

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: Boulder City Navy Hangar

Other names/site number: Bullock Field Hangar

Name of related multiple property listing: N/A

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

2. Location

Street & number: 1401 Boulder City Parkway

City or town: Boulder City State: Nevada County: Clark

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

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

___ **national** ___ **statewide** ___ **local**

Applicable National Register Criteria:

___ **A** ___ **B** ___ **C** ___ **D**

<p>_____ Signature of certifying official/Title:</p> <p>_____ State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	<hr/>
Signature of commenting official:	Date
<hr/>	<hr/>
Title :	State or Federal agency/bureau or Tribal Government

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

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

Category of Property

(Check only **one** box.)

Building(s)

District

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Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic

(Enter categories from instructions.)

DEFENSE/naval facility

DEFENSE/air facility

TRANSPORTATION/air-related

Functions

Current

(Enter categories from instructions.)

OTHER/facilities warehouse

Functions

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7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT/International Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Steel

METAL/steel

CONCRETE

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 Navy Hangar (hangar) is a steel-frame structure located at the former Bullock Field Airport site, 1401 Boulder City Parkway in Boulder City, Clark County, Nevada. The City of Boulder City (City) is located approximately 26 miles southeast of Las Vegas, Nevada, and 12 miles southwest of the Hoover Dam (NAID: 63816442). The hangar, completed in 1941, is located behind (south of) a commercial property on Boulder City Parkway and is accessed via Madrone Street. Directly south of the hangar are the remains of the original runway system, and associated features. The hangar and runway system are oriented northeast-southwest, with the hangar located in the eastern one-third of the runway system. The runway system is largely unpaved, with patches of pavement southwest of the hangar. The runway system has been encroached upon by modern development; however, approximately 97 acres remain largely undeveloped. Commercial, private, and industrial uses line the north side of Boulder City Parkway, with commercial and residential properties located south of the parkway. Multi-family residential properties are located directly west of the hangar; a municipal golf course and single-family residential properties are located to the south; and commercial, religious, and public use properties are located to the east along Walnut Drive. The hangar is a 36-foot-tall, steel-frame structure with a roughly square plan. The exterior is sheathed in corrugated metal panels broken only by ribbons of steel-frame, divided-light windows on the northeast and southwest (side) elevations, and large panels of divided-light windows on the three main (southeast) sliding doors, giving the building an International style appearance.

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Narrative Description

The Navy hangar is a steel-frame structure measuring 100' x 87' for a total of 8,700 ft². The structure is 36 feet tall with an open interior space (Photograph 5). The structure is oriented northeast-southwest, with the long axis parallel to the northeast-southwest oriented runway. The main façade faces southeast. The structure has corrugated sheet metal exterior walls, a built-up roof, and a poured concrete foundation and interior slab floor. The roof is front-gabled with a low slope and no eave overhang.

The windows are divided-lite with steel frames. Glazing is no longer present due to vandalism, resulting in the interiors of window openings being covered in corrugated fiberglass panels, and lower windows being covered in expanded metal sheeting on the exterior. The main façade contains three stacked horizontal bands of windows across the center of the façade (Photograph 1). The northeast and southwest elevations are identical and contain two horizontal bands of windows located toward the top of each elevation, separated by a solid band of corrugated steel, and three horizontally oriented windows located in a row at the lower portion of the elevations (Photograph 2; Photograph 3). The windows here extend roughly two-thirds of the way across, starting from the northwest elevation.

The main façade is symmetrical and contains three large hangar doors that open on tracks to the southwest and northeast. The track extends beyond both the northeast and southwest facades and is supported by a steel truss frame. A faded Chevron Aviation Products sign is above the hangar doors. A concrete cradle for a fuel tank, measuring roughly 20' x 10', two concrete pads measuring approximately 30' x 10' and 10' x 10', and a fire hydrant on a concrete pad are located at the rear (northwest) facade of the hangar (Photograph 4). The functions and ages of the concrete pads are not known. There are utilities near the southwest corner of the hangar and a fire hydrant northeast of the east corner. Building permits on file with the City indicate that the structure received a new roof in 1980. A wooden operations building (also known as the "comfort building"), constructed ca. 1941, was located at the northwest corner of the building. This building was demolished ca. 2018, and the fuel tank was removed ca. 1992 (NETROnline 1992; 2019).

Evaluation of Integrity

The Navy Hangar retains integrity of location, design, materials, workmanship, feeling, and association, as defined by the National Register of Historic Places (National Register):

Location: the place where the historic property was constructed or the place where the historic event occurred. The Boulder City Navy Hangar has not been moved from its original location.

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Design: the combination of elements that create the form, plan, space, structure, and style of a property. The Navy Hangar retains its original design, form, and massing. No alterations have occurred to the structure since it was constructed in 1940. The structure retains its distinctive, steel-frame, multi-light ribbon windows and three-panel, sliding entry doors with steel-frame, multi-light windows. These elements of the design, paired with the boxy massing of the structure, give the building its International style appearance. The Navy Hangar is still able to convey its historic design, including massing, arrangement of spaces, pattern of fenestration, and textures of surface materials.

Setting: the physical environment of a historic property. The Navy Hangar no longer retains its historic setting, due to modern development that has encroached upon the airport's original footprint, resulting in significant loss of historic runway facilities, as well as the removal of the wooden operations/comfort building located north of the hangar.

Materials: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The Navy Hangar retains the key exterior materials dating from the period of significance (1940 - 1946), including the corrugated metal panels, steel-frame windows, and sliding entry doors with extended support structures. The interior retains its original exposed structure. Glazing is no longer present due to vandalism; however, the openings themselves, which are discernable via the existing steel frames, allowed daylight into the large, interior spaces of military hangars and are considered character-defining features of the hangar.

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The historic workmanship of the Navy Hangar can be seen in the exposed structural elements on the interior and exterior of the structure, as well as the large expanses of steel-frame, multi-light windows. The materials and construction methods were typical of airplane hangars constructed by the U.S. Navy in the years leading up to World War II (WWII) and convey a standardized application of both technological practices and aesthetic principles.

Feeling: a property's expression of the aesthetic or historic sense of a particular period of time. The Navy Hangar retains the physical features that, when taken together, convey the property's historic character and function as an airplane hangar constructed by the Navy prior to the U.S. entry into WWII. These features include the elements that make up the design, materials, and workmanship of the building.

Association: the direct link between an important historic event or person and a historic property. The Navy Hangar is able to convey its original function and association with the military as an intact example of an airplane hangar constructed by the Navy in 1940 and used through WWII for wartime aviation purposes.

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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.)

- 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

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Areas of Significance

(Enter categories from instructions.)

