

Date _____ **Smithsonian #** _____

RECORD TYPE: First-recording, Full Re-record, Update, Condition Report, Site Lead

PROPERTY CATEGORY: Prehistoric Site, Historic Site, Building, Structure, Object, District, Landscape, Lithic Landscape, TCP

1. IDENTIFICATION/OWNERSHIP

Consultant Project Number _____ Agency Project Number(s) _____

Associated Project Name _____

Site Name First Jackson Airport Terminal Building Temporary Field Number _____

Other Common names: _____ Agency Site Number _____

Other Site Number _____

Landowner (at time of this reporting, specify agency/district, if private give name and address): check here if site information is confidential

Christopher E. Englund
Living Trust
PO Box 1784
Jackson, WY
83001

2. LOCATION (repeat as needed on continuation sheets; check here if additional locational information is on continuation sheet)

Street address 690 East Kelly Ave Town Jackson

Lot-Block: 1,2-5 Parcel Hall-2 County Teton

USGS 7.5' Map Name, Date Jackson, 1996

Township 41 .N Range 116.W Section 34 ¼'s Southwest quarter of the Northeast quarter Template: _____

Township _____ Range _____ Section _____ ¼'s _____ Template: _____

Township _____ Range _____ Section _____ ¼'s _____ Template: _____

Elevation (ft.): 6300 UTM Coordinates (center point is required; bounding UTM(s) required for sites > 200m in any dimension)

UTM: Zone 12 E 520421 m N 4813490 m Datum used to calculate: NAD 27 NAD 83

Bounding UTM : (1) E _____ N _____ (2) E _____ N _____

(3) E _____ N _____ (4) E _____ N _____

UTM source: corrected GPS/rectified survey (<5m error), uncorrected GPS, map template, other: _____

GPS Model/Software: _____

Notes pertaining to access:

3. NATIONAL REGISTER STATUS (check all that apply in each category)

ENROLLED STATUS Landmark/Monument, Enrolled on NRHP

FACTORS AFFECTING INTEGRITY (check all that apply; indicate specific areas of disturbance and vandalism on a copy of the site map)

Disturbance/Vandalism : none, erosion, vandalism, collection, structural damage, manual excavation, mechanical excavation, vehicle traffic, structural decay, grazing, construction/development, defacement, imminent destruction, unknown

Percent of property badly disturbed as of this recording date, to nearest 10%): _____

NATIONAL REGISTER OF HISTORIC PLACES SIGNIFICANCE

Period(s) of significance: c. 1938-1957 Theme(s) Transportation and community development

NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY RECOMMENDATIONS (check all applicable):

Recorder NRHP Evaluation: Eligible under criteria a, b, c, d ; Not Eligible, Unevaluated

Contributing Components: Prehistoric, Historic Associated person for criterion b property _____

Justification: (Include in justification a statement of significance; discussion of contributing components (indicate spatial extents on maps); and integrity (location, design, setting, materials, workmanship, feeling, association); discuss how significant periods and themes were determined)*:

Statement of Significance

*Continue narrative as needed on separate page or by expanding section on word processor.

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The First Jackson Airport Terminal Building was carefully considered for National Register eligibility under Criterion C for transportation and community development. When the small building was located north of Gros Ventre Junction on a site south of the current airport, it gained significance as Jackson's first terminal building. Its modest size and simple detailing speaks volumes for the early days of aviation in Jackson. The building represents the brief period during which aviators and community members alike were excited about the potential for air access to Jackson, but before that access was fully realized.

Statement of Integrity

The building is in remarkably good condition and thus integrity of workmanship, materials, and design are intact. However, because the building was removed from its original context, the building has lost integrity of setting, location, feeling, and association. The relocation of the structure has led to a loss of the building's ability to communicate its significance. Without the context of the airfield, runway, and informal parking, it is hard to understand the significance of the building. Accordingly, the building does not possess sufficient integrity to be considered eligible for inclusion in the National Register or Historic Places.

