CONCORD MUNICIPAL AIRPORT
Concord, New Hampshire

HISTORIC AREA FORM

Prepared by

Elizabeth Durfee Hengen
Preservation Consultant
Concord, NH

for

City of Concord
&
Jacobs Engineering Group

January 2011
revised February 2011

AREA FORM **AREA NAME:** Concord Municipal Airport

1. **Type of Area Form**
   Town-wide: ☐
   Historic District: ☒
   Project Area: ☒

2. **Name of area:** Concord Municipal Airport

3. **Location:** 65-91 Airport Road

4. **City or town:** Concord

5. **County:** Merrimack

6. **USGS quadrangle name(s):** Concord & Suncook

7. **USGS scale:** 1:24,000

8. **UTM reference:** Zone 19
   A: 297020/4787170
   B: 297620/4786380
   C: 297300/4784740
   D: 296900/4784730
   E: 296000/4786580
   F: 296180/4786880

9. **Inventory numbers in this area:** none

10. **Setting:** mixed commercial, institutional & residential

11. **Acreage:** 574 acres

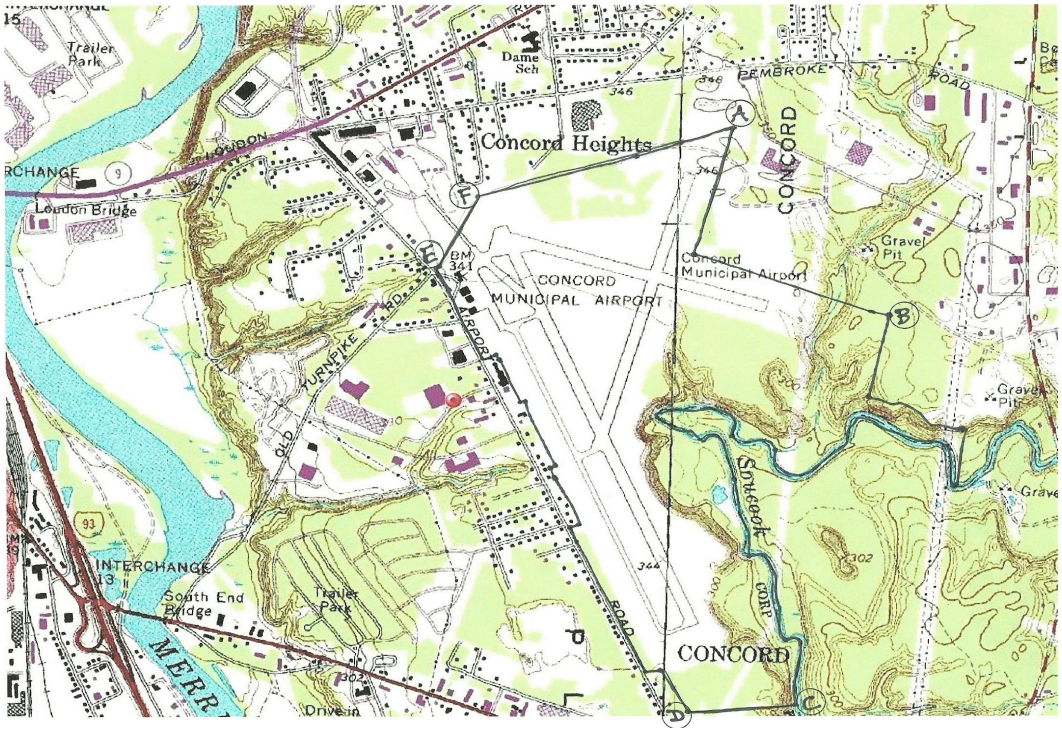
12. **Preparer(s):** Elizabeth Durfee Hengen

13. **Organization:** Preservation Consultant

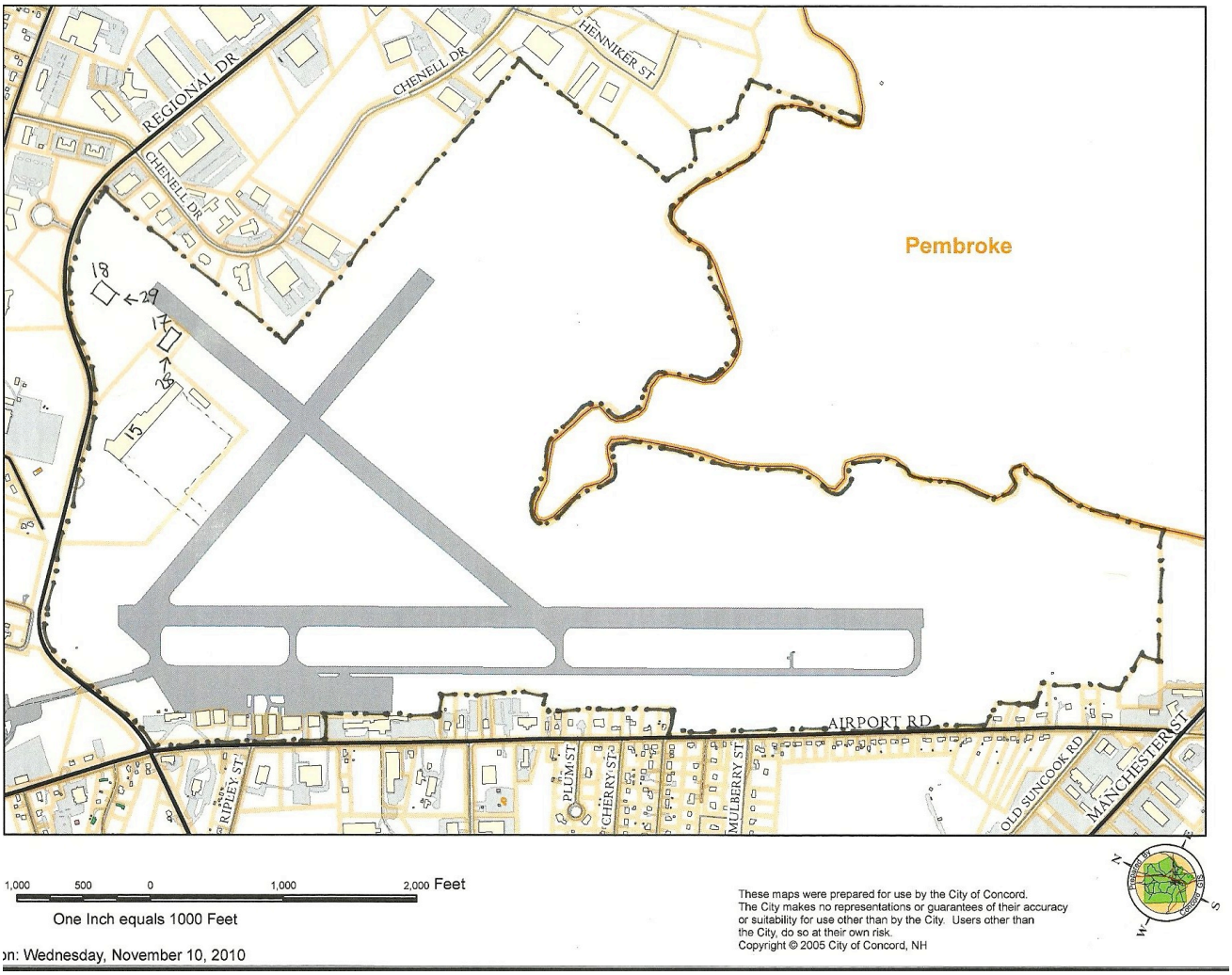
14. **Date(s) of field survey:** July-August & November 2010

15. **Location map:**

N



16. Sketch map

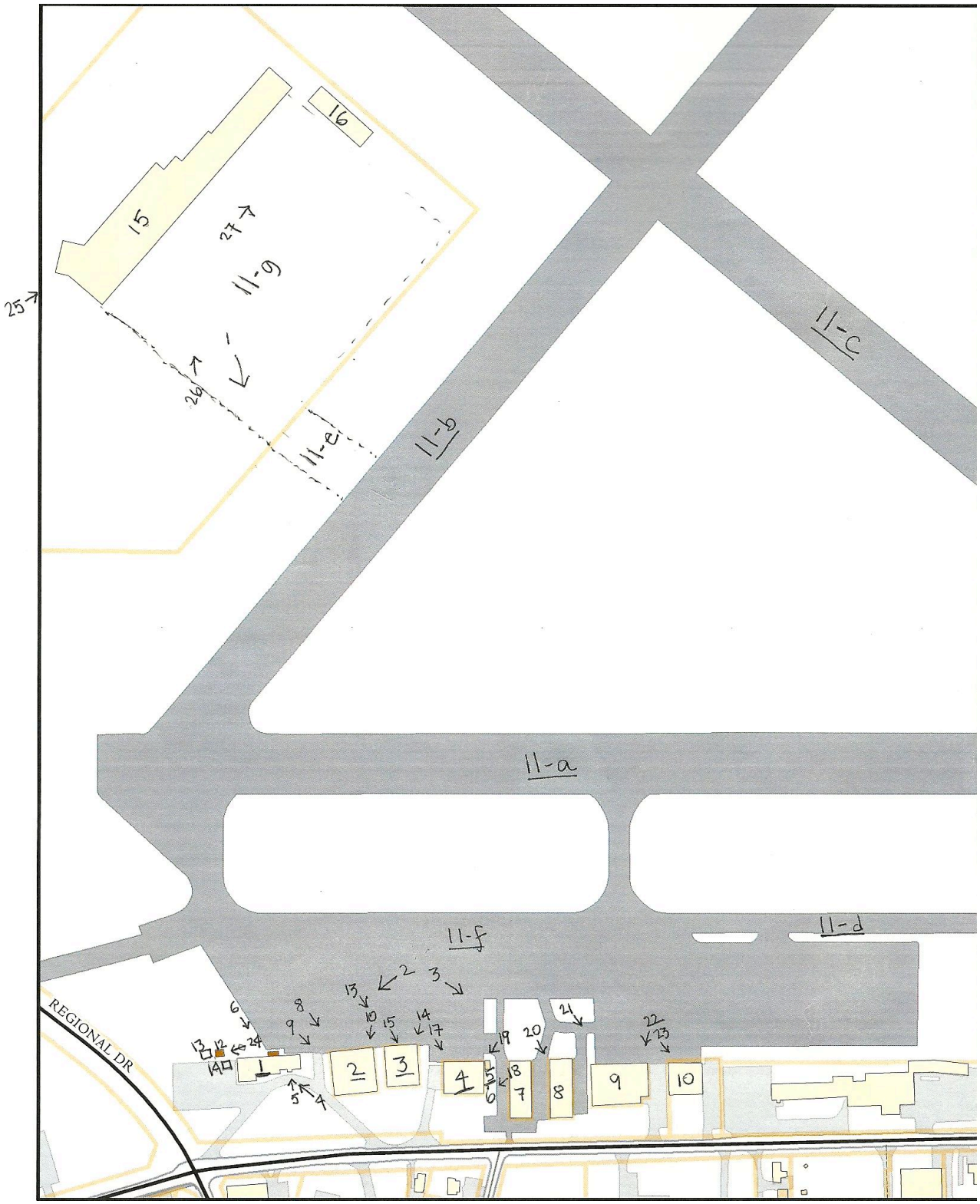


__.__.__ airport property line and bounds of district

See following detail map for photo key
NB: Resources #17 & 18, including their photo keys are shown on this map

Sketch Map Detail with Photo Key

N



1 = resource number (contributing) 1 = resource number (non-contributing)

1 ➔= photo number NB: #17 & 18 (shown on sketch map) are also non-contributing

17. Purpose and Methods

The purpose of this report is to provide evaluative information on the history and significance of these areas in order to assist the City of Concord as it plans for a federal and municipal-funded short and long term infrastructure improvements and development program at the airport. Specifically, the program calls for a new taxiway, resurfacing the existing taxiway, creating a zone north of the Terminal Building where large aircraft can be parked, erecting additional hangars adjacent to the 2006 T-hangar near the northeast corner of the property, and expanding the existing tie-down apron. A separate but complementary Project Area Form for the properties along Airport Road that abut the airport was also completed as part of the planning for this project and is on file at NHDHR.

This form documents and evaluates the significance of the history and physical evolution of the Concord Municipal Airport. The research design included reviewing previous survey work on file at NHDHR and reviewing all of the airport master plans and planning reports on file with the Concord Planning Department, as well as those in the Concord Room of the Concord Public Library and at the State Library. Annual reports for the airport, particularly those written between 1938 and 1970, were consulted, as were historic maps and photographs, aerial views and ephemera in the collections of the local library and New Hampshire Historical Society. On-site fieldwork, including physical and photographic documentation, was conducted in conjunction with the research.

18. Geographical Context

The Concord Municipal Airport is located on elevated land—341' above sea level—approximately 1.2 miles east of the Merrimack River. The steep banks of the Soucook River form its eastern edge, and the river has cut terraces in the southern and eastern parts of the property. The airport occupies 574 acres of a glacial plain that is approximately 123' above the river, nearly 1,700 acres and extends between the two rivers. The airport's soil is loam on sand base. Both its elevated site and the soil, which drains well, were key factors in selecting this site for the airport. Before the airport was established, tall Pitch Pines and scrub covered the land.

19. Historical Background

Early Years of Aviation in Concord 1911-1926

The Concord Municipal Airport was the first such facility in the State of New Hampshire and the city was one of the first municipalities in New England to assist in introducing aviation to the region.

