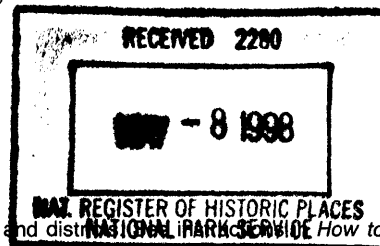


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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

1. Name of Property

historic name Albany Municipal Airport

other names/site number _____

2. Location

street & number 3510 Knox Butte Road N/A not for publication

city or town Albany N/A vicinity

state Oregon code OR county Linn code 043 zip code 97321

3. State/Federal Agency Certification

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

[Signature] April 25, 1998

Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

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

[Signature] Signature of the Keeper Date of Action
Edson H. Beall 6-3-98

Albany Municipal Airport

Linn County, Oregon

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

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

Contributing	Noncontributing	
2	7	buildings
		sites
2	1	structures
		objects
4	8	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: air-related; airport

Current Functions

(Enter categories from instructions)

TRANSPORTATION: air related; airport

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation concrete

walls sheet metal

roof asphalt

other wood framing

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.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1929 - 1947

Significant Dates

1929

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Cleo Jenkins (Hangar No. 1)

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record

Primary location of additional data:

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

Name of repository:

City of Albany Library, Museum

Albany Municipal Airport
Name of Property

Linn County, Oregon
County and State

10. Geographical Data

Acreage of Property 58.77 acres

Albany, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

(A) 1

1	0
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4	9	5	5	9	0
---	---	---	---	---	---

4	9	4	3	2	5	0
---	---	---	---	---	---	---

Zone Easting Northing

(B) 3

1	0
---	---

4	9	5	5	9	0
---	---	---	---	---	---

4	9	4	2	2	6	0
---	---	---	---	---	---	---

Zone Easting Northing

(C) 2

1	0
---	---

4	9	5	1	9	0
---	---	---	---	---	---

4	9	4	2	2	6	0
---	---	---	---	---	---	---

(D) 4

1	0
---	---

4	9	5	1	9	0
---	---	---	---	---	---

4	9	4	3	2	5	0
---	---	---	---	---	---	---

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 E. U. Hemmingson

organization Oregon Pilots Association, Albany Chapter date June 22, 1997

street & number 3440 NW Eagle View Drive telephone 541/926-7070

city or town Albany state OR zip code 97321-9336

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

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

Property Owner

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

name City of Albany, Hon. Chuck McLaran, Mayor

street & number PO Box 490 telephone 541/917-7500

city or town Albany state OR zip code 97321

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service****National Register of Historic Places
Continuation Sheet**Section number 3 Page 1

ALBANY MUNICIPAL AIRPORT (1929)3510 Knox Butte Road
Albany, Linn County, Oregon**PROCESSING HISTORY**

This nomination is the result of a private initiative involving publicly-owned property. It was reviewed by the State Advisory Committee on Historic Preservation over the course of two regular meetings, the first on October 16, 1997, and the second on February 13, 1998, during which time conclusive action was taken.

Initial Hearing, October 16, 1997

The City of Albany is a local government certified for expanded participation in the the federally-sponsored historic preservation program. In accordance with federal CLG rules, the Albany Landmarks Advisory Commission initially filed an evaluation report in which the option of "no recommendation" was chosen. The Commission had deliberated the matter carefully, however, and in her briefing report to the State Advisory Committee, Rosalind Keeney, the local review board's professional staff support, summarized the strengths and weaknesses of the application from the City's perspective. A copy of the report, received October 9, is appended to this application along with the record of all other public proceedings and comments received in connection with the nomination proposal. Another of the City's advisory bodies, the Administration/Community Development Committee, recommended through the City Manager that the City Council not endorse nomination of the Albany Municipal Airport. Under CLG rules, the City Council is entitled to comment separately from the local review board. The City Council considered its position during a public meeting on October 8. The Council did not endorse landmark designation of the airport at that time.

The application elicited expressions of support from a number of aviation groups in the middle Willamette Valley and from several individuals. In all, twenty letters were received from the public. Nineteen of the writers favored registration. One was not in favor of listing the airport in the National Register.

Proponents of the nomination who attended the state review board's initial hearing were accompanied by Colonel Charles Langmack, the aviation pioneer who had urged the City of Albany to take over his landing field for operation as a municipal airport in the 1920s.

**United States Department of the Interior
National Park Service****National Register of Historic Places
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At the conclusion of its initial hearing of the application, the State Advisory Committee on Historic Preservation voted to defer action and advised the proponents to consider further the scope of the nominated area in cooperation with staff of the State Historic Preservation Office and the City of Albany. At that time, the sense of the Committee was that, at a minimum, the nucleus of the airport containing the hangars appeared to meet Criteria A and C.

Because the City of Albany had expressed concerns about nominating 58.77 acres of the active airport, staff of the State Historic Preservation Office arranged to meet on the ground with the application proponent, E. U. Hemmingson, and Mrs. Keeney on November 5, 1997. At the end of the meeting, the consensus was that if a section of original tangent runway were to be included as a feature contributing to the significance of the airport, it would be difficult to gerrymander a boundary that related it to the main runway and to historic hangars on the opposite side of the main runway while at the same time excluding non-historic development such as the later hangars and the base operator's office.

The proponents revised and resubmitted their application, but the scope of the nominated area remained unchanged at 58.77 acres.

Conclusive Hearing, February 13, 1998

In advance of the state review board's conclusive hearing, the CLG again took separate actions on the nomination proposal. On January 28, 1998, the Albany City Council determined on a split vote of four to three to support designation of Hangar No. 1 as a historic resource exclusive of any land or other development. The Albany Landmarks Advisory Commission on February 4, 1998 filed its evaluation that resources meeting National Register Criteria A and C were limited to Hangars No. 1 (1929) and 2 (1930).

During its regular meeting on February 13, 1998, the state review board voted eight to one that the 58.77-acre area proposed for nomination meets National Register criteria as a place which represents a historic continuum and includes a hangar distinctive for its tectonics as well as its historical associations. Using the analogy of a farm or ranch in which historic outbuildings have been augmented over time with new work sheds and barns, the State Advisory Committee took the position that new construction does not diminish the historical associations, but reflects the evolutionary growth of Albany Municipal Airport since 1929. The state review board concluded, in spite of the minor in-kind shift, or relocation of old hangars and runway called for by freeway construction, and in spite of the added facilities, the airport epitomizes its early period and type.

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COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

Albany Municipal Airport is a strip-like public holding of little more than 82 acres on the northeasterly outskirts of the Linn County seat in Oregon's central Willamette Valley. It lies adjacent to and is parallel with the east edge of Interstate Highway 5, which runs north and south in the section between Knox Butte Road and the Santiam Highway (U. S. Highway 20). Land use bordering the airport on the east is a mix of industrial and fairground development which has residential subdivisions at its periphery.

The nomination proposal is limited to the northerly two thirds, or 58.77 acres, which represents the developed air field before its post-war expansion to the south in 1948. Within the nominated area are two contributing buildings, two contributing structures, and eight non-historic features. The north-south runway that was graded in 1920 was effaced by construction of the freeway in 1957-1958 but was recreated in the same configuration 300 feet to the east. The full length of the runway is 3,000 feet. The majority, representing the full extent of the initial public development of 2,300 feet, is included in the nominated area. An abandoned secondary strip extending from the main runway at a tangent to the northeast is evident both on the ground and in aerial views. A short section of the old tangent runway lies within the present airport boundary. This trace, together with the original post and truss hangar, a steel beacon tower of 1929 and an ancillary hangar of 1930, are the contributing elements in an airport landscape which has remained coherent at its core as the margins were reduced over time.

Even today, Albany Municipal Airport epitomizes the small, early 20th century airfield developed for light craft. Its dominant feature is the simple, paved north-south runway configuration in level, grassy terrain. Lining the runway/taxiway corridor are the hangars old and new expressing an orderly functional relationship between aircraft housing and access to the take-off and landing strip.

Albany Municipal Airport is significant at the statewide level under Criteria A and C. Significance under Criterion A revolves around Albany's long tradition in aviation. Not unlike the distinction Milwaukie, Oregon holds for being site of the 1850 launching of the *Lot Whitcomb*, the first steam-powered boat built on the Willamette River, Albany was the scene of initial flight of the first aircraft built in the state. The aeroplane was built and flown in 1910 by John Burkhart, a Cornell University graduate, who had been inspired by watching experiments of the Wright Brothers at Kitty Hawk in North Carolina, now commemorated at Wright Brothers National Memorial.

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The origin of Albany's municipal air field was the hundred acres of flat, elevated wheat field on the west plain of the Willamette River north of Albany which was rented for the personal flying operations of a thirteen-year old enthusiast, Charles Langmack of Lebanon, beginning in 1920. Langmack (1907-), who had been introduced to aviation by his older brother, pursued his vision independently, advancing in skill and instructing others at his base who moved on to start airfields at Corvallis, Coos Bay, and Hillsboro. For Langmack's pioneering role in aviation in the Willamette Valley and for creating a dispersion of professional pilots throughout the Pacific Northwest and Alaska, the airbase he founded holds powerful associations for aviation history in Oregon. Langmack proceeded to a distinguished flying career of 30 years as an Air Force test pilot. He was among the first to test fly the Lockheed Constellation, the reliable four-engine plane that was manufactured 1943-1958 for troop transport during the Second World War and Korean Campaign. Retiring with the rank of Colonel in 1968, he returned to his hometown of Lebanon, where he still resides at 91 years of age.

