



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

**Department of Natural Resources**

DIVISION OF PARKS AND OUTDOOR RECREATION  
Office of History & Archaeology

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April 20, 2023

Chris Allen  
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4175 Geist Road  
Fairbanks, AK 99709

File No. 3130-1R NPS / 2023-00373

Subject: Determination of Eligibility and Effect for CAA Quarters in Eagle

Dear Mr. Allen,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence and the accompanying report *Determination of Eligibility, Yukon-Charley Rivers National Preserve: Civil Aeronautics Administration Quarters* on April 7, 2023.

Following our review of the documentation provided, we concur that the Civil Aeronautics Administration Quarters in Eagle is eligible for the National Register of Historic Places under Criterion A at a local level as part of the military activities in the area during World War 2.

Please submit an Alaska Heritage Resource Survey card to [oha.ibs@alaska.gov](mailto:oha.ibs@alaska.gov) to add this historic property to the database.

Thank you for the opportunity to comment. Please contact Amy Hellmich at 907-269-8724 or [amy.hellmich@alaska.gov](mailto:amy.hellmich@alaska.gov) if you have any questions or if we can be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Judith E. Bittner".

Judith E. Bittner,  
State Historic Preservation Officer

JEB:ash



Eligible  X  Not Eligible

### 1. Name of Property

**Historic name:** Civil Aeronautics Administration Quarters

**Other name:** CAA Quarters, BLM Eagle Fire Guard Station, Yukon-Charley Rivers National Preserve Field Office

**AHRS number:** Building located on BLM Fire Station Site (EAG-070)

**FMSS Location:**

### 2. Location

**Map sheet:** USGS Eagle (D-1) SE, Alaska (2018)

**Aliquot:** Fairbanks Meridian, Alaska T. 1 S., R. 33 E., Sec. 31, NW1/4

**Latitude:** 64° 47' 25.1526"N **Longitude:** 141° 12' 8.6157"W

**City or town:** Eagle, Alaska, 7.5 miles southeast of Yukon-Charley Rivers National Preserve, AK

**Borough:** Southeast Fairbanks Census Area

**Land Status:** Federal

**Verbal Boundary Description:** Boundary is the footprint of the building.

**Boundary Justification:** The building sits on land within BLM Fire Station Site (EAG-070) with associated subsurface archaeological components and within the boundaries of the Eagle Historic District listed in the National Register of Historic Places on June 2, 1978. The CAA Quarters is a non-contributing resource in the nomination of the district, and this document is looking specifically at the stand-alone eligibility of the building outside of the justification for Eagle Historic District.

### 3. Description

**Ownership of property:** National Park Service (building); Bureau of Land Management (land)

**Category of property:** Building

**Property's function:**

**Historic:** DEFENSE/military facility; DOMESTIC/institutional housing;

**Current:** GOVERNMENT/Government Office

**Architectural Classification:** World War II Building

**Materials:**

Wood Siding, Metal Sheet Roofing

#### Summary Paragraph:

The Civil Aeronautics Administration Quarters is a 29' x 29', side gable, single-story, wood frame building, which consists of four rooms, a bathroom, and an attic with retractable ladder-stairs. The exterior walls are finished with white clapboard siding. This building design is similar to Civil Aeronautics Administration (CAA)

buildings constructed elsewhere in Alaska during World War II. The building rests on a timber post and beam foundation and was erected in 1942 by the John G. Miller Construction Company of Waterloo, Iowa.

### **Setting**

The CAA Quarters is located along the Yukon River in the town Eagle in the eastern interior of Alaska. The building is situated between Eagle Bluff, a prominent Yukon River landmark, and Eagle's downtown center. Beginning in 1899, the location was part of the U.S. Army's Fort Egbert, which was decommissioned in 1911. Today the CAA Quarters is flanked by the surviving buildings from the historic fort and by a grass airstrip used by bush pilots.

### **Narrative Description:**

The CAA Quarters is a 29' x 29', side gable, single-story, wood frame building with an unfinished attic. The building's roof is sheathed in green metal panels, which likely replaced the original asbestos cement shingles in the 1990s. The exterior walls are covered in clapboard siding painted white. The building plan follows the CAA Type 40 design for staff quarters with two bedrooms, a bathroom, a living room, and a kitchen (figure 1). The CAA Quarters was built in 1942 by a team of contractors from Iowa assisted by men from Eagle and Eagle Village. The building sits on a timber post and beam foundation, with several small doors in the skirting to allow for access to foundation and plumbing.

### *Windows and Chimney*

The south elevation of the building features two wood awning windows providing ventilation to the attic, as well as a metal fire escape ladder. Judging from a 1973 photograph (Figure 8), the two main floor windows remain in the same locations, with a wood casement window on the left and a three-panel fixed wood window on the right (this right-hand window is a replacement for the earlier twin window-set). Green trim surrounds all window openings in the building.

The east elevation of the building features two casement windows (left and right) and smaller window in the rear exit-vestibule; the window opening is filled with a window-mounted air conditioning unit.

The north elevation of the building features two awning windows providing ventilation to the attic. On the main floor are left and right casement windows and a smaller central casement window for the bathroom. The wellhead addition extends from the north elevation and features a small ventilation window at the top of its gable. As with the south elevation, the foundation skirting on the north elevation features two small doors for access to the plumbing and electrical conduits under the building.

The west elevation of the building features a small window to the right of the arctic entry. The entry door is metal and painted green to match the building's trim. To

the left of the arctic entry is the boiler addition, which has a insulated metal chimney and a small double-hung window on the addition's north elevation.

