United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Johnson Flying Service Hangar
Other names/site number: Pioneer Hangar
Name of related multiple property listing**:**
   N/A
(Enter "N/A" if property is not part of a multiple property listing

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2. Location

Street & number: 103 S. 3rd Street
City or town: McCall   State: ID   County: Valley
Not For Publication: [N/A]   Vicinity: [N/A]

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this **X** nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property **X** meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___**national**   ___**statewide**   **X local**
Applicable National Register Criteria:

 X A   __**B**   __**C**   __**D**

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_____
Signature of certifying official/Title:                 Date

_____
State or Federal agency/bureau or Tribal Government
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   In my opinion, the property ___ meets ___ does not meet the National Register criteria.

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_____
Signature of commenting official:                 Date

_____
Title :                          State or Federal agency/bureau
                                 or Tribal Government
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4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper   Date of Action

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: [x]

Public – Local   [ ]

Public – State   [ ]

Public – Federal   [ ]

Category of Property

(Check only **one** box.)

Building(s)   [x]

District   [ ]

Site   [ ]

Structure   [ ]

Object   [ ]

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register ____N/A____

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related

_____
_____
_____
_____
_____
_____

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/air-related

_____
_____

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7. Description

Architectural Classification
(Enter categories from instructions.)
___NO STYLE_____

_____

_____

_____

_____

_____

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Foundation: CONCRETE
Walls: WOOD
Roof: METAL

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe
contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that
briefly describes the general characteristics of the property, such as its location, type, style,
method of construction, setting, size, and significant features. Indicate whether the property has
historic integrity.)

Summary Paragraph

The Johnson Flying Service Hangar, also known as the Pioneer Hangar, is located at the McCall
City Airport. The building is situated on the east side of the adjacent air field, in a commercial
setting, surrounded by non-historic paved asphalt runways, taxi ways, and parking areas with
limited landscaping. The hangar was built in 1932 by pilot and air transport company owner
Almer A. Bennett, when the aviation industry was still in its infancy. It is an example of an early
functional hangar, constructed according to specifications of the Division of Aeronautics of the
Idaho Department of Public Works. The hangar is a one-story wood and metal building on a
concrete foundation, with a gable roof, large interior space, and one functional hangar door.
Although there have been some modifications to the building, it retains sufficient integrity to
convey its significance under Criterion A, for air-related transportation.

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Narrative Description

Setting

The Johnson Flying Hangar is located at the airfield in McCall, Idaho, a mountain town at the southern end of Payette Lake. McCall lies within a geographically isolated area surrounded by the Payette National Forest and the Salmon River Mountain Range. It is within Valley County which encompasses more than 3,700 square miles in central Idaho, from Long Valley and McCall east to the Middle Fork of the Salmon River. The South Fork of the Salmon, which flows north toward the Main Salmon River, divides the county in two. The Payette River drains southward in the western part of Valley County through McCall. [1]

The McCall Municipal Airport is located approximately one mile south of the downtown core, adjacent to Idaho State Highway 55 (SH-55) which is the main road to the city. The airport encompasses nearly 200 acres of land and is served by a single asphalt concrete paved runway that is 6,106 feet long, 75 feet wide. There is a full-length parallel taxiway on the east side of the runway. On the west side of the airfield is a partial parallel taxiway, built in the 1980s to connect to the United States Forest Service (USFS) air tanker base. The airfield also has five feeder taxiways that connect the runway to the full parallel taxiway, and two feeder taxiways that connect from the runway to the partial west side taxiway. The oldest structure at the airport, the Johnson Flying Service Hangar, is located on the east side of the airfield. Approximately 70 free standing non-historic hangars line the perimeter of the airfield on the south and east sides. North of the Johnson Flying Service Hangar is McCall Aviation, which is a Fixed Based Operator (FBO) offering fueling services to accommodate aircraft using both 100 LL and Jet A fuels, air craft repair and maintenance, catering, car rental, and a lounge.[2]

The McCall Municipal Airport is classified as a general aviation airport in the National Plan of Integrated Airport Systems (NPIAS).[3] The multi-function airport plays an important role for the region and the state. The airport supports private flying, business aviation, charter service, and a USFS smoke jumper facility established just after World War II to deploy fire suppression aircraft. Charters at McCall work with USFS in fire reconnaissance flights and bringing in personnel and supplies to the base. McCall is the largest and most active airport in the region and is known as "The Gateway to the Backcountry".[4]

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[1] McCall Municipal Airport Master Plan Update. Prepared for City of McCall, Idaho by Mead & Hunt, Inc. and Toothman-Orton Engineering Company, 2008. Accessed online https://evogov.s3.amazonaws.com/141/media/115619.pdf
[2] Mead & Hunt, Inc. and Toothman-Orton Engineering Co. McCall Municipal Airport Master Plan Update, September 2007.
[3] As defined by the Federal Aviation Administration a general aviation airport is a public airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.
[4] Ibid

The Johnson Flying Service Hangar

The Johnson Flying Service Hangar is a rectangular one-story aircraft hangar built in 1932 for the parking and maintenance of transport aircraft. The hangar is sited on a northwest-southeast axis placed on the diagonal and faces south-southeast. The taxiway to the hangar extends north east from the runway. The building is located on the east side of the airfield, south of the McCall Aviation hangar. It is bounded on the east by SH-55, on the west by the runway, on the south by a modern hangar and on the north by airport parking. The southwest wall, which is the building's façade, faces the tarmac and is bordered by a narrow strip of lawn and concrete sidewalk. A pine tree is planted at the west corner. Two signs, one a rectangular metal sign extending approximately 12 feet reads "*Dew Aircraft Inc*." and a second oval sign reading *McCall Mountain Canyon Seminars*" are placed adjacent to the pine tree. A metal security fence extends south from the building to the edge of the airport boundary.

The hangar is a large, gable-roof wood structure on a concrete foundation. The original wood roof was replaced with a corrugated metal roof at an unknown date. The wood and metal sided hangar is set on an 85-by-61-foot footprint with a covered porch on the southwest and hangar door storage on the southeast elevation. Hangar doors are present on the southeast (non-operating) and west (operational) elevations. The metal roof has narrow overhanging eaves that are accented with non-original scalloped wood trim. The word "*Pioneer*" is painted on the southwest slope of the roof and refers to Pioneer Aviation, the company that owned the hangar in the 1970s and 1980s. Overhead lights are attached at each gable peak and four antennas are attached along the roof ridge. Two satellite dishes are attached to the west corner of the southeast elevation.

The southwest facing façade has a metal shed roof, with a deep overhang, along its full length. The overhang extends over a concrete sidewalk and is supported by four plain six-by-six wood posts. The main entrance features non-historic wood double doors with 10-lights. This elevation features nine randomly placed metal slider windows. An oval sign reading "*McCall Mountain Canyon Flying Seminars*" is attached flush to the wall between the two northern most windows. A metal pay telephone booth is attached to the wall between two windows, and two large maps are also attached to the wall. A narrow sign reading "*Learn To Fly The Idaho Backcountry*" is attached flush to the wall below the two southern most windows.

The non-operational hangar doors on the northwest elevation consist of three wood plank segments with a cross buck design. Each segment has one wood window of 6-lights in each panel. A metal track rests above the hangar doors with wooden letters reading "*Elev 5021*" above the track. A small sign is centered below the gable peak with the building number "*104*". The hangar doors on this elevation, though operable through approximately the 1960s, are now fixed in place.

The northeast elevation consists of board and batten siding with no window or door openings. A grass and dirt area extends from this elevation to a gravel access road. Electrical boxes and a propane gas unit fill the space.

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The southeast elevation hangar doors consist of four corrugated metal segments with two fixed single-pane wood windows in each segment. Similar to the northwest elevation, a metal track rests above the hangar door. The gable end is constructed of wood with wooden letters reading "Elev 5021" and "104" attached to the wall. The sliding hangar door storage extends northeast and is constructed of vertical wood planks. There are no windows in the storage compartment. The upper edge of the unit is trimmed in the same scallop design that decorates the roof eaves. Three non-historic business identification signs reading *"Flight Instruction Backcountry & Primary"; "Tailwheel Instruction Photo Flights";* and *"McCall Mountain Canyon Flying Seminars"* are attached to the storage compartment.