Although Criterion B is not invoked, the accompanying documentation reveals the existence of an object of equally strong association with the pilot. The aircraft in which Langmack soloed in 1920 and which he used in setting up his first flying operation in Albany was a Canadian built model of the Curtis "Jenny." It was located in California after years of disuse and restored. Currently maintained in Naperville, Illinois, it is flown for exhibition on occasion.

The phase of municipal airport operation began in 1929, after Langmack's recommendation that the City acquire his base was acted on. At that time, the 1,800-foot runway was extended to 2,300 feet, the taxiway and tangent strip were introduced, and the main hangar was erected. The City eventually acquired 210 acres at the site for airport purposes. However, land for freeway construction and staging was taken on the east and west in the 1950s, and the present configuration of 82.64 acres designated for airport use was achieved with the final parcel subdivision in 1985. Within the bounds of the nominated area lies the nucleus of the oldest airport in continuous service on its original site in western Oregon. Despite its earlier origin, the airport's historic period of significance is defined as 1929 to 1947 to encompass the initial phase of municipal airport development. During this period, Albany Airport was the busiest community airport in Oregon, second only to Portland International. The last airport managers during the period of significance were Howard and Evelyn Burleson, whose tenure stretched from 1936 to 1954. Both of them pilots, they concurrently operated the Burleson Flying School from which 250 pilots were graduated under the College Pilot Training Program before the war. The Burelsons' students were among those prepared at the outbreak of war to become military trainers or combat pilots. During the general closure of airports in western Oregon after war was declared, the Burlesons temporarily relocated to train pilots specifically for the war effort, and on their return, they commenced training several hundred veterans under the G. I. Bill.

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Continuation Sheet**Section number 3 Page 5

Aviation history in Oregon offers a further point of distinction. The State Board of Aeronautics, formed in 1921, is understood to be one of the oldest state government aviation agencies in the United States. Its function is to license or register public and private airports, heliports, and landing fields as well as all pilots and non-military aircraft based in the state. Charles Langmack was to be the first pilot registered in Oregon. The proponents' research reveals that in the barnstorming days, landing places were expediently and informally chosen. In southern Oregon, the City of Medford and Jackson County together made the first public acquisition for an airfield in 1922. In due course, however, the original location was abandoned, and Medford Municipal Airport, outlying the city center, was officially opened in 1930. East of the Cascade Mountains, the oldest municipal airport still in operation on its original site is at The Dalles. It was established in 1927. The Second World War gave impetus to municipal airport construction at key locations in other parts of the state, including the capitol city, Salem.

In support of Criterion C, proponents show there is no hangar standing in Oregon comparable to Albany Airport's "big" hangar of 1929, either in date of construction or in enclosure technique. The post and truss hangar has an 80 x 100-foot ground plan and 20 feet of interior height. Exterior walls and full width rolling doors on the east end presently are clad with steel sheet metal. Original openings in side elevations are expressed in the exposed framing of the interior. The arched roof of asphalt-covered planking is supported by seven lattice-style redwood trusses having nail-laminated curved top chords. It has been observed that whereas lattice trusses once were commonly used, by the 1930s, they commenced to be superseded by stronger and more economically fabricated bowstring arch trusses. Albany's 1929 hangar is a rare example of the outmoded construction technique. Design of Albany's 1929 hangar is attributed to local architect Cleo Jenkins, and lumber was supplied by a Lebanon mill.

In 1957, the alignment selected for the interstate freeway [I-5] passed directly through the hangar site. The hangar was moved 300 feet to the southeast, along with the ancillary workshop hangar built in 1930 which was its companion now standing in the same relationship 27 feet to the south. The normal exclusion of properties which have been relocated [Criteria Consideration B] is answered by the fact that the "big" hangar is a singular example of its type and little alteration of its structural character was required except for the abandonment of the two square pyramid-capped front corner towers. A small office extension was attached to the northeast corner at the new location. A 1929 steel tower for a rotating beacon stands between the "big" hangar and its companion.

Following are the features and their contributing status within the bounds of the 58.77 acres proposed for nomination.

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**National Register of Historic Places
Continuation Sheet**

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Historic, Contributing Buildings and Structures Representing Municipal Airport Operation
1929-1947:

1. Hangar No. 1 ("big" hangar) - 1929, moved to present location within historic bounds of the municipal airport, 1957-1958.
2. Steel tower for rotating beacon - 1929, located at southeast corner of Hangar No. 1.
3. Hangar No. 2 (workshop hangar) - 1930, moved to present location within historic bounds of the municipal airport, 1957-1958. Wood post and truss construction, 40 x 36-foot ground plan, sheet metal exterior.
4. Section of tangential runway extending northeast from the south end of the main north-south runway - developed 1929, later abandoned.

Non-Historic, Non-Contributing Buildings and Structures Postdating the Period of Significance:

1. Pump House - 1958.
2. Quad Hangar - 1960, destroyed in Columbus Day storm of 1962, rebuilt 1963, enlarged 1970; ground plan of 60 x 60, steel post and beam construction. Houses four aircraft.
3. Fixed Base Operator Office and Associated Hangars - c. 1958-1960. Consists of three open hangars on south side of office, four closed hangars, north; ground plan of 48 x 400 feet, concrete block construction on concrete footings.
4. Strip of Open Hangars ("T" Hangars) - 1963, eleven units with combined footprint of 30 x 325 feet. Post and beam construction braced with steel rods, sheet metal cladding.
5. Temporary portable building
6. Lighted windsock
- 7-8. Two Steel Hangars - 1996, privately built, 50 x 60-foot plans with 16' separation.

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

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 Albany Municipal Airport
name of property
Linn County, Oregon
county and State

Nominated Area:

The nominated area is in Linn County, within the city limits of Albany, at its east boundary, the approximate north two thirds of Albany Municipal Airport, starting at the intersection of the south line of the right of way for Knox Butte Road and the east line of the right of way of Interstate 5, thence southwesterly and south following the right of way of I-5 3280 feet, then east 50 feet, then south continuing boundary of I-5 150 feet to south boundary of City of Albany airport land purchase in 1929, then easterly by that boundary 825 feet to the west side of right of way of Old Price Road, then north following said right of way 875 feet, then northeasterly bounding Old Price Road 700 feet, then north 60 feet, then northwesterly following new fairgrounds boundary 600 feet, then north following new fairgrounds boundary 1350 feet to south right of way of Knox Butte Road, then westerly along said right of way 90 feet to point of beginning, encompassing 58.77 acres more or less.

The Albany Municipal Airport at present occupies the land on the east side of Albany between Knox Butte Rd on the north, US highway 20 on the south, Timber Linn park and Linn County Fairgrounds on the east, and Interstate 5 freeway on the west, approximately 82.64 acres. The nominated area (58+ acres) is all of the original Langmack airport that remains as an airport today.

The Beginning

In 1920, Charles J. Langmack (C.J.L.) of Lebanon, Oregon contracted with Albert and Lena Sternberg to use what is now part of Albany Municipal Airport for his flight operations. All of the nominated area (58.77 acres) was once part of the Sternberg farm but does not include what is now approximately the south one third of the airport, this portion purchased in 1948, making possible the present runway length of 3000 feet, with approved plans for 3750 feet. The original runway length from 1920 was 1800 feet extended to 2300 feet plus the diagonal north-east to south-west runway of about the same length, with purchase by the city. The site was chosen as an airport because it was near to Albany, the previously used site south of town was too wet and soft in winter and generally inadequate, and, "from the air, I could see it (present site) was a poor wheat field, and on the ground, it turned out to have a lot of gravel in the soil, firm enough to not get too soft" (C.J.L.) "Also, it was fairly flat, and well above threat of flooding."(C.J.L.)

From the original 1800 feet in the 1920s, it was extended to 2300 feet and graveled, with the official establishment as Albany Municipal Airport in 1929. A diagonal runway of about the same length was graded from the northeast corner to the south west, so as to intersect with the south end of the 2300 foot runway. (Though now unused for decades, part of it is still visible in aerial view, and yours truly used it on occasion before 1960, and up into the 70s.) Spring of 1930 saw the completion of the big hangar, followed by the smaller one.

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CONTINUATION SHEET

Section 7 Page 2 Albany Municipal Airport
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The land purchased by the City of Albany for \$14,000 from Lena Sternberg on March 27, 1929, was about 104.5 acres, plus another 31.42 acres purchased from Samuel and Cora Burch for \$3150 from Timber street and Timber Linn Park on the east, Knox Butte Road on the north, and Airport Road on the west, and about two thirds of the way south from Knox Butte road to U.S. highway 20 on the south . On May 29, 1929 purchase was authorized also from Lena Sternberg for \$250 a "small three cornered tract of land" which ajoined the airport. The airport entry was from Airport Road on the west side, (now separated from the rest of the airport by the freeway) and the main runway was about on a north-south line where the big hangar (the primary historic building, #1, aerial map) is now situated. (Runway gravel can be found next to big hangar)

The big hangar, #1 (primary contributing feature, built in 1929), was located approximately on what is now the south bound lane of I-5, east of the present Tom-Tom restaurant, 350 feet west and 100 feet north of its present location and orientation. The smaller hangar, #2, (conbtributing feature, built in 1930) stood about 100 feet south of the big hangar, same orientation as now, relative to big hangar.