The building's original red-brick chimney penetrates the west elevation-side of the roof. The chimney has been out of use since the mid-1980s when a modern boiler was installed in its own addition and, in the building's interior, the brick chimney was walled off. It is not known if the chimney originally led to a fireplace or other heating unit.

### *Interior Layout*

Like the building's exterior, the interior adheres to a large degree to the design of other Type 40 CAA buildings. The bathroom and two bedrooms on the building's north side (as illustrated in the Type 40 drawings in Figure 1) exist today; the bedrooms are both used as office spaces for National Park Service employees. The design's living room and kitchen areas also exist today, though they have been separated by a temporary wall; they are also used as office spaces. The interior of the building today diverges from the Type 40 design in only two ways: what appears as a closet and the kitchen's cooking range in the designs are part of a central hallway today and at the west elevation, instead of a utility room (as shown in the design drawing) there is the arctic entry and the addition containing the modern boiler.

### *Chronology of Ownership and Changes to the Structure*

1942: Construction of the CAA Quarters begins in summer with crew from John G. Miller Construction Company of Waterloo, Iowa

1944: Use of the property shifts to Bureau of Land Management as one of the region's fire guard stations

1951: Bureau of Land Management becomes owner of the 12-acre property

1986: National Park Service begins leasing the CAA Quarters for use as an administrative office for Yukon-Charley Rivers National Preserve. A pit toilet is added to the property.

Late 1980s: A 6-foot extension is added to the building's Arctic entry; a 12 x 14-foot shed-roof extension is added to the left of the Arctic entry for the building's heater-boiler; and a small gable-roof addition is built onto the boiler room to house a wellhead and pump.

Early 1990s: Original asbestos-cement roofing shingles are replaced by green metal roofing panels. Outbuildings are restored and repainted to match the CAA Quarters. The National Park Service built a visitor center, parking area, and public toilets on the property.

2019: National Park Service purchases CAA Quarters and associated outbuildings from Bureau of Land Management

### *Outbuildings*

The outbuildings near the CAA Quarters include 1) a garage with overhead door and a later addition with a shed roof to the side, 2) a shed near the garage, 3) a long-retired outhouse, 4) an outhouse added in 1986 and no longer in use, and 5) a Pan Abode-style USGS gauging station which contains devices to monitor the level and flow of the Yukon River. Outbuildings 1-3 have all been restored, most likely in the early 1990s, with roofs, trim, and paint to match the CAA Quarters. Not enough is known about these outbuildings to develop an expanded National Register documentation on them, but if more information come available re-evaluation may be warranted. The yard area surrounding the building also contains interpretive panels as well as benches and viewing platforms for observing birds and other features of Eagle Bluff.

## **4. Statement of Significance**

### **Applicable National Register Criteria**

**Criterion A:** Yes

**Criterion B:** No

**Criterion C:** No

**Criterion D:** No

**Areas of significance:** Politics/Government

**Significant date(s):** 1942, World War II era construction

**Period of significance:** 1942-1945

**Level of significance:** Local

### **Statement of Significance:**

National Register Criterion A under Politics/Government best describes the significance of Eagle's CAA Quarters building, which was constructed as part of a comprehensive effort to improve aviation in Alaska and to prepare Alaska as a hub for defending the United States during World War II. Although its function as a CAA building was brief, it has retained its historical integrity over the last eight decades and has served an important function for two federal land management agencies—the Bureau of Land Management and the National Park Service.

### **Historical Information:**

The story of the CAA Quarters begins with the Civil Aeronautics Act of 1938 and the swift growth of aviation in the United States between World War I and II. The Act created the Civil Aeronautics Administration (CAA), which, as the precursor of the Federal Aviation Administration (FAA), was tasked with regulating all aspects of air transportation, including safety, the training of pilots, and the promotion of economic activity related to aviation. The new law also called for “the encouragement and development of an air-transportation system properly adapted to the present and future needs of the foreign and domestic commerce of the United States, of the Postal Service, and of the national defense.” More than 30 CAA stations were established across the United States in cooperation with the U.S. Army as part of the nation's defenses in World War II.

In Alaska, beginning in 1939, the CAA launched a wide-ranging program to build airfields, train and test pilots, improve the dissemination of weather reports, and install navigation aids on all the principal air routes in the Territory. The push for navigation aids included plans to operate “radio beam ranges” between Anchorage, Juneau, Fairbanks, Nome, Ketchikan, and Cordova. These low-frequency radio stations helped pilots stay on course, particularly during periods of low visibility. In addition, the CAA selected the University of Alaska to train pilots, provided airplanes with CAA certification, and embarked on a construction spree that included dozens of airfields and lodging for on-site specialists to maintain radios, beacons, engine-generators, and landing areas.

The Japanese attack on Pearl Harbor on December 7, 1941 and the United States’ declaration of war against Germany three days later made Alaska an urgent national priority because of its potential as an aviation hub and because military strategists feared that the country’s enemies would use the territory as a stepping stone to attack the mainland. Within months work on the Alaska-Canada Highway was underway and the military’s Lend-Lease program was expanded to supply the Soviet Union with materiel to fight the Germans using Canadian and Alaskan airfields as a supply route. Whereas, in 1930 Alaska had only 61 airfields, by 1940 that number had grown to 193. This construction boom drew contractors from across the United States, including the John G. Miller Construction Company.

