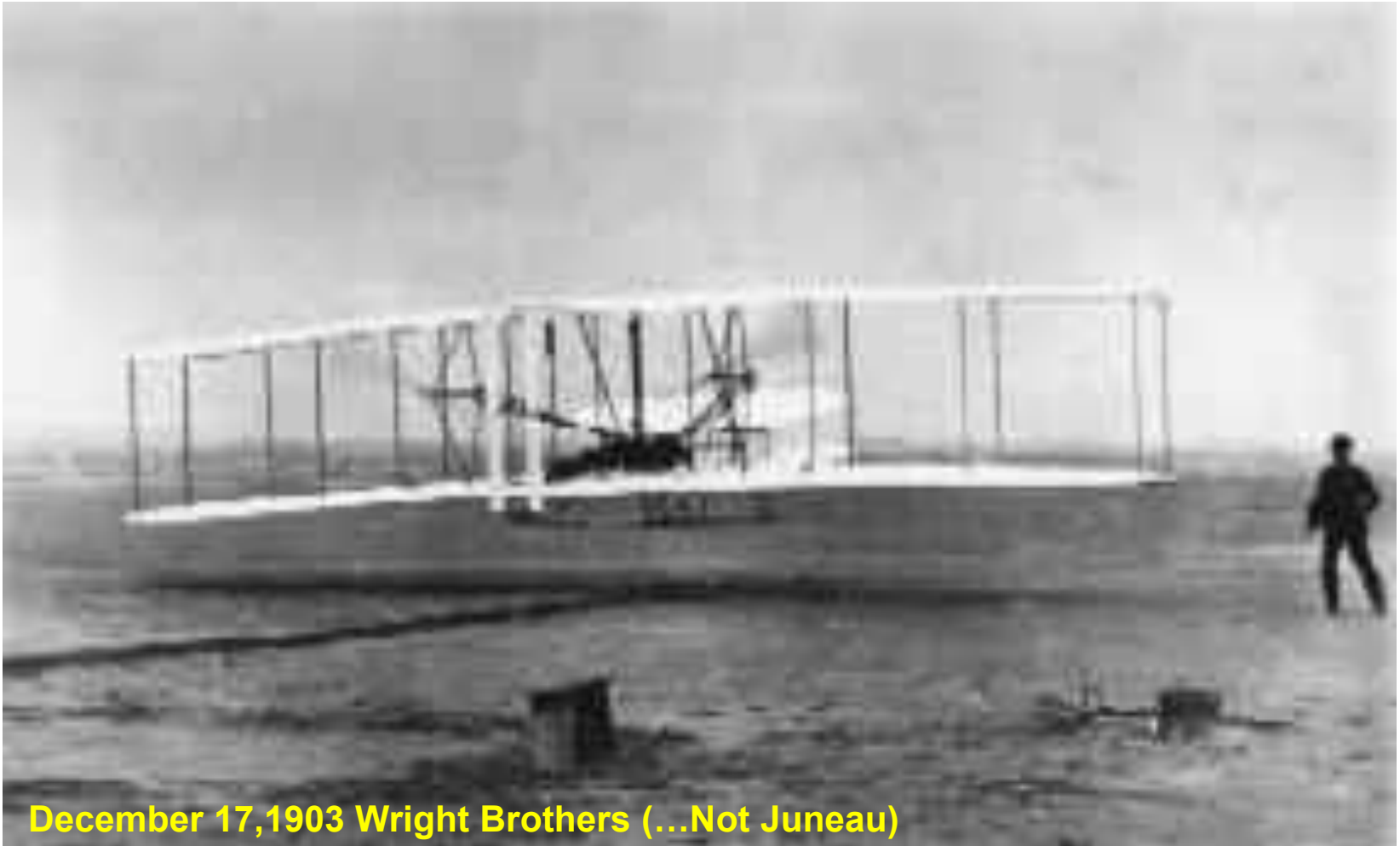


JUNEAU AIRPORT HISTORY

November 3, 2016