Also, in 1929 the rotating beacon tower (contributing feature) was erected on the north west corner of the property.

Close of historic period

In 1948, at the end of the historic period, 75 acres to the south, outside of the nominated area, were acquired, extending to Highway 20 on the south. This land came on the market in 1946 and was purchased by four individuals, W.L. Jackson, Arnold Kampfer, Jess Savage and D.E.Nebergall in 1947, and resold to the city in 1948 at no profit when the city was able to raise the money. This brought the acreage to nearly 210 acres and made possible a plan to eventually extend the north-south runway to 3750 feet, though this plan is yet to be fulfilled.

The first step of the expansion plan of 1948, done around 1950, was to reroute Cox Creek from across the now proposed runway around the south end by means of a canal. The runway had not yet been extended when the next major change came in 1957 with the sale of 54.83 acres to the State Highway Department for construction of the new freeway, Interstate 5. The agreement made possible the grading and paving of the present runway location, 3000 feet, approximately 300 feet east of the old location, and the moving of the big hangar (#1) approximately 350 feet east and 100 feet south of its original location and small (next south) hangar (#2) to its present location, 125 feet south of the big hangar, facing the parking apron and aligned with the big hangar. When the big hangar was moved, the two small tower like structures at the corners of the hangar front visible in early photos were taken off and left behind. In the early years these were provided as compact apartment quarters for an airport operator and or mechanic. It should also be noted that the small office extension on the northeast corner of the big hangar was added after the move. Some partitions were set up inside which could be left or removed as they have no effect on the hangar structure. The airport access road was relocated to the northwest corner off Knox Butte Road.

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CONTINUATION SHEET

Section 7 Page 3 Albany Municipal Airport
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Timber Linn Park was developed and the lake was excavated to provide fill for freeway overpasses. The hangar move and runway paving were completed by 1958 leaving approximately 155 acres as airport property. In 1960 3.5 acres from the far north east corner were sold to the State of Oregon as a maintenance yard which later became the National Guard Armory. In 1985 the city legally separated the north east section of the airport of about 41 acres from the whole airport, leaving the residual city owned property at 110.5 acres. However, the part of the remaining city owned property designated by the city as the airport is only 82.64 acres, more or less. The present runway length is 3000 feet by 75 feet (extending beyond the nominated area), north and south, center line 400 feet east of front of the big hangar, #1 on the aerial map and the most significant building on the property. The runway has an adjacent taxiway, segmented circle with lighted windsock 800 feet south of north end of runway and 225 feet east of runway center line, rotating beacon at the south east corner of the big hangar, and parking aprons, asphalt paved and lighted. The north end of the runway is 875 feet from the north property boundary.

Contributing features in the Historic District

The big hangar, #1 on aerial map:

The first hangar, considered to be the most important historical building, built in 1929 (contract let to U.G. Hayne on November 13, 1929 for \$7435.), is a full span arched wood truss roof structure of unusual truss design measuring 80 by 100 feet by 20 feet inside height. The trusses appear to be unfinished redwood. The top curved and bottom straight members are each made up of ten laminations of 1 inch by 12 inch full cut boards. The lattice style bridgework is 1 by 6, on 16 inch spacing except near each end where spacing is about half. The trusses themselves are about 8 feet high in the middle. Everything is nailed and spiked with five nails at each intersection of the lattice work. There are seven trusses including both ends, spaced at 16 feet. Purlins between trusses are 2 by 10s. X braces between trusses are 2 by 6. The trusses stand on 20 foot 10 by 10 posts, framed between with 2 by 6 studs and 2 by 6 angle bracing. Exterior walls and full width rolling doors facing east are all covered in steel sheet metal. Roof is heavy wood planking with composition asphalt surface. The building has never required any structural repair and is in excellent condition other than paint and roofing.

The steel beacon tower built in 1929

Marked on the map, but not numbered, it stands at the south east corner of the big hangar. This was part of a set of navigation aids for the west coast. Once again Albany Municipal was the center of action, as thirteen towers were brought to Albany to be erected from Roseburg to Salem. Harrison/Wright Company of North Dakota installed the lights which produced two billion candlepower, reportedly visible for seventy miles. The Albany and Eugene lights were fifty one feet tall while one at Jefferson measured one hundred twenty one feet tall. The tower was moved to its present site at the south east corner of the big hangar when it was moved.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4 Albany Municipal Airport
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On or shortly after, the light itself was exchanged for a lower powered one as it was no longer essential for navigation and "the bulbs were too expensive". Most of these towers are gone. They were located every ten miles or so and the only ones now existing are at airports. Most of those would post date 1929.

The workshop hangar

Built within the next year (1930) is a workshop hangar (#2) of conventional wood trusses and framing with sheet metal exterior 40 by 36 feet, about 100 feet to the south of the big hangar,. It too was moved with the big hangar to its present position, relative to the big hangar in the same orientation.

The old diagonal runway.

The fourth contributing feature is the remains of the original diagonal runway intersecting the present runway about mid point, extending northeasterly.

Non-contributing features within the historic district:

Adjacent on the south side of the workshop hangar stands a small frame building (#3) used for an air compressor and pump house , built at the time of the move , 1958.

At 275 feet south of the big hangar stands the "quad hangar", (#4) 60 by 60 feet, built to hangar four aircraft from the four sides. It was built about 1960 but was destroyed in the famous "Columbus day storm" October 12, 1962. It was rebuilt the following year and stands in good condition. Construction includes steel trusses over the four doors, wood posts and beams inside, steel exterior, wood frame roof and composition shingles. A wood frame west side extension was added about 1970 of 24 by 36 feet.

Further south about 500 feet from the big hangar is the hangar and fixed base operator office (#5) currently serving the general needs of aviation. It consists of three open hangars to the south and four hangar bays with doors to the north, office area in the middle (400 by 48 feet) all facing east towards the runway but set back west about 100 feet from the alignment of the big hangar. These closed bays are used as repair and service facilities by the Fixed Base Operator (FBO). Construction consists of concrete footings, block walls and concrete floors in the north sections and office but gravel and some concrete floors in the south open sections. The roof is nearly flat, supported by laminated wood beams 8 by 16 inches, spanning 40 feet plus 4 or 5 feet of overhang. Heavy decking overlays the beams. Interior partitions are wood framed. This complex was built in 1961 by Gene Spear at a cost of 118,000 and eventually became city property.

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There are two new (1996) rectangular all steel hangars (#8 & #9) on concrete footings and floors directly north across the auto parking lot from the big hangar, each 50 feet deep by 60 feet wide with 16 feet between them and facing east toward the open strip hangars. They stand about 135 feet north of the big hangar and set 15 feet east of the front alignment of the big hangar, about 80 feet from the open hangars(#6). The two new steel hangars are privately built and owned by Dick Kizer (south), Ron Purdum and Roger Kleeve (north). All the rest are part of the airport, and owned by the city.

The north-south strip of open hangars (#6), eleven units built in 1963, 325 feet by 30 feet, extend directly north of the main apron in front of and east side of the big hangar (100 feet east, 150 feet north, at nearest corners). They are commonly referred to as "T" hangars because of the particular layout, 8 by 8 center posts in a row the full length of the building upon which are cantilevered (balanced) 8 by 18 by 30 foot beams. All are angle braced with steel rods and covered in sheet metal between openings, with no closing doors. Note: #7 on aerial map is a temporary portable building.

Later non-significant developments of the airport:

In 1958 a small house was moved in for an office near what is now the south end of the strip hangar and removed in 1962. In 1959-60 the runway was widened and a full length parallel taxi way was built. Run way lighting and lighted windsock were installed. In 1961 the apron was extended and taxiway improved. 1969-70 saw the taxi way extended to the canal at the south end where the Albany Chapter of Oregon Pilots Association built the present bridge across to the motel and restaurant complex at the far south end of the airport (First such facility in state at that time, now one of only three). In 1982 clear air approach easements were acquired, MIRL and VASI approach lighting were added, and the beacon was changed to 24 inch. Holding aprons at ends of taxiways, taxiway edge reflectors, apron overlay and perimeter fencing were all completed. In 1986 more runway surface work was done, airport entrance road was slightly modified and three branch taxiways were added off the main south taxiway to provide sites for future hangars. 1989 saw the taxiway and exits overlaid. No further maintenance was done until the fall of 1997 when roof repairs were undertaken on the old historic hangar and the current FBO building.

The Albany Municipal Airport has stood not only as an example of the 1930s but as a model for most small scale airports and serves as a typical example to this day. It matches the needs of all single and most twin engine aircraft, including some light jets. The Albany City Council as of November 1997 pledged to support the Airport until "at least the year 2020".

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An overview of aviation history at Albany

In our search for airport history we were surprised to find that Oregon, and especially Albany, has been a focal point for aviation even from the time of the Wright Brothers. Before 1900 an Albany resident Henry Flindt built a steam powered "flapping wing" machine that failed to fly. More significant, is the John Burkhart story. He is credited (with help from his cousin Del Burkhart and William C. Crawford) with building and flying the first aircraft to be built and flown in Oregon, here at Albany in April of 1910. A Curtiss aircraft had flown only six weeks earlier near Portland. John Burkhart was a graduate of Cornell University, had visited the Wright Brothers at Kitty Hawk and watched them fly, and had spent two or more years experimenting before success was attained. The last model built was on floats, powered by a Curtiss engine, and flew quite well off the Willamette river from down town Albany in 1912. He was a commissioned captain in the US Army Signal Corps during WW1. He died in 1926 from T.B. at age 43 (Sunday Oregonian, April 27, 1947). It is from such historic beginnings as this and other early aviation activities that Albany would continue to be a center for aviation.