John G. Miller was a German immigrant who began working as a carpenter in his new country in 1871 and formed his own company in 1895 in Waterloo, Iowa. His first contracts in the Far North were to provide living quarters and other buildings for the workers on the Alaska-Canada Highway, but this work soon expanded to designing and erecting an array of buildings for the CAA. On June 10, 1942, fifteen men working for Miller’s company, including his son John G. Miller, Jr., left Iowa for work in Alaska. Some of them would soon be building the CAA Quarters in Eagle near the banks of the Yukon River.

By September 1942, the following employees of John G. Miller Construction Company had begun work in Eagle: Myron Anton, the brothers Edward and Roy Noren, and Iru Bartels. The construction site was located on a bluff between Mission Creek and the former U.S. Army Fort Egbert, near a grass airstrip that had been established in the 1920s along the defunct fort’s parade grounds (Figure 1).<sup>1</sup> According to Myron Anton, the crew was staying at the Eagle Roadhouse and excavating at the building site to install pilings when they discovered a human skeleton and burial goods consisting of “a large number of beads, and an awl-like implement.” In addition, semi-decayed fragments of wood led them to believe that a

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<sup>1</sup> A modern, hardened airfield was constructed in 1949 two miles east of Eagle and it remains the community’s primary aviation facility.

hollowed log had been used as a coffin (Figure 3). The men gathered the bones and sent them to the University of Alaska in Fairbanks for preservation and study.<sup>2</sup>

Within days a steamboat arrived at Eagle, below the bluff where construction was underway. It was pulling a barge loaded with the building materials the contractors needed for the building's roof and frame. The crew used a Caterpillar tractor on loan from the Alaska Road Commission to construct a "large sledge of poles" to unload the lumber from the barge. As construction progressed, they hired a plumber, a painter, and the following local residents, including Han Athabascan men from nearby Eagle Village (as described by Myron Anton):

- Horace Biederman, son of former mail carrier [Ed Biederman], sled dog [driver], and winter boat [captain] on Yukon in summer
- Arthur Stevens, ex-Indian chief
- Bob Murray, retired prospector
- Ammond Hagen, prospector
- Chas Stevens, Indian
- Albert Paul, Indian
- Harry David, present Indian chief

The building consisted of five rooms and a bathing quarters building, with a smaller building sheltering a 5-kilowatt gasoline generator (Figure 2). As Anton explained, the building was intended to house "a couple of weather observers and radio personnel to record and report the weather during the war, as the weather in Alaska is unpredictable and changes rapidly." Previously Anton had built similar stations at Fort Yukon, Sheep Mountain near Anchorage, and at Bruin Bay on Cook Inlet.

Early in the project tragedy struck when the crew's foreman, Edward Noren, was killed in a truck accident during a hunting trip. The hunting party had driven out of Eagle on the road to American Summit and all but Noren left the vehicle to search for caribou. When they returned, they were unaware that Noren was sleeping in the back of the truck, and when they tried to turn around on the narrow road, the truck slipped off of a steep grade and Noren was crushed by the lip of the truck bed. Soon the body was sent back to Waterloo for a funeral and Anton was selected as the new construction foreman.

According to Anton, the builders joined in community activities during their months in Eagle and found friends among the residents:

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<sup>2</sup> Roy Noren of the John G. Miller Construction Company took the beads and bone implements with him when the crew left Eagle. In 2007, his son, Roy Noren, Jr., sent the items to the Eagle Historical Society & Museums where they are held today. The skeleton remained at the University of Alaska Fairbanks's Museum of the North until 2001 when it was returned to the Native Village of Eagle according to the requirements of the Native American Graves and Repatriation Act. The bones have since been reburied by community members.

When we first arrived in Eagle the local residents were a little distant. But after finding out we were from U.S.A. Midwest warmed up to us. The Reverend Fuller [Arthur G. Fullerton] changed the Sunday services from morning to evening so that we could attend. We doubled the number in [the] congregation, and quadrupled the collection. We had singing practice at the Fullers' on Wednesday even with cake and coffee afterwards. We attended ice cream socials, benefits for the library fund, [and] the committee made delicious strawberry ice cream from wild strawberries and condensed milk.

Soon after the CAA Quarters was completed, the Yukon River began to freeze "creating a vapor rising from the river" and the people of Eagle held a farewell party for the construction crew.

Although the CAA Quarters was intended to improve weather reporting in Alaska for both civilian and defense purposes, it does not appear to have been much used. As Anton noted, the weather observation stations soon became obsolete as RADAR technology improved in the region, and he expressed doubt that the CAA Quarters was ever staffed. In 1944, two years after its construction, use of the building and its outbuildings shifted to the Bureau of Land Management (BLM) for use as a fire guard station (Figures 7 and 8). On September 14, 1951, with Public Use Order 753, the previous order establishing a CAA air-navigation site at Eagle was revoked and ownership of 12 acres of property shifted to the BLM as an administrative site. The BLM operated stations in the vicinity at Fort Yukon, Central, Chicken, Northway, and Tanacross and added the Eagle station because of the frequency of wildfires along the Yukon River corridor. The stations were manned by professional firefighters and forestry students seeking on-the-job training. When not spotting and fighting fires, the BLM crews maintained campgrounds (including one at Eagle behind Fort Egbert) and cut firewood for visitors.