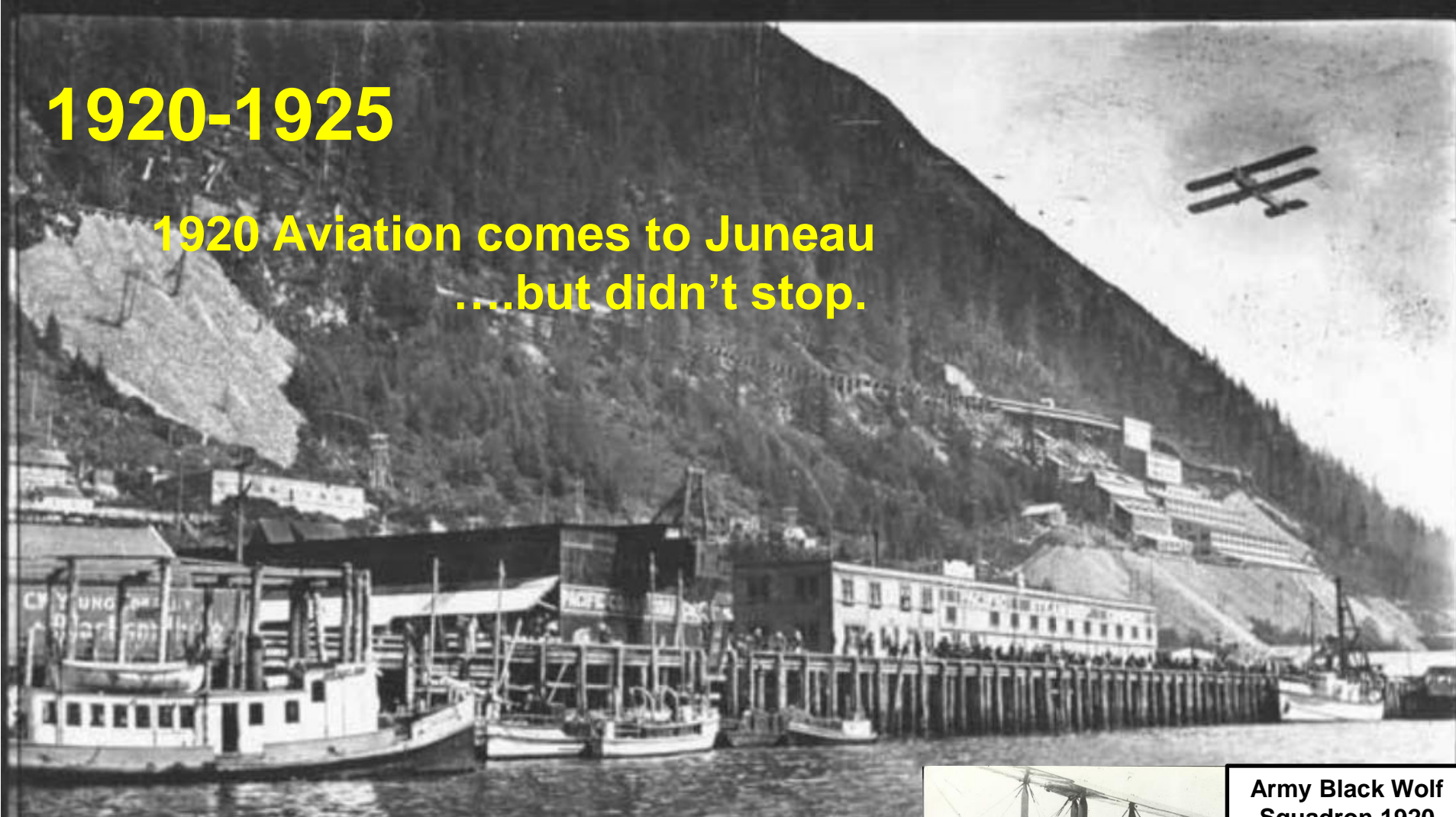
Presented by Juneau Airport:
Patty Wahto
Marc Cheatham
Mal Menzies
Joe Heueisen