Interior
The hangar's interior space is divided between the airplane storage and maintenance area and the smaller administrative/lobby area. The airplane storage and maintenance area is on the east side and the administrative/lobby area is on the west side. The interior of the storage and maintenance area is roughly finished. Wood shelves and cabinets are installed on the west wall and located adjacent to the lobby doors. The heating and lighting components are exposed on the wall, which are covered by insulation. The roof trusses are covered by a dropped roof that was installed to insulate the building. Though some alterations have occurred, the large interior volume of the hangar remains intact.

The administrative/lobby area can be accessed via double-doors from the hangar. The main or public entrance to the administrative/lobby area is through two modern-double doors. The interior space is divided into an administrative/lobby area, offices, classroom, and restrooms. This area was remodeled into the current configuration around 1976. [5]

Alterations
A review of historic photographs and corresponding research indicate alterations to the hangar since originally constructed. The original 60' x 60' hangar had wood board and batten siding. Most of the original board and batten siding has been replaced and only the northeast elevation now features board and batten siding.

The southeast elevation of the building was originally constructed with sliding hangar doors with four leafs, with two sliding to each side attached to rails that slid into storage compartments on the west and east sides. Historic photographs indicate the hangar doors have been altered from the original four leafs, with only two sliding to each side, attached to rails that slid into storage on each side. Modifications to the southeast hangar doors were made in 1949 when the wood doors were replaced with metal doors that roll east into the door storage unit.

An addition to house the administrative/lobby area was constructed on the southwest elevation in 1949. At one time there were double doors that opened inward from the hangar to the current

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[5] Personal conversation with Bill Fogg, March 18, 2019.

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administrative/lobby area, allowing the nose of a plane to rest in the interior space, providing access for mechanics. Historic photographs illustrate how the doors operate, and that the hangar included a door storage compartment for them. The storage compartment was removed after 1978. On the exterior, decorative scallops were added to the eaves of both the hangar and the southwest side addition sometime after 1960.[6]

Interior alterations to the hangar space occurred during the 1990s. During this period insulation was added at the level of the bottom chords of the roof trusses, mechanical heat was added for winter work, the doors at the north end were fixed in place and covered with foam insulation, and a mezzanine was created at the truss level at the north end for storage.

Integrity
Overall, the Johnson Flying Service Hangar retains its character-defining features, which include the gable roof over a large interior space, its low rectangular massing, and the large, functional retractable doors to convey its significance as an early-twentieth-century airport hangar. The southwest addition to the Johnson Flying Service Hangar occurred within its historic period of significance and does not diminish the overall integrity. While the 1990s alterations somewhat altered the interior character of the maintenance section, the function and overall volume of the building remains the same. Its continued use as an airplane maintenance and storage facility, and the various aircraft and industrial objects in and around the hangar support and reveal this use. The building sits in its original location, and its relation to the overall spatial layout of the McCall City Airport remains intact, which provides for a strong sense of setting, feeling, and association.
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[6] Fogg, March 18, 2019.

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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.)

[x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] B. Property is associated with the lives of persons significant in our past.

[ ] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

[ ] A. Owned by a religious institution or used for religious purposes

[ ] B. Removed from its original location

[ ] C. A birthplace or grave

[ ] D. A cemetery

[ ] E. A reconstructed building, object, or structure

[ ] F. A commemorative property

[ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
_TRANSPORTATION
_CONSERVATION _
_____

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Period of Significance
___1932-75____

Significant Dates

__1932_
__1944_
__1949__

Significant Person
(Complete only if Criterion B is marked above.)
_____N/A_____

Cultural Affiliation
___N/A_____

Architect/Builder
Almer Alcey Bennett (Builder)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Johnson Flying Service Hangar, herein referred to as the Hangar, is eligible, at the local level, for the National Register of Historic Places under *Criterion A: Transportation and Conservation*. The period of significance for the Hangar runs from 1932 to 1975. Construction of the Hangar in 1932 symbolized the importance of the Hangar as a shelter and maintenance building for the McCall Airport to serve pilots transporting airmail and supplies to remote communities in the backcountry in the pioneering days of aviation. In 1944, the Hangar comprised a key component for the USFS, in its role as the base of operations for Bob Johnson, whose air transport business supported fire-fighting efforts, by transporting smokejumpers to backcountry fires. Although there have been some modifications to the building, it retains sufficient integrity of design, feeling, location, and association to convey its significance under Criterion A with its historic associations with transportation and conservation.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Significance Statement

The Hangar, constructed in 1932 to service airplanes at the McCall Airport, is significant at the local level under *Criterion A: Transportation*, for its association with the history of aeronautics and aviation in Central Idaho. Since its inception, McCall served as both a destination and as an access point to Idaho's West Central Mountains. The earliest travelers to the area braved long, treacherous journeys through rugged terrain. Travelers to mining camps and other back country destinations faced even more difficult travels over river crossings and rugged mountain passes. The advent of aviation enabled people and equipment to be brought to McCall more efficiently and safely.

The property is also significant under *Criterion A: Conservation*, for its association with Bob Johnson's Flying Service. In 1930 the USFS opened back country airstrips to keep crews of fire fighters in place to move quickly to fires. The USFS contracted with Bob Johnson based out of Missoula, Montana. Johnson's Flying Service flew from a branch in Boise, as well as a satellite branch in Cascade. In 1944, the satellite operation was moved to McCall. The hangar became the company's backcountry base of operation. The period of significance begins when the building was constructed in 1932, and runs through 1975, when the Johnson Flying Service sold to Evergreen Flying Service based in McMinnville, Oregon. Other significant dates are 1944, the date that Johnson moved his operation to McCall, and 1949 the date that the hangar was remodeled to accommodate expanded functions of Johnson's business.

Historic Background

The area surrounding McCall was originally home to tribes of nomadic Native Americans, the Northern Shoshone and Nez Perce, who camped near the outlet of Payette Lake, seasonally using the lake and Payette River for fishing and hunting. They accessed the area from two trails, one from Meadows Valley and another from the north that followed along the west side of the lake.[7] These early trails and others would be the foundation for transportation networks, followed by fur trappers, miners, and settlers that, in time, would become roads to access the backcountry.

Fur trappers and explorers were the first Euro Americans in the region. Donald McKenzie of the Hudson's Bay Company led trappers to the Snake country, a vast area comprised of probably 150,000 square miles reaching from the Grand Tetons to the east, south to Salt Lake to northern Nevada and California, and west to the Cascades. Two members of McKenzie's expedition team were Jack Weiser and Francois Payette. McKenzie led Payette to what was later named the Payette River on a trapping expedition in 1816. The first recorded arrival on the south shore of Payette Lake by fur trappers was a Hudson Bay Co. brigade under Alexander Ross. They

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[7] McCall Historic Preservation Society. *Turning Points in McCall History.* August 5, 1997.

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followed the North Fork of the Payette River to the lake then continued through Meadows Valley to the Weiser and Snake Rivers. [8]

Gold discoveries in North Idaho in 1861 by Elias D. Pierce started an explosion of fortune seekers to the region. Gold strikes at Pierce were followed by more at Elk City, Orofino, and Florence in 1861. When gold was discovered by Jack Warren in an area above the Salmon River in 1862 miners traversed the west side of Payette Lake as they headed to "Warren's Diggings" in search of gold. Going through several name changes, the mining community eventually became known as Warren.[9] Gold strikes brought a population boom, and the region's population jumped to 21,000 between 1860 and 1863, when the region became the Territory of Idaho. Eventually this influx of miners would lead to conflicts with the Nez Perce and the Shoshone.[10]

Once mining was established, gold seekers followed numerous routes to access mining camps. Miners headed to the Boise Basin followed the Brownlee Trail from Oregon, crossing the Snake River near the mouth of Brownlee Creek, south to Cambridge and then to Payette. Long Valley was a natural route and travelers could travel through the area going north to the mines at Florence and Warren or south to the Boise Basin.[11] Freighters bringing supplies moved through the region. John Welch, known as Packer John, was an early freighter who started a pack train to transport supplies between Lewiston and the Boise Basin. In the fall of 1862, he built a log cabin next to Goose Creek in the Salmon Meadows valley as a midway stopping point and supply cache. Welch packed supplies to the cabin in late fall and winter, moving them out to mining camps in the spring. The cabin also served as a resting spot for travelers in the region. [12]