Aviation activity in Concord can be traced back to 1911, when flying pioneer Harry N. Atwood was the first to make a landing here—eight years after the Wright Brothers' first flight at Kitty Hawk, North Carolina. Atwood's flight originated in Nashua and stopped in Manchester before arriving in Concord on June 19, 1911. At that time, there were no airports in New Hampshire, so Atwood landed in a field that paralleled the Merrimack River, south of Loudon Road.[1] A graduate of MIT in electrical engineering, an inventor, and

[1] The field was likely that behind the strip shopping center south of Loudon Road and just east of the river.

a resident of Milford, Harry Atwood (1884-1967) was one of the original pilots trained by the Wright Brothers to perform air shows around the country to demonstrate their Wright Aeroplane.[2]

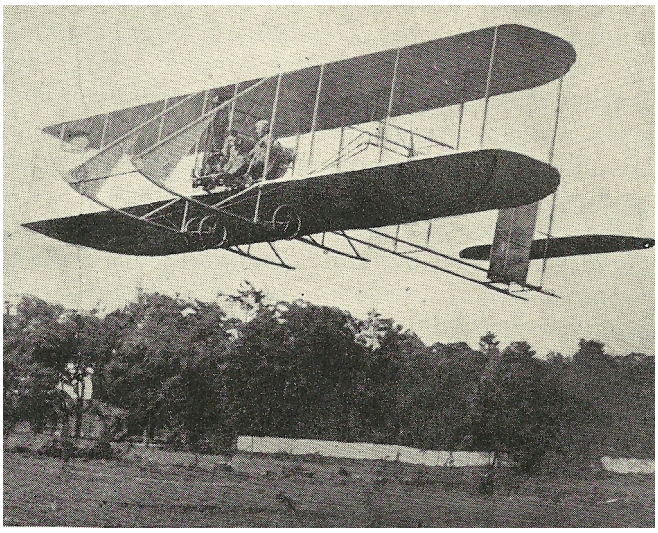


Fig. 1: View showing the first airplane to land in Concord, piloted by Harry N. Atwood on June 19, 1911. *From* A Plan for the Development of Airports and Airways in New Hampshire*, 1940.*

Concord Heights in 1911 remained a sparsely inhabited section of Concord, with settlement clustered along Pembroke Road and the Loudon-Airport Road intersection. Historic maps and local histories labeled it "Dark Plains" for its heavy stands of tall pine trees—about all that could survive in the sandy soil. Only five roads crossed the Heights in the vicinity of the airport—Loudon Road, Pembroke Road (then North Pembroke Road), Airport Road (then South Pembroke Road), Canterbury Road (then Pembroke Street, which extended as far as Manchester Street) and Branch Turnpike (which extended to Airport Road, where it continued as present-day Old Turnpike Road).

In the years following Atwood's landing and prior to WWI, several other local flights occurred, with pilots utilizing open land on the east side of the Merrimack. The National Guard campgrounds was the favorite site, despite its limited size and tall trees.[3]

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[2] State Planning and Development Commission, 1940: 7; Shalhoup, 2009; Ferns, 2010. Atwood was attempting to break the national record for aerial navigation and planned to fly from Waltham, MA to Laconia, NH. Unexpectedly large crowds along the way, many of whom had never before seen an airplane, delayed his trip and forced him to terminate it in Concord due to darkness.

[3] The campgrounds was a 34-acre parcel directly south of Pembroke Road—at its intersection with Airport Road—and directly north of the present airport. Purchased, cleared and fenced by the Merrimack County Agricultural Society in 1860-61, the grounds were soon conveyed to the City of Concord, with the stipulation that the Society could continue to use and control it for its fairs, though the city could also use it for fairs, military activities and other uses. During the Civil War, it was the site of the local militia's camp ground for recruits; some 30,000 soldiers were trained there. In the 1880s, the grounds were enlarged and improved with piped water and new stables. After the Society dissolved in the early 1880s, the city entered into a 99-year lease with the State of New Hampshire for use of the land. (Ultimately, the State assumed ownership of the property.) The state hosted annual national guard camps and erected its first arsenal building in 1886. During World War I, the camp ground was greatly enlarged. After the war, its use as a camp ground ceased, but the 197th Coast Artillery, an anti-aircraft motor park and an arsenal continued to occupy the site. Today, it is used by the New Hampshire National Guard. [Lyford, 1903: 401; "New England Army Air Base," 1935: 26; Bowers, 2006]

Once the war was over, however, and veterans who had served as pilots and mechanics returned to civilian life, aviation activities rapidly accelerated. In 1920, the Aviation Syndicate was formed in Concord with some seventy-five members interested in identifying a suitable and permanent landing field.[4] Charles W. Howard, associated with the New Hampshire National Guard, placed the state camp ground at its disposal while it searched. Among those in the Syndicate were a number of prominent citizens, including World War I pilot and future governor John Winant and Robert S. Fogg. Fogg (b. 1897) was a World War I flight instructor, then residing in Texas. During a visit to Concord in 1920, he was intrigued by the Syndicate's efforts to find a more suitable site for its flying operations and agreed to remain and assist them. That same year, he became the first New Hampshire resident to open a fixed base operation, located at the campgrounds and, with ex-Naval flier Willis D. Thompson of Concord, the first to acquire an airplane.[5]

Concord Airport Corporation 1926-1936

In November of 1926 the Aviation Syndicate formed the Concord Airport Corporation, largely through the work of Fogg, Robert Jackson, John B. Jameson, Willis D. Thompson and Horton L. Chandler, all Concord citizens. In October of that year, the Corporation received a preliminary permit from Governor Winant and the Executive Council to operate on a site south of the campgrounds—the site of the existing airport. Thompson and Chandler surveyed the site and found it well-suited for an airport. To finance the project, the Corporation raised $10,000 through a stock offering at $100 a share. The land was partly owned by the State, with whom the Corporation entered into a lease, partly by the city, and partly by the Corporation itself. [6]

By Fall of 1926, the corporation had started clearing the scrub growth, and by May of 1927 the landing field with its two runways were ploughed, graded, rolled and seeded. The land on either side of the runways still had low brush cover, but the approaches had been cleared of trees, shrubs and other obstructions. The north-south runway ran for a distance of 2,200', while the east-west runway extended 1,800'.[7] With widths of 300', both runways were considered acceptable sizes for airplanes of the period. Neither was paved, but had a surface of hard turf. The Corporation had also erected a 60' x 80' hangar with a small repair shop that could accommodate two, perhaps three, airplanes. The cost for readying the runways was borne principally by the State, "with the cooperation of the City of Concord," while the Corporation assumed the cost of the hangar. Airport activity consisted of renting space in the hangar for planes, selling gas and oil, and undertaking minor repairs.[8]

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[4] A landing field was an open area, graded and seeded for landings and take-offs. Most early airports started as such. They were not considered an airport unless they had paved runways.

[5] State Planning and Development Commission, 1940: 7; Batchelder, 1995: 93. Fogg was also awarded the first RFD airmail service contract in the United States; the route was based at the Weirs in Laconia and served summer residents around Lake Winnipesaukee. Accounts vary as to whether Fogg was a native of Boston or Concord; nevertheless, he had and maintained deep ties to family in Concord.

[6] "Concord Airport Corporation Stock Sale Notice," 1927; Concord Planning Board, 1944: 2-3.

[7] Dimensions given for the original lengths of the runways in late 1920s records range from 1,675' to 1,800' for the east-west and from 2,200' to 2,300' for the north-south.

[8] "Concord Airport Corporation Stock Sale Notice," 1927. By August, 1927, the Corporation had invested $8,700 in the enterprise.

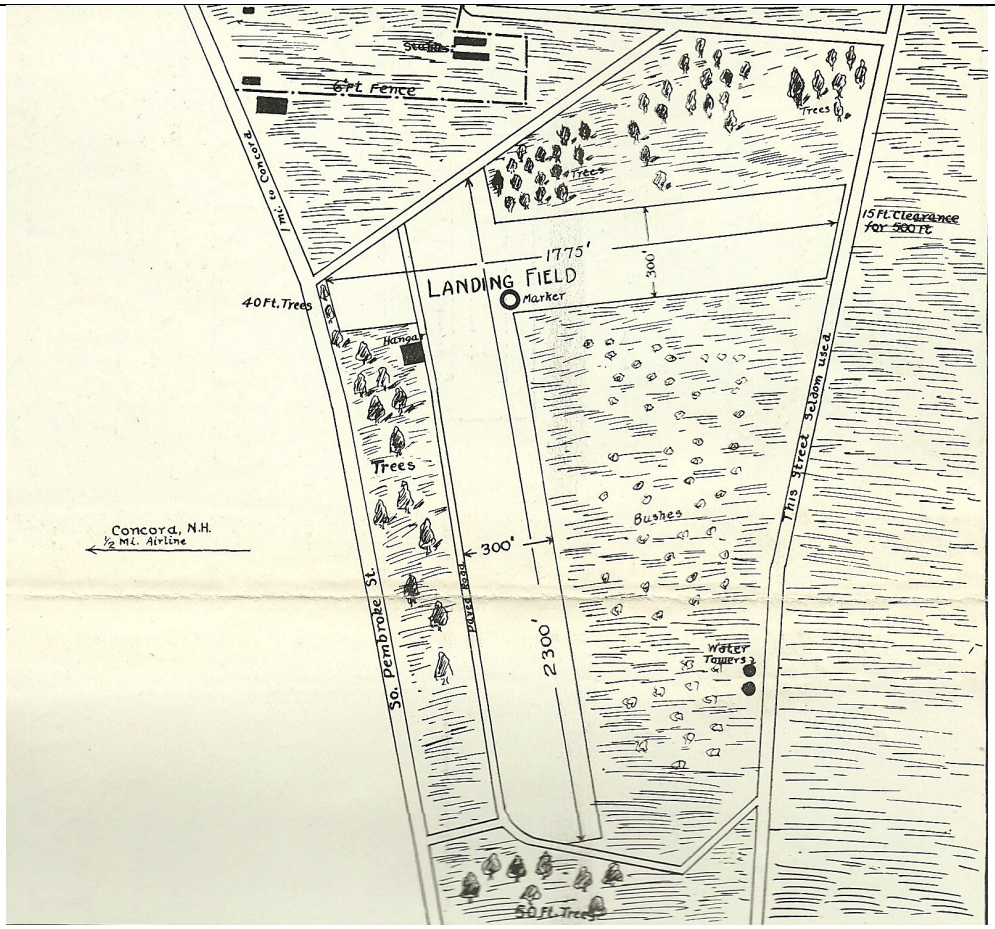

Fig. 2: Plan of Concord Airport. Although undated, this plan must have been drawn in 1927 or 1928, as the second hangar, erected in 1929, has yet to be built. The plan carefully notes where obstructions, such as trees (and their height), are found. The text accompanying the plan identifies an emergency landing field to the north—undoubtedly the camp grounds—and notes that the land between the two as-yet-unpaved runways had been cleared of trees and was also suitable for an emergency landing. South Pembroke Street is present-day Airport Road. The "seldom used" street is the south leg of present-day Canterbury Road, then called Pembroke Street, and the unnamed street at the north edge of the airport is the western leg of Branch Turnpike; both of these legs were eventually discontinued to allow expansion of and safer landings at the airport. That a local business was promoting the airport underscores its perceived value to the community.
From "New Airport at Concord, NH." *Published by the Eagle Hotel, Concord, NH.*

Concord's airport had a number of factors working in its favor. It was the first such facility in New Hampshire; it was located in a state capital that enjoyed good roads and communications; it was approximately two miles to downtown, yet far enough from dense population so the noise would not be a hindrance; it was close to a railroad connection; there was plenty of room for expansion; the ground was level, easily cleared and had good soil for drainage; its height above the rivers meant it was seldom fog-bound; it was adjacent to a military reserve camp (important in times of war); and its location was on the lines of natural air traffic.

On a national level, Concord was just ahead of the curve in developing a local airport. George B. Ford, a former planning consultant to the military, became a national expert on planning municipal airports. His seminal article advising cities on how best to plan for an

airport appeared in a 1927 issue of *The American City*. Concord's new airport met nearly all of the considerations Ford cited, including his recommended length for runways: from 1,800 to 2,000'.[9]

The new airport received welcome publicity when Colonel Charles Lindbergh landed here on July 23, 1927, and again on the 25th. Lindbergh's visit was part of a national tour he embarked upon to demonstrate the safety and practicality of air travel and to promote the development of airports. As the only municipality in the state with an airport, Concord received him whole-heartedly. His initial stop in Concord was due to bad weather, which prevented his ability to land in Portland, Maine, as scheduled, so he flew to Concord for the night, continuing on to Maine the following day.[10] On his return trip, he commented, "The fact that I could find a safe landing in Concord when the fog prevent my doing so in Portland or on any other landing field along the coast, even as far south as Boston, clearly demonstrates the practicability of the location of your airport and the desirability of its being brought up to the standard of a Class 'A' airport as early as is possible." He expressed confidence that Concord's airport would ultimately rank among the best in New England and that it would be supported "to the fullest extent."[11]

Fig. 3: This was the first hangar erected by the Concord Airport Corporation in 1927 and photographed in late July of that year during Lindbergh's visit. Designed to hold two planes, it was quickly deemed too small. Reportedly, there was a time in 1928 when six planes were squeezed into the structure: two of the planes had to be stored overhead with their wings removed, and a rear lean-to had to be added to accommodate the tail of a third plane. The extension to the left was likely the repair shop. *Collection of New Hampshire Historical Society*

A week after Lindbergh departed—and perhaps capitalizing on the interest he created, the Airport Corporation advertised a second stock offering of fifty shares at $100 each. The

[9] Daly Bednarek, 2000: 351.
[10] Hengen 1994: 122; Ferns, 2010. Sponsored by the Guggenheim Foundation, the tour lasted several months. Lindbergh flew more than 22,000 miles, stopping in eighty-two cities and every state, as well as Mexico and the Caribbean.
[11] Lindbergh quoted in "Concord Airport Corporation Stock Sale Notice," 1927.

Corporation informed potential investors that the opportunity was less to obtain dividends than to assist in the worthy project of "creating here in the capital city of our state an airport, worthy of the name and one which can handle the increased air traffic a Class "A" airport is sure to develop." It sought this financing to further clear, level and sod the landing field between the two runways; widen the runways to 500'; and erect an office to service the airport's activities. In the not-too-distant future, it envisioned serving air mail and passenger lines and hosting an aviation school.[12]

Robert Fogg became the first fixed base operator (FBO) at the airport, providing passenger and taxi services, running a flight school, offering maintenance and selling fuel. Fogg served as FBO from 1927-32. Shortly after starting in this position, he was the first to land and take off from Manchester's new airport, on November 25, 1927. Fogg soon described the airport as a "bustling, busy" place enthusiastically supported by many. Within a short period of time, eighty-eight planes had landed there, including thirty-one flown by the Army or National Guard, five by the Navy, and three by the U.S. Department of Commerce. A few private planes were stored on site. One factor in its growth was the development of transporting mail by air, which promoted interest in aviation in general. To accommodate this growth, the Corporation erected a second hangar measuring 80' x 100' in 1929, raising its investment to $10,369. That hangar still stands (see Photo #13).[13]

July of 1928 marked the start of commercial flights at the airport. Northeast Airways, founded by two Manchester men, provided passenger service between Concord and Manchester to Boston. The airline increased its fleet to five planes over the next two years and eventually offered on-call service. With this level of activity, the Legislature passed an act on April 5, 1929, authorizing the state to lease additional land to the Airport Corporation, on the condition that the field be free of charge for non-commercial civilian planes.[14]

By 1935, the airport comprised some 200 acres, approximately half owned by the City (and on which were located the terminal building, two hangars—one large and one small—and paved runways) and half by the State, leased to the city. Of the 200 acres, 69 were in actual use by runways and buildings.[15]

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[12] "Concord Airport Corporation Stock Sale Notice," 1927. According to this notice, the north-south runway was built 100' longer than originally anticipated.