Pre-1920

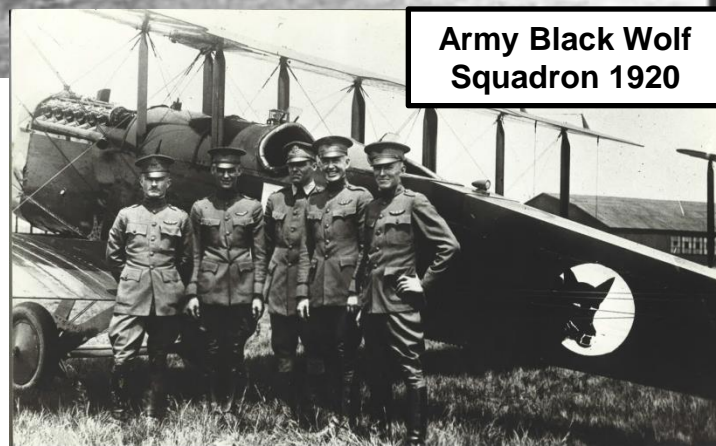


1920-1925

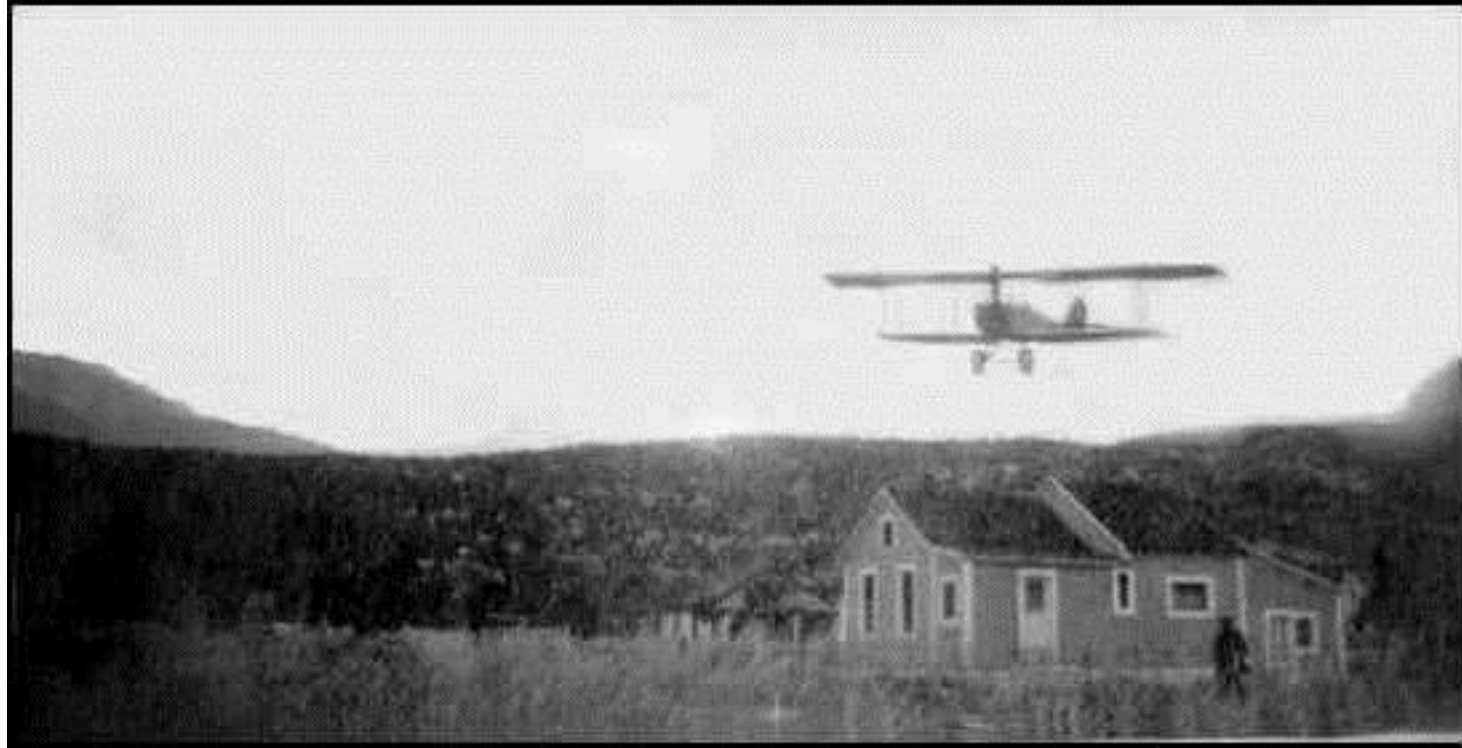
1920 Aviation comes to Juneau
....but didn't stop.



Juneau sees the first glimpse of an airplane. Army biplanes passes over Juneau with the 1st airmail from Seattle - Whitehorse - Nome in 1920.