With the passage of the Alaska National Interest Lands Conservation Act in 1980, the National Park Service (NPS) began administration of Yukon-Charley Rivers National Preserve, a 2.5 million acre park unit stretching between Eagle and Circle along the Yukon River. Because the preserve boundary began just eight miles north of Eagle, the NPS rented a building in the town during the early 1980s to use as a visitor center. However, local resistance to the creation of the new parklands and to the presence of NPS staff in town caused the agency to seek an alternative location. In 1986, the NPS leased the BLM fire guard station for use as a field office and park headquarters. In 1995 the agency added a visitor center nearby and, in 2001, a freestanding public restroom building. In 2019, the NPS negotiated the purchase of the BLM fire station (formerly the CAA Quarters), and its outbuildings, including two storage sheds, the garage, and an outhouse.

### *Design and Modifications*

Beginning in the late 1930s, CAA architects and engineers borrowed designs from the Civilian Conservation Corps for standardized construction plans of station



buildings. These and later building plans included residences, engine-generator buildings, transmitter buildings, garages and other building types. The CAA experimented with both modular design (with parts that could be shipped whole and bolted together) and standard framing techniques. During the 1940s CAA used standardized plans for 15 different building types, often utilizing the same windows, roofing, and siding in each. Although minor changes were often made to adapt to local conditions, CAA buildings were not hard to identify by sight. The CAA Quarters in Eagle is an example of the Type 40 design, a two-bedroom frame building with a gable roof, kitchen, and living room (see Figure 1). Twenty-five examples of the Type 40 were built in Alaska, including at Aniak, Bethel, Biorka, Farewell, Galena, Haines, King Salmon, Minchumina, Moses Point, and Summit.

Between mid-1980s and early 1990s, the CAA Quarters was modified with three additions on its southwestern elevation (today's main entry). The first was a 6-foot extension to the building's Arctic entry; the second was a shed-roof extension measuring 12 x 14-feet to the left of the Arctic entry, which has a metal chimney and houses the building's heater-boiler; and the third was a small gable-roof addition that is attached to the boiler room, has an exterior door, and houses a wellhead and pump. All three additions have metal roofs and clapboard siding that match the original building. Over the years only modest changes had been made to the building's interior: the spaces originally designated as the kitchen and living room are now separated by a wall and are used as office spaces, and a central hallway has been established where original plans called for a generous kitchen and a bedroom closet. In 1986, a new pit toilet (extant today but not in use) was built to the north side of the CAA Quarters as well as a small U.S. Geological Survey gauging station built from a log kit and sitting on cinder blocks near the river bluff.

### *Previous Research*

In 1999, Paul W. Chattey of the U.S. Army Corps of Engineers' Center of Expertise for Historic Preservation completed the "Determination of Eligibility for Air Navigation Facilities Built by the Civil Aviation Administration in Alaska, 1940-1958." The project examined 600 building associated with aviation in Alaska, 138 of which were built between 1940 and 1958 at 31 former CAA stations. Chattey concluded that only 3 buildings were "marginally eligible" to the National Register of Historic Places; 106 were "ineligible"; and 32 others were listed as "unknown" because of lack of information or opportunities for site visits.

The buildings Chattey determined eligible were a storage building and utility building in Farewell, Alaska, built in 1951 and 1942 respectively and a 1952 storage building in Minchumina. It is unclear why the CAA Quarters building in Eagle does not appear in this rigorous study, though it is possible that the building's brief ownership by the CAA and its long-standing use as a BLM fire guard station and NPS field office can account for its omission. Nevertheless, the Chattey study is useful for providing details about the design style of the Eagle building (Type 40) and for establishing the historical context for CAA operations and construction in Alaska.

Koonce Pfeffer, Inc.'s "Determination of Eligibility, an Evaluation of the CAA and FAA Buildings, King Salmon, Alaska" from 1995 is also relevant to this study. This report found that 18 buildings and structures in King Salmon's FAA Complex (NAK-017) were ineligible to the National Register, including three Type 40 quarters buildings, and the State Historic Preservation officer agreed in a letter on December 11, 1995.

### **Application of the National Register of Historic Places (NRHP) Criteria:**

**Criterion A** - The CAA Quarters retains sufficient integrity to be significant under the NRHP Criterion A, under Politics/Government, for its association with early aviation in Alaska and World War II defense construction.

**Criterion B** - The building is not known to be associated with the lives of significant persons, and is ineligible under Criterion B.

**Criterion C** - The building does not embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

**Criterion D** - The building is unlikely to yield further information important in understanding local, regional, or national history, and is ineligible under Criterion D.

### **Integrity:**

Regarding integrity of location, the CAA Quarters remains in its original location. Its construction footprint has expanded to a limited degree because of additions to the building's north and west elevations (Arctic entry, boiler addition, and well-head addition); however, the bulk of the building is unchanged. The building retains integrity of location.

Regarding integrity of design, the general form and massing of the CAA Quarters has remained consistent. The building remains an example of the CAA's Type 40 quarters for housing radio operators and other employees during World War II-era improvements to Alaskan aviation. The building retains integrity of design.

Regarding integrity of materials, the CAA Quarters is a simple wood-frame structure, similar to CAA buildings across Alaska. The principal changes made to the materials have been in the roof and windows—the windows have been replaced but remain wood-frame in construction; the original roofing shingles have been replaced by metal sheets. The building retains integrity of materials.

Regarding workmanship, the workmanship of the 1942 construction crew is still evident throughout the CAA Quarters, including in the original clapboard siding, the interior walls, the foundation beams, and in the unfinished attic space where beams, roofing lumber, and floor boards are exposed. The building retains its integrity of workmanship.

Regarding integrity of feeling, today the CAA Quarters today is easily identified as a CAA-style building and retains its integrity of feeling, particularly given that it is isolated from Eagle's downtown district and sits adjacent to the grass airstrip running across the former Fort Egbert grounds.