MILITARY

ARCHITECTURE

Period of Significance

1940 - 1946

Significant Dates

1940, 1946

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

ALBERT KAHN

U.S. DEPARTMENT OF DEFENSE/NAVY, Bureau of Yards and Docks

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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 Navy Hangar is recommended individually eligible at the local level under Criteria A and C.¹ In 2024, the Bullock Field airport site, including the hangar, was evaluated for listing in the National Register as a historic district, using National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997). National Register Bulletin 43, *Guidelines for Evaluating and Documenting Historic Aviation Properties* was used as additional guidance (Milbrooke et al. 1998). The district was found not eligible due to significant loss of integrity of the runway system and associated features; however, the hangar is recommended individually eligible under Criterion A, under the theme of *Military*, for the development of air power for military purposes, as the hangar was constructed by the Navy to support bi-coastal flights as part of the military buildup prior to WWII. Under Criterion C, *Architecture*, the hangar is recommended individually eligible as an intact hangar that embodies the distinctive characteristics and methods of construction designed by master architect Albert Kahn through his architecture firm, Albert Kahn Associates, Inc. Kahn's firm designed standardized hangar plans for the Navy, particularly the landplane and seaplane hangars. The firm's hangar designs were important in aviation history, specifically the proliferation of military bases in anticipation of WWII. The period of significance is defined as beginning in 1940 with the construction of the Navy Hangar, and ending in 1946, the year the Bullock Field property was transferred from the United States Navy to the United States Department of the Interior. The hangar retains integrity of location, design, materials, workmanship, feeling, and association.

¹ The Navy Hangar was documented in 2001 and was determined to be individually eligible for listing in the National Register by the Nevada State Historic Preservation Office under Criterion A for its "association with local regional transportation history, and under Criterion C for its representation of World War II-era military aircraft hangars" (Schweigert and Labrum 2001). Areas of significance were not provided as part of the 2001 effort, and a National Register nomination was not prepared following the SHPO concurrence.

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

The Navy Hangar is recommended individually eligible at the local level under **Criterion A** under the theme of *Military*, for the development of air power for military purposes, as the hangar was constructed by the U.S. Navy (Navy) to support bi-coastal flights as part of the military buildup prior to WWII. The U.S. Congress appropriated funds through the Naval Expansion Act of 1938 to establish new Naval air stations and expand existing facilities across the nation (Aaron 2011). This effort was urgent as the U.S. was mobilizing in preparation for entry into WWII. In Boulder City, Nevada, the Navy Hangar was constructed in 1940 at the existing Bullock Field airport to support long-distance flights between the east and west coasts of the United States.

The Navy Hangar is recommended individually eligible for listing in the National Register at the local level under **Criterion C**, *Architecture*. The hangar is an intact example of a variation of the landplane hanger designed by Albert Kahn Associates, Inc. The firm's plans were called the B-M Landplane Hangar and B-M Seaplane Hangar standard designs, both of which were developed as part of the pre-war expansion of Naval facilities and came to dominate WWII Navy hangar construction. The landplane hangar consisted of a single square hangar bay (measuring 200 ft x 200 ft), spanned by a steel flat-gabled truss. The seaplane hangar was larger (320 ft x 240 ft); otherwise, the hangars were identical in design and ornamentation (LVERJ 1940a; Aaron 2011). In all, Albert Kahn, Associates, Inc., produced some 1,650 drawings, complete with specifications, for Naval installations prior to April 1943 (Spies and Zerbe 1997).²

Albert Kahn (1869 – 1942) was an American architect based in Detroit. Albert, with his brother Julius Kahn, founded Albert Kahn Associates in 1895. The firm was regarded for their designs of industrial plant complexes, as well as for their immense catalogue of commercial, public, and private work. Albert had been a consultant to the military services since World War I. In 1917 Albert was given the official title of Architect of the Aviation Section of the Signal Corps of the United States Army and was commissioned to design templates for Army airbase schools around the country. The schools included school buildings, dormitories, offices, mechanical shops, hospitals, cafeterias and other structures, including airplane hangars. In 1926, the Ford Motor Company commissioned the firm to design a terminal and hangar for the Ford Air Transport service. The design, which included a cantilevered ceiling supported by steel beams, and wrapped with glass doors and windows, created a cavernous and well-lit space. The large hangar doors could be operated by a single person as they included wheels guided by steel tracks

² Although the Bullock Field Navy Hangar does not reflect the exact specifications of the B-M Landplane Hangar, the structure and exterior of the hangar utilize Kahn's designs. Per Kahn scholar Christopher Meister, it is likely that the hangar's design is an example of one of 1,650 created by Kahn to best fit its specific location and projected utility (Meister 2025).

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(Cook 2023). These innovations were incorporated into the firm's later designs for Navy hangars in preparation for WWII.

The Development of Aerial Sightseeing at the Grand Canyon and Boulder Dam (1933 – 1939)

Air travel in the United States became a reality in 1903 with the first successful test flight made by Orville and Wilbur Wright in Kitty Hawk, North Carolina. However, efforts to incorporate this form of transit into the national transportation and commercial infrastructure were not begun in earnest until the 1920s. Three factors contributed to the growth of the air industry and the development of municipal airports across the country at this time: the 1925 Airmail Act, the 1926 Air Commerce Act, and finally, Charles Lindbergh's 1927 Transatlantic flight (Bednarek 1999, 60). The two pieces of legislation provided paths for cities to receive funding for local airports directly from the federal government, while Lindbergh's flight captured popular interest and helped to inspire a vision of the future in which airplanes would become as popular as automobiles.

The dedication of the Grand Canyon National Park in 1920 fueled this public interest, as the possibility of offering aerial views of natural landmarks using airplanes became a major draw for tourists seeking unique perspectives (Warren 1995). The Army Air Service began flying over the Grand Canyon in 1920 and 1921 with a Fox News Service photographer to map airways across the western United States following World War I. The resultant photographs, published in National Geographic Magazine, inspired public interest in aerial sightseeing (Warren 1995). Capitalizing on this, several small sightseeing airline companies, including Scenic Airways, began to offer tours and provide aerial stunts at the Grand Canyon (Warren 1995). Scenic Airways developed the first airfield inside the Grand Canyon National Park in 1926 (used only twice). Over the next two years, Scenic Airways developed landing strips on both rims of the canyon, an airfield at Red Butte (just south of the park headquarters), and a complete aviation facility coined Phoenix Sky Harbor Airport (current location of the Phoenix Sky Harbor Airport, Phoenix, Arizona). The Red Butte property was purchased in 1930 by Jack Thornburg, the owner of Arizona Air Service, Inc. (a flight school in Phoenix), and a group of investors. This group formed the Grand Canyon Air Lines in 1931.

