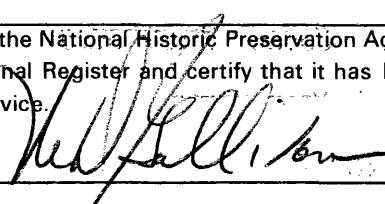
12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE Michael D. Gallivan
State Historic Preservation Officer

DATE February 15, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER
 ATTEST: William L. Lovel
 CHIEF OF REGISTRATION

DATE 10/19/78

DATE 10/10/78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	APR 3 1978
DATE ENTERED	OCT 10 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

Two runways, 5,000 feet long and 500 feet wide will be built. There will also be a waiting room with all the modern conveniences."

The project was enthusiastically pursued especially after reports that Western Air Express would make the airport a regular stop between Los Angeles and Salt Lake City. The importance of the airport to tourism was recognized by Mormon church leader, George Albert Smith in a letter to County Commissioner, Walter B. Daley:

"I notice an article in one of the daily papers referring to your attitude toward the establishment of an airport in your section of the country.

Being air-minded and believing that an airport near Bryce Canyon would be of great advantage to your people in that it would advertise the scenery of your section of the world and induce many people, some of whom are welcome to investigate down there. I feel that it would be an excellent investment if it doesn't cost too much."
(Garfield County News, February 28, 1936, p.1)

Despite some delays because of a lack of workers and administrative technicalities, the project progressed and by the spring of 1938, was sufficiently complete to schedule the first landing during Air Mail Week. On May 12, 1938 the Garfield County News announced that the following Thursday, May 19th, T. E. Gam, Director of Aeronautics for the State of Utah would make a 15 minute stop at the airport to pick up all the air mail sent that day. The flight was to be a part of the Air Mail Week observance and as an experiment to determine the need for an air mail route through the section. Local residents were encouraged to "...send at least one letter to some friend or relative...as the amount of mail sent may have a great amount of effect on the determining of whether a regular route will be established through this section..."
(Ibid, May 12, 1938, p.1)

An elaborate reception was planned for the arrival of the plane piloted by T.E. Gam. The Garfield County News for May 19th reported: 2

"It is expected that more than three hundred letters will be carried from Panguitch post office by the pick up airplane that will stop at Bryce Canyon Airport today, Thursday. A special program has been arranged and the fifteen minutes that the plane will rest on the new field will be taken up in musical numbers and talks. Residents from every part of the county are expected to be in attendance.

Two o'clock has been set as the time for the plane to land and it will rest on the field for a quarter of an hour. As soon as the plane comes in sight, the band will begin playing and will furnish at least one selection as the plane lands. L.C. Sargent will call the group to order and Postmaster Rudolph Church and Civic Clubs

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	APR 3 1978
DATE ENTERED	OCT 19 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

President James M. Sargent, will give short talks and a quartette from Tropic will furnish a number. When the plane is ready to take off, the band will again play a selection.

County High School Day has been arranged so that the students from the three high schools in the county will be at the airport for the landing and take-off of the plane and it has been reported that throngs of delegates from every town in the county will be on hand. A great amount of interest is being taken in the event and those not at the airport on that day will miss a chance to mingle in one of the largest gatherings ever held in the county."

Despite the elaborate plans, the arrival was postponed for two days because of bad weather.

The reception, welcoming pilot T.E. Garn was insignificant compared with the three day celebration staged to dedicate the airport.

"Plans have been completed for one of the biggest celebrations ever to be held in this section, when the Bryce Canyon airport and hangar will be officially dedicated, Tuesday, Wednesday and Thursday of next week, July 5, 6, and 7. The celebration will be in connection with the big wild west show and rodeo to be held at the "Y" service station and will be sponsored by the Garfield County Commission.

Official dedication will take place Wednesday, July 6, when county commissioners, civic leaders and others will take part on the dedicatory program. It is the plan to have every town in the county represented and short speeches, a dedicatory prayer and musical numbers will be presented.

Arrangements are being made to have at least three airplanes on the grounds and performing over the field. Passengers will be taken for rides over the beautiful Bryce Canyon and stunt flyers will "cut didos", take dives and exhibit other stunts in the clear, mountain sky. Some of the best pilots in the state are expected to be on hand and take part in each day's program.

Dode Burch and Sons will present a wild west show each day and promise something real in their line. It is reported that they will have a contingent of Navajo Indians directly from the reservation to take part in the chicken pull, squaw races and other Indian contests. Fancy roping, bronco riding and horse races will be staged by some of the best performers to be found in the southwest and each day's events will be a variation from the preceding day.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	APR 3 1978
DATE ENTERED	OCT 19 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

Each evening a dance will be given in the spacious hangar, where revelers will have a choice of dancing either indoors on the spacious hangar floor, or in the open air on the huge apron that extends in front. Special music is being obtained for the dancers which will be under the management of the Panguitch Lions Club and will be on the largest floor in all of southern Utah. A special sound system will be installed for the occasion so dancers will have no trouble in hearing the music and thousands are expected to gather each evening for the fun."³ (Ibid, June 30,1938,p.1)

Since 1938, the airport has served for other celebrations and exemplifies the ability of a people to use a resource of widely divergent purposes.

The airport has been in continuous operation since it was built as an emergency landing facility and for the promotion of tourism. On January 2, 1946, the airport was commissioned by the F.A.A. A series of fixed base operators have leased the facility from the county. Paul and Donna Cox became the most recent operators in August 1977. Their "Aero-Copters Scenic Flights" provides plane and helicopter tours in the Bryce Canyon vicinity.