Regarding integrity of association, the CAA Quarters has only a tenuous association with World War II-era efforts to improve aviation in Alaska (and therefore to prepare the territory for defense). Its use as a CAA facility was fleeting, but the building was subsequently used for decades as a federal land management office, first under the Bureau of Land Management and then the National Park Service. The building retains little integrity of association.

## 5. Major Bibliographic References

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#### *Archival Collections*

"Roy Noren, Sr. 1942 Civil Aeronautics Administration," Eagle Historical Society Archives, Box 93, File 11.

"Myron Anton 1942 CAA Building," Eagle Historical Society Archives, Box 86, File 1.

#### *Newspaper Articles*

"Beams, Aeronautical Radio Stations to Aid Airmen in Northland," *Fairbanks Daily News-Miner*, December 8, 1938, 6.

"CAA Staff Is Working Now in Territory," *Fairbanks Daily News-Miner*, July 19, 1939, 6.

"Alaska Radio Weather Stations Will Go to Federal Government," *Fairbanks Daily News-Miner*, October 13, 1939, 4.

"Aeronautics Training for University of Alaska Assured by CAA," *Fairbanks Daily News-Miner*, November 15, 1939, 4.

"\$18,235,789 Earmarked for Alaskan Airways Improvements by CAA," *Fairbanks Daily News-Miner*, September 30, 1940, 1.

“Workers Leave in Trucks to Start on Alaskan Building,” *Courier* (Waterloo, Iowa), June 18, 1942, 7.

“Waterloo Send Alaska Workmen,” *Courier* (Waterloo, Iowa), July 12, 1942, 19.

“E. Noren Killed on Construction Job in Alaska,” *Courier* (Waterloo, Iowa), October 11, 1942, 2.

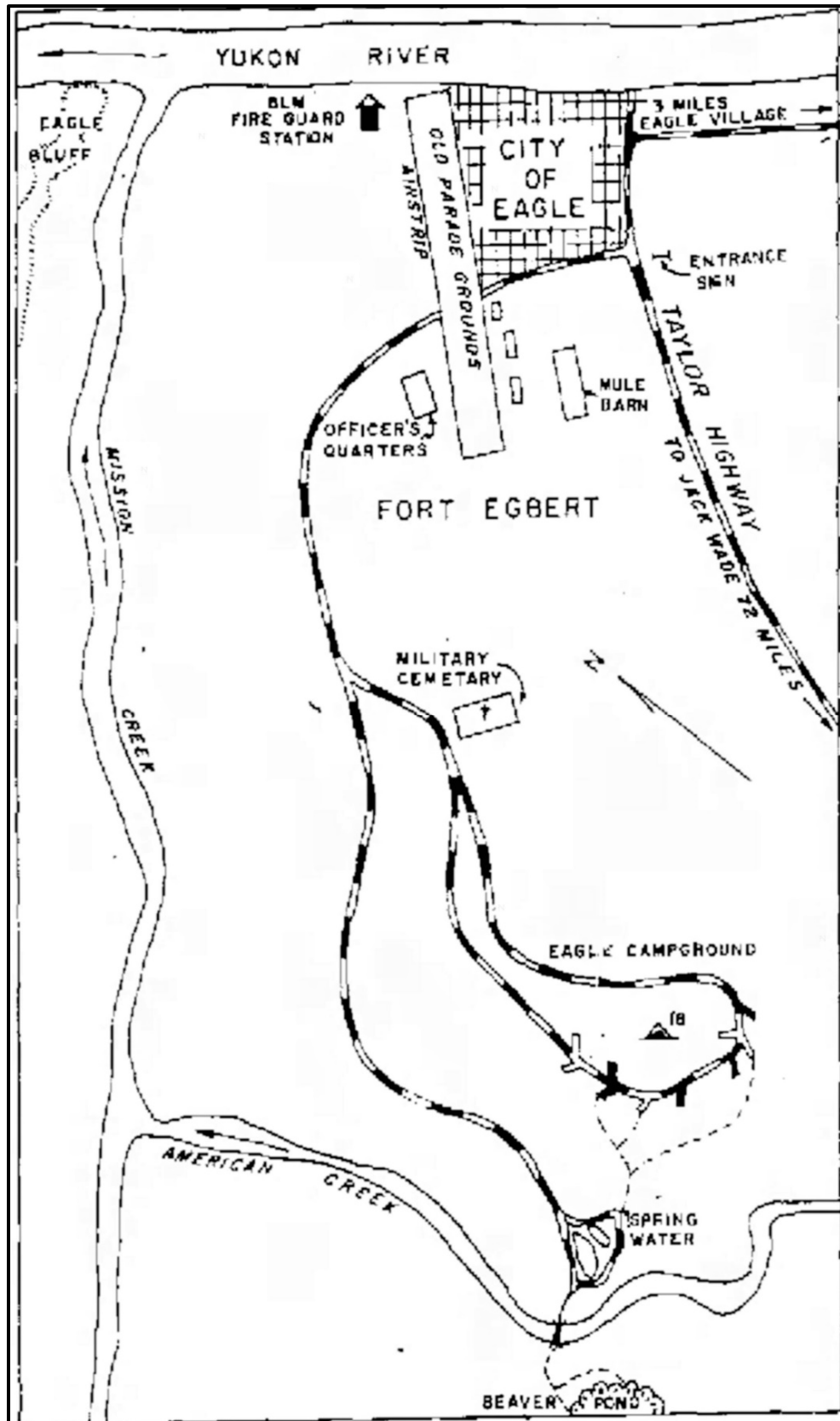
“Indian Burial Is Discovered on CAA Project Near Eagle,” *Fairbanks Daily News-Miner*, December 12, 1942, 6.