The location John Burkhart used later became accepted as the "flying field". It was adjacent to the fairgrounds of the time, including a (horse) racing track. The approximate boundaries of the area were: the triangle enclosed by the Southern Pacific railway, (south and east of), north of Queen avenue (east and west) and east of Jackson Street (north and south). That this site was supported by the city in some manner is shown in city records of 1919 where a minor expenditure for painting a wind tee was authorized. In the Langmack interview it is stated that he first investigated the "landing site south of town" but found it "too wet" and probably too limited in area for future prospects. It was his personal judgment to seek the other site, much more suited to year round activities and with more room. The city decision to buy the new land was also a decision to abandon the old site. It now becomes clear that without the influence of Charles J. Langmack, the old site may have sufficed in some way for a number of years, perhaps until the mid thirties, when preparations for WW2 began dominating aviation. As a coincidence to all this, it seems the airport and fairgrounds have always followed one another. The first site was near the fairgrounds. After the present airport was firmly established, the fairgrounds was moved to the west side of Airport Road, literally across the street from Albany Municipal. Then the free way came through, separating them. Now after all the intervening years the Fairgrounds are literally on airport ground at the north east corner. When C.J.Langmack chose the Sternberg farm on which to launch his aviation career, he may not have fully realized just how much he was creating history.

General summary, the airport as an historic site:

The Albany Municipal Airport, Albany, Oregon, is significant in two distinct areas. First, the airport has been in continuous service as an airport since 1920, on its original site, when it was first used by the founder by contract with the Albert and Lena Sternberg family farm (land owners). It is one of very few airports in the north west serving from its founding date, 1920, to the present on its original ground. In fact, we believe from extensive research that it is definitely the oldest airport in Oregon west of the Cascade Mountains operating on its original site. It represents the founding of aviation in the Willamette Valley between Eugene and Salem. It placed Albany at the center of the map

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in the very earliest phase of aviation as a serious business. It is “home” for a unique and rare building, (the historic hangar). Secondly, it is an ideal example of the size and type of airport needed by the aircraft of the twenties and thirties and is still quite appropriate for the lighter aircraft of today, single and light twin engine aircraft, and small executive class jets. The chosen location was most expedient, near what became an industrial center and convenient to the city center and other transportation, such as the freeway and main line Southern Pacific Railroad. It is typical of subsequent airports for cities of this size, such as Lebanon, Newberg, Troutdale and most others not built for WW2. It has handled commuter service but demand did not sustain it. Corvallis Airport, of WW2 construction, can handle commercial jet service but has not yet been able to generate the demand. If and when that time comes, Albany Municipal will be classified as a “reliever airport” like Troutdale, Aurora, and Hillsboro. The period of significance, 1929 to 1948, is chosen because it encompasses the time of its becoming a municipal airport until 50 years ago. From 1929 on, and, from the completion of the “Big Hangar” in 1930, it experienced virtually no change until after 1948. These changes, shifting the runway and hangar slightly eastward to make room for the freeway, do not detract from the historical value because it is still on the same ground, and the big hangar is in relatively the same orientation with the runway and continues to possess its structural integrity. We believe Albany Municipal Airport qualifies under criterion A and C.

The “Big Hangar”(#1 on aerial map) the major contributing feature

The “Big Hangar” appears to be unique in its existence, since we are unable to find any comparable to it in age, or construction in the state of Oregon or in most of the north west. In support of the historical value we have a letter from Andreas Jordahl Rhude of Historical Research, Minneapolis, Minnesota which states:

“Those trusses shown in the photo copy (of the Albany hangar trusses) are called ‘lattice trusses’. These trusses with nail-laminated curved top chords were very typical in areas such as Chicago, New York, and Los Angeles in the first two decades of this century. ... About 1930 the bowstring truss pushed the lattice trusses out of the market.”

Again, the same extensive research that failed to find any other airport of equal age likewise could not find any similar hangar and, certainly, none exist today west of the Cascade Mountains in Oregon. We doubt the existence of any in the entire northwest. Apparently the architect, Cleo Jenkins, applied a standard pattern to the eighty foot span required, leaving us with one of the last examples of that design. The fact that the hangar has been moved about 350 feet on the same property does not detract from its historical significance because it is situated in the same position relative to the runway and has not lost any of its structural integrity. The construction of this hangar made Albany unique at that time for being the only airport in the area capable of sheltering the largest airplanes operating at that time (Tri-motor Fords, etc.). As shown in the aviation activities of the 1930s at Albany Municipal, the presence of the big hangar played a critical role. Most airports built for WW2 have hangars of similar general appearance, but of later construction methods, and are serving aviation needs very well. We feel that this building qualifies under criterion A, and C.

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As a contributing structure, the rotating beacon tower first erected in 1929 is worthy of mention. Its construction by the federal government as part of a chain of towers for navigation indicates the importance of the airport location on the main route through the valley. This tower is now located at the southeast corner of the large hangar, as described in section 7. We feel it qualifies under criterion A and C.

The Diagonal Runway

Part of the original diagonal NE & SW runway not in use is clearly visible from aerial photos as well as by walking the ground. Its historical value is in that it unequivocally marks the place where historical aviation took place.

Col C.J. Langmack, airport founder

In October of 1920, when Charles J. Langmack of Lebanon, Oregon contracted with Albert and Lena Sternberg to use what is now Albany Municipal Airport, he was 13 years old (born September 24, 1907). He had already helped his older brother, Dave, design and build an aircraft in which Dave taught himself to fly. They purchased a second aircraft, a Canadian built model of the Curtiss "Jenny" (called a "Cannuck"), a popular WWI trainer, for \$300. from a Salem attorney, Elmer Cook. "Charlie" soloed in this aircraft on June 10th, 1920, at age 12, and in October set up flying operations on the aforementioned site. Brother Dave set up flight operations at a site on West Eleventh Street, Eugene, Oregon.

Two or three years later the Jenny was stolen and wrecked, but with another set of wings and fuselage repair by Charlie and Dave, it was back in the air. The wings were from a regular "Jenny" which lacked the lower wing ailerons, as shown in the photos we have. Where is the Jenny now? It languished for many years in Burbank, California, and only recently was found and purchased by retired airline captains Don Hegebarth and Robert McDaniels. It has been fully restored to original (Cannuck), has been flown at the national Experimental Aircraft Association convention at Oshkosh, Wisconsin. We have word of it's recent sale to a museum in St. Louis, MO, for about \$200,000.

To history buffs 1920 may not seem very long ago but in aviation matters we are looking at its infancy. It was two years after World War One, the days of the "Red Baron" and "Sopwith Camels". The only U.S. designed aircraft of significance to WW 1 which was built in any substantial number was the Curtiss JN-4 (Jenny), built as a trainer. Most were sold as war surplus.

Launching at the age of thirteen on a life long career, attaining the rank of full Colonel in the U.S. Air Force; Colonel Charles J. Langmack is the stuff of *Pioneers*. Today no such opportunity could possibly exist if for no other reason than that it would be illegal to try. His contract with the Sternbergs was to pay 3% of his earnings for use of the field. The runway length was 1800 feet, north and south, approximately where the freeway now runs.. He hired contractor Max Slate to grade the runway flat, no ditches. The contractor gave Charlie a 10 by 15 foot gas, oil and tool shed which stood between the runway and what is now known as "Airport Road" due east of the now situated Tom Tom

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restaurant Most of his first year was spent improving his flying skills. Still in grade school, most of his flying was limited to the long summers (school seasons weren't so long back then, either). Late summer of 1921 he started carrying passengers and doing fairs. In the fall of 1922 he enrolled in Lebanon High School. In the spring of 1923 he began giving flying lessons and rides locally and around the state. Brother Dave had gone on to found the Eugene, Oregon, airport, then located south side of West 11th St., no longer there.

Charlie taught many students who went on to flying careers: Rex Bratten founded a flying service at Marshfield, Oregon and Al Parmenter at Corvallis. Estol Call with Linious (Mac) McGee started McGee Airways in Alaska which later became Alaska Airlines. Ralph Romaine was a very active local pilot who went on to instruct for the Air Corps, teaching British "lads" well before the US officially entered the war. Later he went to become a test pilot for Grumman Aircraft. There were many others whose names are forgotten who got their start in flying from "Charlie" Langmack. Col. Langmack estimates that he "graduated" close to forty students from those early years to become pilots. There were no licenses as yet but he would certify their hours of flight time and with this they could register with the state as pilots, starting about 1925. About 1930 the Civil Aeronautics Authority of (federal) Department of Commerce was formed and began testing and certifying pilots. Along the way he acquired two more aircraft, a Waco 9, and an Eaglerock. In the later 1920s he began promoting the airport land purchase for the airport to the city of Albany. Kenneth Bloom, an Oregon State Trooper and "Langmack pilot", worked closely with the City Council in choosing the site for the Municipal Airport.