[13] "Concord Airport Corporation Stock Sale Notice," 1927; Concord Airport Corporation, 1928; Concord Planning Board, 1944: 3-4.

[14] "Concord Airport Corporation Stock Sale Notice," 927; Concord Airport Corporation, 1928; State Planning and Development Commission, 1940: 8-9; Concord Planning Board, 1944: 4. The State of New Hampshire passed two major laws in 1929 concerning aviation, one that required licensing of pilots and aircraft, and one that allowed towns and cities to acquire land for landing fields by eminent domain.

[15] "New England Army Base," 1935: 44; Concord Planning Board, 1939.

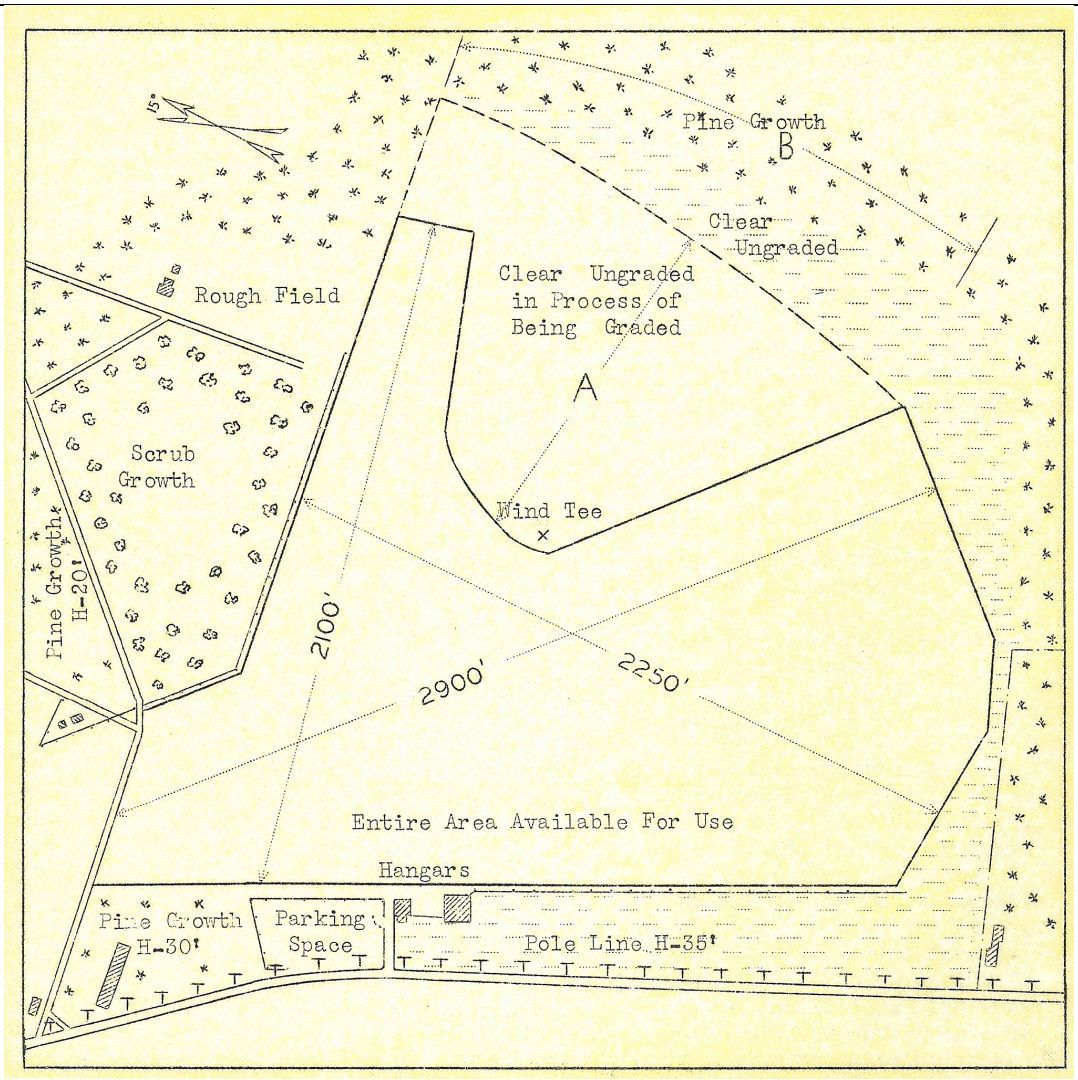

Fig. 4: This plan of Concord Airport, drawn in 1935, shows the sixty-nine acres in active use. By clearing the land between the two original runways, the number of landing strips has been increased to three, none of which was paved. Surrounding the outer edges of the strips was scrub growth, some of which had been cleared but not yet graded. The pines shown at the outer limits once covered the entire landing field. *From* "New England Army Air Base," *1935.*

Coincident with the evolution of the airport, the Heights also expanded from being a lightly settled area at the turn-of-the-twentieth century into a district of 1,000 residents by 1929, with a number of new side streets and civic and organizational improvements, including a fire station, police protection, city water, grange and paved roads. Once the airport was established, it attracted large crowds, particularly on Sundays, to participate in airplane rides with Fogg and other pilots, as well as to observe their airborne stunts.[16]

Although the Depression ultimately put Northeast Airways out of business in late 1933, that same year saw the start of regular airline service between Boston and Bangor, Maine, and between Boston and Montpelier (extended to Burlington and then Montreal in 1934) with a regular stop in Concord. (A second regularly scheduled stop was instigated in Manchester the following year.) This new airline, known as the Boston-Maine Central Vermont

[16] Compigny, 1929; 1902 map.

Airways, was a joint venture among the Boston & Maine, Maine Central and Central Vermont Railroads. It was the first time a steam railroad operated an airline entirely on its own, and the venture gave an enormous boost to the development of airport facilities. Like most other airlines of the time, it was largely dependent on airmail contracts to make a profit.[17]

In its initial years, the airport made enough from renting the two hangars and selling gasoline to cover its operating costs. However, it was not long before it began to run a small annual deficit. The Depression proved to be both a stimulus for the airport's future growth. Starting in 1933, Civil Works Administration (CWA) funds were allocated to New Hampshire for airport improvement projects; initially only Concord, Manchester and Portsmouth met the requirements of the CWA and later the Federal Emergency Relief Administration—leasing or purchasing of airport land by municipalities—to take advantage of these monies. In 1935 airport projects were transferred from the ERA to the Works Progress Administration (WPA), and the prerequisite for participation changed. Now the airport had to be owned in its entirety by the municipality.[18] Since the need for public financial assistance was crystal clear, the Concord Airport Corporation elected to sell the airport to the city.

Concord Municipal Airport 1937-present

On February 11, 1937, the Concord Airport Corporation sold the airport to the City of Concord for $10,000, thus commencing the development of the property as a municipally owned and managed facility. At the time of the sale, the Corporation had invested $22,000 in the airport. The city cited it for its decade of vigorous leadership: "Concord held a leading position in the airport development of New England" and its airport was even considered by some as the best east of the Alleghenies.[19]

Concord's purchase of the airport coincided with the second period of strong interest in municipal airports. During the first period, 1927 to 1930, municipal airports were considered integral to local transportation infrastructure. The Depression brought a sharp curtail in airport development, but by 1937 the availability of federally funded programs, such as the WPA, renewed interest in local airports, though for a different reason. This time it was to develop a national transportation system that could be used for both civilian and military purposes.[20]

Under the city's ownership, management of the airport was put into the hands of a Board of Airport Commissioners, consisting of the Mayor (chairman), three aldermen and three lay members. Day-to-day operations were overseen by its manager. For many years, that position was filled by William E. Martin. Martin was granted use of Hangar No. 1 (including its attached office and shop) and given board in the second floor apartment in the

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[17] State Planning and Development Commission, 1940: 8. Sometimes called Boston & Maine Airways, it adopted the name Northeast Airlines in 1940.

[18] State Planning and Development Commission, 1940: 11; Monroe, 1995: 5.

[19] MCRD 552/430; Concord Annual Report, 1936; Concord Planning Board, 1944: 4; Batchelder, 1995: 11. The city resolution to purchase the airport was on December 7, 1936. The airport's investors did not make a profit on the sale—indeed, they lost money, but they had approached the development of the airport as a public-minded venture that simultaneously allowed them to pursue their personal interest in aviation.

[20] Daly Bednarek, 2000: 349.

Terminal Building. He operated his own commercial air service which serviced and stored planes, sold airplanes, offered a flight school—fifty students were enrolled in the mid-1940s—and shuttled passengers and goods in one of his three own airplanes. He also acted as a flight instructor for the Civil Aeronautics Authority (see below).[21]

The city immediately embarked upon major improvements, funded in large part by the WPA program. Additional land was cleared, increasing the cleared area from 150 acres to 250 acres, divided roughly equally between state and city. Of the 250 acres, 150 were suitable for landing aircraft. A new—the existing—terminal building was erected (see Photo #4), and a radio range station was installed. The city also developed three 500' wide landing strips, with lengths ranging from 2,400' to 2,600', and constructed paved, 100'-wide runways on two of them: a 2,000' runway on the NW-SE strip and a 2,200' runway on the E-W strip. All of this work was undertaken in 1937.[22]

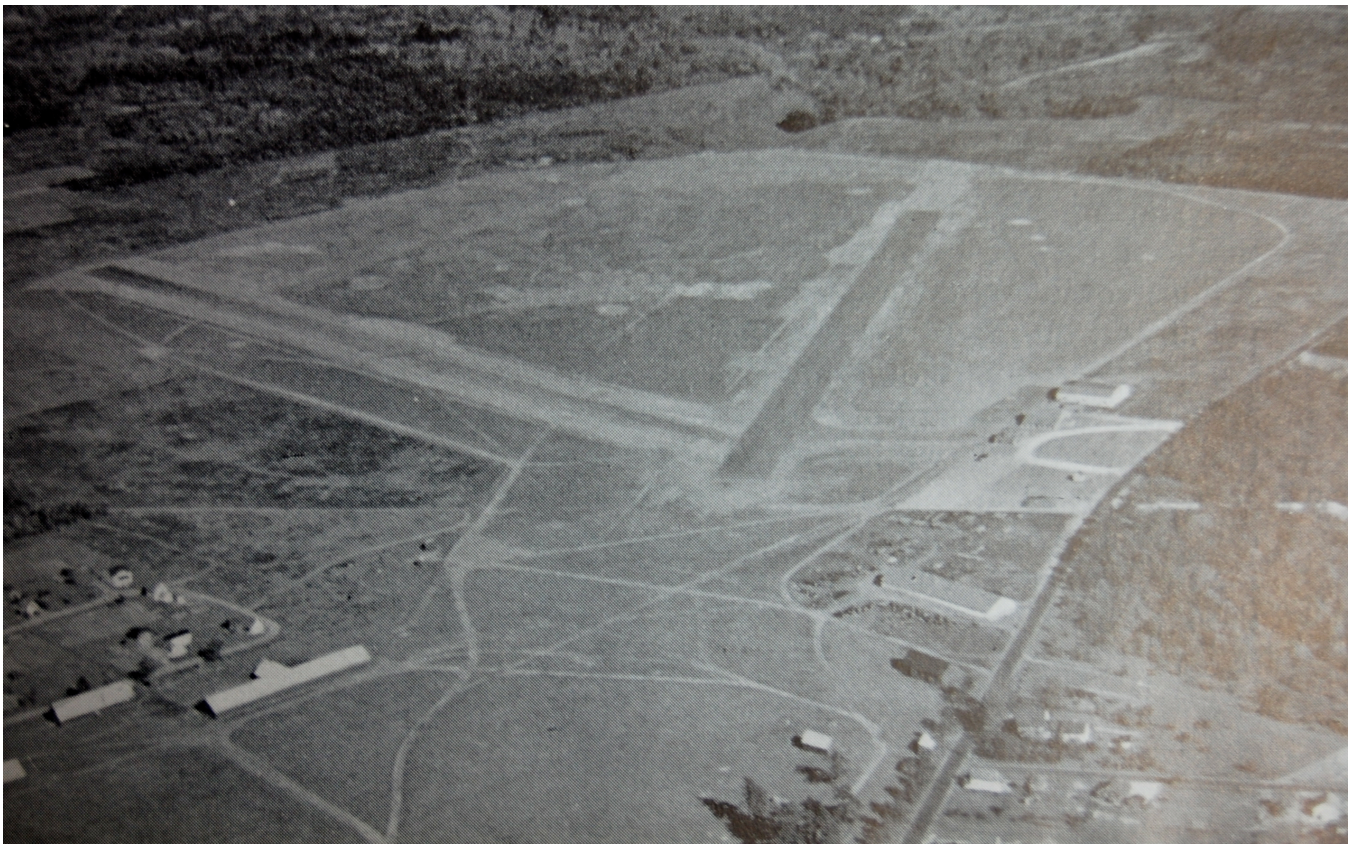

Fig. 5: This southeasterly view, printed in the 1939 Concord Annual Report, shows the recently completed two paved runways, as well as the 1929 Hangar No. 2 with the arched roof. Less visible is the original Hangar No. 1 (built 1927) to its left and next to that the existing Terminal Building, erected in 1937 and accessed from the horseshoe-shaped drive. Airport Road is right of center.

[21] Lehtinen, 1940: 8-10.

[22] Concord Planning Board, 1944: 5-6. The city spent $17,700 constructing the Terminal Building, $38,000 on the runways and another $9,000 acquiring the radio range station and beacon. The federal government's contribution was approximately $360,000, bringing the total close to $420,000. The state leased its portion of the land to the city.