Agency Determination: ___ Eligible under criteria ___ a, ___ b, ___ c, ___ d ; ___ Not Eligible, ___ Unevaluated Date/initials: _____

Justification:

SHPO Concurrence: ___ Eligible under criteria ___ a, ___ b, ___ c, ___ d ; ___ Not Eligible, ___ Unevaluated Date/initials: _____

Justification:

4. INVESTIGATIVE HISTORY (Check all that apply, use property narrative for additional information as appropriate)

Recorded by: Katherine Longfield Organization: Amenity Preservation

Field Dates: 7/09

DISCOVERY METHOD (describe in site narrative description)

___ Exposed on surface, ___ Exposed subsurface, ___ Construction discovery, ___ Documentary sources, ___ Informant

WORK PERFORMED (as part of this recording ONLY; describe numbers and dimensions of sampling/excavation units in narrative section)

___ Surface recorded	___ Tested with probe device	___ Materials sourcing	___ Lab analyses
___ Shovel tested	___ Controlled Trench/Blade	___ Remote sensing	___ Material sample program
___ Formal test unit(s)	___ Geomorphology study	___ Photos/Sketches/Video	___ C-14 dating
___ Block excavation	___ Paleo-environmental study	___ Collections research	___ Other (describe in narrative)

MATERIALS COLLECTED AS PART OF THIS RECORDING? ___ yes, ___ no, ___ unknown

Repository: ___ U. W. Archaeological Repository (UWAR), ___ Western Wyoming College, ___ Other: _____

5. PROPERTY DESCRIPTION

PHYSICAL DIMENSIONS

Length 3.96 m, Width 5.02 m, Area: 19.87 sq. m, (X estimated ___ measurement method: _____)

Boundary estimates based on:

___ feature/artifact distribution, ___ modern features or disturbance, x property boundaries, ___ topography, ___ other, ___ unknown.

Property datum? ___ yes, ___ no (describe if yes): _____

RECORDS INVENTORY (check all appropriate attachments associated with this recording)

Required attachments*:

- ___ (6) Prehistoric/Historic Archaeological Site Setting, Topography, Depositional Environment (*not required for urban and rural buildings, structures, objects, or historic districts)
- x (7) Site Narrative Description
- x (8) Prehistoric/Historic Site Matrix
- x site map w/scale,orientation,.key
- ___ location map (USGS 1:24,000 base)
- x photographs/images

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Additional Attachments:

(One or more of the next 8 are required)

- (8A) artifacts associated with prehistoric component
- (8B) features associated with prehistoric component
- (8C) artifacts associated with historic component
- (8D) features associated with historic component
- (8E) historic and/or prehistoric rock art/inscription component
- (8F) historic architecture description
- (8G) linear feature description
- (8H) lithic landscape sample description
- (8I) historic structure/object description

Optional Attachments:

- (8J)TCP description
- artifact illustrations
- stratigraphic profile
- field notes
- artifact catalog
- electronic data
- other (describe):

6. PREHISTORIC/HISTORIC ARCHAEOLOGICAL SITE SETTING, TOPOGRAPHY, DEPOSITIONAL ENVIRONMENT*

Section 6 is not required for urban and rural buildings, structures, objects, or historic districts)

GENERAL TOPOGRAPHIC SETTING

Basin/Interior, Foothill/Basin Margin, Major River Terraces, Mountain/Major Uplift, Unknown

Geographic Division (cf. "Wyoming Geologic Highway Map" published by Western Geographics with the cooperation of the Geological Survey of Wyoming Revised Edition 1991, R.D. Christiansen, Geologist Map compiled and adapted from Geologic Map of Wyoming. Divisions prepared by Richard W. Jones, 2002. See map in "Users Guide.")