Meanwhile, the tourism boom promised by the construction of the Boulder Dam (now Hoover Dam, NHL NRIS 81000382) and the Boulder Dam Recreation Area (now Lake Mead National Recreation Area), in the Black Canyon of the Colorado River, initiated a similar scenario in Boulder City. In anticipation (and before the dam was completed in 1936), Noel E. Bullock, a race car driver and stunt pilot from North Platte, Nebraska, began to plan a "modern airport for Boulder City" consisting of a 600-acre landing field (land leased from the Bureau of Reclamation) with two 4,000-foot-long runways and "facilities for housing planes of all sizes" (LVERJ 1933d). While the hangar facilities didn't materialize under Bullock's management, he oversaw the grading of two runways and piloted the first flight into the new airfield on July 1, 1933 (LVERJ 1933g). Bullock held an opening ceremony in December of 1933 that was reportedly attended by three

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thousand people. The dedication of "Bullock Field" featured a bomb dropping contest, parachute jumps, and exhibition stunting (all performed by both men and women) (Figure 1) (LVERJ 1933f).

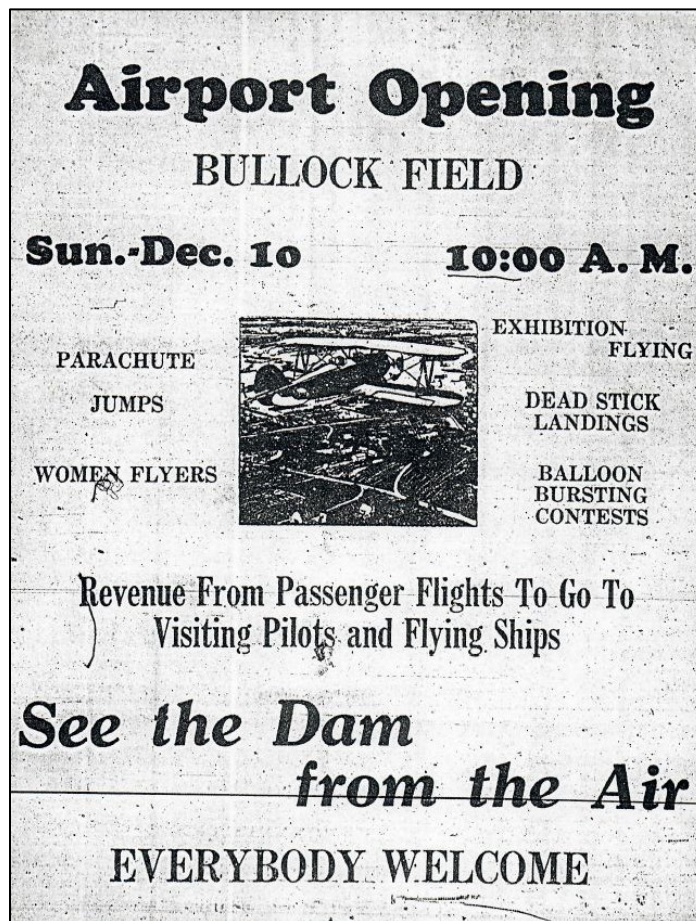


Figure 1. Advertisement in the Las Vegas Evening Review Journal for the opening of Bullock Field, Dec 8, 1933 (LVERJ 1933b).

Bullock offered scenic tours of the dam and surrounding area, and a flight and ground school that was open to both men and women (Figure 2). The flight school was directed by former air reserve pilot M.M. Munn with help from airport manager and president of the Boulder City Chamber of Commerce, A.R Tipton. Munn used two training type planes for the flight school, a Fleet and a Fairchild, while a Cessna four passenger cabin plane was used to carry tourists (LVERJ 1933c; 1933e). Despite its enthusiastic opening, Bullock Field was unprofitable, and his lease expired c. 1934. Shortly afterward, on December 22, 1934, Bullock died at the age of 45 when his plane crashed into the Pacific Ocean while carrying passengers from Mazatlán to La Paz, Mexico. Upon Bullock's death the Bureau of Reclamation took control of the field and maintained it as a courtesy landing strip for a short period before Grand Canyon Air Lines moved in in April of 1936 (McBride 1981; LVERJ 1936a).

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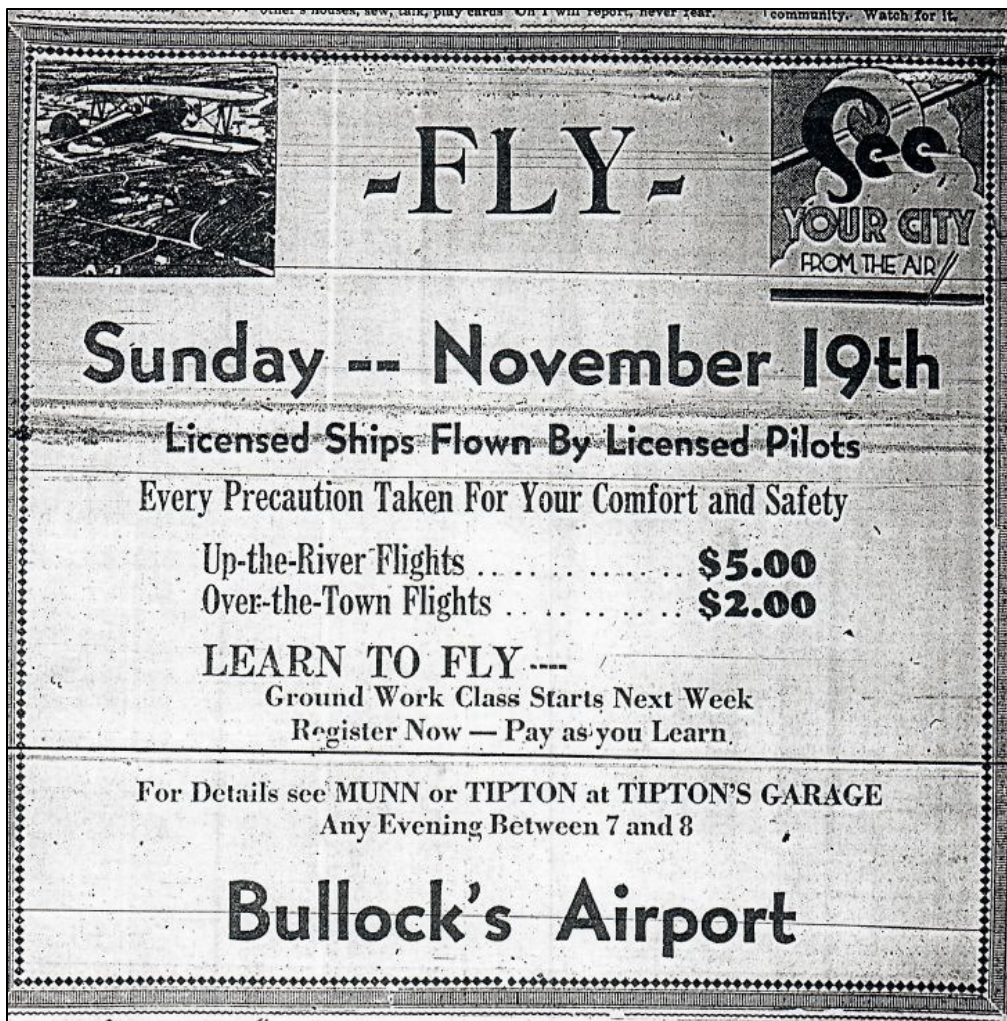


Figure 2: 1933 advertisement for Bullock's Airport (LVERJ 1933a).