In 1939 approximately 700 passengers used the airport and 500 planes stopped there. But it was not just pilots and passengers who came to the airport. The novelty of aviation continued to draw the curious—so much so that in 1941 the city, fearful for public safety, was compelled to erect a fence separating the airfield from the terminal building.[23]

In the years leading up to World War II, the federal government investigated several of the state's airports to determine which might be appropriate for wartime use. The chosen site would become the New England Army Air Base and serve as the focal point of military and civil aviation development for the Northeast. The Concord Airport and surrounding area were seriously considered, but the Army ultimately chose an airport in Massachusetts in 1939. Concord was again considered for national defense purposes in 1940, but the War Department selected Manchester for its local air base and acquired the airport from the city. Like several other airports in New Hampshire, the Concord Airport was used by both the Army and Navy for training pilots and accommodating transient aircraft, all the while remaining in city ownership. From the city's perspective, that was an advantage, as the airport remained in civilian and commercial use—and its use would likely increase now that Manchester's airport was under military control.[24]

In 1940 the Civil Aeronautics Authority offered funds for expansion as part of a national program and to assist municipalities attain its new regulations. The Civil Aeronautics Authority (CAA), established by the Civil Aeronautics Act of 1938, was charged with regulating all air transportation. The CAA was also responsible for regulating aviation economics, rate fixing and service requirements. In 1940 its activities were transferred to the Department of Commerce, and it became the Civil Aeronautics Board.[25] Through its Board of Airport Commissioners, Concord elected to carry out this expansion program, in large part because the city feared loss of commercial air traffic following the war if the runways were not lengthened and related improvements made. While two of the runways were suitably sized for private planes and the Boston & Maine Airways' Lockheed planes, they could not accommodate the next larger commercial aircraft, which would require a 3,500' runway.[26]

In several transactions over the next six years, the city acquired additional acreage, bringing the total to approximately 800.[27] With the increased land area, the airport was essentially free of major landing and take-off obstructions. Beginning in early 1942 and finishing before the onset of winter, the three runways were again completely rearranged and reconstructed; two became 4,000' in length and the third was 3,500'. The Terminal Building was enlarged from a 1 ½ story structure to a full two stories with a glass-enclosed control tower. It became home to the CAA, including its radio range station, and the U.S. Weather Bureau, which had moved to the airport in 1941. The oldest hangar was replaced

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[23] Concord Annual Reports, 1939, 1940, 1941; Lehtinen, 1940: 9.

[24] Concord Annual Reports, 1939, 1940; Monroe, 1995: 6; Ferns, 2010. The other New Hampshire airports used by federal military forces for training and occasional aircraft were in Laconia, Claremont and Nashua. After the war, the City of Manchester reacquired its airport. Ultimately, it was the federal government's use and expansion of the Manchester Airport that propelled it into the forefront of civilian and commercial operation for the rest of the 20th century and onward.

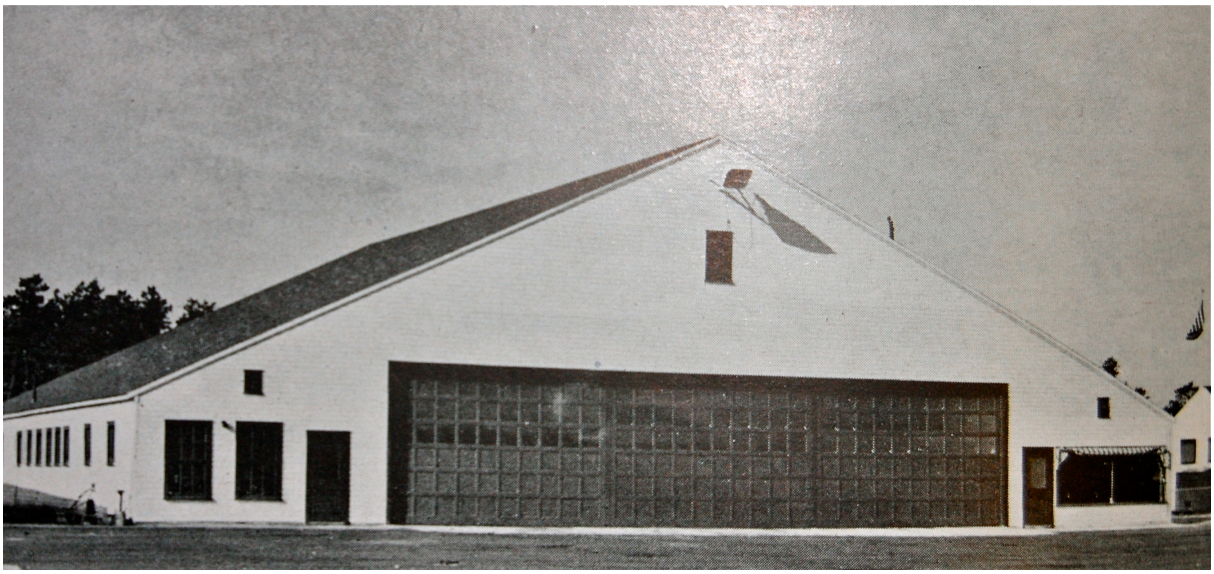
[25] Lehtinen, 1940: 6.

[26] Lehtinen, 1940: 14.

[27] The final major purchase occurred in 1954 when the city acquired the 123 acres it had been leasing from the state.

with the existing Hangar No. 1 (see Photo #8), and the other hangar—present-day Hangar No. 2—received additional overhead space. Total costs for this work came to $459,000 in federal funds and $30,000 in city funds.[28]

Fig. 6 & 7: *Top*: The Administration Building (today called the Terminal Building) following its remodeling in 1942 when it was expanded to a full two stories with a rooftop control tower. *Bottom*: Newly completed Hangar No. 1. *From 1943 Concord Annual Report.*



[28] Concord Annual Reports, 1941-1946; Concord Planning Board, 1944: 6-7. The new hangar cost $40,000, the Terminal Building's remodeling $5,000, and the land acquisition $30,000. It is not clear how Hangar No. 2 achieved additional space, as the arched roof appears in an aerial view published in 1939, and its original dimensions match the present footprint.

Fig. 8: Hangar No. 2 at left and Terminal Building with control tower at right. (Hangar No. 1 has apparently been removed but its replacement yet to be built.) *From 1942 Concord Annual Report*

Fig. 9: Aerial view of Concord Municipal Airport, showing from left to right: electrical sub-station (erected sometime between 1939 and 1945), flight office (gone), Hangar No. 2, Hangar No. 1 and Terminal Building. Note the earlier beacon in a metal tower left of Hangar No. 2. *From 1945 Concord Annual Report.*

Fig. 10: Hangars No. 1 & 2, photographed ca. mid-1940s

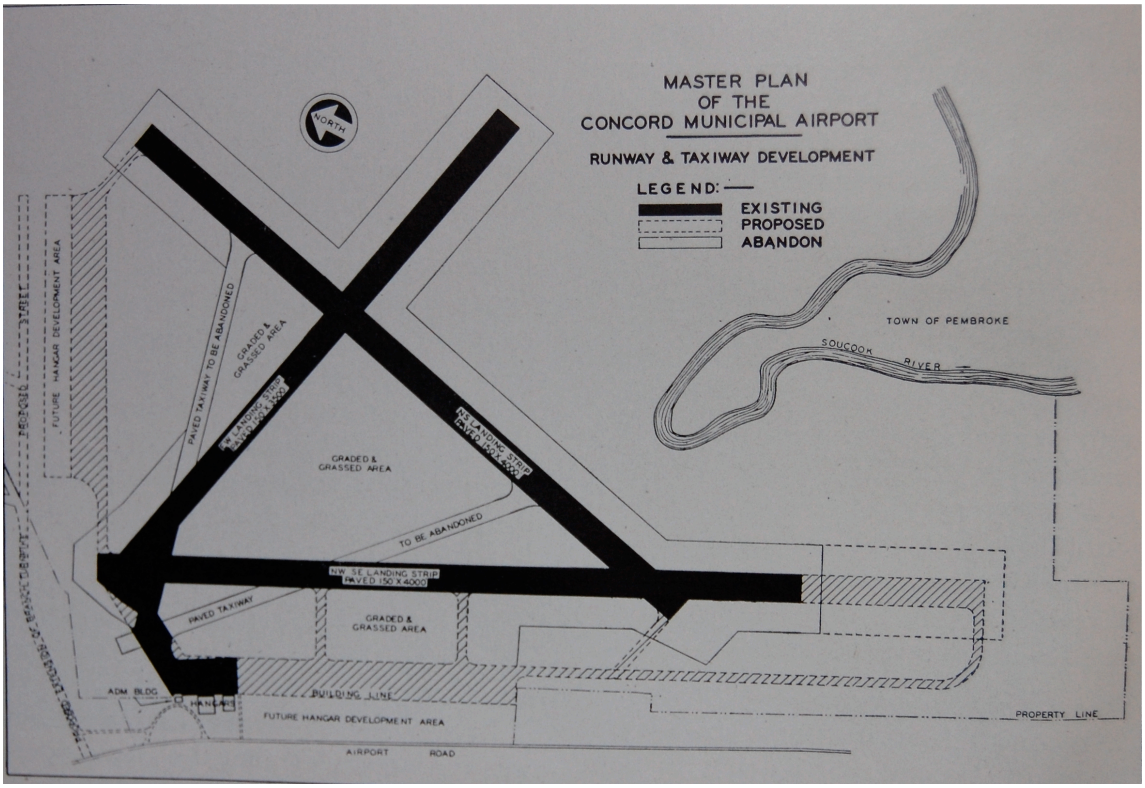


Fig. 11: This airport plan drawn in 1947 depicts the three newly laid out runways at the airport. Note the expectation that future hangar development would occur southeast of the two existing hangars, as well as along a re-opened Branch Turnpike. *From 1947 Concord Annual Report.*

In 1944 the City of Concord became one of the first in the country to adopt airport zoning as a means to protect approaches by regulating building and tree heights. The CAA used Concord's ordinance around the country as a model, encouraging other communities to follow suit.[29]

Just prior to the War, the Concord Flight Service Station was formed, housed at the airport (ultimately in the terminal building after its remodeling in 1942). The Station's responsibilities included filing flight plans, providing pilot traffic advisories, and authorizing flight clearances. Team members were also certified by the National Weather Bureau (also located in the terminal building) to provide weather information to pilots at all hours of the day. The station served not only all of New Hampshire, but Maine and southern Vermont, as well. When the Federal Aviation Administration consolidated its stations and created automated stations in the mid-1980s, Concord's station was replaced by one in Bangor, Maine.[30]

In addition to the flight service station, Concord Airport housed the New Hampshire Aeronautics Commission, which was established in 1941 and relocated to the airport in 1948. The Commission remained here until it was eliminated as part of a major reorganization of state agencies in 1986, and its functions were absorbed by the newly created Division of Aeronautics, within the New Hampshire Department of Transportation. The airport also housed several regional offices of the Civil Aeronautics Authority (CAA), which relocated from Portland and Boston once the Terminal Building was remodeled in 1942. The CAA stationed five men at the airport. They were responsible for the weather bureau, radio range equipment that sent beams to guide airplanes that flew with instruments, and handling requests made by private flyers for flying and landing information. By then, the field was equipped with a standard airport beacon, as well as boundary, approach and obstruction lights. The radio range beacon, which tied the airport to airports in Manchester and Portland, Maine, was housed in Pembroke, but controlled by CAA staff from the Terminal Building in Concord. More routine equipment included boundary and range markers, wind direction indicator, a lighted cone, painted identification markers and directional arrow on the hangar, and gasoline tanks and a refueling pump. There was also a taxi strip and an apron that connected the runways with the hangars.[31]

The city also had a lease with Boston & Maine Airways, which used the airport as a regular stop on its Boston to Montreal run and was the city's only source of real revenue from the

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[29] Concord Annual Report, 1945; Daly Bednarek, 2000: 349, 366-69. The first articles concerning the need for airport zoning were published in the early 1930s. In 1944, the year Concord enacted such zoning, it was one of only thirty-one cities nationally. Concord's lead was likely attributable to the foresight of its city planner, Gustaf Lehtinen, and the presence of the Civil Aeronautics Authority, which on a national level was strongly advocating for zoning, at its airport. It was not until after World War Two, that most city planners started to enact airport zoning.

[30] Ferns, 2010. The Flight Service Station was initially known as the Airway Communication Station, then the Interstate Aeronautical Communication Station (1946-58), and ultimately the Flight Service Station (1958-present).

[31] Lehtinen, 1940: 3-8; Concord Annual Reports, 1942, 1948.

airport. The airline made four stops daily in Concord, two in each direction, employing Lockheed airplanes capable of carrying ten passengers. [32]

As occurred following the first World War, interest in aviation soared after WWII. The city decided to shift from offering an exclusive rental to a flying service to opening it up to multiple operators. William E. Martin Flying Service continued to operate, now in the new and larger Hangar No. 1, which still stands. J. Wayne Ferns, with his brother Franklin, soon opened Ferns Flying Service, housed in Hangar No. 2 (also existing).The Ferns were both naval aviators and became the first in the area to instruct veterans under the GI Bill. They also became dealers of Cessna and Taylorcraft aircraft. Their flying service operated charter flights, offered a flight school, and repaired aircraft. Space not utilized in their hangar was rented to private planes. Before long, Ferns Flying Service became the fixed base operator. Between 1976 and 1993, Ferns hosted air shows, following the tradition of promoting aviation to the public. The first show drew well upwards of 5,000. Wayne Ferns remained with the airport until his death in 1985—nearly forty years. In 1994 Concord Aviation Services became the third fixed base operator at the airport, replacing Ferns Flying Service.[33]

From 1947-1962, scheduled passenger service was offered by Northeast Airlines (formerly known as Boston-Maine Airways), which flew a Boston-Lawrence-Concord-Laconia-Berlin route. For part of that time there were also regular flights to New York City. In 1953, over 1,600 passengers flew in and out of the airport. After 1962, Statewide Airlines served the airport for a few years, but for approximately fourteen years, there was no scheduled service. Precision Airlines stepped into the void in 1978, operating direct flights from Concord to Boston, with stops in Manchester and Nashua, but only lasted two years. Since 1980 there has been no scheduled airline service from Concord Airport.[34]

A number of local businesses, such as Sprague Electric, Steenbeke & Sons, Northeast Electronics, Aerotronic Associates, McKerley, Universal Packaging, Patsy's GMC, Sanel Auto Parts and Concord Lumber, maintained company aircraft at the airport in the post-war years. A third hanger was erected in 1957, followed by Hangar No. 4 in 1987. The newest hangar catered to the growing corporate market that employed private jets by offering office and meeting facilities. The city also lengthened Runway 17-35 several times to accommodate jet planes. The close relationship some businesses enjoyed with the airport was exemplified when newly formed Northeast Electronics rented space in the basement of the Terminal Building until it erected its own plant in ca. 1959 at 99 Airport Road on land it acquired from the airport. Another company that sought proximity to the airport early on was Richard D. Brew & Company, which erected a plant on Airport Road in the mid-1950s.[35] By then the city had created a new industrial zone on the east side of Airport Road to encourage further such development.