Although there was no permanent Euro-American settlement in the area along Payette Lake, the banks of the lake were used for fishing and camping. In the fall of 1868, "a kind of red-tailed salmon trout" from Payette Lake were advertised for sale in Boise. In the 1870s two commercial fisheries operated above the lake and sold to markets in Warren and Boise. [13]

Meadows Valley, west of McCall, and Long Valley, south of McCall, were the first sites of settlement. By the 1870s Tom Clay occupied the Packer John cabin as part of his bi-weekly mail run between Council to Warren. The area surrounding the cabin developed into a ranching community known as Meadows. Permanent settlers began to arrive in Long Valley in the 1880s to farm and ranch. James Horner, a single man, built his home in 1882 on Clear Creek, where he remained the rest of his life. Steve M. Sisk settled in Crawford Nook about six miles north of

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[8] Idaho State Historical Society. *Reference Series No. 444*. Idaho Fur Trade. June 1973.
[9] Cletus Edmundson,"A History of Warren, Idaho: Mining, Race, and Environment" (Master's Thesis, Boise State University, 2012).
[10] Beverly Ingraham *Looking Back: Sketches of Early Days in Idaho's High Country*. (Bend, Oregon: Maverick Publications, 1992), 11.
[11] Ingraham, 43.
[12] "Historical Old Hall Saved by Women." *The Idaho Daily Statesman*, July 20, 1911 p. 16.
[13] Nelle Tobias, McCall in *Valley County History to 1920*. Shelton Woods, Editor. Valley County History Project. (Donnelly, Idaho: Action Publishing, 2002), 298-300.

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present-day Cascade in 1883. In 1884, Levi S. Kimball settled in the area that later became the town of Van Wyck. Other early settlers included W. B. Boydstun, Ralph and George Oaks, John Cox, and Mark Cole. James Smith built the first ferryboat at Smith's Ferry on the Payette River.[14]

Early settlers traversed through Long Valley, following a wagon road built by tie cutters for the Oregon Short Line (OSL). A subsidiary of the Union Pacific, the OSL, was building a railroad from Wyoming, through southern Idaho, to Huntington, Oregon. Railroad ties were in demand and logging camps were set up along the North Fork Payette River. The road built by the tie cutters wound through present day Ola and High Valley to Smith's Ferry on the Payette River, and then to Round Valley at the south end of Long Valley.[15]

In 1890 the trail that led from Meadows Valley to Warren was improved, becoming one of the state's first wagon roads. As the population increased, mail routes were instituted to communities in the region. Intrepid mail carriers traveled summer and fall by horse, and in winter by ski or snowshoe, to bring outside communication to the back-country communities. The carriers bid on contracts to carry the mail. Contracts were typically awarded to the lowest bidder along the "Star Routes", the term used for the routes that contractors had.[16]

Settlers around Payette Lake included Anneas Jack Wyatt, who filed on a homestead on the west side of the lake in 1888.[17] A year later Tom McCall, pioneer from Missouri, traded land for a team of horses with a man named Sam Devers (sometimes spelled Dever). Devers exercised "squatters rights", living in a homestead on land near the intersection of Lake Street and SH-55. Devers moved on and McCall and his wife Louisa added onto the cabin, establishing a home that was the foundation of a new community.[18]

McCall acquired a sawmill which provided lumber to construct business buildings, residences, and support buildings for mining companies. The town site was surveyed and laid out, and other businesses began to take shape. By 1907, McCall had two general stores, a blacksmith shop, a livery barn, a butcher shop, and a large amusement hall. The town of McCall was officially incorporated on July 19, 1911.

Mining and lumber were the basis for McCall's economy. In 1907, Tom McCall sold his sawmill to Theodore Hoff, who eventually partnered with Carl Brown to form the Hoff and Brown Lumber Company. In 1929, Brown bought out Hoff's share in the business and it became

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[14] Elizabeth Smith, "*History of the Boise National Forest 1905-1976.*" (Boise, Idaho: Idaho State Historical Society, 1983), 21.
[15] Ibid, 32.
[16] "The United States Postal Service: An American History 1775 – 2006" 16. Accessed online at https://about.usps.com/publications/pub100.pdf
[17] Prior to moving to Payette Lake, Wyatt resided at a farm at Dry Creek north of Boise where he raised horses and a variety of farms crops. "A.J. Wyatt's Farm." *The Idaho Tri-Weekly Statesman*. September 20, 1873 p. 2.
[18] Tobias, in Woods p. 300. Ennis McCall, "McCall Trades Team, Wagon For Acreage on Payette Lakes Where Vacation City Thrives.", *The Idaho Sunday Statesman.* December 24, 1939, p. 9.

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Brown's Tie and Lumber Company. The mill burned down in 1940, was rebuilt in 1942, and remained in operation until 1976. At one time, it was the largest employer in the town.[19]

The other major employer in town was the USFS. In 1905 the Payette National Forest was created with headquarters at New Meadows.[20] In 1908, Tom McCall had the headquarters moved to McCall by donating office space in his new building and paying for the moving expenses for the supervisor and his family.[21] The USFS has played an important role in the town's history, and the headquarters remain in McCall as well as one of four USFS smoke jumper training bases in the United States. The USFS developed policies for timber protection. Foresters worked closely with local communities and industry to implement fire prevention and regulations. The Payette National Forest Supervisor, Guy B. Mains, and Boise Payette Lumber Company's land agent, Harry Shellworth formed the Southern Idaho Timber Protection Association in 1908. Known as SITPA it became a model for cooperative forestry.[22] Catastrophic fires in the early part of the 20th century such as the Big Blowup of 1910 in Idaho and Montana where 3 million acres burned, taught lumber men and forest officials that fire protection and suppression were necessary in protecting America's timber. These large fires inspired legislation such as the Clarke-McNary Act of 1924, which played a prominent role in enhancing the federal and state fire-suppression partnerships. This legislative act, named for Representative John D. Clarke and Senator Charles McNary, enabled the Secretary of Agriculture to work cooperatively with State officials for better forest protection, chiefly in fire control and water resources, and would eventually lead to the idea of using airplanes to suppress fires.[23]

Transportation improvements in the region in the early 1900s impacted McCall. The Payette River Wagon Road, connecting Boise with the old State Wagon Road from Meadows to Payette Lake, was completed through Long Valley to McCall in 1911. Not long after, the first automobile reached McCall. Automobile transport was followed by the arrival of the railroad. The Idaho Northern Railroad reached McCall in 1914. It was an asset to the timber industry, in part because the local sawmill produced wood for railroad ties. The railroad also brought tourists

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[19] JoEllen Ross-Hauer, "Payette Lakes Inn National Register Nomination", July 2015. P. 12. Grace Edginton Jordan. *The King's Pines of Idaho: A Story of the Browns of McCall. Binford & Mort. Portland, Oregon, 1961.pp 62-63.*
[20] The history of the Payette National Forest is complex. It was originally created in 1905 at the same time the Weiser National Forest was created. The original Payette National Forest was extensive. In 1908 the Idaho National Forest was carved out of the northern section. The Idaho and Weiser National Forests were consolidated and renamed the Payette National Forest in 1944 and the original Payette National Forest was incorporated into the Boise National Forest. Peter Preston in Lisa Gabbert, *Winter Carnival in a Western Town: Identity, Change, and the Good of the Community.* (Logan, Utah: Utah State University Press, 2011), 20.
[21] McCall Historic Preservation Council "McCall" in "Celebrating 100 Years of Valley County, Idaho and Cascade." Centennial Magazine. December 22, 2016 p. 18.
[22] *Payette National Forest Land and Resource Management Plan (Forest Plan) Revised -2003.* Pp. I-19.
[23]

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to the community, who were drawn to the area to relax and recreate on the banks of Payette Lake. McCall was a tourist destination as early as the 1890s, when Anneas Wyatt, who homesteaded on Payette Lake in 1888, piloted the tourist boat *Lyda*, around the lake. Attorney Samuel H. Hays of Boise is credited with building the first summer cabin on the lake in 1905 or 1906. The Winter Carnival was established in 1924, and by the 1940s, McCall had become known as a destination for summer and winter recreation.[24]

Community boosters were promoting McCall in the late teens and early twenties. With the advent of aviation, Austin Arthur Goodman, a member of the McCall Chamber of Commerce, recognized that a landing field for airplanes would be beneficial for the town. He purchased land for an airfield south of town in 1926. It would be several years before the airport was fully established and became the key to connecting McCall to Boise as well as other back country communities.