1922
1st Aviation
flight out of
Juneau.....
...but
arrived by
ship.



July 1922 Prest's Polar Bear II arriving in Skagway, AK.
Courtesy of EarlyAviators.com and Skagway Museum.

By July 1922, in a round-about way, Clarence “Ollie” Prest, in his second attempt to fly to Alaska (originally for Siberia), shipped his Curtiss Jenny biplane “Polar Bear II” to Juneau where he reassembled on a beach in Thane and flew Skagway and eventually to Fairbanks after crashing in the interior; missing for a short period.

1925-1930

1922 – Roy Jones and his plane “Northbird”, a Curtiss MF flying boat (Navy surplus), had a mechanical and towed to Juneau. Jones departed downtown JNU and did a ‘fly-by’ of Juneau October 1922. 1st commercial operator in Alaska (KTN). In May 1923, Jones departed Juneau and made it to Petersburg in a record 82 minutes! His operation closed in August 1923 after his aircraft crashed.

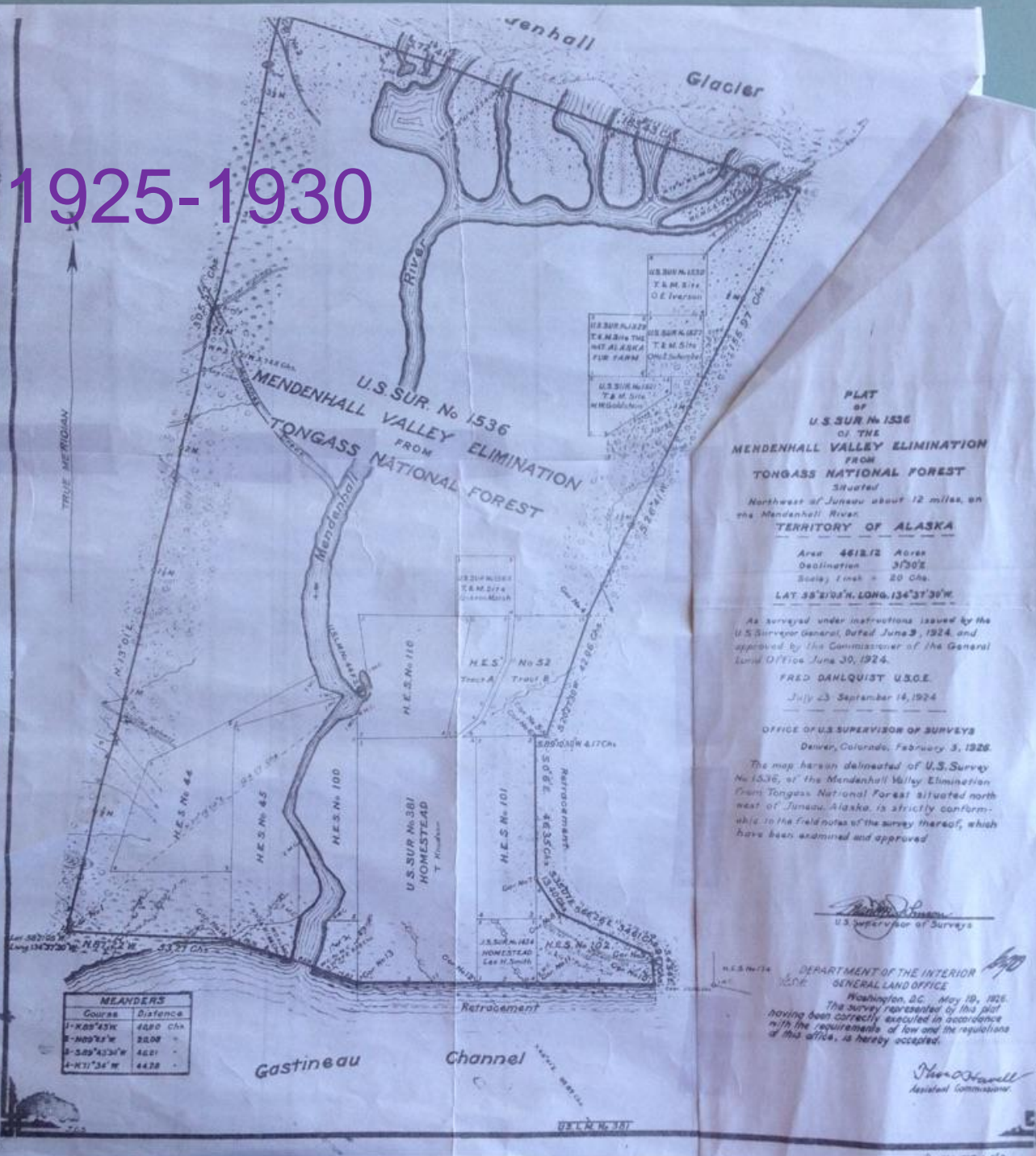
In 1926, four Navy bi-planes conducted aerial mapping of Southeast Alaska.