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[32] Lehtinen, 1940: 12. The airline retained one employee at the Concord Municipal Airport, who was in charge of tickets and radio dispatching.

[33] Concord Annual Report, 1945; Concord Planning Board, 1946; "Aviation Fever," 1982; Hoyle, Tanner, 2006: 9; Ferns, 2010. The Henniker Flying Club was the sponsor of the first air show and directly involved in others. Wayne Ferns' son, Jack, managed the Flying Service for several years. He was later involved in founding the New Hampshire Aviation Historical Society and served as its first president.

[34] Concord Annual Report, 1965; Dufresne-Henry, 1981: 3-46; Ferns, 2010.

[35] Concord Annual Reports, 1953, 1955; Concord Assessors' Records; city directories, 1957-1960.

In the last half century, the airport has both purchased and sold off other tracts of land, primarily in its northeast corner. In 1954 it acquired 123 acres from the state—land it had been leasing from the early years of the airport's establishment. It was likely some of this land that the city disposed of to create the industrial zone along Chenell and Regional Drives.[36] As early as 1947, the city considered restoring the discontinued portion of Old Turnpike Road that ran near the northern edge of the airport to better serve that zone. It was more than thirty years, however, before this was accomplished, as an extension of Regional Drive, which roughly follows the earlier road. As part of that project, the New Hampshire Army National Guard taxiway first had to be discontinued. In 2004 the Guard replaced its aviation facilities with a new hangar/office building, fuel storage building, and apron/ramp with taxiway on land it leases from the airport. At about the same time, the city placed a conservation easement on much of its land to protect the endangered Karner Blue butterfly and its habitat.

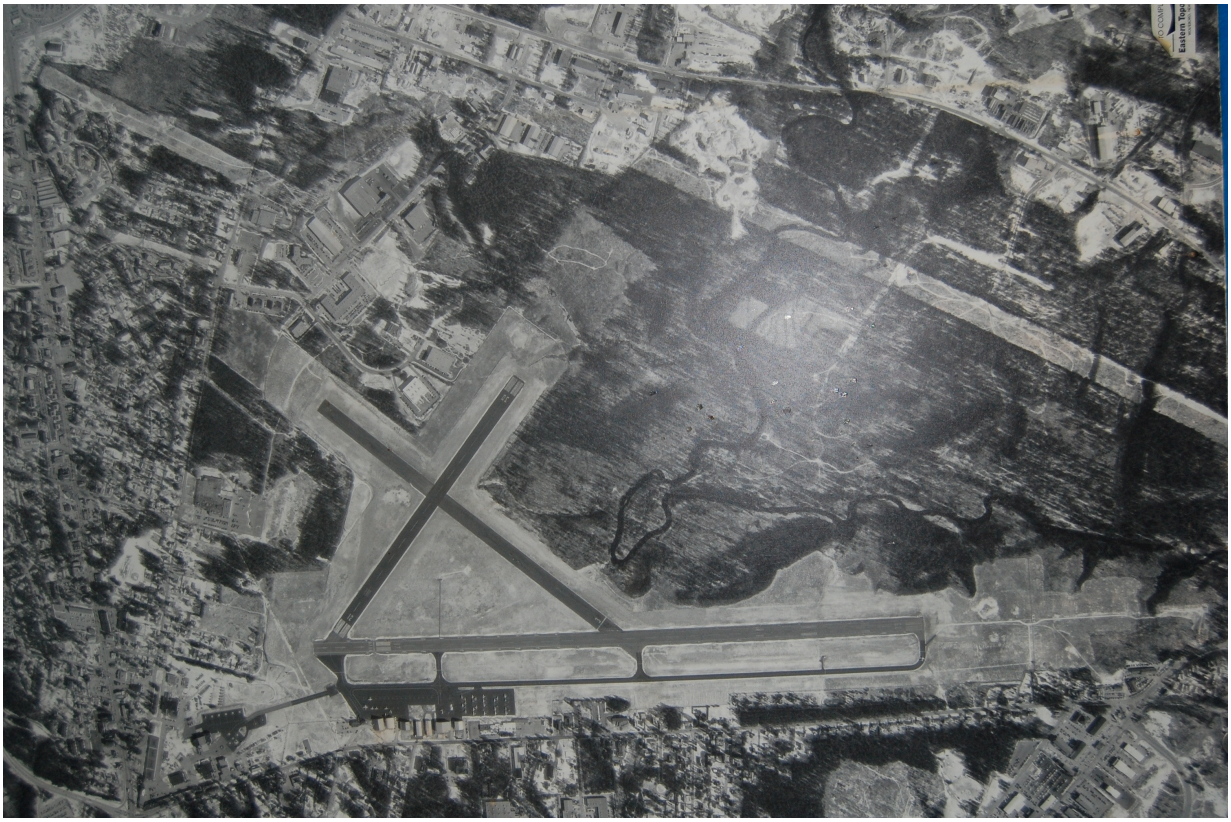

Fig. 12: Aerial view, looking northeast, of Concord Municipal Airport, 1994, showing current runways and taxiway, excluding those later built by the National Guard. *Courtesy Concord Municipal Airport.*

In 2006 the city embarked upon a plan to increase available hangar space at the airport. That year, it constructed a new T-hangar in the northeast corner of the property, adjacent to the National Guard buildings. Additional hangars are planned in that location.

[36] Concord Annual Report, 1954. In this report, the city indicated it planned to sell any surplus airport land for industrial development.

Today, Concord Municipal Airport is a general aviation airport. As such it does not receive scheduled commercial air service, but serves the private and corporate market. A number of the city's businesses and corporations continue to use it regularly, as do parents of students attending various boarding schools in central New Hampshire. It also sees large volumes of traffic during NASCAR race weekends held at the nearby International Speedway in Loudon. One of the three runways, 3-21, has been discontinued. Because the lack of a statewide sales tax makes it more financially viable to purchase aircraft in New Hampshire, Concord Airport houses an unusually high number of private airplanes. Circa 1959 the city dissolved the Airport Board of Commissioners and placed management of the airport under various city departments.[37] Its Fixed Base Operator is currently Concord Aviation Services.

Fig. 13: Ca. 2004 view looking south, showing historic core of airport, as well as apron and terminus of Runways 12-30 (left foreground) and 17-35. Taxiway at far right, which is an extension of the main taxiway, led to National Guard's former hangar; it was discontinued when Regional Drive opened in 2004. *Courtesy Concord Aviation Services.*

Historic Context Statement

Overview of New Hampshire Aviation History

New Hampshire's aviation history started in 1910 with the first flight in the state at the Rochester Fair, seven years after the Wright brothers made their pioneering flight. A year later, Milford resident and aviation pioneer Harry N. Atwood flew a bi-plane from Waltham, MA, making stops in Nashua, Manchester and Concord on June 19, 1911. The sixty-nine mile trip took 2 ¾ hours.[38] Over the next few years, there were sporadic flights, but it was World War I and its use of aircraft that forever altered aviation history.

[37] Concord Annual Report, 1960
[38] State Planning and Development, 1940: 7

After World War I, airplanes and pilots became more common in the state. The first plane acquired by a New Hampshire resident was an open cockpit plane purchased in Toronto by Robert S. Fogg and Willis D. Thompson in 1920, both war pilots and residents of Concord.

In 1926 the state's first airport was created in Concord, ready for use the following spring. Later that year, Manchester opened the state's second airport and its first municipal airport. (Concord's airport was not acquired by the city until January, 1937.) New Hampshire saw its first commercial flights in 1928 when Northeast Airways, founded by two Manchester men, established service from Concord and Manchester to Boston. The airline increased its fleet to five planes over the next two years. The Depression brought an end to the airline in 1933, but that year a new airline was formed, a joint venture among the Boston & Maine, Maine Central and Central Vermont Railroads. It was the first time a steam railroad operated an airline entirely on its own, and the venture gave an enormous boost to the development of airport facilities. Like most other airlines of the time, it was largely dependent on airmail contracts to make a profit. The airline initially stopped only in Concord as it flew between Boston and Montpelier, Vermont, but added Manchester in 1934. That same year, it extended its route to Burlington, Vermont and then Montreal.[39]

Two major pieces of state legislation affecting aviation were passed in 1929. The first act was designed to regulate aviation, following the principles and practices of the Air Commerce Act enacted by Congress in 1926. The second gave cities and towns authority to acquire land for landing fields and airports through eminent domain. It also required that landing areas, aircraft and pilots register with the state.[40]

Most of these early landing fields were literally a field that was relatively flat, with reasonably clear approaches. Since there was no planning at the state level, these airports sprang up at the initiative of local municipalities or, as in the case of Concord, private individuals. Oftentimes, conditions were not particularly safe for landing, so only pilots familiar with the field could safely use it. Initially, the term "airport" was defined as a spot—either land or water—adapted for landing and with some sort of repair facility; or just a spot that regularly received or discharged passengers or cargo. In later years, it referred to a facility with hard-paved runways. In 1932 twenty-four airports registered with the state. Over the course of the 1930s, the number of airports/landing fields increased to as many as forty-eight, though most of them were little more than a privately owned level area. Of the sixteen areas registered for commercial use in 1933, only three airports—Concord, Manchester and Portsmouth—were considered safe for extensive operations. Six of the fields offered a hangar. By 1934 the state had ten municipal fields in varying states of preparedness: Concord, Manchester, Portsmouth, Berlin, Claremont, Conway, Keene, Laconia, Nashua and Winchester. Some of these communities qualified for federal funds, which simultaneously provided employment during the Depression and improved aeronautical facilities nationwide. Improvements included grading the land, installing drains, removing trees and other obstructions, and laying out landing strips. As late as 1939, only three of the state's twelve airports were true airports with paved runways and necessary lights: Nashua, Manchester and Concord. Nine airports could provide a hangar (or two).

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[39] State Planning and Development Commission, 1940: 8. Sometimes called Boston & Maine Airways, it adopted the name Northeast Airlines in 1940.
[40] State Planning and Development, 1940: 9.

Concord was the only facility to have an "approved repair station" for servicing planes; Conway, Manchester and Nashua were capable of minor repairs. Seven of the fields offered gas and oil servicing. Concord, Manchester and Nashua airports had boundary, range and obstruction lights, as well as a lighted wind cone and rotating beacon. At Concord, cloud height at night could be determined by a ceiling projector.[41]

In 1930, the Public Service Commission reported there were 55 pilots and 48 aircraft in the state. By then, aeronautics was included in the curriculum at UNH. The following year, the number increased to 99 pilots and 59 aircraft. At the end of the decade, there were 188 pilots and 64 aircraft.[42]

In 1936 the state hired its first airport engineer, Russell Hilliard, charged with guiding the development of airports. With the passage of the federal Civil Aeronautics Act in 1938, which established the Civil Aeronautics Authority, all air traffic became regulated, as did aviation economics and service requirements. The Authority also provided funds to municipalities to expand their airports. Recognizing the growing importance of aviation in New Hampshire, the legislature passed the Aeronautics Act in 1939, which served to promote further interest in aviation by developing a statewide air transportation system.[43] In 1941 the state established the New Hampshire Aeronautics Commission (NHAC), which began to set guidelines and rules for aircraft, pilots and airports, as well as to investigate accidents.

As occurred following World War I, aviation activity soared in the wake of World War II. Six airports were added to the state's system between 1941 and 1949: at Whitefield, Twin Mountain, Nashua, Haverhill (Dean-Memorial), Newport (Parlin) and Plymouth. In 1949, there were 650 pilots and 243 aircraft registered in New Hampshire. There were also twelve public airports, of which four offered regularly scheduled service. By 1952, five airports—Berlin, Concord, Laconia, Keene and Lebanon—had such service. (Manchester's Grenier Field was still under military control.)[44]

In 1949, the first flight of a jet airplane occurred in Britain, and in 1952 BOAC, the predecessor of British Airways, introduced jet service. Three years later, the American airline Pan Am put its first jets in the air, dramatically altering air travel and the airline industry in the United States. Airlines now based their larger aircraft at "hub" cities and used smaller aircraft to ferry passengers to and from these hubs. To qualify as a hub airport, not only did the runways need to be longer, but there needed to be a significant mass of potential travelers in the vicinity. No New Hampshire cities fit this model.

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[41] State Planning and Development Commission, 1940: 11, 14; Arthur D. Little, 1973: II-1-2; Monroe, 1991: 9. The number of landing fields recorded during between the early 1930s and the late 1930s actually dropped from twenty-six to twelve, but this is attributable to discounting private fields in 1939. Most of these municipal airports were so designated because the city contributed to the cost of erecting buildings and readying the land, but the land was generally privately held. Concord's field was technically still in private ownership until 1937, but it was counted as a municipal field in state documents, as the city contributed funds for the infrastructure. Few of the other airports at this time offered comprehensive facilities.

[42] State Planning and Development Commission, 1940: 10.

[43] State Planning and Development, 1940: 9-10.