McCall was a tight knit community, with its economy dependent on lumber. During the 1930s several new developments fostered McCall's growth: air travel, the growing popularity of tourism and recreation, and in the spring of 1931, the potential revitalization of the mining industry in Warren by the newly-formed Idaho Gold Dredging Company. The gravel-bearing meadows around and under the town of Warren were always suspected to hold vast amounts of gold, and this new company planned to extract that gold with the help of massive floating dredges that had proven successful in California. Mine production increased under the dredging operations and investors were looking for a convenient and fast way to get to the mining town.

The community weathered the Great Depression and World War II, with the lumber trade and the USFS as the major employers through the 1960s. Then, in 1964, the Brown family sold the local McCall mill to Boise Cascade Corporation. The mill closed in 1977 and McCall's identity as a lumber town began to change. Recreation began to surpass timber as the dominant economy. Recreation areas such as The Little Ski Hill (1937), and Brundage Mountain (1961), have long attracted winter tourists.

In 1964 Senator Frank Church sponsored the Wilderness Act, which was passed by Congress and signed into law by President Lyndon Johnson on September 3, 1964. The Wilderness Act created the National Wilderness Preservation System, which protects nearly 110 million acres of wilderness area from coast to coast. The act created a way for Congress and Americans to designate wilderness areas, which represent the nation's highest form of land protection. No roads, vehicles, or permanent structures are allowed in designated wilderness. Idaho has 4.8 million acres of protected wilderness.

Use of aircraft in wilderness areas was a topic of debate when plans were developed for wilderness areas. In Idaho, conservationist and author Ted Trueblood and U. S. Senators Frank Church and James McClure worked with various agencies, user groups, and citizens concerning the inclusion of aircraft in Idaho's wilderness areas. Aircraft access was allowed in Idaho's

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[24] "New Summer Season Comes Along for McCall, the City on Payette Lakes." *The Idaho Daily Statesman*. June 4, 1948 p. 18. Gabbert. p. 21.

wilderness areas and existing landing strips, many established during the 1920s and 1930s, could remain. The implications of the Wilderness Act of 1964 and subsequent designation of wilderness areas in Idaho were important to the growth and contribution of McCall's aviation industry. Aviation was the only means to quickly and easily access wilderness areas, proven by the 30 plus years that McCall based pilots had flown into the back country. McCall's airport remains the base of operations for many back-country pilots.[25] Summer tourists drawn to lakeside activities, hiking and golfing, and accessing the back country via airplane have helped the town move into the 21st century as a destination vacation area and support center for backcountry recreation.

Early Aviation in Idaho

On December 17, 1903, Orville Wright piloted the plane he built with his brother, Wilbur, over the sand dunes of Kitty Hawk, North Carolina. This momentous occasion, witnessed by five people, set the stage for future flights. In 1910 residents of Lewiston, Idaho, watched as James J. Ward flew a Curtiss biplane over the fairgrounds, the first aircraft powered flight in Idaho. [26] The following spring, spectators in Boise watched pilot Walter Brookins fly over the Intermountain Fairgrounds. Between 1910 and 1916 public exhibition flights were numerous. Pilots trained by the Wright brothers and their chief competitor, Glenn Curtiss, soared over Idaho skies to publicize the new air age.[27] During these early days, airplanes landed where there was available open space, often in fairgrounds or pastures.

After World War I, newly trained military pilots returned to the States, purchasing surplus planes decommissioned by the military to continue flying. To support themselves, many of these young pilots started "barnstorming", flying to rural areas that may not have seen an airplane. The barnstormers often put on flying "circuses", or shows, and charged a fee to take passengers into the air. Barnstorming was a major activity during the 1920s to 1930s.[28]

Two events would have an impact on aviation in Idaho. In 1918 the Post Office inaugurated airmail service between New York and Washington. Flights were initially flown in cooperation with the Army but in a short time the Post Office assumed responsibility for the service. Airmail service was designed to be operated by private businesses. As routes were established and the volume of business increased, more private contractors became interested in the mail service. The 1925 Congressional authorization known as the Kelly Act, after Congressman Clyde Kelly of Pennsylvania, authorized the Post Office Department to contract for the transport of mail with commercial air transport services.[29]

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[25] "Aviation in McCall," McCall Historic Preservation Commission. 2016 no page number. Holm, 19.
[26] Arthur A. Hart. *Wings Over Idaho: An Aviation History.* (Boise, Idaho: Historic Boise, Inc., 1999), 11.
[27] Ibid 15-19.
[28] Cecil R. Roseberry, *The Challenging Skies*. (New York: Arno Press, 1980), 39.
[29] U.S. Postal Service. "Airmail" Publication 100 – "The United States Postal Service - An American History 1775 – 2006".

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According to historian Arthur Hart, the Kelly Act created a significant moment in Idaho's aviation history. In 1925, aviation pioneer Walter Varney, who ran a flying school in San Francisco, wanted to enter the commercial air mail operations. Varney bid on the "sagebrush route" from Pasco, Washington to Boise, to Elko, Nevada, because the route was so dangerous at the time that he thought no one else would bid on it. His company, Varney Air Lines, won the first private contract for airmail service in the United States, just as the Postal Service removed the US Army Air Corps' mandate to carry all airmail in the country. On April 6, 1926, Varney Air Line's chief pilot, Leon "Lee" Cuddeback, flew the first contract air mail flight between Boise, Varney's headquarters, and Pasco, Washington.[30] He took off from a dirt field, scraped out along the banks of the Boise River by volunteers from the American Legion. In a few years, a formal landing field and support buildings were in place at the site which was called Booth Field.[31]Idaho's fascination with aviation continued and grew following a visit by Charles Lindbergh, when he landed in Boise on September 4, 1927, as part of his nationwide tour. Hundreds of people gathered at the Boise air field to celebrate Lindbergh. This event sparked even more interest in aviation throughout Idaho and led to the creation in 1929 of a Division of Aeronautics within the Idaho Department of Public Works. Arthur C. Blomgren was hired as the engineer to oversee the construction of airports in towns across Idaho.[32]

Blomgren and U.S. Department of Commerce officials visited towns throughout Idaho during 1929, inspecting sites for proposed local airports or making suggestions for improvements to existing airports, helping plan out the new aviation age. During this early period in aviation other factors were developing. Historian Richard Holm notes that after World War I the growing industries of aviation, mining, and fire suppression created a demand for each, resulting in what is known as "back country flying". The mining camps located in some of the remotest areas in the West needed supplies and mail year-round. Historically, these items were delivered during the winter by dog sleds or men on skis. Poor roads, weather, and other issues could hold up deliveries. The use of airplanes created a solution to the problems. Crude landing fields were scraped out in remote areas like Chamberlain Basin where pilot George Stonebraker and family members ran a hunting camp, and Warrens, a mining community.[33]

https://about.usps.com/publications/pub100/pub100_026.htm (accessed January 25, 2019).
[30] Tucker, "Boise's airport new facelift follows decades of service." *Idaho Statesman*. September 6, 1999 p. 1A, 10A.
[31] The Boise municipal airport was built on land donated by William T. Booth, a real estate investor. The field was originally called "Booth Field" and later College Field. Barbara Perry Bauer. *South Boise Scrapbook: A Neighborhood History*. (Boise, Idaho: TAG Historical Research & Consulting, 2014), 61.
[32] Hart, p.
[33] Richard H. Holm Jr., *Central Idaho pilots : a roster of forest service and contracted pilots, 1928-1970* [McCall, Idaho] : [Payette National Forest], [2004]

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Golda Stonebraker stands in the snow on December 12, 1931 beside seven passenger airplane at Stonebraker Ranch in the Chamberlain Basin. The pilot was Almer Acey "A.A." Bennett. Photo courtesy of University of Idaho Digital Archives.