By this time (the future Colonel) Charles Langmack had a loyal following of students and pilots. Charlie continued to fly out of the Albany Airport up to 1928 when he became a Tri-motor test pilot for Bach Aircraft Company in Santa Monica, California. In 1929 the "National Aeronautics Association" issued him an actual pilots license signed by Orville Wright. At this time the federal government had not started issuing licenses. Also in 1929 he returned to Albany to take up his local flying and soon married childhood sweetheart Ruth Conn of Albany. On July 16, 1930 he was issued his "Transport Pilot License". By 1932 he had sold his aircraft and consigned his students to Emil Williams, Albany Airport operator, and sought employment as a pilot.

In the early thirties he was the pilot for a man who did wrestling exhibitions, flying all around the country. Later he flew for major companies including United Airlines (employee card dated June 1, 1937), joined the Air Reserve in 1935 commissioned as lieutenant, went on active duty with the US Air Force in 1938, already with 18 years experience. In October of 1941 he was assigned to test flight duty at Boeing flying B-17s, having already done flight instruction in them. In October of 1942 he was assigned to Lockheed Aircraft as a test pilot. He flew most aircraft of WW2 including the B-40, B-34, P-38 and P-80 jet. He was the first test pilot to fly the first (prototype) Lockheed Constellation (the model used by President Eisenhower during his presidency). He served 33 years in the Air Corps, retired in 1968 with rank of Colonel and now lives in his hometown, Lebanon, Oregon, age 90, in good health. (From interviews with Col C.J. Langmack, this account personally approved)

The contribution of C.J. Langmack to the history of Albany Airport is proven by the fact that without the airport being operated from 1920 to 1928 with all of the introduction to aviation provided thereby, there is no way to know when, where, or if Albany would have established an airport. In short, it was the spark that lit the fire. Langmack's

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continued involvement with the (now municipal) airport is found in several newspaper clippings from the "Greater Oregon", Halsey, Oregon, of those times.

Argument for the Airport as an historic district:

Aviation, through its civil and military applications has affected the lives of all humanity in its relatively short period of existence even more than ocean shipping or the railroads and comparable to the automobile. Whether through sheer luck or exceptional foresight, the Albany Municipal Airport is situated in a most advantageous place in the middle of the Willamette Valley. Adjacent to the freeway, it is in the midst of major industrial development, most all of which has made ongoing use of the airport. As it has turned out, Albany Airport is located advantageously between the two industrial zones, to the south west, and to the north. As a flight school before WW2 it made a major contribution to the war effort, and since, has graduated thousands of pilots, many of whom have gone on to life time careers in aviation. Its founding and ongoing existence has been of major significance in the history of aviation locally and nationally. It has been of great value to the growth of industry in the local area. Its historical evolution is representative of the growth trends in aviation and society as a whole. What's more, it is a piece of history that is still functioning right where it started. The Airport has not been moved.

Except for a period during World War 2 when all west coast airports were closed to civil aviation, and again partially when the freeway, Interstate 5, was built along the west edge of the property necessitating the relocation of the runway and the relocation of the large hangar, the steel beacon tower and the adjacent small hangar to the east about 350 feet to their present locations on the same property, it has always been, since 1920, "the Albany Airport". At that time neither the Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) existed. There was neither licensing nor registration of airports. This was the age of "barnstorming" when pilots used whatever flat ground could be found near the event at which they were appearing. Designated airports were rare and most that did exist were on private land and are gone. In fact, through interviews with Col Langmack and other extensive research, we have not been able to verify any other on the west side of the Cascade Mountains in Oregon of an equal or earlier date.

In response to the question, "where did you land as you went to give rides or flight lessons around the state?", Col Langmack replied,

"At Salem we landed by the Fairgrounds (not the present airport). At Portland we landed on an island in the river (Swan Island Airport, long since gone; Portland International did not exist). At Astoria we landed on a farm south of town (not the present site, the result of channel dredging, which opened in 1936, hangars built in WW 2). At Newport we landed on Agate Beach. Near North Bend, it was at Marshfield, on a sand bar. At Eugene, it was off West 11th street, no longer there."

He recalled an airport at Medford but is unsure of the history. A phone call resulted in a nice brochure sent to me on the airport. It states:

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“1922: The City of Medford and Jackson County purchased the Medford Field , known as Newell Barber Field, which was located where the former fair grounds were at the south edge of Medford. This is the first field to be purchased in the State of Oregon (as public property) to be used as an airport”. “1928: The Medford Chamber of Commerce appointed a committee to select an adequate airport for the City of Medford. They unanimously decided on a site, three miles from the center of Medford, adjacent to Biddle Road” (opposite side of town from original site) “1929: New strip on present site completed” “1930: Medford Municipal began operation officially on August 4th.”

From the above it is clear that there was an airport at Medford even before 1922 which, regardless of its founding date, no longer exists. Even so, the present Medford Airport is certainly one of the oldest in the state along with The Dalles which was founded in 1927 and continues on its original site. Other major airports built for WW 2 include Tillamook, Newport, Salem, Corvallis, Eugene, as well as Pendleton, Redmond, LaGrande, and others on the east side of the Cascades. Clearly, Albany has the oldest operating airport still based on its original site in the Willamette valley and seemingly much further (unconditionally, west side of Cascade Mountains).

Argument for the large hangar as an historic building in the historic district:

When a question was posed to Col. Langmack as to whether there were any other hangars built around the state at the time of the construction of the Albany hangar, he said, “I can tell you right now, there weren’t any”. Most hangars of similar outward appearance were built during WW2 and the design of the trusses is different. The planks for the laminated trusses were sawed on site to the correct curve and assembled in place on scaffolding, since the modern practice of building on the ground and placing them with a crane was not available. They appear to be redwood. The bridge work was not of the conventional style but rather of an unusual lattice work pattern (see letter from Historical Research, under general summary, hangar). The lumber was purchased in Lebanon, Oregon.

The architect who designed the building was a local professional, Cleo Jenkins. Architect fee, \$223. paid November 27, 1929, and an additional \$48.25 paid April 9, 1930 (City Council minutes).The contractor who built the hangar for the City of Albany for the bid cost of \$7,435 (Council records Nov.13,1929) was the local contractor, U.G. Hayne, parent of well known local , Don Hayne, Albany Fire Chief for most of his career, now retired (“Greater Oregon” paper, of Halsey, Oregon, November 15, 1929). I might ad that in my personal flying since 1958, local resident since 1955, I know of no comparable example in Oregon. Not only is this building in excellent structural condition, but it is on the same land and used for its original purposes, retaining its original orientation. Its presence on the Albany Municipal Airport is inseparable from the history of the airport. It is part of the history that has shaped lives in manners not imaginable by the early pioneers who started the aviation industry.

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Summary of aviation activities during the Historic Period

From the pages of the Greater Oregon, of Halsey, archived at the Albany Museum, it appears that airport activity was quite high in 1929, 1930, and even going into 1931. Mr. Langmack had returned in 1929, and had as many as 15 students taking lessons. One of Langmack's protégés had founded an airport (long since gone) at Corvallis and had annual airshows there. The hangar was completed in the spring of 1931, and runway grading was a summer project for a crew of five men. In 1931 the official dedication ceremony was held with an airshow attended by 12,000 people, a figure we would be hard pressed to match today. Speeches by dignitaries from the Governor on down were heard. In spite of the festivities, the great depression was coming on strong. Aviation was hit very hard, as general passenger service had not yet attained a foothold in the economy. 1932 and 1933 were the low years, 1934 showing a slight increase in interest. There were times when there was no one operating the airport. 1936 saw public activities being promoted at the airport during the summer, and 1937 became the beginning of real recovery. As many as 40 students learned to fly in the summer of 1937. In the fall of 1937 the Burlesons arrived and began vigorously promoting aviation with the establishment of "Burleson Flying School", and general flight service. (The term "Fixed Base Operator" (FBO) is now used generally)

A highlight of 1939 was the "Oregon Air Tour" advertised as "The West's Greatest Airshow" featuring Tex Rankin and a host of airshow performers. Promoted by the local American Legion, Albany Municipal was selected as the base of operations due to its central location, and the presence of the big hangar. Alternately referred to as the "Flying Circus", it performed at most major cities of Oregon, while headquartering at Albany.

Onward and upward it went with the establishment of the Civil Aviation Authority (CAA) "Civilian Pilot Training Program" offered free to those who qualified. (Yes, aviation history shows how seriously we were preparing for WW2.) As best we can determine, this location served the entire state and beyond. Once again it was chosen because of its location and facilities. It graduated over 250 pilots, most of whom went on to become instructors, test pilots, or combat pilots for WW2.

Civil aviation was shut down west of the Cascade Mountains for the duration of the war. Howard Burleson and most other pilots of the time went off to be test pilots or instructors for WW2. Evelyn did not return to Albany but continued her aviation career and lived into her eighties. A wood working operation of some kind made use of the airport for some of this period, but with the reopening of civil aviation in 1945, flying again took to the air. The "G.I. Bill" gave many veterans the opportunity to take up aviation careers, and Albany Municipal flourished as a result. Activity continued to increase right up through the end of the historic period of significance, and with the addition of more ground, the freeway coming through, the runway lengthened, Albany Municipal has remained a favorite stopover to this day for travelers from far and wide.