[44] NHDOT, 2003: 4

Once private jets were developed in the mid-1960s, enabling executives to travel long distances in a single business day, it opened a new market for the smaller airports and made them an important tool to attract business and industry. Concord responded to this market trend by extending one of its runways and erecting a new hangar that targeted the corporate market by offering meeting and office facilities. In 1973, there were thirty-seven active airports in New Hampshire, of which half were privately owned but open to the public. Proximity to an airport was often a key factor in a company's decision to locate in a given spot.[45]

A report issued by NHDOT's Division of Aeronautics in 2003 listed Nashua and Lebanon's municipal airports, as well as Pease International Airport in Portsmouth as the state's leading airports, citing full time professional management, well-maintained facilities, operating control towers and significant numbers of based aircraft as the criteria. (Manchester's airport had long been in a class of its own.) Concord, with its older terminal and lack of a control tower, was one of seven airports to fall into the "emerging" category.[46] The total number of municipal airports in 2003 was thirteen: Berlin, Nashua (Boire), Claremont, Concord, Haverhill (Dean-Memorial), Keene (Dillant-Hopkins), Gorham, Laconia, Lebanon, Manchester, Mt. Washington, Newport (Parlin), Plymouth.[47]

Comparing New Hampshire's First Airports

Only three airports in New Hampshire were well developed by the end of the 1930s, the pre-war era: Concord, Manchester and Nashua. By 1939, each was a municipally operated airport and were the only facilities in New Hampshire with paved runways and thus considered suitable for accommodating commercial aircraft. The evolution of the Concord Municipal Airport is best compared to that of the Manchester Airport. Though they ultimately developed in entirely different directions, early on they shared many similarities.

The Concord and Manchester airports were the first to be established in New Hampshire, in late 1926 and late 1927 respectively, and their initial development paralleled each other in many ways. The first runways at Manchester were in place by late 1927, only months after Concord's were ready. (Concord Airport's Robert Fogg even made the first landing at Manchester.) Concord erected its first hangar in 1927 and Manchester in 1928. Both airports initially had a small office that was replaced by a permanent administration building in 1937 and ca. 1938 respectively. Both airports provided on-site housing for their manager—Concord in an apartment in the second floor of the administration building and Manchester in a separate house. Both airports were the only two stops on the state's first commercial airline, Northeast Airways, which offered service from Boston and, in the 1930s, on Boston & Maine Airway's route. (The latter airline stopped only at Concord the first year, adding Manchester in 1934.) The only major difference in the first decade of the two airports is that the Manchester Airport was owned and operated by the city from the outset, while Concord's operated privately, though with municipal and federal funding support.

However, by 1939, Manchester's airport had become the largest and best equipped in the state. Between 1933 and 1940, expenditures for Manchester's airport reached nearly

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[45] Arthur D. Little, 1973: II-I.

[46] NHDOT, 2003: 10, 26. The other airports in the emerging category were in Berlin, Claremont, Keene/Swanzey, Laconia, Rochester and Whitefield.

[47] NHDOT, 2003: 32.

$602,000. By contrast, Nashua and Concord, with the next highest amounts, were $184,260 and $171,670 respectively.[48] Although no clear explanation is given, it is possible that municipal ownership from the outset better positioned Manchester to receive public funding. (The Nashua Airport was also municipally owned from the beginning, but it did not open until 1934.) Manchester's first two hangars were constructed of steel and brick and were larger than those at Concord Airport.

The future of Manchester Airport was forever changed when it was designated a federal military airport in 1940. The government spent a substantial amount of money building new access roads, installing a new water and sewer system, enlarging the landing area, building new runways, and erecting 118 temporary buildings. At the height of the war, over 6,000 personnel were stationed there. Though activity at the field diminished sharply with the end of World War Two, the Korean War reinvigorated it, and additional facilities were constructed. Later that decade, after the airport was returned to the city, a local industrialist, Roscoe Ammon, led the development of an adjacent airport industrial park. He also spearheaded the construction of a new terminal that incorporated the state's first FAA control tower.

By contrast, while Concord's Airport's location in the state capital made it a hub for certain statewide aeronautical activities (it was the headquarters for the New Hampshire Aeronautics Commission for nearly forty years and during the war, it housed the Civil Aviation Authority), it never had the momentum of a federal air base nor the efforts of a wealthy individual to lead it into a major commercial airport and it remained a smaller, civilian facility.

Previous Survey Work

The Manchester Airport was extensively surveyed in 1991 and again in 1995. The earlier Area Form evaluated the entire airport, including the World War II portion, while the 1995 form focused on the earliest part of the facility. The later form also determined which resources on the airport campus were eligible for the National Register. Neither the overall campus nor the Early Municipal Aviation area was determined eligible as an historic district for the National Register. However, one resource on the overall airport, an early 1940s military hangar, as well as two resources in the Early Municipal Aviation area, the ca. 1938 administration building and the ca. 1939 brick hangar, were determined individually eligible in 1996.[49] The hangar was demolished in 2006.

The Nashua Airport, Boire Field, which is New Hampshire's third oldest airport, was surveyed in 1992 as part of the Milford-Nashua Route 101A study. The airport opened in October, 1934 after some five years in the planning. Its oldest aviation extant building—and its most significant—is a brick hangar erected in 1934 and which retained a high level of integrity at the time of the survey.[50]

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[48] State Planning and Development, 1940: 11, 14.

[49] See "Manchester Airport" and "Early Municipal Aviation Historic District," both written by Lynne Emerson Monroe and on file at NHDHR.

[50] Monroe, 1992. Bricks for the hangar came from the extensive rubble following a major fire in a local factory in 1930. The assessment of integrity is from the survey form; the hangar was not field visited as part of this report. As of 1992, there were a handful of other late 1920-30s buildings at the airport, but they were not aviation-related.

Though there is also a 1997 Project Area form on file for the Keene Airport, on the basis of which it was determined not eligible, there is no documentation of the airport's history or resources on the form. Construction for the Keene Airport started in 1942, and the facility opened in 1943.[51]

20. Applicable NHDHR Historic Context(s)

9. World War II in NH
12. New Hampshire's early militia and the National Guard
89. Aviation in New Hampshire
107. Local government, 1630-present.

[51] See "Keene Airport Project Area Form" prepared by Lisa Mausolf on file at NHDHR. The NH Aviation Museum's "New Hampshire Aviation Event Timeline" provided the dates for the airport.

Concord Municipal Airport Timeline

Date	Event
1911	First flight lands in Concord
1920	Aviation Syndicate forms to establish an airport
1926 Nov	Concord Airport Corporation (CAC) incorporated CAC receives state permit to operate airport on existing site and starts to clear the area
1927 Spring	CAC prepares two runways and erects Hangar No. 1
1927 July	Charles Lindbergh lands at Concord Airport
1927-1932	Robert Fogg serves as first Fixed Base Operator
1928 July	Northeast Airways offers commercial flights
1929	CAC leases additional land from state CAC erects Hangar No. 2
1933	Boston-Maine Central Vermont Airways offers commercial flights
1935	Airport has approx. 200A
1936 Dec	City passes resolution to purchase airport
1937	City purchases airport from CAC for $10,000 (January) Airport Board of Commissioners created to manage airport State leases land to city for 25 years Additional land cleared to total 250A Terminal Building erected Radio range station installed Three landing strips with two paved runways created: NW-SE - 2,000' x 100' and E-W - 2,200' x 100'
late 1930s	William E. Martin occupies Hangar No. 1
ca. 1939	Concord Flight Service Station formed – housed at airport
ca. 1941-45	Army and Navy pilots train at airport
1941	Airfield fenced off from terminal for public safety U.S. Weather Bureau moves to airport New Hampshire Aeronautics Commission formed
1940s	City acquires additional land to total approx. 800A
1942	Terminal Building enlarged from 1 ½ to 2 stories Control tower erected on roof of Terminal Building Landing field reconfigured with three newly aligned and constructed runways (2 at 4,000' & 1 at 3,500') Hangar No. 1 replaced Hangar No. 2 expanded by raising the walls for additional overhead capacity Civil Aeronautics Authority moves to airport
1944	City adopts airport zoning – one of first in country
by 1945	Electric sub-station erected Beacon within a metal tower on site (later relocated and replaced)
1946	Ferns Flying Service formed & occupies Hangar No. 2
1947	Northeast Airlines (formerly Boston-Maine Airways) resumes passenger service
1948	NH Aeronautics Commission moves to airport (remains until 1986)
1953	Runway lights installed
1954	City acquires 123 acres of formerly leased land from the state
1955	Control tower on terminal roof enclosed
ca. 1956	Airport sells land on Airport Road to Northeast Electronics
1957	Hangar No. 3 erected High intensity marker lights installed on Runway 17-35
1958	Runway 17-35 is extended
ca. 1959	Management of airport transferred from Board of Commissioners to city departments

1961	Northwest wing added to Terminal Building
1962	Northeast Airlines ceases passenger service Statewide Airlines offers passenger service for a few years
1973	Runway 17-35 extended 1,000' Taxiway (parallel to above runway) constructed: 3,400'
1974	Partial parallel taxiway extended
1978	Precision Airlines offers passenger service (ceases 1980)
1979	Eight-foot security fencing installed
1980	Passenger services cease permanently
ca. 1980s	Airport sells land for Chenell/Regional Drive industrial park
1983	Runway 17-35 extended
1984	Snow removal equipment acquired
1986	Land acquired for Runway 17-35 approach State Police Hangar erected
1987	Hangar No. 4 erected
1991	Partial parallel taxiway (900' x 50') constructed
1994	Ferns Flying Service ceases Concord Aviation Services becomes fixed base operator
2001	Snow removal equipment storage building erected
2002	Runway 12-30 reconstructed and narrowed to 75' Second story of Terminal Building closed off
2003 & 2007	Fencing installed
2004 2004	NH Army National Guard buildings completed Regional Drive completed
ca. 2004	Conservation areas established to protect Karner Blue butterfly
2006	T-hangar erected in northeast corner of airport

21. Architectural Description and Comparative Evaluation

Concord Airport is located on a 574-acre parcel on the east side of Airport Road, approximately two miles east of downtown Concord. It is bound on the north by Regional Drive and the Chenell-Regional Drive Industrial Park, on the east by the industrial park and the Soucook River, and on the west by Airport Road and the rear lot lines of a group of mostly late 20th century commercial and early 20th century residential buildings that front on that road. The opposite side of Airport Road is in similar mixed use. The airport lies only a short distance south of U.S. Route 4, a primary commercial artery that connects Concord to the seacoast. Much of the airport property is enclosed with an eight-foot-high security fence, installed in 1979. Electric sliding gates allow access to the hangars. The southeastern boundary is not fenced due to terrain and safety issues.

The main entrance to the airport is from Airport Road, which provides access to the terminal building and hangars, several of which also have offices. Regional Drive provides access to offices and hangars occupied by the New Hampshire Army National Guard and the airport's snow removal equipment building.

The core of the airport's facilities are located in the northwest corner. The terminal, seven hangars, small electrical sub-station and two small sheds are arranged in a northwest-southeast row, paralleling Airport Road. The three runways (only two of which are in use), as well as the taxiway and apron, are directly northeast of these buildings. Southeast and northeast of the runways is undeveloped, open land. Near the north corner of the property, tucked in the "V" created by two runways, is the National Guard's hangar with offices, an adjacent fuel truck building, apron and taxiway, all constructed in 2004. Farther north is the airport's snow removal equipment building, erected in 2001 and not visible from the core of the airport.

Because the airport land is an essential habitat of the Karner Blue Butterfly, an endangered species, much of it is a designated conservation zone.

<u>1. Terminal Building (1937/1942/1961). Contributing Resource</u>
Photo # 1, 2, 4-7
Fig. #: 5, 6, 8, 9, 14

The Terminal Building is located in the northwest corner of the airport, setback from and facing toward Airport Road. The building is a 7,900 SF, wood-frame structure on a poured-concrete basement with a two-story section at the southeast end and a later one-story wing to the northwest. Architecturally, it is a vernacular representative of the Colonial Revival style.

The southeast end is clad with brick on the lower level and vinyl siding (over clapboards) on the upper. The second story, which is separated from the first by a skirt roof, terminates in a hip-on-hip roof ; all of the roofs are clad with asphalt shingles. An exterior brick chimney is found on the northwest elevation, between the southeast end and the wing. The outer corners of the first story are finished with cast stone blocks, set flush against each other. Window openings on the first story have flared brick lintels and brick sills. Sash is multi-pane casement arranged as single windows, paired windows and tripartite windows (a large, fixed

window flanked by a casement) which light the southwest and northeast walls. Some of the casements have been replaced by a six-pane window with a solid panel in the lower section. Openings in the second story have been covered by vinyl siding (ca. 2002). (Historic photographs showing the northeast elevation depict standard-size, six-pane casements in the middle and larger windows in the north and south corners. In later years, the corner windows were replaced with a large, single-pane center window flanked by a 1/1-sash window; these window sash remain in place, but covered.) Main entrances are located on both the southwest (public) elevation and northeast (pilot and passenger) elevation. The southwest entrance—the public entrance—features a gabled portico supported by fluted columns. The door is flanked by sidelights and capped by a transom with radiating muntins. The northeast entrance consists of two doorways—one with a wooden door that dates from at least 1942 and has a multi-pane panel above a wooden panel and one with a later metal door with a large light in the upper section—separated by a tripartite window. A concrete ramp provides access to both doors. A secondary entrance is found on the southeast elevation; it has been blocked in.

The one-story, 4,680 SF northwest wing, added in 1961, is clad with brick. The flat roof has a deep overhang with a supporting brace between each of the window bays. Windows are arranged in pairs set in an opening with brick lintels and sills. Sash is 2 (horizontal)/2 metal. An original metal door with glazed lights in the upper portion is found on the southwest elevation. Two of the bays on the northeast elevation are obscured by a lattice-work enclosure that contains antennae.

The interior of the building is simply finished and minimally altered. The original block (south end) contains a large central room with a flush-board wainscot and small offices on either side. The upper floor has a center corridor and offices on both sides. Both floors have fir door and window casings (unpainted on much of the second floor) and wooden doors with multiple glass lights over a solid panel. The 1961 wing is more functionally finished. A central corridor runs its length, with large offices, accessed by doorways with flush doors, on either side. The dropped ceiling is said to conceal the original beaded-board ceiling.

History

This building was first constructed in 1937, replacing a small office appended to Hangar No. 1. It was constructed with federal funds at a cost of $17,700. Though there are no known views of its original appearance, it was described as a 1 ½ story building with a four-room apartment for the airport manager on the upper level. The ground floor was used for offices.

In 1942, using WPA funds, the city raised the roof to a full two stories, adding more offices on the upper level and renovating a former office on the first level into a classroom for flight instruction. The apartment, no longer habitable due to noise from the Civil Aeronautics Authority (CAA) equipment, was turned over to offices. A glass-enclosed, rooftop control tower was erected at the southeast corner. (The tower was fully enclosed in 1955, leaving only a small window facing northeast. Eventually, it was removed altogether, probably in the early 1970s when regularly scheduled service ceased.)