When they took over Bullock Field, Grand Canyon Air Lines offered scenic flights from Boulder City to the landing strips on the north and south rims of the Grand Canyon. The airlines commissioned the Boulder City Builders' Supply Company to construct a wood frame communications building (for a two-way radio) in June of 1936 (Figure 3). The runways were regraded at the same time by two Civilian Conservation Corps (CCC) companies stationed at Boulder City and a ticketing office/waiting room was constructed near the communications building (LVERJ 1936b).³ The following January, Grand

³ The small, wood frame ticketing office was moved to 618 Arizona Street, Boulder City, in 1939 and was purportedly occupied by Boulder City's first African-American family, Henry and Ocie Bradley. In 2002, the building was donated to the Clark County Museum where it was restored and placed on Heritage Street, the museum's collection of restored historic buildings (Clark County Museum 2025).

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Canyon Air Lines constructed a large hangar and machine shop (both are no longer extant) to house and service their fleet of four planes (Figure 4) (LVERJ 1937a).⁴



Figure 3: Photograph of Grand Canyon Airlines ticketing office/waiting room and communications building taken from their hangar in March 1937 (Image: Special Collections and Archives, University Libraries, University of Nevada, Las Vegas. Las Vegas, Nevada, digital ID pho025965).

⁴ It was around this time that the airport began to be known locally as the Boulder City Airport; however, for the purposes of this nomination, the property will be referred to as “Bullock Field” (“Transcontinental and Western Airways, Inc., Inaugurates Service at Boulder City” 1938).

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Figure 4: Photograph of Grand Canyon Airlines hangar (no longer extant) taken in September 1937 (Image: Special Collections and Archives, University Libraries, University of Nevada, Las Vegas. Las Vegas, Nevada, digital ID pho025281).

One of the owners of the Grand Canyon Airlines was millionaire Glover “Roxy” Ruckstell (ex-race car driver and inventor of the Ruckstell two-speed rear axle, the “Ruckstell Axle” used in Model T trucks) (Warren 1995; Stein 2007). Ruckstell soon teamed with Paul S. “Jim” Webb, owner of the Boulder Dam Hotel (NRIS 82003210) in Boulder City, to form a large touring company, Grand Canyon-Boulder Dam Tours, Inc. (GCBDT). The company offered passenger and freight air service, mail, truck, bus, and boat lines, and all of the facilities required to operate such lines (e.g., airports, marinas, hotels, restaurants, etc.) (McBride 2018). In 1937, GCBDT was granted a 20-year exclusive concession to provide and operate all hotels, cabins, airports, air transportation, motor launch service, boat docks, automobiles, freight and mail transportation, and pack and saddle horse service within the Boulder Dam Recreational Area. These concessions came with heavy regulation and hefty fees, as GCBDT was required to provide all facilities and pay an annual fee and a share of profits to the National Park Service (LVERJ 1937b; McBride 1984). By the end of 1937 Ruckstell’s Grand Canyon Air Lines was in debt, and he was forced to sell his fleet of trimotors and the airline. In May of 1938, Ruckstell struck a deal with the owner of Arizona’s G & G Airlines, Walter Douglas Jr., to turn over Grand Canyon Air Lines’ operations at Bullock Field and the Grand Canyon (Stein 2007; Warren 1995).

The following year, the National Park Service granted permission to the newly formed Transcontinental and Western Air Company (TWA) to operate mail and passenger service out of Boulder City. TWA viewed Boulder City as a more lucrative market than nearby Las Vegas and opted to partner with Grand Canyon Air Lines rather than

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Western Air Express east of Las Vegas. Bullock Field was still relatively small and underdeveloped at the time, so GCBDT entered into an agreement with TWA in which the tour company improved the airport's facilities and TWA operated them. With the help of \$50,000 in National Park Service funds, GCBDT constructed a Pueblo Revival style passenger depot and installed a radio tower, and the Standard Oil Company constructed a Pueblo Revival style service and gasoline station adjacent to the existing hangar (Figure 5). The National Park Service, with help from the CCC, extended and resurfaced the runway system, paving the segment in front of the depot and oiling the rest (Figure 6) (LVERJ 1939a; 1938b).



Figure 5: TWA/GCA passenger depot (left) and Standard Oil facilities (right) with Grand Canyon Airways hangar in far background, circa 1939 (Image PH-002284 from the L. F. Manis Photograph Collection, Special Collections and Archives, University Libraries, University of Nevada, Las Vegas. Las Vegas, Nevada).