Aviation for Fire Fighting

American foresters discussed the use of airplanes in detecting and reporting forest fires as early as 1909. Following a devastating fire in October, 1918 which burned over 10,000 acres in northwestern Minnesota, Chief Forester Henry S. Graves of the USFS, asked the Army Air Service for assistance to facilitate experimental patrols of forest land in California. In 1919, the Air Service began operations to discover, locate, and report fires. The experimental patrols were successful and expanded into Oregon the following year. In 1920, the USFS assumed control of the program and the Army Air Service provided planes and pilots for the service. The program grew to cover the Pacific Northwest. The Army Air Service provided airplanes for fire detection to locate and report fires and supplied planes until 1925 when aerial patrols, which began as an experiment, now consumed money and time that interfered with pilot training. For the next two years the USFS flew their own patrols, hiring Reserve Army Air Service officers to fly the planes. In 1927, the USFS than contracted with private pilots for fire surveillance and to drop supplies.[34]

Nick Mamer, a veteran World War I pilot and member of the Washington National Guard from Spokane, worked with the USFS in back country fire suppression and experimented with dropping kegs of water onto fires.[35] As a commercial pilot Mamer also flew hunters to the

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[34] Maurer Mauer.*Aviation in the U.S. Army, 1919 -1939.* (Washington, D.C.: Office of Air Force History, 1989), pp. 131-138.
[35] Hart, 121.

Chamberlain Basin in the Salmon River Mountains. In the mid-1920s Mamer and other pilots urged the USFS to develop landing fields in remote, mountainous areas for better access to get men and supplies to fires. [36]

The importance of aviation to fire suppression was made evident in 1929 when fire burned through the Flathead National Forest and Glacier National Park. To assist with the firefighting efforts, it was decided to use fire fighters flown from Albuquerque, New Mexico, to Missoula, Montana, and then from Missoula into the fire base camp. Heavy smoke prevented two aircraft from landing, but a third flight successfully brought the fire crew directly to the fire saving valuable time.[37] During the 1930s the USFS decided to open backcountry airstrips and to keep crews of fire fighters in place to move quickly to fires.

By 1939 the USFS owned a five-passenger airplane and experimented in the western states with fire suppression using water and chemical bombs. The program failed because the technology required for effective aerial suppression was not available. David Godwin, the Forest Service's Assistant Chief for Fire Control, is credited with coming up with the idea of using parachutes to deliver firefighters into remote and inaccessible fires. His theory was that firefighters could reach mountainous areas much faster by airplane than by hiking. In addition, they could reach a fire when the blaze was small and easy to control. A smokejumper program was initiated in 1939 at a dirt airstrip outside Winthrop, Washington. Under Godwin's direction, pilot Harold King and several barnstormers and professional parachutists began to experiment with smoke jumping. Over the course of six weeks procedures, gear, equipment and jumps were rigorously tested. At the end of the project the USFS determined that jumps could be made safely from altitudes between 2,000 and 6,000 feet. In 1940 smoke jumper bases were established at Winthrop, Washington, and another operation at Nine Mile Canyon Civilian Conservation Corps (CCC) camp near Missoula, Montana.[38] On July 12, 1940, Rufus Robinson and Earl Cooley successfully parachuted onto the Nez Perce National Forest in Idaho. They were the country's first smokejumpers.[39]

The infant smoke jumping program was based on improvisation and experimentation. The onset of World War II limited the number of able-bodied men who could participate and stymied growth of the program until conscientious objectors, individuals who object to war in any form or on the basis of religious beliefs, were used to staff the program. The USFS determined that smoke jumping was successful and expanded the program to several more states. In 1943, an Idaho program was established at McCall with five smokejumpers who had trained in Missoula. Travel Air and Ford Trimotor airplanes were used as smokejumper aircraft. McCall's location, close to the national forests in Idaho and Oregon, made it a logical location for a smokejumper

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[36] Richard H. Holm, Jr. *Bound for the Backcountry: A History of Idaho's Remote Airstrips*. (McCall, Idaho: Cold Mountain Press, 2013), 13.
[37] Melissa Frey. "The Humble Beginnings of Aircraft in the Back Country." https://naldc.nal.usda.gov/download/8075/PDF accessed January 28, 2019.
[38] Smokejumpers. National Smokejumper Association. Paducah, Ky.: Turner Pub. Co., 2003 p.8.Roger Brandt. Siskiyou Smokejumper Base National Register of Historic Places Nomination Form. 2006, p. 12
[39] Frey, No page numbers.

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program. An air tanker base was established at the McCall Airport in 1957 and a new
smokejumper base in 1988.

Landing Strips and Airfields

Even before the Division of Aeronautics was officially formed, residents in small towns and
rural areas around the state were looking to build runways. In 1926, McCall resident Arthur
Austin Goodman, purchased 40 acres of land south of downtown McCall for use as a landing
strip.[40] Goodman "grubbed" out a landing field with a runway running northeast to southwest.
The field was used in July 1928 by pilot Dick Cornell. Cornell made the news for flying four
passengers from Boise to McCall on a trip that took 56 minutes. At that time, travel to McCall
from Boise by automobile took approximately five hours. Cornell noted that the rough landing
field could be placed in excellent condition with a little work.[41]

The following summer, Goodman traveled to Boise to meet with state aeronautical officials
about the status of the McCall Airport. Goodman reported he had not had much help preparing
the airport, but he expected the city would soon "wake up" to its advantages, and he was
correct.[42]   In 1931 McCall purchased the 40-acre airport from Goodman for $630.00, payable in
three installments.[43] The purchase of the airport coincided with the revitalization of the mining
industry at Warren by the Idaho Gold Dredging Company. When mine production increased
under the dredging operations, investors were looking for a convenient and fast way to provide
access, as well as air mail and supplies to the remote mining town. Businessmen from McCall
and Warren lobbied for a hangar at the airport, perhaps in anticipation of the airport's link to
Warren and other backcountry communities. [44]

"Winged Freighters' Release Remote Mining Camps from Winter's Grip" was the headline of
the Idaho Sunday Statesman on May 8, 1932. Airmail pilots who flew over Idaho mountains
were advocates for backcountry landing fields to reach isolated mining camps. Equipped with
skis, pilots landed on snow covered fields bringing mail and supplies on weekly trips to Atlanta,
Yellow Pine, and other mining communities. Prior to 1931, mail was carried on sporadic trips by
men on snowshoes who could only carry 50 pounds per trip. Planes could carry more than 1000
pounds per trip and keep back country mines supplied even during the winter. Mines no longer
shut down during the winter. Over time, supply runs to the backcountry would evolve into
recreational travel to the backcountry.[45]

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[40] There are conflicting dates for the year Mr. Goodman purchased the land for
the airport. Some records indicate a date of 1926 and others 1927.
[41] "Ryan Monoplane Makes McCall-Boise Trip in 56 Minutes." *The Idaho Daily
Statesman*. July 2, 1928 p. 7.
[42] "McCall Man Starts Building Airport for Outing Resort" *The Idaho Daily
Statesman*. June 5, 1929 p. 6.
[43] McCall City Council Minutes. December 2, 1931.
https://portal.laserfiche.com/Portal/DocView.aspx?id=61471&repo=r-d76fb24e
accessed online January 11, 2019.
[44] "McCall Items.", The Cascade News, November 30, 1931 p. 3.
[45] "Winged Freighters" Release Remote Mining Camps from winter's Grip." The
Idaho Sunday Statesman, May 2, 1932 p. 15.

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During the fall of 1932, Almer Acey "A.A." Bennett built a 60' x 60' hangar, according to the dimensions recommended by the Aeronautics Department of the State of Idaho. Bennett built the hangar in exchange for four years rental of the building.[46] The hangar would be Bennett's base of operation for air mail and freight service. Early hangars were typically constructed of wood and resembled barns or garages. They were simple plans with a gable-roof and door that opened wide to accommodate the airplanes. The hangar door is a component of any hangar. Early hangars had uncomplicated designs and some were left unadorned and others covered with canvas sheets. [47]

U.S. Army Signal Corps Hangar at Fort Myer, Virginia, 1909. Source: Wright Brothers Aeroplane Company.

As planes grew larger, hangar size increased and new designs were developed for doors to span the openings. One solution was to use a number of smaller door that were hung on barn door rollers made to run on the tracks across the door openings. The doors slid into storage leaves that extended beyond the structure. [48]

It is not known how many other hangars in Idaho were built according to the dimensions recommended by the Aeronautics Department of Idaho. Although several Idaho towns supported airplane travel, at that time, many towns only provided a place for planes to land with no support

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[46] McCall City Council Minutes. October 30, 1932.
https://portal.laserfiche.com/Portal/DocView.aspx?id=61473&repo=r-d76fb24e
accessed January 9, 2019.
[47] Jayne Aaron. *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War.* Department of Defense. 2011. p.5-1.
[48] Ibid.5-7.