Fig. 14: View of Terminal Building following enclosure of control tower in 1955. William Pinfield, photographer. *Collection of New Hampshire Historical Society.*

The terminal functioned as the hub of airport activity and operational control. Not long after the remodeling, the city noted that its location at the extreme northwest corner of the airport, was less than ideal, as future expansion would be to the southeast, placing the terminal farther and farther from it. Nevertheless, the terminal was never replaced.

In 1948 the building had a lobby, five offices and bathrooms on the first floor. Northeast Airlines occupied two of the offices and used part of the lobby for its counter. Ferns Flying Service had one office and the airport manager used another. The fifth office was vacant. Most of the seven offices on the second floor were used by various branches of the Civil Aeronautics Authority; the U.S. Weather Bureau was also located on this floor. Ferns used the basement for a classroom. By 1949 the NH State Aeronautics Commission was here, as well. In 2002 the second floor, long the home to various aeronautics entities, was permanently closed to public access, and the window openings blocked in with siding.[52]

While an office addition was proposed as early in 1948, it was not carried out until the 1961 when the north wing was constructed to provide new offices for the Federal Aviation Agency and the U.S. Weather Bureau.[53]

The building was originally known as the Administration Building. It was later named the Harold W. Buker, Jr. Terminal, after the first director of the New Hampshire Division of Aeronautics who was also instrumental in founding the New Hampshire Aviation Historical Society, which first met in this building.

<u>2. Hangar No. 1 (1942). Contributing Resource</u>
Photo #1, 2, 8-12
Fig. #: 7, 9, 10

Hangar No. 1, located directly southeast of the Terminal Building, is a wood-frame, gable-front, 100’ x 110’ structure. A brick chimney (which vented a coal-fired furnace) rises from the lower northwest slope, near the west end. Walls are sided with novelty siding. As with the other hangars at the airport, the primary façade faces northeast onto the apron that adjoins the taxiway. Three oversized openings, each with a modern overhead door (originally wooden with glass and wood panels), are found on the façade. To the right,

[52] NHDOT, 2003: 44; Ferns, 2010.
[53] Hoyle,Tanner, 2006: 9.

within a (non-original) simulated flush gable achieved through trim boards, is a pass door and large plate-glass window. To the left and also within a flush gable, there is a second pass door followed by two standard-size windows. Though the doors and sash are not all original, all of the openings are. The northwest wall has a near continuous row of standard-size window, as well as a modest, gabled entry enclosure near the middle. The southeast wall has a row of smaller window openings containing replacement sliders. (One original sash with six panes survives.)

The interior retains many original features. The large, central storage space, which extends the length of the building, has a beaded-board ceiling. Although not visible, the roof has a wooden truss framing system. The side walls, which serve as partitions between the storage space and offices that run along the side walls, have wooden structural posts and beaded-board walls. Many of the doors to the offices are original: wooden with a square, glazed pane and narrow horizontal panels. In the south corner, the partition juts out for a smaller storage area with a large overhead door similar to those that were once on the front elevation.

History
This hangar was erected in 1942 to replace an earlier and smaller hangar that was the first hangar to be built at the airport, in 1927. The first occupant of the new hangar was William E. Martin, the airport manager and operator of William E. Martin Flying Service.

3. Hangar No. 2 (1929). Contributing Resource
Photo #1, 2, 13-16
Fig. #: 5, 8, 9, 10

Hangar No. 2 is a 80' x 100' metal-frame structure with concrete-block walls clad with stucco (a later alteration) and a steel-truss arched roof. A series of metal buttresses support the side walls. The northeast (front) wall, which faces onto the apron, has an opening that spans the width of the building; two corrugated-steel folding doors which were installed in 1942 enclose the opening. (The original door(s) slid open along a track that was on the interior side wall; a portion of it is still visible.) Pass doors on the two side elevations are now blocked in, as are the window openings, though the metal twelve-light sash, as well as concrete lintels and sills, remain in place. An historic photo shows metal roof vents, now gone.

History
Hangar No. 2 is not only the oldest building at the airport, but it is the oldest extant hangar in New Hampshire.[54] Various city records cite its expansion in 1942, by adding additional overhead room. This was accomplished by increasing the height of the walls by approximately 4'; a seam on the exterior of the side walls and a change in the color of the concrete block on the interior reveal this alteration.

In 1946 J. Wayne and Franklin Ferns opened Ferns Flying Service here; it remained in business until 1994.

[54] The only older extant hangar, erected in 1928 and which stood at Manchester Airport, was demolished in 2006.

4. Hangar No. 3 (1957). Contributing Resource
Photo #1, 3, 17, 18

Hangar No. 3 is a 8,000 SF structure with a metal frame. Three of the walls, as well as the roof, are sided with corrugated metal; the northeast wall is plywood covered with corrugated metal. The northeast gable front has three large openings with modern overhead doors; to the right there is a pass door. The roofline extends at the north end to create office and service space; the extension, which appears to be a later addition, has concrete block walls. The two side walls are punctured with nine-light metal sash on the northwest and twelve-light metal sash that includes a pivot sash in the middle on the southeast.

History
Over the years, this hangar has accommodated Wiggins Airways, charter operator and provider of helicopter maintenance (early 1980s); and Craig Avionics, sales and maintenance of avionics (1980s-present).

5. Sub-station (by 1945). Contributing Resource
Photo #1, 3, 19
Fig. #: 9

This is a one-story, 10' x 18', brick building with an asphalt-clad gable roof. A pair of windows with a concrete sill and metal pivot sash is found on the northeast elevation and a metal door on the southeast side.

History
This brick structure, an electrical sub-station that is still in use, was standing by 1945.

6. Beacon (ca. 1980). Non-Contributing Resource (due to age)
Photo #1, 3, 18, 19

The beacon is mounted on a metal-frame tower located directly behind (southwest) of the sub-station.

History
A rotating beacon is shown in this location on a plan of the airport drawn in 1981, but it is not known whether it was the same light as existing. An earlier beacon in a metal tower structure stood immediately southeast of Hangar No. 2, erected there as early as 1945 (see aerial photo p. 14).

7 & 8. T-Hangars (1993). Non-Contributing Resource (due to age)
Photo #1, 3, 20

The two T-hangars were both erected the same year and are identical in exterior appearance. The gable-roof structures are made of prefabricated metal. Each has 7,000 SF and six interior units (each capable of housing an airplane), accessed by flush, metal doors along the long (northwest and southeast) sides.

History
The hangars were fabricated by Erect-A-Tube in Harvard, Illinois. A dedication plaque memorializes Jack Hartman, founding member of the Henniker Flying Club, which has been based at the airport for many years. The two structures are privately owned and stand on land leased from the airport.

9. Hangar No. 4 (1987). Non-Contributing Resource (due to age)
Photo #1, 3, 21, 22

Hangar No. 4 is a 8,000 SF structure with a gable roof, metal frame and metal siding. Sliding metal doors span much of the front, which faces northeast onto the apron. Small, vertical windows with colored metal panels above and below, as well as pass doors, denote office use along the southeast side and in the east corner. Additional pass doors access the building from the northwest and southeast sides.

History
Hangar No. 4 was erected to cater to the corporate market using the airport by offering meeting and office facilities. It is privately owned and stands on land leased from the airport.

10. State Police Hangar (1986). Non-contributing resource (due to age)
Photo #1, 3, 23

The State Hangar is an 8,000 SF structure with a gable roof, metal frame and metal siding. A metal door spans nearly the entire width of the northeast façade; to either side there is a pass door.

The hangar was built and is owned by the State Police on land leased from the city.

11 (a-g). Runways, Taxiways & Aprons (1942, 1973, 2004). Contributing resource
Fig. 12, 13
Photo #1-3

There are three paved runways, two paved taxiways and two paved aprons (also called ramps) at the airport:

- 11-a. Runway 17-35: 6,009' x 100', runs in a southeast-northwest direction; it is lit with high intensity lights
- 11-b. Runway 12-30: 3,499' x 150', runs in a east-west direction
- 11-c. Runway 3-21: 3,966' x 150', runs in a north-south direction; discontinued ca. 1993
- 11-d. Taxiway (civilian): 6,009' x 50', runs parallel to and west of 17-35
- 11-e. Taxiway (military): connects apron of National Guard Building to Runway 12-30
- 11-f. Apron (civilian): broad paved area directly in front of terminal and hangars and extending southeast beyond the State Police Hangar approximately 500'
- 11-g. Apron (military): extensive paved area immediately south and west of the two National Guard buildings

History
Each of the three runways was initially laid out in 1942, replacing three runways laid out in 1937, which in turn replaced the two original runways from the late 1920s. Runway 17-35, originally 4,000', has been extended twice. Runways 12-30 and 3-21 are their original lengths. An open area (civilian apron) in front of the hangars has been present since the early days of the airport and was likely paved in 1937 when the runways were. As the number of hangars increased, the apron was correspondingly enlarged. The civilian taxiway was first laid out in 1973 and later extended. The military taxiway and apron were constructed in 2004 for the National Guard's aircraft.

12. Shed (ca. 1970-80s). Non-contributing resource (due to age)
Photo #24

This small structure is located immediately northwest of the Terminal Building, between the Antennae Enclosure and Shed #13. It has an asphalt-shingle-clad gable roof, metal siding and metal doors and window sash. The gable peak is covered with plywood.

History
This is one of two sheds erected by the FAA to house equipment; it was moved to this spot from elsewhere on the airport property within the past fifteen years and is no longer in use.

13. Shed (ca. 1970-80s). Non-contributing resource (due to age)
Photo #24

This small structure is located immediately northwest of the Terminal Building, adjacent to Shed #12. It has a flat roof and metal siding.

History
This is one of two sheds erected by the FAA to house equipment; it was moved to this spot from elsewhere on the airport property within the past fifteen years and is no longer in use.

14. Antennae Enclosure (ca. 1980s). Non-contributing resource (due to age)
Photo #24

This wood-frame enclosure stands immediately northwest of the Terminal Building. It stands approximately 26' high. The four walls consist of latticework. An open wooden staircase is appended to the northeast side and accesses the top platform. The entire structure is enclosed by a chain link fence. The purpose of the enclosure is to support a variety of antennae.

15. NH Army National Guard Hangar/Offices (2004). Non-contributing resource (due to age)
Photo #25, 26

This immense building is located in the north corner of the airport property, off Regional Drive and tucked somewhat in the "V" created by Runways 12-30 and 3-21. The westernmost section is a two-story, flat-roof office clad in brick with contrasting rows of white-concrete block. The main entrance canopy, which faces north toward Regional Drive,

is fabricated in metal and glass and reminiscent of an airport terminal entrance. The remainder of the building is a tall, flat-roof, metal-frame structure that consists of seven large bays for aircraft. Most of this section is clad in metal, but the lower portion of the bay divisions are clad with brick with contrasting white-concrete block.

A ten-acre paved apron/ramp extends south from the entire building, and a taxiway links it to Runway 12-30. The property is secured from the rest of the airport and Regional Drive by a tall, chain link fence.

History
The National Guard has been associated with local aviation from the inception. Prior to the establishment of the airport in 1926, local pilots used the Guard's camp grounds immediately north of the airport. Prior to the construction of this building, the Guard used a hangar at the southeast end of its property; a taxiway linked it to the airport. In the wake of 9/11, National Guard facilities across the country were expanded and better secured. The National Guard erected this building on land leased from the city.

16. NH Army National Guard Fuel Building (2004). Non-contributing resource (due to age)
Photo #27

This is an ten-bay, flat-roof building located off the southeast corner of the National Guard Hangar/Offices and fronting west onto the apron/ramp. Walls are clad with brick, with contrasting rows of white-concrete block. Eight of the bays have large vehicular openings and two have pass doors. The building is used to store petroleum, oil, lubricant and maintenance vehicles.

17. T-Hangar (2006). Non-contributing resource (due to age)
Photo #28

This large, metal-frame T-hangar is sited northeast of the National Guard property, abutting discontinued Runway 3-21. The five-unit structure is clad with metal siding.

History
This is the first of several planned hangars to be erected by the city in this corner of airport property. Currently, it is the largest civilian hangar at the airport. It was fabricated by East Coast Hangars.

18. Storage Building (2001). Non-Contributing Resource (due to age)
Photo #29

This is a metal-frame, gable-roof, 4,200 SF structure located at the northeastern most corner of the airport property and accessed from Regional Drive. Walls and roof are clad with metal. On the south gable front there are three garage bays with overhead doors to accommodate the large vehicles used for snow removal at the airport.

22. Statement of Significance

Historic District Evaluation

A: Concord Municipal Airport is eligible for the National Register under Criterion A for its role as a pioneer in the evolution of New Hampshire aviation. Initially opened in 1927, it was the first such facility in the State of New Hampshire, predating the state's second airport (Manchester) by several months. It was turned over to the city for operation as a municipal airport in early 1937, at a time when airport development was just beginning to recover from the Depression. Many of the buildings date to the early years of municipal ownership and management, and there has been no demolition of primary airport-related resources since 1942, when the first hangar was replaced with the existing Hangar No. 1 and the current runways were laid out. Although the runways have been extended and widened since then, and one is no longer in use, their alignment and points of intersection with each other have not changed. As a complex, the airport continues to convey early aviation history in New Hampshire and captures the design and layout of an early 1940s civilian facility. All of the buildings remain on their original sites and illustrate the facility's north to south evolution. Furthermore, the 1937 terminal and each of the three historic hangars remain in active use. These four structures, plus the electrical sub-station, form an uninterrupted and cohesive complex of early aviation buildings. They also represent the blend of private, municipal and federal monies that funded their construction—a typical situation at that time.

Although by 1940 there were eleven municipal airports in New Hampshire, only three were developed to the level of those in Concord, Manchester and Nashua. Of those, Concord best illustrates the history of civilian aviation in its fledgling years. Manchester's airport underwent dramatic growth and changes beginning with its designation as a military base during World War Two. Though it was later re-conveyed to the city, only two of its early buildings survive—the ca. 1938 terminal and an early 1940s military hangar, both of which have been determined individually eligible for the Register. It should be noted, however, that the terminal no longer stands on its original site. Two other historic aviation buildings, both hangars, were demolished in 2006. Two of its three historic runways survive as part of existing runways, but the third is no longer extant.