Northbird Aviation Company



1925-1930



PLAT
OF
U.S. SUR. No 1536
OF THE
MENDENHALL VALLEY ELIMINATION
FROM
TONGASS NATIONAL FOREST
SITUATED
Northwest of Juneau about 12 miles, on
the Mendenhall River
TERRITORY OF ALASKA

Area 4612.12 Acres
Osculation 3730'
Scaley 1 inch = 20 Chs.
LAT. 58°21'05" N. LONG. 134°31'30" W

As surveyed under instructions issued by the
U.S. Surveyor General, dated June 9, 1924, and
approved by the Commissioner of the General
Land Office June 30, 1924.

FRED DANLQUIST U.S.O.E.
July 23 September 14, 1924

OFFICE OF U.S. SUPERVISOR OF SURVEYS
Denver, Colorado, February 5, 1926.
The map heron delineated of U.S. Survey
No 1536, of the Mendenhall Valley Elimination
from Tongass National Forest situated north
west of Juneau, Alaska, is strictly conformable
with the field notes of the survey thereof, which
have been examined and approved

[Signature]
U.S. Supervisor of Surveys

DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
Washington, D.C. May 19, 1926.
The survey represented by this plat
having been correctly executed in accordance
with the requirements of law and the regulations
of this office, is hereby accepted.

[Signature]
Assistant Commissioner

Surveyed territory map showing Mendenhall Valley Elimination from Tongass National Forest. Homesteads established along south end would be future airport area.

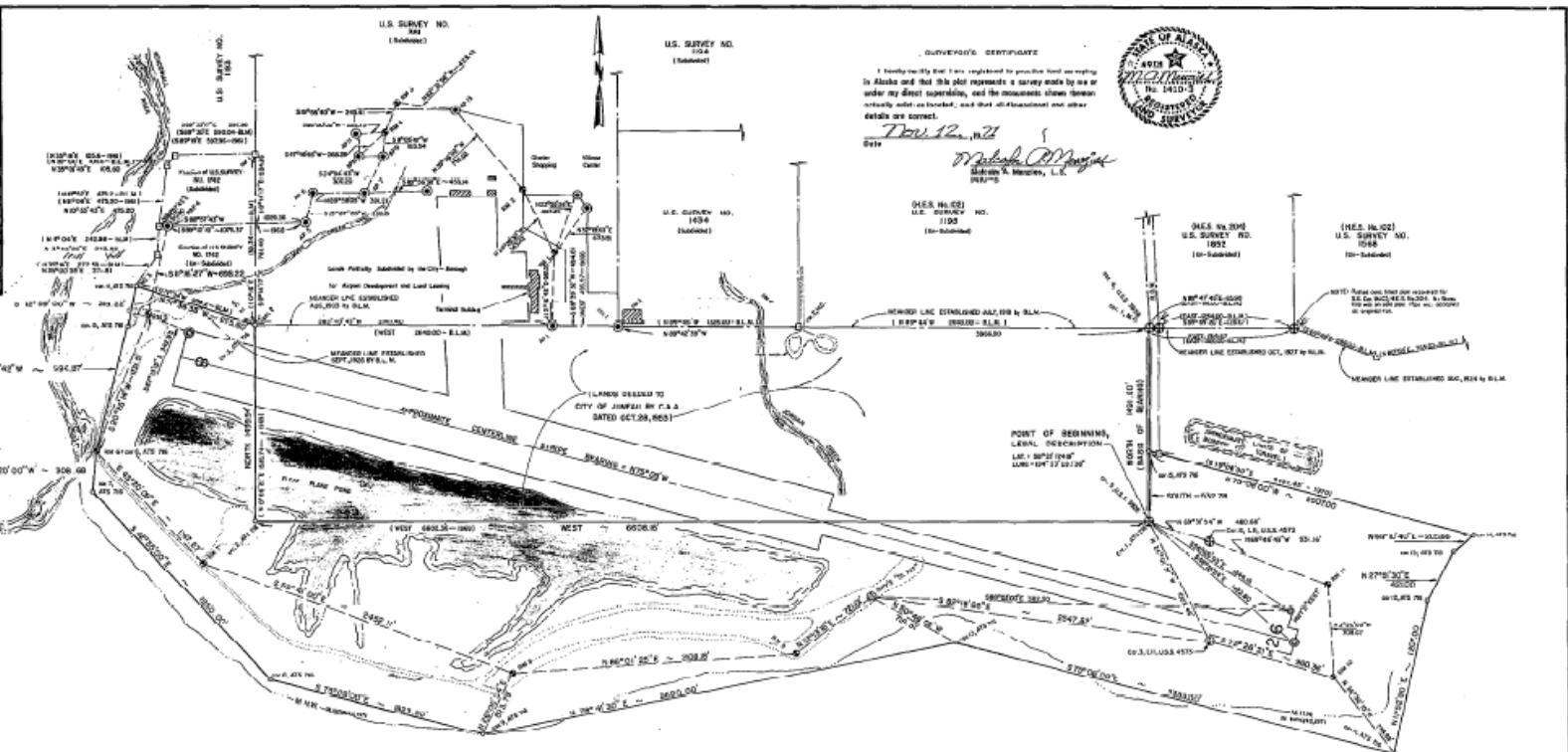
Articles reference some pilots were landing on these grass 'flats'.