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buildings such as a hangar. Airport expansion increased in the late 1930s when funds were available through New Deal programs to build hangars, terminals and other airport support buildings.[49]

The freight and air mail pilots were lauded as the new pioneers of the times, and the adventures of many pilots were related in newspapers throughout Idaho. The hangar built by A.A. Bennett became the center of much of the backcountry flying activity as space to repair and maintain airplanes.

Almer Acey "A.A." Bennett

A legendary pilot in Idaho and Alaska, A. A. Bennett was born in Oregon in 1888, where he worked as a logger and a salesman. In the mid-1920s, he moved to Alaska and, together with fellow aviation pioneer Joe Crosson, went to work for the Fairbanks Airplane Company (FAC), which was partially owned by a local railroad conductor and aviation entrepreneur by the name of James "Jimmy" Rodebaugh. Later that year, both Rodebaugh and Bennett pulled out of FAC and began their own airline, the Bennett-Rodebaugh Company. Bennett honed his flying skill over the next few years piloting passengers and freight to remote Alaska sites. In 1929, the partners sold the Bennett-Rodebaugh company and Bennett moved to Tacoma, Washington where he operated a flying service.[50]

Bennett lived briefly in Missoula, Montana, where he had a contract with the USFS. Then, in 1931, he moved to Boise and opened Bennett's Flying Service and successfully bid on the contract for carrying mail from Cascade to Yellow Pine.[51] In 1932, he assumed the contract for delivering 12,000 gallons of oil to Yellow Pine. Bennett was one of this state's pioneer backcountry mountain pilots, delivering the mail and carrying out numerous rescue missions. He was briefly in partnership with Robert "Bob" Johnson, another backcountry legend, supplying mining camps with just about every kind of heavy cargo by air. Bennett and Johnson joined forces to handle government mail contracts that neither could manage alone, but Bennett's casual approach to business soon made Johnson decide to break off the partnership. Bennett's free-wheeling style made him one of Idaho aviation's most colorful characters. Bennett served as Idaho's Director of Aeronautics from 1941-42. When he died in Nevada in his eighties, he was the country's oldest licensed helicopter pilot.[52]

Bob Johnson and the Johnson Flying Service

Bob Johnson, a student of Nick Mamer, started his own flying business in Missoula in 1926. Johnson flew an OX-5 Swallow with a World War I ninety-horsepower engine. He offered short

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[49] See US Department of Commerce, Aeronautics Branch, Airway Bulleting No. 2 for descriptions of airports for more information.
[50] A.A. Bennett. Alaska Aviation Museum https://www.wy2.org/flightline/bennett-aa.php. Accessed January 9, 2019.
[51] "Boise to Rent Plane Hangar." *The Idaho Daily Statesman*.
[52] A.A. Bennett. Idaho Aviation Hall of Fame. https://idahoaviation.com/hall-of-fame., Accessed,January 25, 2019.

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scenic tours, training, and some barnstorming. In the late 1920s, the USFS began aerial photography and mapping. Johnson's first work with the agency was a contract to photograph and map the Montana/Idaho backcountry. In 1926, Johnson then won a contract with the USFS for forest fire patrol flights, especially after dry lightning storms. His business grew with the addition of mercy flights, charter flights, and demonstrations.[53]

In 1929, Johnson expanded his business with a contract for the year-round mail and supply run into the Idaho backcountry, which flew from a new branch of Johnson Flying Service in Boise. That year he brought the first Travel Air 6000 into Idaho. This plane was a high-performance plane that could carry large loads in and out of short rough-surface airfields with little trouble. Johnson set his plane up for winter travel and with the first snowfall, equipped the plane with skis, and bolstered the 330-horsepower engine with a supercharger. The plane became an icon of the Idaho backcountry to many residents, fishermen, hunters, smokejumpers, and foresters. Bob Johnson eventually owned eleven Travel Air 6000s, more than any other backcountry operator.[54]

In 1930, the USFS decided to open backcountry airstrips and to keep crews of fire fighters in place to move quickly to fires. Under a contract with the USFS, by the end of the first season, Johnson Flying Service had hauled sixty-five tons of freight and three hundred fire control personnel.

Between 1931 and 1934, the USFS and the Johnson Flying Service 'grew up' together as the USFS added more ranger stations, landing strips, lookouts, and experimented with cargo dropping. The company began to fly smokejumpers when the USFS established the program in 1940. Richard Holm notes that the Johnson Flying Service was the pioneering mastermind in the development and application of various aerial techniques for the USFS and was not only instrumental in the first smokejumper program, but also in aerial spraying in both fixed wing aircraft and helicopters, cargo dropping, and other experimental projects.[55]

Johnson hired experienced pilots including Penn Stohr, Robert "Bob" Fogg, Ken Huber, Don Goodman (son of A.A. Goodman), Jim Larkin and Bill Dorris. At first the Idaho pilots were based in Boise and Cascade. In 1944, Johnson moved his entire operation to McCall from Cascade, where Bob Fogg took over as manager and pilot. Bob earned his commercial license and flight instructor license from Johnson Flying Service and went to work full time for the company in 1942 in Missoula. The Flying Service used the Bennett built hangar as their base of operations, adding to the original building in 1949 to accommodate office and passenger space.

Over the coming years, the skilled pilots of Johnson Flying Service continued to perform many flying jobs. Their work included transporting men and supplies for the USFS, scouting for fires, sky freighting to mines that railroads did not reach, spraying millions of trees against the Tussock moth, doing mountain aerial scenes for movies, flying hunters into remote areas, and carrying winter mail to snowbound communities. One of the more unusual jobs was in 1948

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[53] McCall Historic Preservation Commission.
[54] Holm, 512.
[55] Holm, 18.

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when the Idaho Fish and Game department contracted with the company to drop beaver into the backcountry as part of a plan for the animals to build dams in creeks and streams as a conservation measure. [56]

By the 1950s the proliferation of backcountry airfields allowed the United States Postal Service to put contracts for delivery to remote areas out to bid. The Johnson Flying Service held the Salmon River Star Route contract for twenty years. This route included 15 private airstrips and three USFS airfields. In 1975 Bob Johnson sold the company to the Evergreen Flying Service which was based in McMinnville, Oregon. Since then, the hangar, which has been used continually since 1932, has been owned or rented by a variety of other flying service businesses.

Bob Johnson and his flying service were instrumental in the development of aviation in Idaho, the Idaho backcountry and McCall. The hangar retains integrity of design, feeling, location, and association. It is one of the earliest known hangars still functioning as an aviation storage and maintenance building. The hangar is important for its association with Johnson Flying Service, a company that played a significant role in aviation and fire suppression support. For these reasons it is nominated under Criterion A with transportation and conservation as the areas of significance.

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[56] *Idaho Daily Statesman.* August 26, 1948 p. 13.

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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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
       Name of repository: _____

Historic Resources Survey Number (if assigned): __85-18171_____

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10. Geographical Data

Acreage of Property __Less than one acre_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: 44.895553   Longitude: -116.096088

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

| | NAD 1927   or | x | NAD 1983

1. Zone: 11   Easting: 571339   Northing: 4971799

Verbal Boundary Description (Describe the boundaries of the property.)
The boundary of the property encompasses the footprint of the building and the associated landscaping adjacent to the building on the west side.

Boundary Justification (Explain why the boundaries were selected.)
The apron and parking areas have been excluded. Historically these were dirt taxiways for the planes to access the runway. They have since been paved. The apron used for parking planes is now used for vehicular parking and does not contribute to the historic setting. There are no contributing exterior features and the surrounding taxiway and parking areas are non-historic.