“Waterloo Contractors Do Alaska War Construction,” *Courier* (Waterloo, Iowa), December 27, 1942, 8.

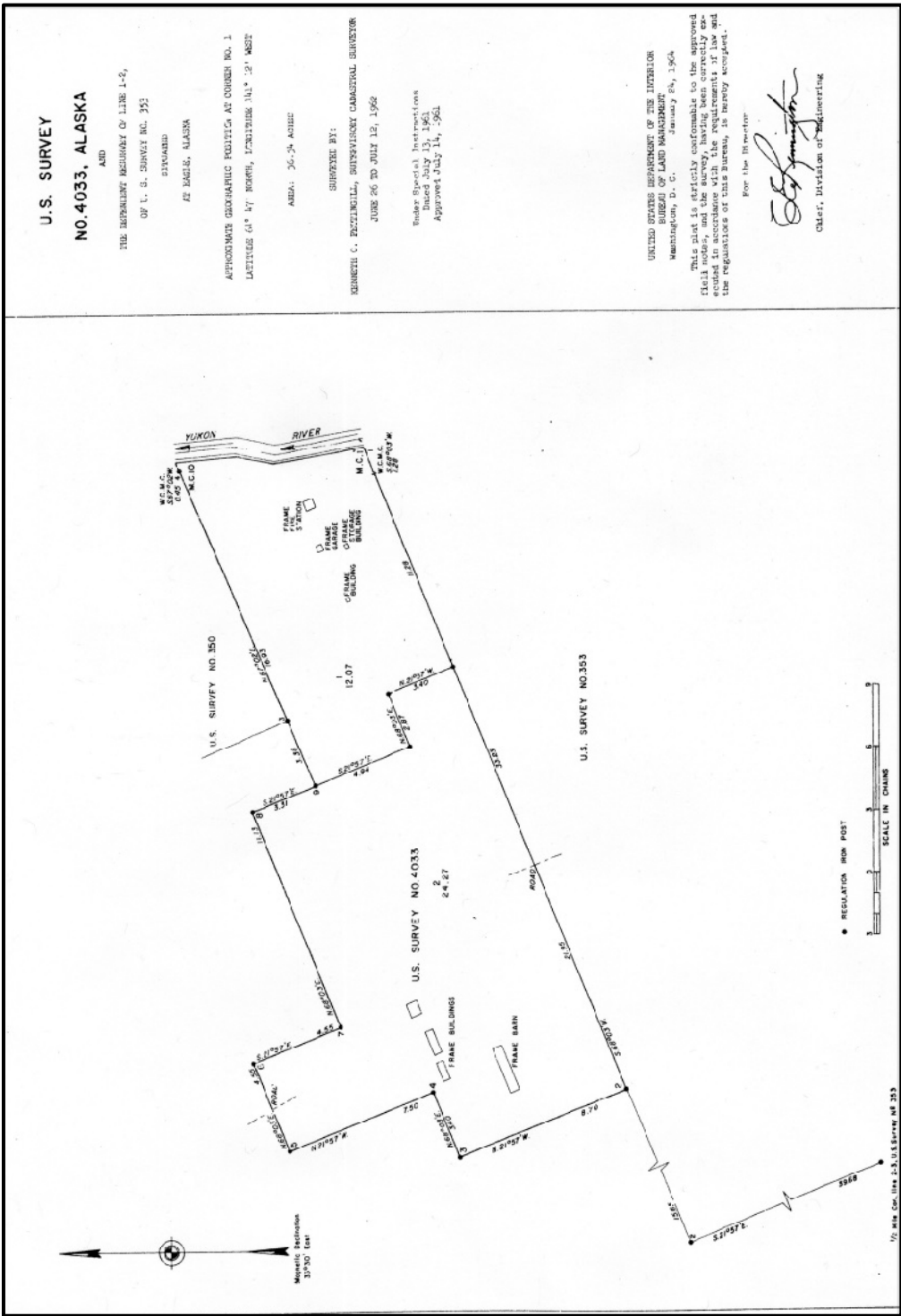
**6. Form Prepared By:** Chris Allan, Historian, National Park Service, Fairbanks Administration Center, 4175 Geist Road, Fairbanks, Alaska 99709