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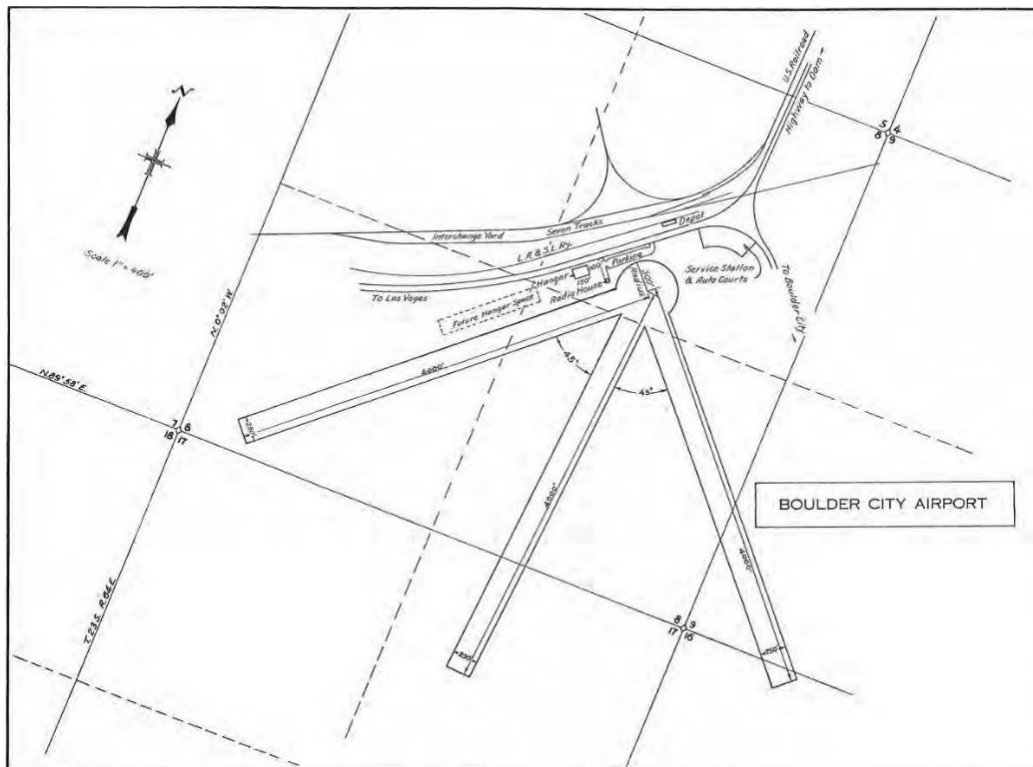


Figure 6: 1938 drawing of improved airport (“Transcontinental and Western Airways, Inc., Inaugurates Service at Boulder City” 1938).

In April of 1938, TWA made its inaugural flight from its new division point in Boulder City carrying 237 pounds of air mail, and TWA soon established regular passenger service between Boulder City, Los Angeles, and Newark, New Jersey (LVERJ 1938a). TWA’s passenger flights brought tourists from throughout the country to the GCBDT fleet, and in July of 1938, GCBDT began to offer novel seaplane flights which flew passengers from Boulder City to Pierce’s Ferry boat landing on Lake Mead (LVERJ 1938c). Despite these improvements, there were never enough tourists to support GCBDT; the company went bankrupt during World War II, and its National Park Service concessions were sold piecemeal.

Military Aviation in and around Boulder City (1939 – 1941)

With civilian air traffic restricted during the war, the airport was primarily used to land military planes on their way between coasts. Bullock Field was used for a civil pilot training course beginning as early as 1941, when the site was selected by the Civil Aeronautics Administration ([CAA], the precursor to the Federal Aviation Administration) for ground and flight training for private pilots licenses (LVERJ 1941b). The CAA appropriated \$5,000 to improve the airport’s lighting in June of 1943; however, this project was never completed (BCN 1943b). By the mid-1940s, the CAA had established a longstanding opposition to spending federal funds on improving Bullock Field, citing its poor location and excessive grades on its landing strips (BCN 1945b). Senator Pat

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McCarran lobbied for federal funding from his newly passed airport construction bill to improve the airport, but his efforts were unsuccessful (BCN 1945a).

Prior to World War II, the United States Military had a limited role in funding and constructing airports; however, the start of World War II in Europe prompted large, direct federal funding of airports through the Development of Landing Areas for National Defense (DLAND) program. The DLAND program was administered by the CAA. The CAA was required to survey the nation's airports and make recommendations to Congress about the nature and extent of federal funding to municipalities in support of air infrastructure. The CAA investigation resulted in the National Airport Plan of 1939, a half-billion dollar phased strategic plan for developing and improving airports across the country (Bednarek 1999).

The National Airport Plan of 1939 was initially geared towards domestic commercial development. However, with the escalation of hostilities in Europe, priorities for airports were shifted to the national defense within months of the Plan's completion. The allocation of funds to various airports became tied to the strategic value of their location. Additional funds for airports were allocated through the 1940 "Development of Landing Areas for National Defense" (DLAND) plan, a joint venture of the USAAF and the CAA. The DLAND funds were prioritized for airports on the east and west coasts, certain parts of the south, and American holdings outside the continental United States (Bednarek 2001, 156). To minimize conflicts with commercial air traffic, the USAAF preferred to lease (or 'draft') entire municipal airports or sizable portions of them for military use. The terms for the lease required cities to give control of the airport to the military "for the duration" of the war effort at no cost to the government and commit to resuming management at the end of the war. At the same time, the military would make improvements to the airports, such as lengthening and strengthening runways, installing lighting, and building new hangars and repair facilities, at no cost to the city. The DLAND plan also led to the construction of new airports and air bases where none were previously available. This included the construction of airfields across the west coast and western inland areas for pilot training, bomber testing, and aircraft staging in support of the Pacific Theater (Bednarek 2001).

In 1939, the Navy's aircraft ground facilities consisted of a system of eleven inadequate air stations and eight reserve air bases, but by the end of World War II, the Navy's aircraft ground facilities had been expanded to comprise almost 80 air stations and a host of satellite fields. At each of 38 air stations, more than \$10,000,000 was spent on construction in the buildup for and during the war. Although the air stations had many missions to perform and many facilities (e.g., hangars, seaplane ramps, barracks) to aid in the performance of their missions, they had one basic assignment: to keep aircraft flying. All maintenance, from minor corrections for wear to major overhaul, had to be performed on the ground, most of it by non-flying personnel. Ground crews as well as flight crews had to be housed and subsisted on the ground. Providing these ground facilities was the job of the Bureau of Yards and Docks (United States 1947).

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In November of 1939, only three months after World War II began, the United States Embassy in Mexico City received a tip of a plot by German agents in Mexico City to bomb the intake towers at the Boulder Dam. While the purported plot was never attempted, it prompted the Bureau of Reclamation to request the aid of the Federal Bureau of Investigations (FBI) to assess the security of the dam against sabotage. The Bureau of Reclamation implemented a variety of new security measures based on the FBI findings; however, the War Department refused to supply the dam with a security team to patrol the vital features of the dam. In response, Nevada Senator Pat McCarran introduced legislation to establish an Army post at Boulder City to protect vital federal property. In response to these political pressures, the Army announced in December 1940 that it would establish a cantonment with 800 soldiers near Boulder City to train military police officers. The facility was originally named Camp Siebert; however, it was renamed Camp Williston. The camp was constructed on the south side of Boulder City in March of 1941, about one-half mile east of Bullock Field (LVERJ 1941c; Rogers, n.d.; Pfaff 2003).