- | | | | |
|---|---|---|---|
| <input type="checkbox"/> Absaroka Range | <input type="checkbox"/> Great Divide Basin | <input type="checkbox"/> Madison Range | <input type="checkbox"/> Shirley Mtns. |
| <input type="checkbox"/> Bates Hole | <input type="checkbox"/> Green River Basin | <input type="checkbox"/> Medicine Bow Mtns. | <input type="checkbox"/> Snake River Range |
| <input type="checkbox"/> Beartooth Mtns. | <input type="checkbox"/> Green Mtn. | <input type="checkbox"/> N Laramie Basin Structures | <input type="checkbox"/> Sublette Range |
| <input type="checkbox"/> Bighorn Basin | <input type="checkbox"/> Goshen Hole | <input type="checkbox"/> Overthrust Belt | <input type="checkbox"/> Star Valley |
| <input type="checkbox"/> Bridger Basin | <input type="checkbox"/> Gros Ventre Range | <input type="checkbox"/> Owl Creek Mtns. | <input type="checkbox"/> Teton Range |
| <input type="checkbox"/> Bighorn Mtns. | <input type="checkbox"/> Hanna-Carbon Basin | <input type="checkbox"/> Powder River Basin | <input type="checkbox"/> Tunp Range |
| <input type="checkbox"/> Black Hills Uplift | <input type="checkbox"/> Hartville Uplift | <input type="checkbox"/> Rawlins Uplift | <input type="checkbox"/> Washakie Basin |
| <input type="checkbox"/> Casper Arch | <input type="checkbox"/> Hoback Range | <input type="checkbox"/> Rock Springs Uplift | <input type="checkbox"/> Washakie Range |
| <input type="checkbox"/> Denver Basin | <input type="checkbox"/> Jackson Hole | <input type="checkbox"/> Salt River Range | <input type="checkbox"/> Wind River Basin |
| <input type="checkbox"/> Ferris Mtns. | <input type="checkbox"/> Kindt Basin | <input type="checkbox"/> Sierra Madre Mtns. | <input type="checkbox"/> Wind River Range |
| <input type="checkbox"/> Fossil Basin | <input type="checkbox"/> Laramie Basin | <input type="checkbox"/> Seminoe Mtns. | <input type="checkbox"/> Yellowstone Volcanic Plateau |
| <input type="checkbox"/> Granite Mtns. | <input type="checkbox"/> Laramie Mtns. | <input type="checkbox"/> Shirley Basin | <input type="checkbox"/> Unknown |

UNIQUE SITE SETTING (check as appropriate, describe site setting in general narrative):

- | | | | |
|--------------------------------------|---|--------------------------------------|---------------------------------|
| <input type="checkbox"/> playa | <input type="checkbox"/> arroyo cutbank | <input type="checkbox"/> rockshelter | <input type="checkbox"/> spring |
| <input type="checkbox"/> saddle/pass | <input type="checkbox"/> cliff | <input type="checkbox"/> cave | |

GENERAL TOPOGRAPHIC SETTING (few words): _____

VEGETATION ASSOCIATION (cf. Knight 1994:8, Mountains and Plains: The Ecology of Wyoming Landscapes; Yale Univ. Press)

- | | | | |
|---|---|---------------------------------------|---|
| <input type="checkbox"/> Alpine | <input type="checkbox"/> Ponderosa Pine | <input type="checkbox"/> Desert Shrub | <input type="checkbox"/> Riparian |
| <input type="checkbox"/> Spruce/Fir | <input type="checkbox"/> Aspen/Conifer | <input type="checkbox"/> Grassland | <input type="checkbox"/> Cultivated |
| <input type="checkbox"/> Douglas-Fir | <input type="checkbox"/> Oak | <input type="checkbox"/> Sagebrush | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> Lodgepole Pine | <input type="checkbox"/> Juniper | <input type="checkbox"/> Sand Dunes | <input type="checkbox"/> not applicable |

OVERALL PERCENT BARE GROUND (discuss variation in ground visibility in general site narrative)

* Continue narrative as needed on separate page or by expanding section on word processor.

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___ 0%, ___ 1-25%, ___ 26-50%, ___ 51-75%, ___ 76-99%, ___ 100%, ___ unknown, ___ not applicable

GENERAL DEPOSITIONAL ENVIRONMENT (check all applicable, describe in general site narrative):

___ unknown, ___ aeolian, ___ alluvial, ___ colluvial, ___ bare rock, ___ regolith, ___ not applicable, ___ other

AEOLIAN SETTINGS (Late Pleistocene and Holocene aeolian deposits)

Is site in/partly in an aeolian deposit?: ___ yes, ___ no, ___ unknown, ___ not applicable

If “yes”, which type(s)? ___ dune, ___ sand shadow, ___ sand sheet, ___ deflation area, ___ don’t know

SUBSURFACE POTENTIAL

Archaeological subsurface deposits: ___ yes, ___ no, ___ unknown/undetermined

Maximum depth below surface of cultural deposits: ___ meters, ___ unknown, ___ not applicable (enter zero if no subsurface deposits are present)

Estimate based on: ___ rough guess, ___ shovel test(s), ___ core/auger tests, ___ excavation(s), ___ road/arroyo cuts, ___ animal burrows, ___ other information (describe in narrative)

7. SITE NARRATIVE DESCRIPTION

In addition to general description, the site narrative should address explicitly the kinds and amount of work done at a site, the site environment (setting, geomorphology, soils and sediments, vegetation), site condition and threats to the site. All other matters that demand more discussion than the other sections of the form allow should be discussed in a well-organized fashion here. Tables and other materials can be part of the site narrative, as appropriate. Dating and laboratory results should be cited here, with clear references to laboratory numbers and results.