## **7. Additional Material**

**Maps:**



Map 1: Tourism map showing CAA Quarters as BLM Fire Guard Station, 1967



Map 2: BLM land survey of Fire Guard Station and Fort Egbert, 1962

**Figures:**

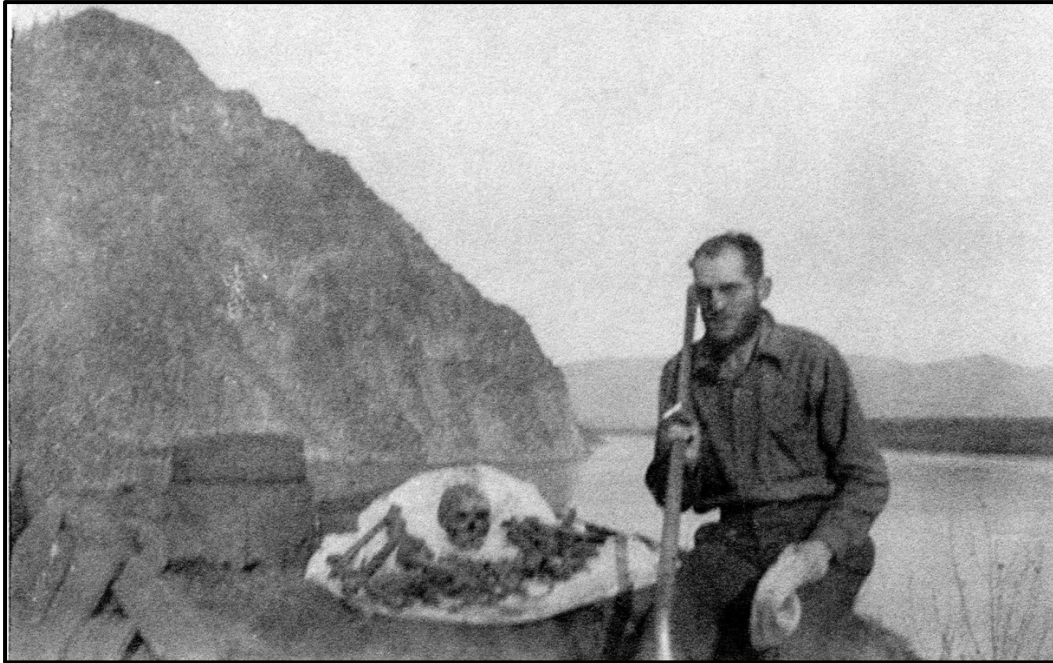


*Figure 1: Airstrip in winter with CAA Quarters at far left and Eagle to the right, 1942*



*Figure 2: CAA Quarters, newly completed, behind dog team carrying drinking water, 1942*





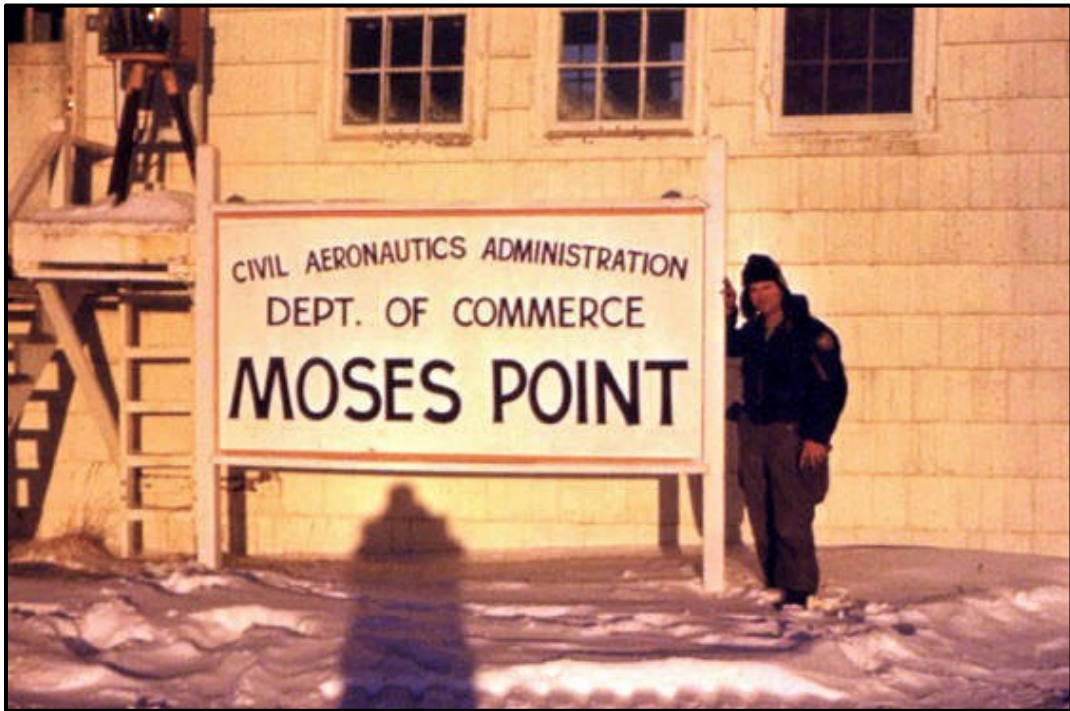
*Figure 3: Worker with skeleton and wooden fragments from CAA Quarters foundation, 1942*



*Figure 4: CAA Quarters and weather monitoring buildings at unknown location in Alaska, 1949*



*Figure 5: CAA building at Koochak between Kobuk and Shungnak on the Kobuk River, 1951*