Nashua's airport, the state's third permanent airport, did not open until October, 1934 after some five years in the planning. Its oldest building is an important brick hangar known as Building 1 and erected in 1934. There are no other extant pre-war aviation buildings.[55]

By contrast, all but one (which was replaced in 1942) of the early aviation buildings—terminal, two hangars and an electrical sub-station—at Concord Municipal Airport are not only extant, but retain their historic functions. In addition, the three historic runways are all extant, and two remain in use. The airport appears to be the earliest intact aviation facility in New Hampshire.

B: Concord Municipal Airport is not eligible for the National Register under Criterion B. Although one of the state's foremost early aviators, Robert S. Fogg, was identified with Concord's airport early on, his tenure was relatively short (1927-32), and only one structure from his era survives.

[55]Monroe, 1992.

C: Concord Municipal Airport is eligible for the National Register under Criterion C. The facility retains all of the buildings that were in place by the early 1940s, including a terminal, two hangars and an electrical sub-station; furthermore, they all remain on their original sites. Despite the presence of four non-contributing hangars in the immediate vicinity of the historic buildings, each conforms in overall shape and material to the original buildings, as well as to their linear spacing and direction of development along Airport Road. The remaining four major non-contributing buildings are tucked discretely into the northeast corner of the airport property, where they are either barely visible or not seen at all from the historic core of the property. The balance of the non-contributing resources, two sheds and two small structures, though sited amidst the contributing properties, are sufficiently small that they do not adversely impact the early design or character.

The airport also retains its early 1940s runway layout. Despite extensions to those runways, the discontinuation of one, and the introduction of a taxiway within the past fifty years, the alignment and points of intersection of the three runways has not changed, nor has their relationship to the terminal and hangars.

Unlike Manchester, Concord's airport has not been eclipsed by a more modern facility with a replaced layout and newer terminal. Concord Airport's terminal, two of its five hangars, the sub-station and the runway configuration all date from the early years of municipal ownership or earlier. Two more hangars were erected by the city in 1957 and 1987, continuing the pattern of adding new buildings in a northwest-southeast row. (The fifth hangar, at the southeastern terminus of the row, belongs to the State Police.)

Individually Eligible Resources

There are also two individually eligible resources on the property under Criterion C: Hangar No. 1 and Hangar No. 2.

Hangar No. 1, erected in 1942, was erected as part of a major reworking of the airport's facilities. The 100' x 110' structure retains virtually all of its character-defining features, including its mass, siding, fenestration, brick chimney, interior offices along side walls. Though the large doors in the front (northeast) gable end have been replaced, the size and number of the openings are unaltered. The hangar retains a high level of integrity and conveys the physical appearance of a hangar from the early 1940s.

Hangar No. 2 is the oldest hangar still standing in the state. It was erected in 1929, only two years after the airport first opened and is probably the only extant structure from the initial years of aviation in New Hampshire. It retains most of its character-defining features, including metal frame, concrete-block walls, arched roof, wall buttresses, fenestration, window sash and exterior folding doors installed in 1942.

None of the remaining resources has either exceptional significance or sufficient integrity to be individually eligible for the National Register. Although the terminal was first constructed in 1937, expanded in 1942 and again in 1961, it has undergone sufficient alterations since then to undermine its ability to convey its significance. Its rooftop control tower, a character-defining feature added in 1942, was removed circa early 1980s. More recently, the windows that punctuated all four walls of the upper story, have been blocked

in. The building is, however, a contributing resource within the eligible airport historic district.

23. Periods(s) of Significance

for Concord Municipal Airport Historic District:
1927-1960. The earlier date represents the year the airport was initially constructed and attained the configuration that has been largely retained since, including location and alignment of buildings and their relationship to runways. All of the contributing resources within the airport grounds were constructed within this period. The later date represents the Register's fifty-year threshold.

for Hangar No. 1:
1942 (the date of construction)

for Hangar No. 2:
1929 & 1942 (the dates of construction and expansion)

24. Statement of Integrity

for Concord Municipal Airport Historic District:
The Concord Municipal Airport Historic District retains a high level of integrity of location, design, materials, setting, workmanship, feeling and association. Though six hangars have been erected within the past fifty years, none has disturbed the layout and design of the historic core of the airport, defined as the Terminal Building, three older hangars, sub-station, apron and runways. Furthermore, the four non-contributing hangars located in the historic core conform to the historic materials and siting of the historic hangars. The National Guard Hangar, the only major structure not built along the northwest-southeast row of buildings on the western edge of the property, does not adversely impact the overall integrity of design, setting or feeling of the historic core of the airport, as it is some distance away and does not affect the primary runway layout. The other three non-contributing resources in the northeast corner of the property are either minimally visible or not visible at all from the historic core.

for Hangar No. 1:
Despite new doors on the northeast gable front, added trim pieces to suggest gables over the two northeast office entrances, and replacement sash, Hangar No. 1 retains a high level of integrity of location, design, materials, setting, workmanship, feeling and association. It retains its original dimensions, siding, fenestration, wooden roof-truss framing system, chimney, function (aircraft storage and offices) and interior finish.

for Hangar No. 2:
Hangar No. 2 retains a high level of integrity of location, design, materials, setting, workmanship, feeling and association. Though in 1942 it received a new folding door system and was expanded with additional overhead space, that alteration occurred within the period of significance and during a period of major expansion at the airport that is still reflected today. The hangar retains its historic door system on the front gable end, fenestration (though boarded up, the sash survives in most of the openings), metal wall buttresses, function (aircraft storage) and interior finish.

25. Boundary Justification

The boundary for the Concord Municipal Airport encompasses the entire property, as all of it has been vital to the airport's operation over the years. Though the historic airport buildings, runways and apron are concentrated at the northwest end of the property, the cleared land to the southeast and east has provided the requisite unobstructed safe approaches and landings for at least fifty years. The northeast corner, which contains only non-contributing resources, was not excluded since the land has been part of the airport's core property for at least fifty years. Furthermore, each of those resources is directly tied to the airport's operations and may achieve significance when they attain the fifty-year benchmark for National Register eligibility.

26. Boundary Description

The boundary of the Concord Municipal Airport property is coterminous with the 574-acre lot (city assessors' map/lot # 110/1/6) on which it is located.

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Maps & Plans

1902 Commissioners Map of Concord, N.H. Prepared by Will B. Howe, City Engineer.

1939 (revised to February 1, 1954) Map of Concord, N.H. Prepared by Office of the City Engineer

(Additional plans found within publications cited above)

28. Surveyor's Evaluation

NR listed:	district	☐	NR eligible:		NR Criteria:	A	☒
	individuals		district	☒		B	☐
	within district	☐	not eligible	☐		C	☒
Integrity:	yes	☒	more info needed	☐		D	☐
	no	☐					

If this Area Form is for a Historic District: # of contributing resources: 6

# of noncontributing resources: 12

I, Elizabeth Durfee Hengen, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Draft Digital Photo Policy (3/1/09-1/31/10). My camera was set to the following minimal specifications: 1496 x 2256/300ppi. These photos were printed at the following commercial printer: Concord Camera.

Date of photographs: July, August & November, 2010 Digital file name: Concord Airport

Photo 1 description: View of all seven hangars and, at far right, Terminal Building
Direction: SW

Photo 2 description: Buildings viewed from apron. From left: Hangar No. 2, No. 1 & Terminal Building.
Direction: NW

Photo 3 description: From right: Hangar No. 3, T-hangars (2), Hangar No. 4 & State Police Hangar
Direction: S

Photo 4 description: Terminal Building, southwest & southeast elevations, showing original building at right & 1961 wing at left
Direction: N

Photo 5 description: Terminal Building, detail of main (northwest) entrance
Direction: NE

Photo 6 description: Terminal Building, northeast elevation, showing original building at left & 1961 wing at right
Direction: SW

Photo 7 description: Terminal Building, first floor lobby, looking toward main entrance
Direction: SW

Photo 8 description: Hangar No. 1, viewed from the apron, showing front (northeast) and northwest elevations
Direction: S

Photo 9 description: Hangar No. 1, northwest elevation,
Direction: S

Photo 10 description: Hangar No. 1, southeast elevation
Direction: W

Photo 11 description: Hangar No. 1, interior, looking at early storage enclosure with historic doors
Direction: S

Photo 12 description: Hangar No. 1, showing partition wall between plane storage area and offices
Direction: W

Photo 13 description: Hangar No. 2, front (northeast) and northwest elevations
Direction: S

Photo 14 description: Hangar No. 2, southeast elevation. Horizontal line above buttress indicates original height of hangar (pre-1942).
Direction: W

Photo 15 description: Detail of 1942 folding doors on front (east) gable end
Direction: S

Photo 16 description: Hangar No. 2, interior, showing horizontal track on side wall that held 1929 door and change in color of upper four courses of concrete-block, reflecting the raising of the roof in 1942.
Direction: W

Photo 17 description: Hangar No. 3, northeast (front) and northwest elevations. Beacon is shown in metal tower just beyond the ridgeline
Direction: SW

Photo 18 description: Hangar No. 3, southeast elevation, showing detail of original metal sash in windows (metal supporting structure for beacon in foreground)
Direction: W

Photo 19 description: Electric sub-station and lower portion of metal frame supporting beacon
Direction: W

Photo 20 description: The southern of the two identical T-hangars, showing northwest (front) and northeast elevations
Direction: SW

Photo 21 description: Hangar No. 4, northeast (front) and northwest elevations
Direction: S

Photo 22 description: Hangar No. 4, showing special architectural treatment of office portion of building (southeast end)
Direction: W

Photo 23 description: State Police Hangar, showing northeast (front) and northwest elevations
Direction: S

Photo 24 description: Wooden structure enclosing antennae & two FAA sheds north of Terminal Building
Direction: NW

Photo 25 description: National Guard Offices/Hangar, showing office section at northwest end of building
Direction: E

Photo 26 description: National Guard Offices/Hangar, showing south elevation from apron/ramp
Direction: NE

Photo 27 description: National Guard Fuel Storage Building, west (front) elevation
Direction: E

Photo 28 description: T-hangar (2006) adjacent to National Guard property
Direction: NE

Photo 29 description: Snow Removal Equipment Building (2001) in northeast corner of airport property
Direction: N

NH Division of Historical Resources
Determination of Eligibility (DOE)

Date received: January 19, 2011 Inventory #: CON - CMA

Date of group review: Jan. 26, 2011 Area: Concord Municipal Airport Area

DHR staff: Laura Black

Property Name: Concord Municipal Airport Historic District Town/City: Concord

Address: 65-91 Airport Road County: Merrimack

Reviewed for: [X]R&C [ ]PTI [ ]NR [ ]SR [ ]Survey [ ]Other
Agency, if appropriate: DOT/FAA

Individual Properties		Districts	
NR	SR	NR	SR
[ ]	[ ]Eligible	[X]	[ ]Eligible
[ ]	[ ]Eligible, also in district	[ ]	[ ]Not eligible
[ ]	[ ]Eligible, in district	[ ]	[ ]More information needed
[ ]	[ ]Not eligible	[ ]	[ ]Not evaluated @ district
[ ]	[ ]More information needed		
[ ]	[ ]Not evaluated for individual eligibility		

Integrity: [X]Location [X]Design [X]Setting [X]Materials
[X]Workmanship [X]Feeling [X]Association

Criteria: [X]A. Event [ ]B. Person [X]C. Architecture/Engineering
[ ]D. Archaeology [ ]E. Exception

Level: [X]Local [X]State [ ]National

STATEMENT OF SIGNIFICANCE:

☐ IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.

"Concord Municipal Airport is eligible for the National Register under Criterion A for its role as a pioneer in the evolution of New Hampshire aviation. Initially opened in 1927, it was the first such facility in the State of New Hampshire, predating the state's second airport (Manchester) by several months. It was turned over to the city for operation as a municipal airport in early 1937, at a time when airport development was just beginning to recover from the Depression. Many of the buildings date to the early years of municipal ownership and management, and there has been no demolition of primary airport-related resources since 1942, when the first hangar was replaced with the existing Hangar No. 1 and the current runways were laid out. Although the runways have been extended and widened since then, and one is no longer in use, their alignment and points of intersection with each other have not changed. As a complex, the airport continues to convey early aviation history in New Hampshire and captures the design and layout of an early 1940s civilian facility. All of the buildings remain on their original sites and illustrate the facility's north to south evolution. Furthermore, the 1936 terminal and each of the three historic hangars remain in active use . . ." "The airport appears to be the earliest intact aviation facility in New Hampshire."

The airport is not eligible for the National Register under Criterion B.

"Concord Municipal Airport is eligible for the National Register under Criterion C. The facility retains all of the buildings that were in place by the early 1940s, including a terminal, two hangars and an electrical sub-station. Each of the later hangars introduced to the airport has been sited in such a way that the original development pattern from north to south has been maintained. The airport also retains its early 1940s runway layout. Despite extensions to those runways, the discontinuation of one, and the introduction of a taxiway within the past fifty years, the alignment and points of intersection of the three runways has not changed, nor has their relationship to the terminal and hangars."

Note that there is enough information in this form regarding individual buildings Hangar No. 1 and Hangar No. 2 to know that they are rare. However, more contextual information regarding aeronautic engineering will be necessary to determine individual eligibility. If future project work may impact them, NH Individual Inventory forms for these buildings should be prepared.

Note that the Period of Significance for the Concord Municipal Airport Historic District has been determined to be 1927-1960, an expansion of the period suggested in the form.

☑ ENTERED INTO DATABASE
ACREAGE: 574 acres
PERIOD OF SIGNIFICANCE: 1927-1960
AREA OF SIGNIFICANCE: transportation
BOUNDARY: Encompasses entire property, "as all of it has been vital to the airport's operation over the years."
Tax map/lot 110/1/6
SURVEYOR: Elizabeth Durfee Hengen

FOLLOW-UP: Notify appropriate parties.
Confirm details for consistency: For example: p. 7, airport 1 mile from downtown Concord; p. 28, airport 2 miles from downtown Concord; P. 12, 26, 28, 36 etc. Was the extant terminal constructed in 1936 or 1937?

Final DOE approved by:

Margaret Ryan

Note: January 2011 comments addressed in the February 2011 revised Airport Historic Area Form.

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