VICINITY MAP
SCALE: 1" = 1 MI

LEGAL DESCRIPTION ATs No. 716

A certain tract or parcel of land here called better shalbe well described Sec. 36, T.40S, R.66E, Sec. 182, T.40S, ...
1. A certain tract or parcel of land here called better shalbe well described Sec. 36, T.40S, R.66E, Sec. 182, T.40S, ...
2. The general bearing and distance from monument 'X' to 'Y' is N 89° 00' 00" W, 310.54', as established by this survey.



ALASKA TIDELANDS SURVEY No. 716

(within sec. 31 & 32, T.40S, R.66E, sec. 36, T.40S, R.66E, sec. 182, T.41S, R.66E - C.R.M. - protracted)

CITY and BOROUGH OF JUNEAU, ALASKA

SCALE: 1" = 400'

SURVEYOR'S CERTIFICATE

I hereby certify that I am, qualified to practice land surveying in Alaska and that this plan represents a survey made by me or under my direct supervision, and the measurements shown thereon are true and correct, and that all boundaries and other details are correct.



(SEE No. 102) U.S. SURVEY No. 1102 (10-Subtract)

(SEE No. 103) U.S. SURVEY No. 1032 (10-Subtract)

(SEE No. 104) U.S. SURVEY No. 1042 (10-Subtract)

(SEE No. 105) U.S. SURVEY No. 1052 (10-Subtract)

(SEE No. 106) U.S. SURVEY No. 1062 (10-Subtract)

(SEE No. 107) U.S. SURVEY No. 1072 (10-Subtract)

(SEE No. 108) U.S. SURVEY No. 1082 (10-Subtract)

(SEE No. 109) U.S. SURVEY No. 1092 (10-Subtract)

(SEE No. 110) U.S. SURVEY No. 1102 (10-Subtract)

(SEE No. 111) U.S. SURVEY No. 1112 (10-Subtract)

(SEE No. 112) U.S. SURVEY No. 1122 (10-Subtract)

(SEE No. 113) U.S. SURVEY No. 1132 (10-Subtract)

(SEE No. 114) U.S. SURVEY No. 1142 (10-Subtract)

(SEE No. 115) U.S. SURVEY No. 1152 (10-Subtract)

(SEE No. 116) U.S. SURVEY No. 1162 (10-Subtract)

(SEE No. 117) U.S. SURVEY No. 1172 (10-Subtract)

(SEE No. 118) U.S. SURVEY No. 1182 (10-Subtract)

(SEE No. 119) U.S. SURVEY No. 1192 (10-Subtract)

(SEE No. 120) U.S. SURVEY No. 1202 (10-Subtract)

CERTIFICATE OF OWNERSHIP

We hereby certify that the City and Borough of Juneau, Alaska is the legal owner of the property shown hereon, and that the City and Borough of Juneau, Alaska hereby approves this plan of survey.