*Figure 6: CAA building at Moses Point on Alaska's Seward Peninsula, ca. 1955*



*Figure 7: Entrance sign of BLM Fire Guard Station, 1956*



*Figure 8: BLM image of Fire Guard Station under a double rainbow, 1973*

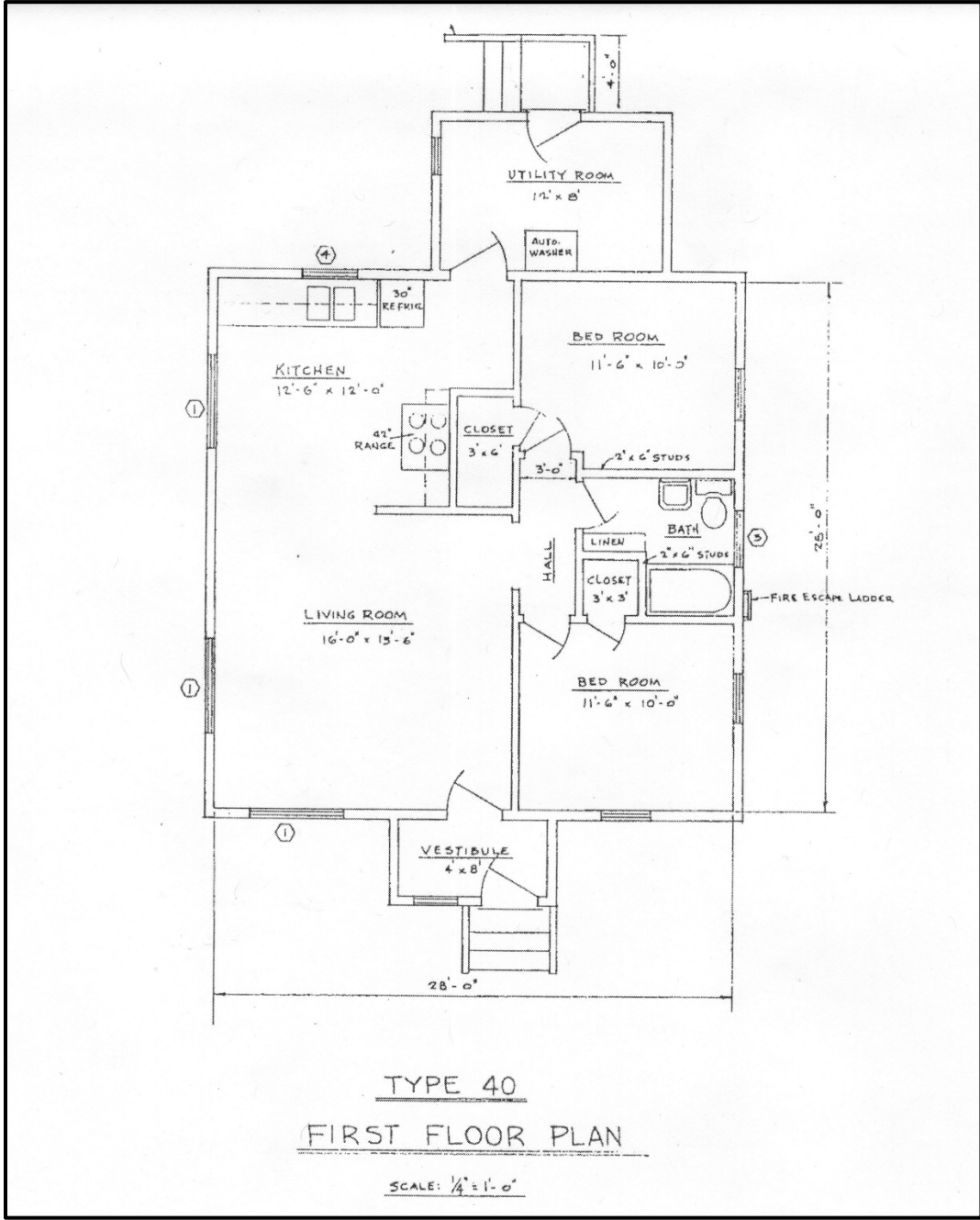


Figure 9: CAA's Plans for the Type 40 Quarters Building

Photographs:



*Photograph 1: South elevation of CAA Quarters (Yukon-Charley Rivers Field Office) with Eagle Bluff*



*Photograph 2: CAA Quarters (south and east elevations)*



*Photograph 3: CAA Quarters (east elevation)*



*Photograph 4: CAA Quarters (north elevation)*



*Photograph 5: CAA Quarters with additions (north and west elevations)*



*Photograph 6: CAA Quarters, chimney detail*



*Photograph 7: CAA Quarters outbuildings, sheds*



*Photograph 8: CAA Quarters outbuilding, USGS Gauging Station*





*Photograph 9: CAA Quarters outbuildings, garage and shed addition*



*Photograph 10: Yukon-Charley Rivers Visitor Center, adjacent to CAA Quarters*



*Photograph 11: Yukon-Charley Rivers Visitor Center Public Restrooms, adjacent to CAA Quarters*

## **Illustration Credits**

### **Maps:**

*Map 1: Fairbanks Daily News-Miner, June 3, 1967, p. 41*

*Map 2: U.S. Survey No. 4033, Eagle, Alaska, Bureau of Land Management, Completed July 12, 1962*

### **Figures:**

*Figure 1: Eagle Historical Society & Museums, Roy Noren, Sr. Collection (E2007.3.4)*

*Figure 2: Eagle Historical Society & Museums, Roy Noren, Sr. Collection (E2007.3.18)*

*Figure 3: Eagle Historical Society & Museums, Roy Noren Sr. Collection (E2007.3.27)*

*Figure 4: Alaska and Polar Regions Collections & Archives, George A. Morlander Photographs (197-108-729)*

*Figure 5: Anchorage Museum, Redington Family Collection (b2006-23-623)*

*Figure 6: Alaska and Polar Regions Collections & Archives, Richard and Florence Collins Papers, (2003-24-205)*

*Figure 7: Anchorage Museum, George E. Allen Collection (b1995.10)*

*Figure 8: Bureau of Land Management, Fairbanks District Office, Marion Weiler Photograph*

*Figure 9: From Paul W. Chattey, Determination of Eligibility for Air Navigation Facilities Built by the Civil Aviation Administration in Alaska, 1940-1958. Center of Expertise for Historic Preservation for Federal Aviation Administration, Alaska Regional Office, 1999.*

**Photographs:**

*Photographs 1-11: National Park Service, Chris Allan, June 4 and 10, 2022*