It should be noted that one of the reasons Albany Municipal has continued to be a favorite airport is because smaller airports have an inherent advantage over large ones in attracting students and light aircraft pilots in general. Almost

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always closer to city centers, more convenient in flight operations, not being concerned with jumbo jets making approaches from ten miles out, all make for a friendlier atmosphere. In looking back at the entire history, we can see that founding the airport there and then was really ahead of the curve. In 1928 and 1929 aviation was coming on strong and for a small city to have its own airport truly established it in the public eye. Great things were anticipated, and they happened. But not until the later thirties and preparation for WW2. I suspect that if you could speak now to the people who promoted the airport they might tell you that in the depths of the depression the airport looked like a dead elephant. Since then it has become a busy and favorite stopover point for the west coast aviation community. It should be made clear that an airport at a major city such as Albany is not merely a "gas pump and garage" for a local group of aircraft users and air travelers, but is becoming more and more a destination for tourists; (Albany is famous for its historic homes, numerous antique shops, Linn County's historic covered bridges and, of course, the new Expo Center / Fairgrounds), as well as a favorite stopover for flights from "Mexico to Alaska". Of course the growing number of aircraft based at Albany Municipal launch on journeys to the far corners of the continent, and beyond. By 2020 Albany Municipal Airport will be 100 years old and still doing very well what it was intended for.

A chronologically ordered detail of the historic period

Taken mostly from the Greater Oregon newspaper, Halsey, Oregon, from 1929 through 1941, and from there on the Albany Democrat Herald, archived at Albany Library, and Albany Museum

1929: The City of Albany purchases land from Lena Sternberg (104.5 acres) and Samuel and Cora Burch (31.42 acres), plus a "small tract" referred to in section seven. In the spring of 1929 Mr. Langmack returned to Albany from being the test pilot for Bach Aircraft and apparently the summer was rather busy. Highlights of articles from the Greater Oregon of 1929 reveal the following: G.O. 4-19-29: "Langmack arrives tomorrow with new Eaglerock... has agency for sales... 15 students enrolled in flight school..." mentions "Airport Committee".

G.O. May 31st: "2nd annual Legion Air Derby June 1, and 2, at Corvallis" (Al Parmenter, Corvallis airport operator, one of Charlie's students). G.O. June 14th: "5 men working at new airport... will be built to 'govt. specs'... should be one of best in state, according to Tex Rankin". G.O. July 26th: "Large planes land at airport...Stinson Detroit 6 place brought here to demo to prospective buyer.... Mr. & Mrs. Charles Langmack arrived Wednesday in new 8 place Travelaire, (maiden flight) which he may purchase..... valued at \$18,000...." G.O. Oct. 4th: "flying school starts Monday... 20 students...C.J. Langmack instructor...New plane bought...Langmack and George Crawford partners in new Eaglerock priced at \$3795. Also are dealers for..." "Instruction rates were; ten hours for \$250., 20 hours for \$500., and 50 hours for \$1000. would get you a commercial license.

Excerpts from City Council minutes show "Slate Construction Company grading runways" summer of 1929. Bids let for hangar...etc. July 22, 1931: Emil Williams "of the airport" reports (to City Council) receipts of \$2.80 during June, visits from 9 airplanes...(It was better in July).

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G.O. 7-10-31 : "12,000 see local Air Tour...Official airport dedication and Air Circus..(dignitaries all present) 63 planes make their only stop between Roseburg and Portland. Downtown stores close 2 to 4... Air Circus runs 2 to 6... Tex Rankin is major attraction". G.O. 8-21-31 : "Two small planes (homebuilts) 20 and 26 foot wingspan on display here Sunday". G.O. 8-19-32: "Bean crop sprayed by air."

The first operator as a city airport was one Emil Williams who left about 1933 to work for the CAA in Honolulu.

It is evident that aviation suffered a severe setback during the midst of the depression and there were times when no one officially operated the airport. It would seem that 1932 and 1933 were the were the sparsest in activity.

Following Emil Williams was George Douglas, 1934 and 1935.

G. O., June 8, 1934: "Eight or ten army planes arrive today... plan one week of 'field maneuvers'... many observers expected... 'aviation ball' at Armory 6-13-34, receptions", etc. G.O. 6-15-34 : "US Government flyers declare local airport ideal,.. among the best on the Pacific Coast,.. rapid growth seen".

For an undetermined time in 1935, Cecil Wicks was airport manager

G. O. 7-17-36: "'Death Dodgers to be at airport Sunday, the 19th" (auto and air stunts)

In December of 1936, Art Seversen of Springfield had come up to give some students lessons, remarking that it was a shame that such a fine airport should be vacant. On January 15, 1937 Art Seversen assumed charge for some time in that year. When he left in the fall to fly for Boeing, he had taught 45 students without an accident.

G.O. 5-13-37: "May 19th, airmail from Albany to be tried one day" "plane will spend one half hour at Albany". G.O. May 20,1937: "Air Mail day declared success...732 letters sent out", (Mayor, Post Master, Pilot, all make speeches)

G.O. 8-27-37: " 'Death Dodgers' back again. Car crashes plus giant balloon, biggest west of the Mississippi, Sun, 8-29-37"

June 1937: US Government officially designates Albany Municipal as "Emergency Airport".

Howard and Evelyn Burleson, 1937 to 1941, Howard Burleson 1945 to 1954

G. O. 8-23-38: "Aeronautic School may be opened here" (Civil Pilot Training Program)

More significantly remembered were Howard and Evelyn Burleson, both pilots and instructors, who came from the midwest to establish Burleson Flying school here in late 1937. Earlier in 1937, Carl (Zeke) Curlee, licensed as a transport pilot came to Albany to be the Secretary for the Chamber of Commerce. It was he who found and arranged.

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for the Burlesons to assume management of Albany Municipal in December of 1937. "Zeke" Curlee promoted the Air Tour (coming up) and generally helped the airport. Because of its ideal location, size and the presence of the big hangar (there were no others like it any where near), Albany Municipal was chosen to be the site of the CAA "Civil Pilot Training Program". Before WW2, 250 pilots were graduated. The later half of the thirties was a fairly active time for Albany Municipal (See photos of that period).

G. O. 4-21-39: "Sunday 23rd, .. Kingbird Twin Motored Ship, only one this part of Pacific Coast...first chance to make a flight in".

G.O. 7-4-39: "Air Tour assured, Legion Post sponsoring"

In 1939 Albany Airport became the operational headquarters for what was described as the "West's Greatest Flying Circus" to ever tour the northwest. It was locally sponsored by the American Legion Post #10, and involved over fifty aircraft and several of the most renowned pilots of the times. Most notable were Tex Rankin, the World Aerobatic Champion of 1937 (who claimed Oregon as his home state) and his team of seven aerobatic aircraft and pilots most of whom were famous as "Hollywood movie pilots". Also included were "delayed parachute jumpers" ("skydivers" was not yet coined) and a number of acts that would be considered "daredevil stunts" today. A major attraction was a "big airliner" of United Airlines, with "Chief Pilot" C. Choppin, Co-Pilot A.W. Davis and Ruth Kelleher Stewardess. It carried twelve passengers. The opening event was at Albany Municipal, Saturday, August 5th. In attendance was the Governor, Charles A. Sprague, and several other dignitaries. The Air Tour visited most major cities in Oregon, including Portland, The Dalles, Prineville, Eugene, Salem, Roseburg, Medford and Klamath Falls. While the "Flying Circus" performed all across the nation, the "Oregon Air Tour" which was based at Albany Municipal Airport was approved by the Oregon State Board of Aeronautics for performances in Oregon.

G. O. 6-11-40: "Flying school to start June 15th... 60 to start." This was the CAA program free to those accepted. Groundschool was at Oregon State College, Corvallis, Oregon, Flight instruction at Burleson Flight School, Albany Municipal Airport, using six aircraft and five instructors including both Howard and Evelyn Burleson. G.O. 7-12-40: "Sixty students, six 'girls' in second flying class" (they went through pretty fast).

G.O. 7-26-40: "Evelyn Burleson awarded high appointment"; "Albany's Ace feminine pilot and instructor 'highly elated' when J.S. Hunt, General Inspector for this district flew from Seattle to present her with an official license as Flight Examiner for CAA"; "First woman to receive this appointment"(in U.S.). Evelyn started flying at Lincoln, Nebraska in 1928. In October of 1939 she scored highest among five local instructors on testing required to do military flight training.

G.O. 8-23-40: "85 planes put on mass flight show". A general aviation fly-in breakfast at Eleanor Park and on to "McNary farm" in Marion County for "special exercises". This represented a very high level of aviation activity, as it would be difficult today to get that many planes to such an event.

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G.O. 9-27-40: "\$250,000 Marine Corps plane with 17 passengers makes forced landing at Albany Airport". A four engine DC5 with part of the Marine Corps football team from San Diego had missed the field at Eugene due to smoke in the air, Albany field was also hard to see, but landed after circling the town for a time. This was at dusk. "If lighted, would have been easy".

G.O. 3-21-41: "Extensive remodeling done by Burlesons, cost \$3000, airport rent paid to city, \$25 per month. 82 now in training."

G.O. 5-16-41: "City of Albany will not join Corvallis in new airport". A major decision in the fate of Albany Municipal. The War department wanted to build a major airport for the two cities somewhere between. Not knowing where it would be, but certainly several miles out, Albany decides to keep the one they have. Military says too small, (2300 feet), for aircraft coming into service.