The Development of the Navy Hangar at Bullock Field (1940 – 1946)

Around the same time that Senator McCarran was promoting a Boulder City Army post, Nevada Congressman James Scrugham was lobbying for a naval base to train Navy air pilots and relieve congestion at Naval Air Station San Diego. Naval Air Station San Diego was one of the earliest naval air stations in the United States (the first on the west coast) and was the major continental United States base supporting the operating forces in the Pacific during World War II. The Navy department was responsible for building up inland bases to serve main coast bases like San Diego in times of possible war (e.g., for long-distance flights between coasts), and Scrugham proposed Boulder City/Lake Mead for such a base. The first step in Scrugham's plan was to construct a hangar and fueling facility for landing planes at Bullock Field (he proposed that seaplanes would use Boulder Lake). The construction of the Navy hangar was commissioned by the Navy Bureau of Yards and Docks under the authorization of the 11th Naval District Public Works Office. The Navy employed a hangar design produced by architect Albert Kahn, who had been a design consultant to the military services since World War I. The design called for a 102 by 87-foot steel-frame hangar, a 25,000-gallon fuel storage tank and pump, a small wood operations/comfort building, and a paved warm-up apron directly in front of the hangar. During the summer of 1940, with Scrugham having earmarked \$70,000, ground was broken for the facility. Construction, completed by the Charles J. Dorfman Company (an L.A.-based contractor), by March of 1941 (Figure 7) (LVERJ 1939a; 1940c; 1940b; Spearman 1941; LVERJ 1938b; 1939c; 1939b; 1941c; National Park Service 2017).

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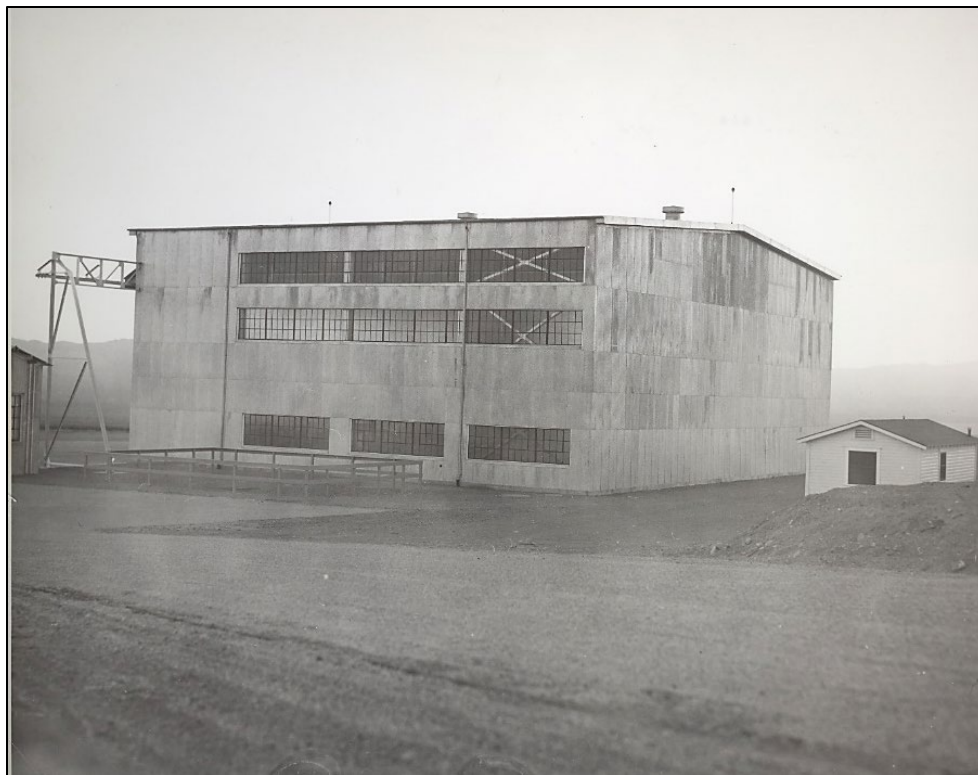


Figure 7: North and rear elevations of the Navy hangar circa 1940s. Note comfort building (no longer extant) at right. (Image PH-00100 from the L. F. Manis Photograph Collection, Special Collections and Archives, University Libraries, University of Nevada, Las Vegas. Las Vegas, Nevada).

In July 1941, President Franklin D. Roosevelt issued an executive order formalizing the transfer of 20-acres at Bullock Field from the Department of the Interior to the Navy Department for use for naval aviation purposes. Scrugham subsequently secured approval for a \$500,000 expenditure to construct barracks and improve the facility; however, the appropriation was never finalized, and nothing but the hangar, fuel tank, and comfort building were ever constructed (LVERJ 1941d; 1941a; Chapman 1946). By October of 1941, the Commander of the Carrier Division at the Naval Air Station at San Diego recommended that no future expansion of naval aviation facilities at Boulder City be considered. The existing facilities had not been used by fleet aircraft since their completion, and considering the distance from the coast, the Commander determined that the facility had limited future development potential (Fitch 1941). While additional military posts were established in Boulder City and around the dam following the bombing of Pearl Harbor on December 7, 1941, the Navy hangar was not part of this build-up, and was never used by the Navy (Pfaff 2003; LVERJ 1941c).

There are only a handful of known military uses of Bullock Field. In 1942, it was used by a class of twenty cadets during an eight-week flight and ground training course (BCN 1942). The following year, the airport was used as by the United Nations Military Flight

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Academy (which trained pilots in “grasshopper” tactics) and as a War Training Service flight school (BCN 1943a; 1943c). Historic photographs show a squadron of propeller planes bearing the insignia of the 34th Bombardment Squadron; however, their association with the airport is unknown (Figure 8). The Secretary of the Interior revoked Roosevelt’s 1941 executive order in January of 1946, citing that the facilities were no longer needed by the Navy, and the property was transferred back to the Department of the Interior (Chapman 1946).



Figure 8: Planes at the north end of Bullock Field bearing the insignia of the 34th Bombardment Squadron circa 1939 (Image PH-002283 from the L. F. Manis Photograph Collection, Special Collections and Archives, University Libraries, University of Nevada, Las Vegas. Las Vegas, Nevada).

Post War Commercial Use of Bullock Field (1946 – 1990)

With the end of World War II, most improved or newly created airports throughout the country reverted to civilian control, with several long-term impacts for post-war airport development and the trajectory of air travel in the United States. Airports on the coasts and in the south were disproportionate beneficiaries of military improvements. Cities in these areas received back (or received for the first time) airports that had been considerably upgraded without cost to the municipality. Some cities inherited former military bases that evolved into the major airports for the city (Bednarek 2001, 166). These airports had a higher capacity, improved technology, and stronger runways than airports that had not been in strategically valued areas, giving them an advantage as transportation hubs from the 1950s onwards.