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

Witnessed by: [Signature]

- SYMBOLS
1 ORIGINAL SLIM MON., RECOVERED
2 PROPERTY MON. BY OTHERS, RECOVERED
3 REFERENCE MON., ESTABLISHED BY THIS SURVEY
4 EXISTING BUILDING (FURNISHED BUILDINGS)
5 STREAM AND/OR RIVER FLOW
6 ORIGINAL U.S. SURVEY BOUNDARY LINE
7 ANELED POINT OF ORIGINAL U.S. SURVEY
8 TRAVELING SIGNPOST, BOUNDARY SURVEY
9 NATIONAL OCEAN SURVEY B.M. (U.S.C. 5631)
10 HIGHWAY DEPARTMENT TRM. STATION
11 U.S. SURVEY MONUMENTS OF BRONZE AND IRON
12 RECOVERED SLIM MON. (SEE MON. NO. 1)

Table with columns for DATE OF SURVEY, NAME OF SURVEYOR, NAME OF PROPERTY, and other details.

STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES DIVISION OF LANDS

TIDELANDS PREFERENCE SURVEY No. 716

RECEIVED 02/07/72 ...

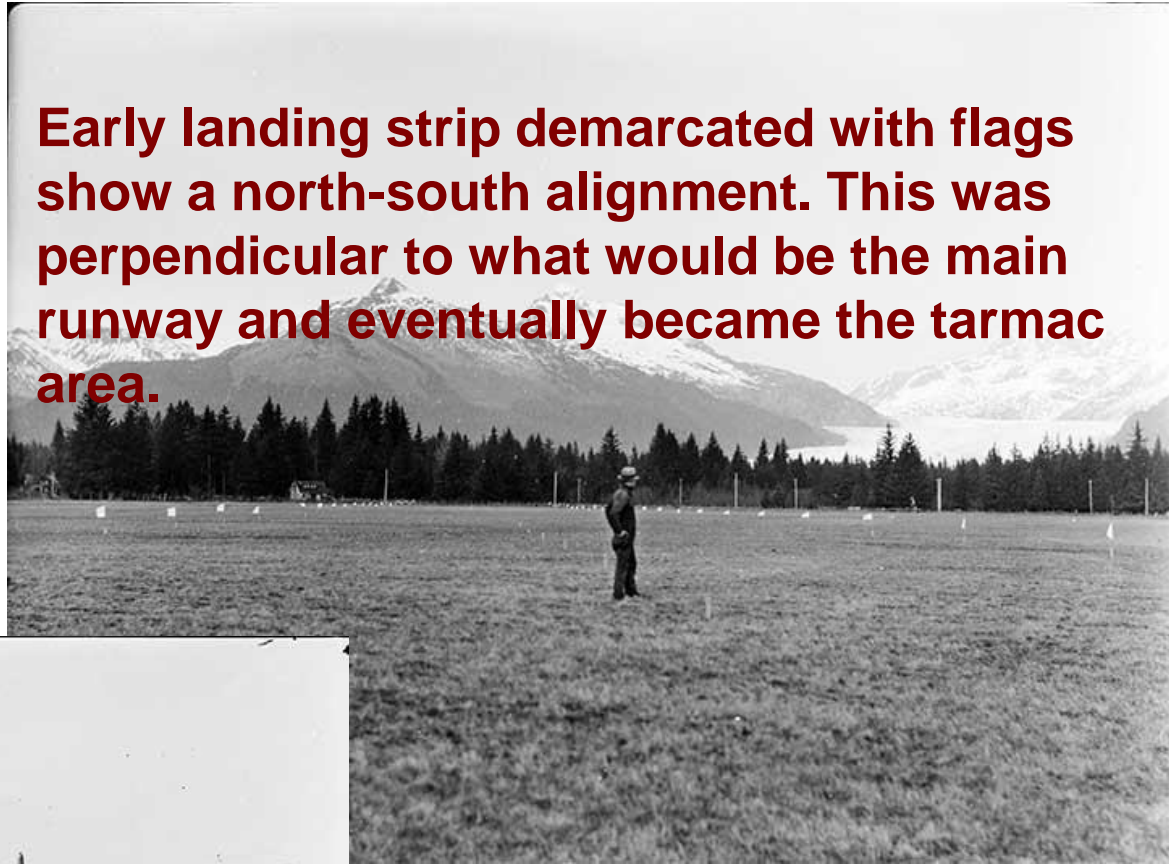
STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES DIVISION OF LANDS

ALASKA TIDELANDS SURVEY No. 716

Alaska Tideland Survey showing the homestead boundaries, what land CAA passed on to the city; and the need for the ATS. Shows the airport land developed.