In the fall of 1941 Evelyn, now divorced from Howard, established a record for the time by flying non-stop from Canada to Mexico, landing in Tijuana October 2nd in a Taylorcraft she owned and had based here. Her time in flight was 17 hours. G.O. 9-14-41: "Comely feminine pilot announces plans for three flag flight,...international good will...to also emphasize the role of women in the defense program" "Now at Tacoma, was until a few weeks ago, flight instructor with Civil Pilot Training Program at Albany". G.O. 9-30-41: "Evelyn Burleson plans take-off today at 2:00 PM, from Van Couver, B.C. for non-stop flight to Tijuana, Mexico, in brightly painted Taylorcraft named Miss Liberty. Stripped to the necessities and tested with the 80 gallon gas load, initial cruise speed was 75 MPH." G.O. 10-2-41: "Arrived 7:30 AM, 1700 miles, 17 hours. (3 hrs. Ahead, left 2:30 day before). Telegram to Albany friends, 'hard trip but feeling fine'" G.O. 10-17-41: "Evelyn Burleson gave her plane to the Seattle Chapter of Aerial Nurses Corps last night." The Seattle Chapter is one of thirty five, composed of nurses, flyers, and other women interested in aviation.

As of 1950 Burleson owned and operated 8 aircraft locally (Albany Democrat Herald, December 1950). As were all airports west of the Cascade mountains, Albany Municipal was closed to civil operations from 1942 into 1945. Despite this, at least once "Captain" Langmack came home to visit friends and relatives, landing at Albany in a DC 3 (Twin engine work horse of WW2). In fact, Charlie was never far away from the Albany Airport for very long.

Post WW2, 350 veterans were trained at Albany under the G.I. bill until Howard Burleson left in 1954. Howard died a few years ago and is interred locally.

Post historic period activities through 1997

Harry McFarland operated the airport for about 6 months in 1954.

In 1954, Al Propst, local Ag Pilot and flight instructor took over and conducted his agricultural application flying and flight instruction. In 1958 when the freeway was coming through, Al was hired to move the big hangar to its present location. He presently resides near his own airstrip a couple miles east of Albany Airport.

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With the opening of the new 3000 foot paved runway, the relocated hangars and paved apron in 1958, Ron Fisher and wife Jean were awarded airport management and Fixed Base Operator (FBO). Through many more improvements and changes, Ron and Jean Fisher have maintained a continuous operation here and presently hold the lease on the big original hangar (retiring from it as of January ,1998). The Fishers ran a very ambitious flight school with sales and service of Mooney Aircraft, with continued pilot training under the G.I. bill and it was in this period that Albany Municipal at least once became the number two airport in the state in number of flight operations per year.

In 1961 Eugene Spear came to Albany and contracted to build what is now the most modern general aviation facility on the field, the 400 by 48 foot building at mid-field (Albany D-H, 11-10-61). Gene Spear closed the operation after about two years. His property stood empty for the next few years until October of 1965 when "Flyways" was founded by Ken Ramer, Dick Kizer and Jack Casper, who leased the building from Eugene Spear. Flyways went through several changes in ownership/management until it closed again in 1981 for two years.

In 1972 Tom Kopczynski and wife Vicki arrived to set up a maintenance shop. He subleased part of the big hangar from Ron Fisher but in 1974 moved to the next (small) hangar south.. What was to be temporary for six months turned out to be four years, moving to the "Quad" (next hangar south) in 1978. They added the 24 by 38 foot extension on the west side. In July 1983 they moved to the 400 foot "South End" where they are the present FBO.

Presently, the City Council has pledged to support the airport "at least to the year 2020" and hangar roof repairs are in progress. Aviation is in an upswing. The most recent traffic count by the state estimate is 33,000 per year (total take-offs and landings). As closed hangar space is provided, this will undoubtedly increase. It is estimated the airport can handle several times its present traffic, and local supporters look forward to its continued prosperity.

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Linn County, Oregon
county and State

9. Major Bibliographical References

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

City of Albany records:

Albany Municipal Airport property transactions and decisions from 1929 - 1982. FAA and OAB grants from 1929 to 1994. Albany City Council meeting minutes of 1929 through 1936. Albany Municipal Airport property transactions 1929-1982.

Newspaper articles :

From the Albany Democrat Herald, Greater Oregon, Halsey, Oregon and the Portland Oregonian from founding to 1997. Archived at Albany Public Library and Albany Museum.

Photos from:

Robert Potts collection, Elmer Cote, Russell Sprague, current photos and slides by Ed Hemmingson. (Numerous personal airport visits)

Personal interviews with:

Col. Charles J. Langmack, Don Hayne, Russell Sprague, Al Propst, Ron Fisher, Dick Kizer, Tom Kopczynski. (Conducted in April, May, and June of 1997)

Telephone interviews:

Terri Williams: Medford Airport (sent brochure, Jackson County Airport Authority), Ron Larsen: Port of Astoria Airport Manager, Gary LeTellier: Airport Manager of North Bend, Oregon. (Conducted in May, 1997)

Letter from: Andreas Jordahl Rhude of Historical Research, Minneapolis, Minnesota:

Chronological list of newspaper articles information extracted from:

Albany Democrat March 25, 1910. Albany Democrat March 11, 1910. Albany Daily Democrat September 3, 1919. Albany Democrat-Herald May 15, 1939. Greater Oregon (Halsey) July 18, 1939. Albany Democrat-Herald August 5, 1939. Albany Democrat-Herald August 18, 1941. Albany Democrat-Herald October 2, 1941. Albany Democrat-Herald September 26, 1946. Albany Democrat-Herald March 4, April 12, and 15, 1947. Sunday Oregonian, April 27, 1947. Democrat Herald December 1950. Democrat Herald November 10, 1961. Democrat Herald March 23, 1968. Democrat Herald March 9, 1973. Democrat Herald February 3, 1981 and April 9, 1981. Democrat Herald August 20, 1983. Democrat Herald March 27, 1987. **Note:** some articles post date of the historical period contain reference to events during the historic period.

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Verbal Boundary Description

The nominated area is located in Section 4, Township 11 South, Range 3 West of the Willamette Meridian, in the City of Albany, Linn County, Oregon. It is described as follows. Beginning at the point of intersection of the south line of right of way for Knox Butte Road and the east line of right of way for Interstate Highway 5, thence southwesterly and south following the easterly edge of the I-5 right of way approximately 3,280 feet, then east 50 feet, then south along the I-5 right of way edge 150 feet to the south boundary of the City of Albany airport land purchase of 1929, thence easterly by that boundary 825 feet to the west side of the right of way of Old Price Road, thence north following the westerly edge of said right of way 875 feet, then northeasterly bounding Old Price Road 700 feet, then north 60 feet, then northwesterly following the westerly new fairgrounds boundary 600 feet, thence north along said new fairgrounds boundary 1,350 feet to the south edge of the right of way of Knox Butte Road, thence westerly along said right of way 90 feet to the point of beginning, encompassing in all 58.77 acres, more or less.

Boundary Justification

The present boundaries of Albany Municipal Airport encompass the remaining airport land (82.64 acres) of a holding which once reached a maximum of 210 acres. The nominated area of 58.77 acres excludes the southerly 23.87 acres of the current public holding because the southerly portion was not acquired or developed by the City until after 1947. The nominated area, thus, is the nucleus of municipal airport development in the historic period 1929-1947. It includes the main runway configuration, which has the precise orientation and approximate location of the original alignment, a section of the original tangent runway, the first hangar of 1929, a steel rotating beacon tower of 1929, and a subsidiary historic hangar of 1930. There are eight non-historic facilities, mostly hangars, post-dating 1947. Each of the eight is counted a non-contributing feature. For quick reference, please see Section 3, page 6.

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county and State

Photo number: Set of 24 photos and photo copies

- 1: Aerial view, looking west
- 2: Aerial view, historic hangar, building 1, looking NW
- 3: Aerial view, historic hangar, building 1, looking SW
- 4: Historic hangar, building 1, view from I-5, looking NE
- 5: Historic hangar, building 1, frontal view, east side, and south
- 6: Historic hangar, building 1, frontal view, east side, and north
- 7: Historic hangar, building 1, north side and west end
- 8: Historic hangar, building 1, inside view from open doors at east end, lattice work roof trusses, spanning 80 feet
- 9: Historic hangar, building 1, inside view from open doors, lattice work trusses
- 10: Old workshop Hangar, building 2, looking west, building 3 to left of photo, south of 2
- 11: Quad hangar, building 4, view from NE corner
- 12: Building 5, full frontal view of east side
- 13: Building 5, frontal view of east side, north half
- 14: building 5, frontal view of east side, south half
- 15: Building 6, open "T" hangars to north of tie down apron, view from NW, on airport access road
- 16: Buildings 8 & 9, hangars, view from apron in front (east side) of historic hangar #1, looking NW.

Current photos, 1 through 16 taken by E.U. Hemmingson in May of 1997. Negatives in care of Albany Museum
Photo copies, historic photos

- 17: Col. C.J. Langmack at Albany Airport on March 30, 1997 (Albany Democrat Herald)
- 18: "Charlie at 12" (Langmack Collection)
- 19: C.J. Langmack first license, signed by Orville Wright (Photo Copy, E.U. Hemmingson)
- 20: Three photos from Langmack collection, Langmack Brothers and aircraft, from early 1920s
- 21: Two photos, Col. C.J. Langmack, circa WW2 (Langmack Collection)
- 22: Albany Airport historic view pre WW2, looking west and south. Note diagonal runway still visible in current photos. Hangar appears nearly identical to current photos. (Bob Potts photo collection)
- 23: Albany Airport parking apron and hangar, 1947, Bob Potts collection
- 24: Set of three photos, aerial view of hangar, Evelyn Burleson with 2 students, Howard Burleson, circa 1945

Maps and Diagrams:

One U.S.G.S.