After the war, Bullock Field (then sometimes referred to as Boulder City Airport) served private aviators and was base to the notable but short-lived Desert Skyways airline (1944 – 1951), which serviced planes and offered charter flights and flight training (the

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latter of which was partially subsidized by the G.I. Bill) (Figure 9) (BCN 1947b; McBride 1981; BCN 1944; Stein 2007). The airport hosted what was reported as the largest crowd in Boulder City's history for an air show (BCN 1946); however, Bullock Field was condemned in 1949 by the Civil Aeronautics Authority (CAA) and TWA moved its operations to Las Vegas ("Boulder City Airport Closed" 1949; McBride 1981). In 1953 Northaire, Inc. took over operations at the airport; however it is unclear how successful they were (BCN 1953). The Boulder City Elks Lodge purchased the GCA/TWA passenger depot in 1958 to use as their clubhouse, and undertook a series of major renovations, beginning in 1963.

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Figure 9: 1947 advertisement for Desert Skyways, Inc. (BCN 1947a).

Bullock Field was used by private pilots throughout the second half of the twentieth century, perhaps most notably by wealthy recluse and aviation enthusiast Howard

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Hughes. Hughes used Bullock Field and the Navy hangar as a base of operations to test the Sikorsky S-43 amphibious aircraft (which crashed into Lake Mead, killing two passengers) in May of 1943 (McBride 2018; LVERJ 1943b; 1943a). In 1961, the City began operating the airport. By 1980, Runway 17/35 had been subsumed by modern development. Between 1980 and 1988, concrete T-hangar pads for parking and securing airplanes were installed southeast of the hangar, and by 1988 shelters were constructed over the concrete pads. These shelters were no longer extant by 1992 (NETROnline 1992). By the mid-1980s, however, the risks of maintaining an airport in this location were becoming apparent due to development encroachment. In 1986, construction began on the current Boulder City Airport on Airport Road at the south end of Buchanan Boulevard. The former TWA hangar was demolished in 1989 and Bullock Field ceased operating as an airport in 1990 (Schweigert and Labrum 2001). The hangar is currently being used for storage warehouse space by City facilities management.

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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: Boulder City-Hoover Dam Museum, Boulder City, Clark County, Nevada

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 1.72

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 35.969678 Longitude: -114.852081

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The property boundary includes the parcel boundary for APN 18608310030 as generally following the Clark County Assessor parcel boundary on the north, and east. The southern boundary of the parcel has been extended southward by approximately 50 feet to accommodate the full paved warm-up apron. The parcel is parabolic and generally bounded by the southern property line of 1495 and 1497 Boulder City Parkway on the northwest; Bullock Field Drive on the northeast; the northwest border of Runway 3/21 on the southeast, and Madrone Street on the southwest (Figure 10; Figure 11).

Boundary Justification (Explain why the boundaries were selected.)

The property boundary includes the parcel boundary for APN 18608310030 as defined by the Clark County Assessor.

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Form Prepared By

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city or town: Reno state: Nevada zip code: 89511
e-mail cmooney@broadbentinc.com
telephone: 702-858-3885
date: July 10, 2025

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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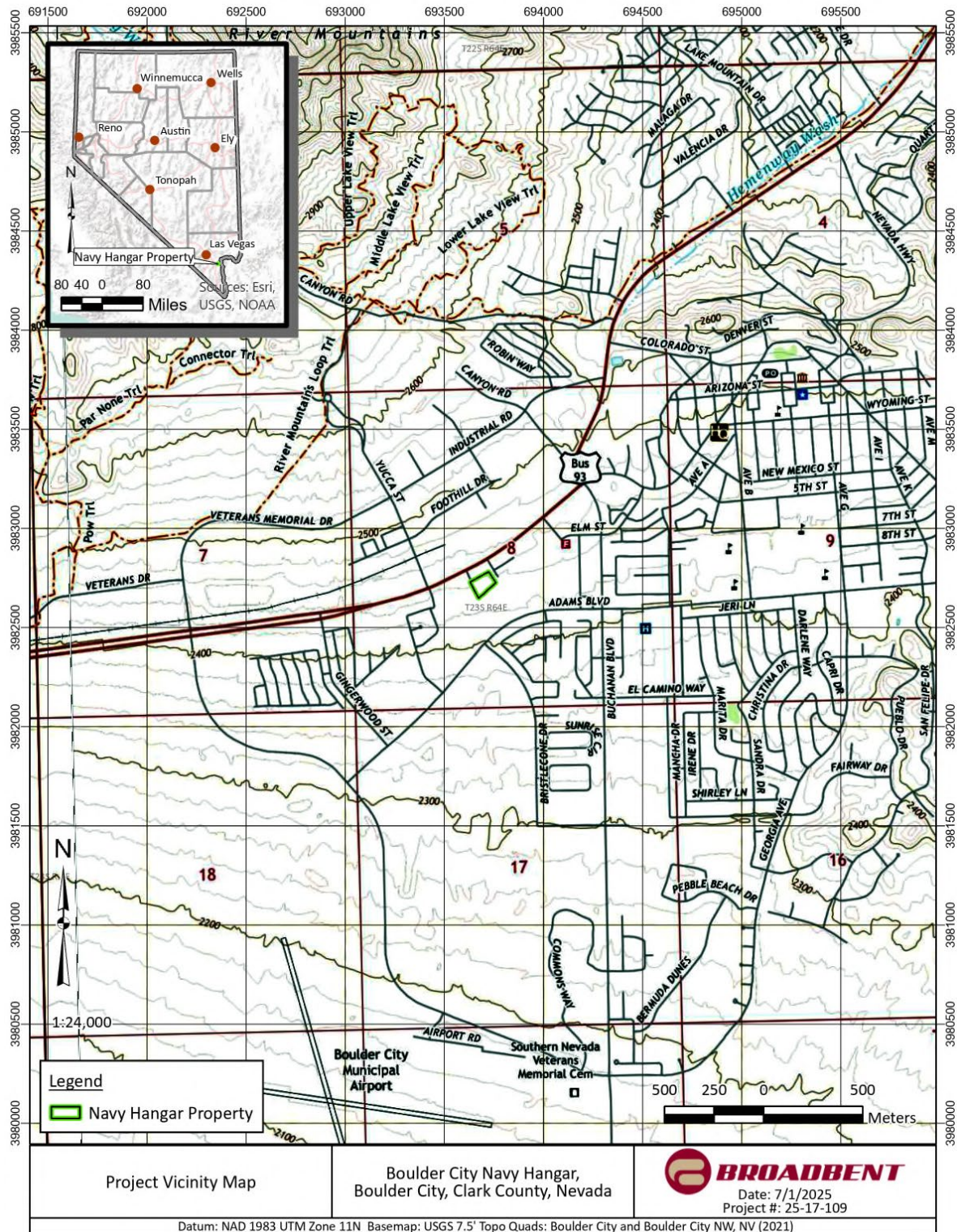


Figure 10. Project Vicinity Map.