Site Description

The First Jackson Airport Terminal Building is now located in the backyard of a residence along East Kelly Avenue in East Jackson. The building sits about ten feet from the alley behind Kelly Avenue and about forty feet from the back of the residence at 690 East Kelly Avenue. The building is surrounded on three sides by vegetation.

First Jackson Airport Terminal Building

The one-story, one-room cabin is 12’8” long by 16’5” wide and is clad in horizontal wood siding. The building’s total square footage is 232 square feet. The building consists of a one-room cabin with an exterior gabled entryway (measuring 6’ by 3’). The entryway is clad in vertical board with rounded ends both on the exterior of the awning and above the door inside the awning. The awning now has diagonal knee braces, but originally had vertical posts supporting the awning. The building has a total of three windows. The two windows on either gable end are horizontal sliders and the window on the primary elevation (north elevation) is a fixed-pane window. The building is covered with a non-original metal roof. The only door way is solid panel and does not appear to be original to the building.

Site Narrative

Though the first airplane to ever visit Wyoming arrived in 1911 when daredevil George Thompson flew into Gillette for a July Fourth celebration, Jackson saw its first airplane in 1920. On September 2, 1920 H.H. Barker flew a Curtiss JN-4 “Jenny” powered by a Hispano-Suiza engine from Blackfoot, Idaho and landed in Jackson’s primitive landing strip (a cow pasture) located between Glenwood and Cache Streets and East Pearl and East Kelly Avenues. On January 23rd, 1934 A.A. Bennett, of the Bennett Air Transport of Boise, ID, made the first regular trip from Jackson to Victor, ID. Bennett made his approach from the south, setting down in the Karns meadow (described above). The landing area was 200’ by 700’ punctuated by irrigation ditches at 80’ intervals. The passenger loading area was on Cache between South and Kelly Streets and there was no known terminal building on this site. Landing strips also existed at the Bar BC Due Ranch and Signal Mountain during this period.

By 1937, tired of clearing cows from the town’s landing strip, Dick Winger, Jimmy James, and Fred Kelly (three of Jackson’s early pilots) scouted out several potential sites for a new landing strip. Sometime between 1937 and 1940, then-may Harry Clissold commandeered a blade from road contractors on the town square to scrape off sagebrush from the selected site—today’s Jackson Hole Airport site. At the time of the runway construction 820 acres of the land was owned by federal government and administered by the General Land Office as unclaimed public domain under the Taylor Grazing Act and 160 acres of land was owned by Rockefeller’s Snake River Land Company. The city had not allocated money for the project, so public donations funded the \$5/hour rate of the blade’s operators. Townspeople also contributed by removing rocks and burning the piles of uprooted sagebrush. Though attempts to secure a lease for the purpose of a municipal airport began as early as 1939, the lease was not executed until June 1942. The lease agreement for the airport’s use was formed between the town of Jackson

* Continue narrative as needed on separate page or by expanding section on word processor.

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and the Bureau of Land Management, State of Wyoming, Jackson Hole Preserve Inc., and the Snake River Land Company. Following the runway's construction, but prior to the first lease, Clissold also erected a tarpaper shack at the southern end of the runway to serve as the terminal building (now located at 690 East Kelly Avenue).