One assessor's map

Current official aeronautical survey / photo maps. (3) one 11 by 17, two 8 by 11,
site boundaries marked by yellow, with black dots.

See Map II 3W 48A

See Map II 3W 4AC

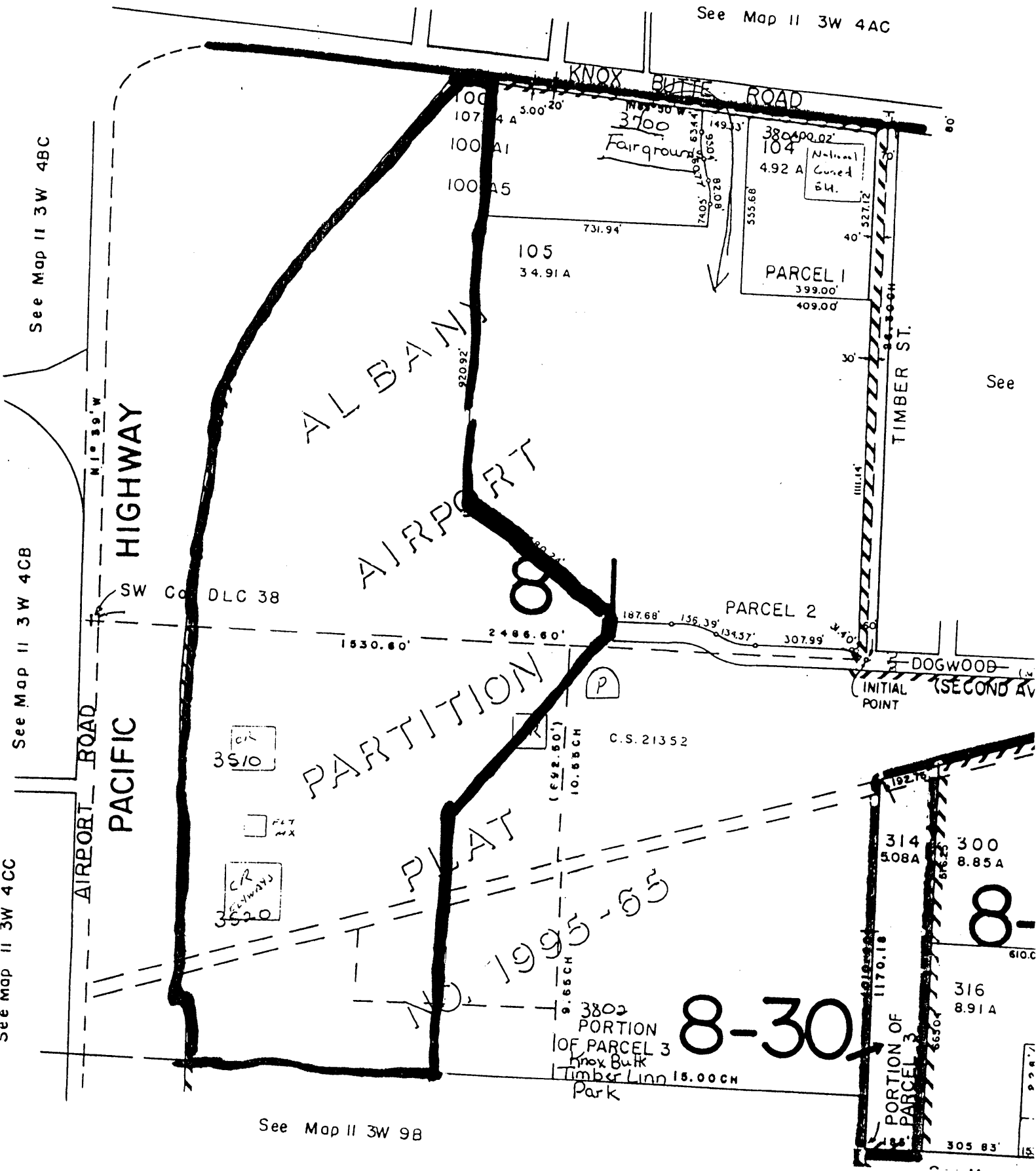
See Map II 3W 4BC

See Map II 3W 4CB

See Map II 3W 4CC

See

See Map II 3W 9B



PACIFIC HIGHWAY

ALBANY AIRPORT

KNOX BUTTE ROAD

TIMBER ST.

100
107 4 A
100 A1
100 A5

3700
Fairground

380 00.02'
104
4.92 A
National Cured SH.
PARCEL 1
399.00'
409.00'

105
34.91 A

PARCEL 2

DOGWOOD
INITIAL POINT
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C.S. 21352

PLAT

1995-63

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OF PARCEL 3
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Timber Linn 15.00 CH
Park

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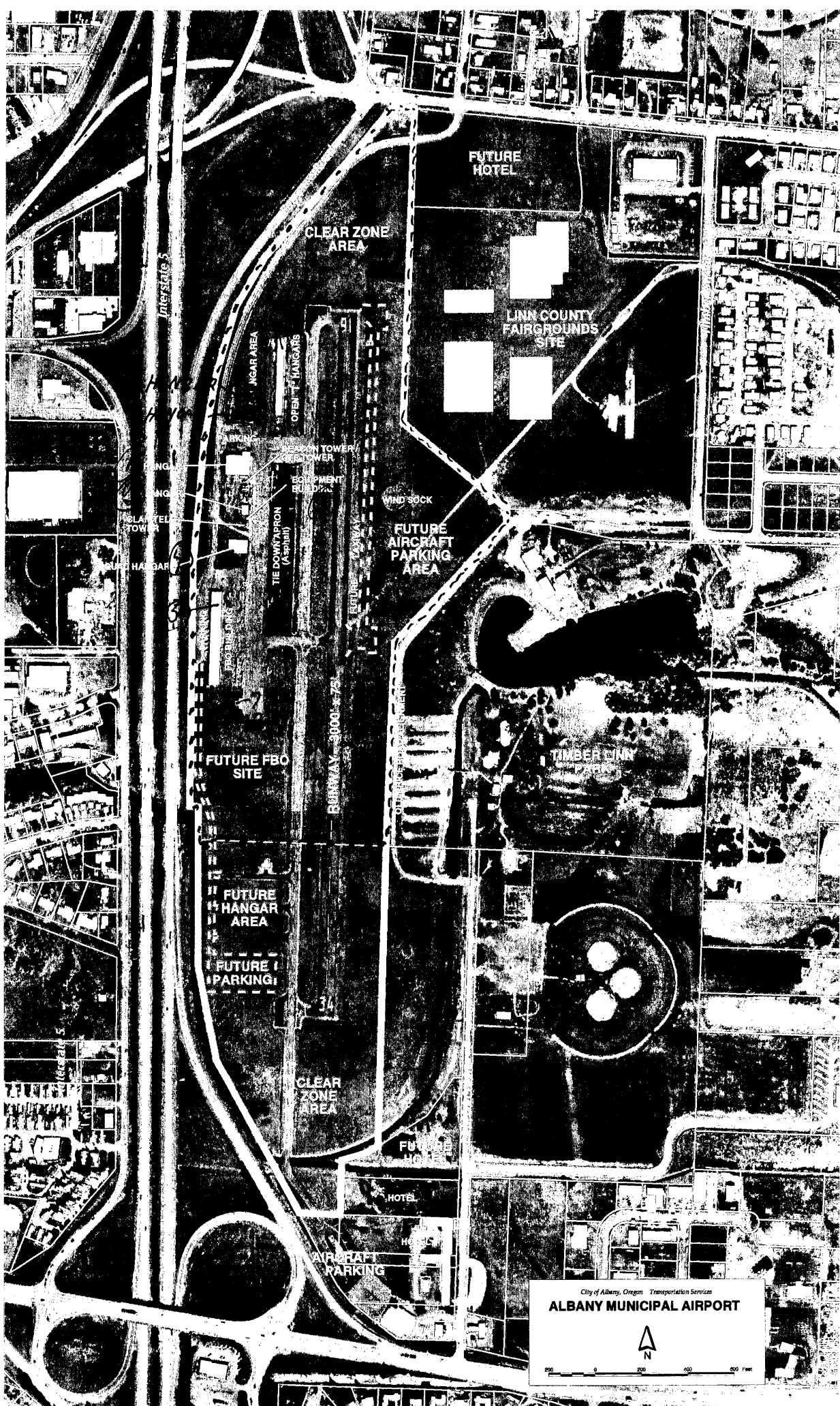
300
8.85 A

8-
610 C

316
8.91 A

PORTION OF
PARCEL 3

305 83'



FUTURE HOTEL

CLEAR ZONE AREA

LINN COUNTY FAIRGROUNDS SITE

FUTURE AIRCRAFT PARKING AREA

WIND SOCK

TIMBER LANE

FUTURE FBO SITE

FUTURE HANGAR AREA

FUTURE PARKING

CLEAR ZONE AREA

FUTURE HOTEL

HOTEL

AIRCRAFT PARKING

City of Albany, Oregon Transportation Services

ALBANY MUNICIPAL AIRPORT

N

0 200 400 600 Feet