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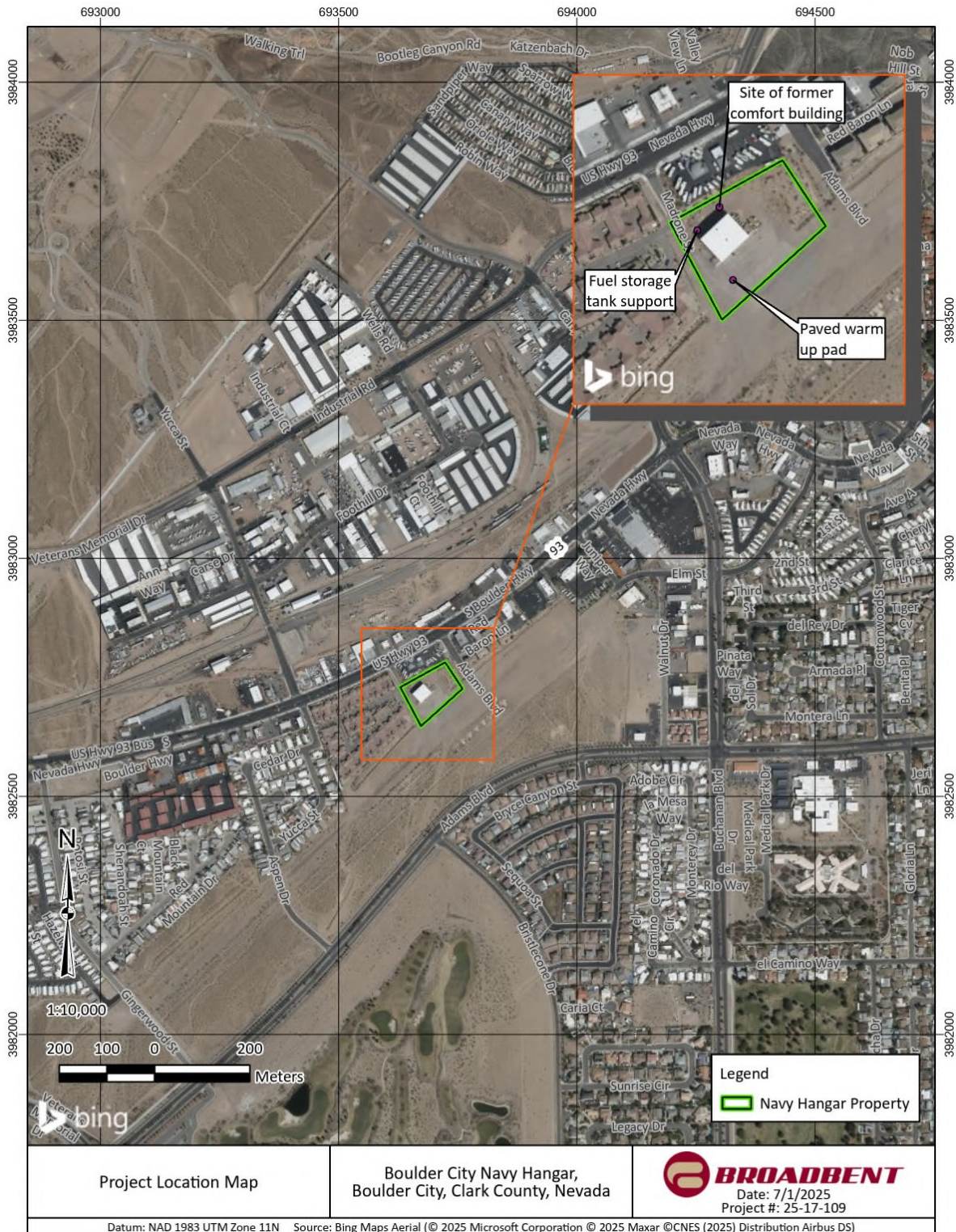


Figure 11. Project Location Map.

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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

Name of Property: Boulder City/Bullock Field Navy Hangar

City or Vicinity: Boulder City

County: Clark State: Nevada

Photographer: Courtney Mooney, M.S., AICP

Date Photographed: September 25, 2024

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

Photograph 1: (NV_Clark_Boulder City Navy Hangar_0001) Primary façade of Navy hangar, facing northwest.

Photograph 2: (NV_Clark_Boulder City Navy Hangar_0002) North and primary facades, facing east. Compare to north historic photograph in Figure 7.

Photograph 3: (NV_Clark_Boulder City Navy Hangar_0003) West and south facades, facing east. Compare to rear historic photograph in Figure 7.

Photograph 4: (NV_Clark_Boulder City Navy Hangar_0004) Overview of tank cradle, concrete pads, fire hydrant, and utility box west of hangar, facing northeast.

Photograph 5: (NV_Clark_Boulder City Navy Hangar_0005) Interior of Navy Hangar, facing north.

Photograph 6: (NV_Clark_Boulder City Navy Hangar_0006) Runway overview showing paved area and tie downs in front of Navy hangar, facing southwest. Navy hangar is partially visible in the right foreground.

Photograph 7: (NV_Clark_Boulder City Navy Hangar_0007) Overview of Runway 3/21 from northeast of Aspen Drive, facing northwest. Navy Hangar is located on the north of the runway (not visible), depicted by the red arrow.

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Photograph 1: (NV_Clark_Boulder City Navy Hangar_0001) Primary façade of Navy hangar, facing northwest.

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Photograph 2: (NV_Clark_Boulder City Navy Hangar_0002) North and primary facades, facing east. Compare to north historic photograph in Figure 7.

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Photograph 3: (NV_Clark_Boulder City Navy Hangar_0003) West and south facades, facing east. Compare to rear historic photograph in Figure 7.

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Photograph 4: (NV_Clark_Boulder City Navy Hangar_0004) Overview of tank cradle, concrete pads, fire hydrant, and utility box west of hangar, facing northeast.

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Photograph 5. (NV_Clark_Boulder City Navy Hangar_0005) Interior of Navy Hangar, facing north.

Boulder City Navy Hangar

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Photograph 6: (NV_Clark_Boulder City Navy Hangar_0006) Runway overview showing paved area and tie downs in front of Navy hangar, facing southwest. Navy hangar is partially visible in the right foreground.

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Photograph 7: (NV_Clark_Boulder City Navy Hangar_0007) Overview of Runway 3/21 from northeast of Aspen Drive, facing northwest. Navy Hangar is located on the north of the runway (not visible), depicted by the red arrow.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.