On March 15, 1943, through the donation of land by John D. Rockefeller's Snake River Land Company to the Federal Government, the Jackson Hole National Monument (whose boundaries included the airport site) was created. Consequently, the airport's 1942 lease agreement became entirely under the jurisdiction of the Federal Government. Jackson Hole Airport supporters had begun courting Western Airlines as early as 1940 with the hopes of making Jackson a stop along their Salt Lake City-to-West Yellowstone route. Western Airlines stipulated that Jackson's airport would need sufficient terminal building and a perimeter fence to become a suitable stop for commercial service. With the creation of the monument, airport enthusiasts knew federal approval for a new terminal building would be a long and involved process. In July of 1946, anxious to see commercial service reach Jackson, airport supporters erected a 20' by 24' log structure while the superintendent was out of town. The log terminal consisted of one large room with the airport communication equipment roped off in the corner. This new terminal structure replaced the old "tarpaper shack" located at the south end of the runway. The new 20' by 24' log structure only served as the airport terminal until 1958, when it was in turn replaced by a newer stone and concrete structure (still extant under the newer construction at the airport). However, there is evidence that the tarpaper shack (690 East Kelly) remained at the airport site until at least 1957. A 1957 government record shows that the building was being used as a concessions facility for scenic park flights. The newer private and scenic flight concessions buildings were not constructed until the 1980s, meaning that the "shack" may have remained at the airport site until at least that time.

The current owner of the building and the property, Christopher Englund, does not know when the first terminal building was removed from the airport site to his property, but believes it was done by the previous owner of the property.

Major Bibliographic Resources

Jackson's Hole Courier March 7, 1940

Jackson's Hole Courier June 13, 1946

Jackson Hole Guide July 18, 1957

Jackson Hole Guide July 17, 1966

Jackson Hole Guide August 4, 1966

Jackson Hole Guide November 16, 1967

Jackson Hole Guide July 4, 1990

Jackson Hole News Dec 31, 1970

Jackson Hole News June 18, 1970

Jackson Hole News September 2, 1971

Jackson Hole News January 10, 1974

Harold Fabian to Vanderbilt Webb, letter dated March 8, 1940, Grand Teton National Park Archives

Henry Clissold to Harold Fabian, letter dated April 10, 1940, Grand Teton National Park Archives

Harold Fabian to Mildred Layne, letter dated August 7, 1956

The Grand Teton January 23, 1934

Jackson Hole Historical Society and Museum Vertical File

Interview with Christopher Englund, October, 2010

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8. Prehistoric/Historic Site Matrix (attach (8A) “Artifacts Associated with Prehistoric Component”, (8B) “Features Associated with Prehistoric Component”, (8C) “Artifacts Associated with Historic Component”, (8D) “Features Associated with Historic Component” as appropriate). Check boxes for “yes” as appropriate.

<u>COMPONENT</u>	<u>OCCURRENCE</u>		<u>CONTENTS</u>			Building(s)/ Structure(s)
	Surface	Subsurface	Artifacts	Features	Rock Art	
PREHISTORIC						
Unknown Prehistoric	___	___	___	___	___	
Paleoindian	___	___	___	___	___	
Early Archaic	___	___	___	___	___	
Middle Archaic	___	___	___	___	___	
Late Archaic	___	___	___	___	___	
Archaic (general)	___	___	___	___	___	
Late Prehistoric	___	___	___	___	___	
PREHISTORIC PHASES (optional)						
Great Divide	___	___	___	___	___	
Green River/Opal	___	___	___	___	___	
Pine Spring	___	___	___	___	___	
Deadman Wash	___	___	___	___	___	
Uinta	___	___	___	___	___	
Firehole	___	___	___	___	___	
PROTOHISTORIC						
HISTORIC						
Unknown Historic	___	___	___	___	___	___
Early Historic	___	___	___	___	___	___
Pre-territorial	___	___	___	___	___	___
Territorial	___	___	___	___	___	___
Expansion	___	___	___	___	___	___
Depression	___	___	___	___	___	<u>X</u>
WWII Era	___	___	___	___	___	___
Post WWII	___	___	___	___	___	___
Modern	___	___	___	___	___	___

Periods of Significance – Protohistoric (1720-1800) Early Historic (1801-1842) Pre-territorial (1843-1867) Territorial (1868-1889); Expansion (1890-1919) Depression (1920-1939) ; WWII-era (1940-1946); Post-WWII (1947-1955); Modern (1956-present)

* Continue narrative as needed on separate page or by expanding section on word processor.

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Fist Airport Terminal Building, North and East Elevations, Longfield, 2010



Fist Airport Terminal Building, East Elevation, Longfield, 2010

* Continue narrative as needed on separate page or by expanding section on word processor.

data entry, this page ____