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11. Form Prepared By

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e-mail: bpbauer@taghistory.com and ejacox@taghistory.com
telephone: ___208-338-1014_____
date: July19, 2019_____

Additional Documentation

Submit the following items with the completed form:

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

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log
All Photographs
Name of Property: Johnson Flying Service Hangar
City or Vicinity: McCall
County: Valley   State: Idaho
Photographer: Barbara Perry Bauer and Elizabeth Jacox
Date Photographed: August 23, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1: (ID_Valley County_Johnson Flying Service Hangar_0001) Overview of hangar, camera facing east.
Photo #2: (D_Valley County_Johnson Flying Service Hangar_0002) Northwest elevation, camera facing southeast.
Photo #3 :(ID_Valley County_Johnson Flying Service Hangar_0003) Façade, southwest elevation, camera facing northeast.
Photo #4 (ID_Valley County_Johnson Flying Service Hangar_0004) Façade, southwest elevation and southeast elevation, camera facing north.
Photo No. 5 (ID_Valley County_Johnson Flying Service Hangar_0005) Southeast elevation, camera facing northwest showing hangar storage compartment.
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Photo #7: (ID_Valley County_Johnson Flying Service Hangar_0007) Northeast elevation, camera facing southwest.
Photo #8: (ID_Valley County_Johnson Flying Service Hangar_0008) Northeast and northwest elevations, camera facing south.
Photo #9 (ID_Valley County_Johnson Flying Service Hangar_0009) Northwest elevation, camera facing southeast.
Photo #10: (ID_Valley County_Johnson Flying Service Hangar_0010) Northwest elevation. Window detail, camera facing south.
Photograph Log continued.
Photo # 11 (ID_Valley County_Johnson Flying Service Hangar_0011) Southeast elevation, detail of trim.
Photo # 12 (ID_Valley County_Johnson Flying Service Hangar_0012) Southwest elevation, camera facing southeast.

Johnson Flying Service Hangar   Valley County, Idaho
Name of Property   County and State

Photo # 13: (ID_Valley County_Johnson Flying Service Hangar_0013) Interior view, camera facing northeast.
Photo # 14: (ID_Valley County_Johnson Flying Service Hangar_0014) Interior view, camera facing northwest.
Photo #15: (ID_Valley County_Johnson Flying Service Hangar_0015) View of interior southwest wall, camera facing southwest.
Photo # 16 (ID_Valley County_Johnson Flying Service Hangar_0016) Interior view hangar door storage compartment, camera facing east.
Photo # 17: (ID_Valley County_Johnson Flying Service Hangar_0017) Interior view administration/office area, camera facing northwest.
Photo #18. (ID_Valley County_Johnson Flying Service Hangar_0018) Interior view classroom, camera facing south.

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County and State
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Figure 1. Aerial view of McCall airfield 1932 prior to construction of hangar. Photo courtesy of Bill Fogg and Family.

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Name of Property
Valley, Idaho

County and State

Name of multiple listing (if applicable)
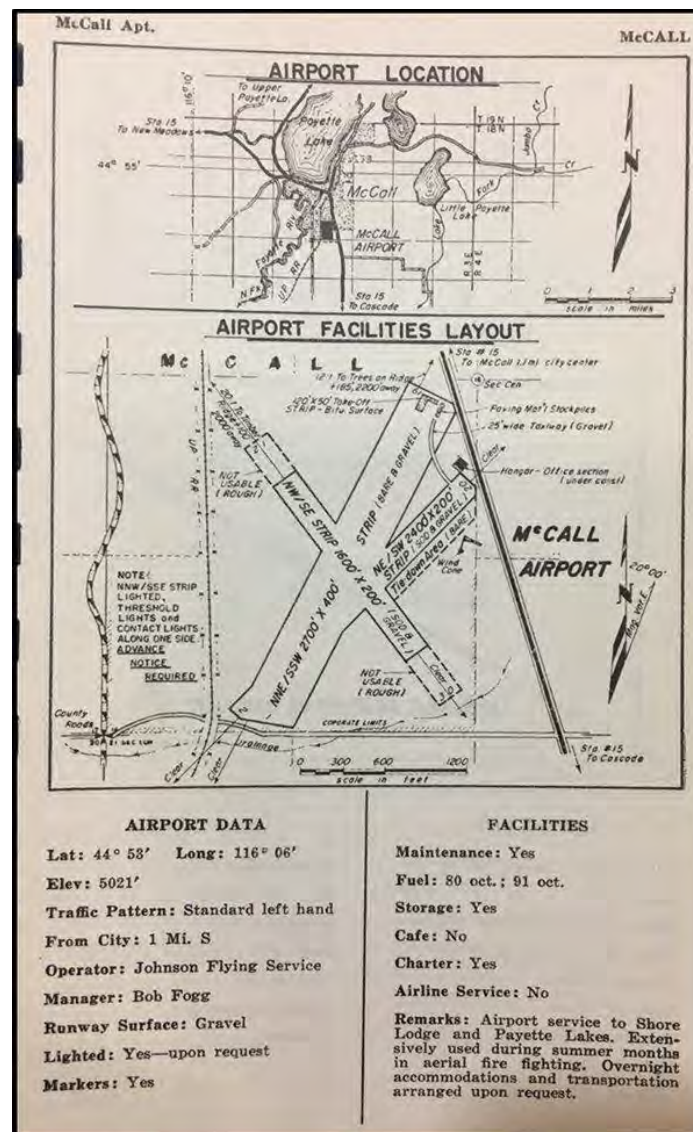
Figure 2. Airport Facilities Map, 1950. Published by the Idaho Department of Aeronautics, Boise, Idaho

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Johnson Flying Service Hangar

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County and State

Name of multiple listing (if applicable)

WALT RUBEY-SHORE LODGE
MC CALL, IDAHO

Figure 3. Aerial view of McCall Airport. Circa 1950. Walter Rubey photographer. Photo courtesy of Bill Fogg and Family.

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Figure 4. Johnson Flying Service Hangar, circa 1935, showing south elevation. Photo courtesy of Mike Dorris.

Figure 5. Johnson Flying Service Hangar, circa 1935, showing original hangar doors. Photo courtesy of Mike Dorris.

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Johnson Flying Service Hangar

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County and State

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Figure 6. View of hangar and planes looking northeast. No date. Photo courtesy of Bill Fogg and Family.

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Figure 7. Johnson Flying Service Hangar after 1949. West addition visible left side of photo. Photo courtesy of Mike Dorris.

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Figure 8. Johnson Flying Service Hangar circa 1960. Photo courtesy of Bill Fogg and Family.
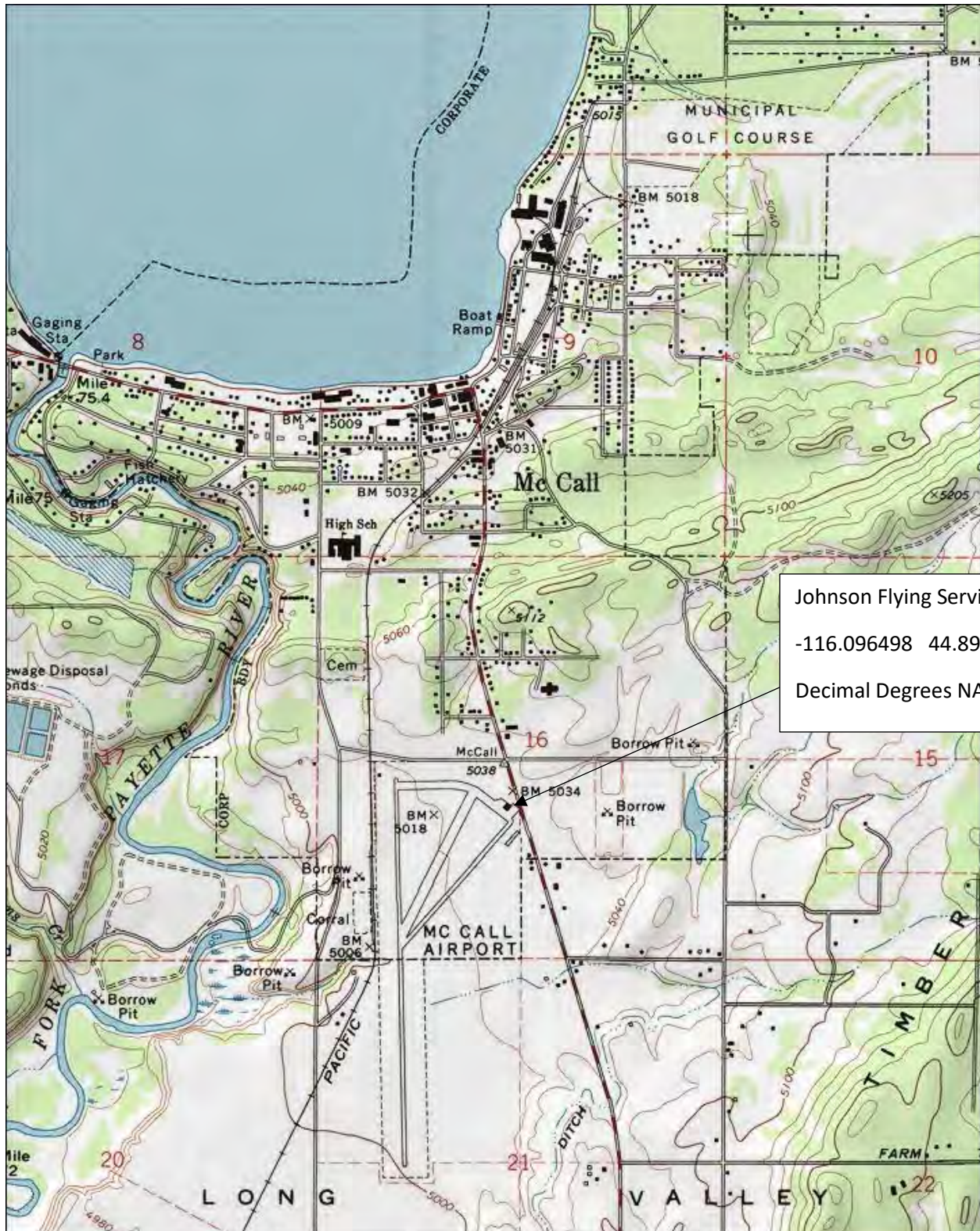
Johnson Flying Service Hangar

-116.096498   44.896055

Decimal Degrees NAD83
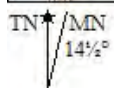
Map created with TOPO!® ©2001 National Geographic (www.nationalgeographic.com/topo)

NHRP Nomination

Johnson Flying Service Hangar
103 S. 3rd St
McCall, Valley County, Idaho
Lat: 44.896055°
Long: -116.096498°
Boundary Map

Legend

Johnson Flying Services Hangar

Deinhard Ln

N 3rd St

104 S 3rd St

S 3rd St

Commerce St

Google Earth

© 2018 Google

3000 ft

N

Johnson Flying Service Hangar
103 S. 3rd St, McCall, Valley County, 83638

Deinhard Lane

State Highway 65 (S. 3rd Street

Hangar 1932

Administration lobby

sidewalk

N ↑
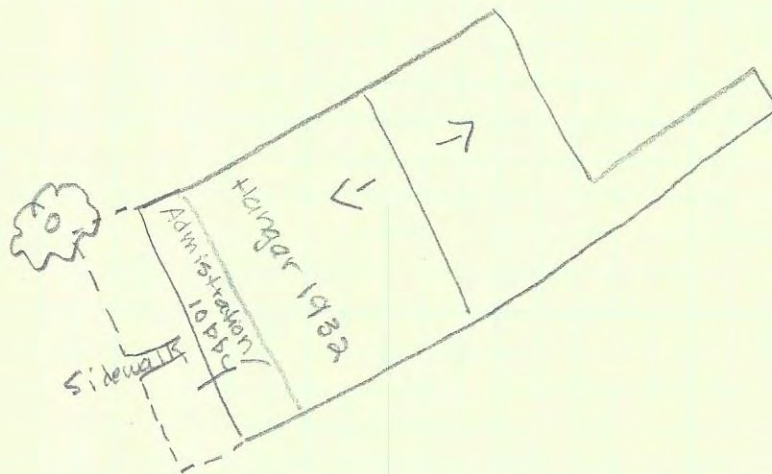
Drawn by: Barbara Perry Baker
Not to scale

2019

Johnson Flying Service Hangar
103 S. 3rd St. McCall, Valley Co, 83638

Nonoperating

Hangar Spare

Hangar Door

covered porch

Lobby

Restroom

office

sliding door storage
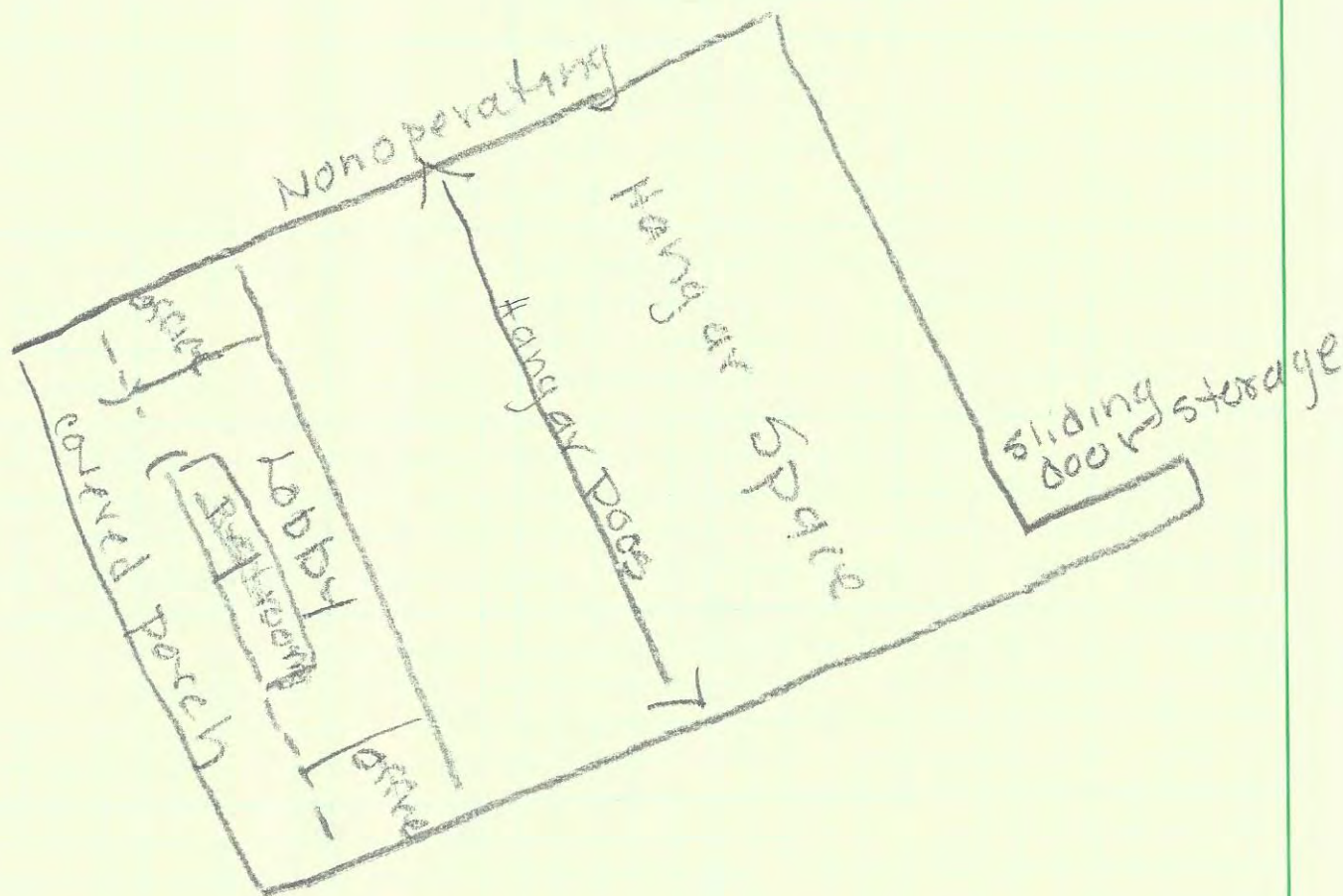
N ↑ Drawn by Barbara Perry Bauer 2019
Not to Scale

NHRP Nomination

Johnson Flying Service Hangar
103 S. 3rd St
McCall, Valley County, Idaho
Lat: 44.896055°
Long: -116.096498°
Boundary Map

Legend

Johnson Flying Services Hangar

104 S 3rd St

Google Earth
© 2018 Google

3000 ft

N

Photo #1. (ID_Valley County_Johnson Flying Service Hangar_0001) Overview of hangar, camera facing east.

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