Late 1920s to early 1930s

Early landing strip demarcated with flags show a north-south alignment. This was perpendicular to what would be the main runway and eventually became the tarmac area.



ALASKA SCHOOL of AERONAUTICS
Personnel and Plane
JUNEAU, ALASKA
DELANO Photo

Kinner Davis, owner
& pilot. Juneau

1929 saw Juneau's 1st flight school on the flats north of the current airport location. Aircraft operated on a dirt strip and grass flats.

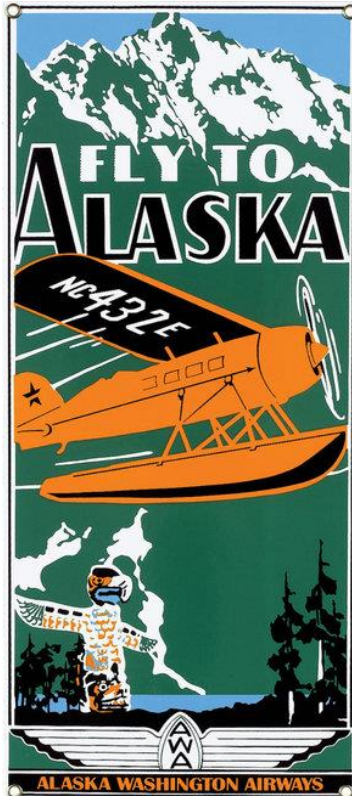
1929-1932

April 1929 – Ansel Eckmann with Bob Ellis make 1st non-stop from Seattle to Juneau (downtown dock - Juneau Motor Co.) in an Alaska Washington Airways' Lockheed Vega named "*Juneau*".



Alaska State Library - Historical Collections

Alaska State Library-Historical Collections



Juneau's 1st airline became Alaska Southern Airways in 1932 and continued operations downtown



1930-1935



LAND PURCHASED FOR AIR FIELDS ANNOUNCES PECK

Approximately Seventy-five Acres Secured from Kessler Dairy

DEVELOPMENT WILL BE PUSHED AT ONCE

Regular Air Service Between Juneau and Fairbanks Next Spring

Lyman S. Peck, Vice-President and General Manager of the Pacific Alaska Airways, announced last night while the Yukon was in port, that his company had exercised their option on approximately 75 acres of land owned by Joe Kessler of the Alaska Dairy, for the development of an airport, and that as soon as the final papers are drawn up and signed the deal will be closed.

"Early next week we plan to start the development work which, as planned, will result in one of the finest airports in Alaska," Mr. Peck said last night. "As much work as possible will be done this winter, and all of it with local labor. Most of the work laid out for now will be the filling in of the largest depressions in the terrain, and general leveling of the land."

"The grading and surfacing will not be done until next spring because the ground is already somewhat frozen and it would be impractical to attempt the final surfacing until all frost is out of the ground."

The plans call for a two-way runway, Mr. Peck said.

The site was selected after careful surveys of the country surrounding Juneau. During the past year, and this, a most enthusiastic about the location because of the long open approaches to the field, which are free from trees and hills, a most desirable condition. Both Peck and other Juneau men expressed the same opinion this morning when they viewed the proposed site, as did Robert Thayer, Vice-President of Post-Alaska Airways, who made a tour through Alaska and to Alaska this summer, in company with Charles Branch, General Assistant, Postmaster General.

In addition to the filling-in work, it is possible that some building construction may be started this winter, according to Mr. Peck.

Confidence Peck had

The air official also yesterday confirmed previous reports that the Pacific Alaska Airways had purchased the Alaska Southern Airways of Juneau from Joe Kessler, whose headquarters was in Juneau.

A. H. Hayes, who has been appointed Manager for the Pacific Alaska Airways in this area, is

(Continued on Page Two)

1934 - Pacific Alaska Airways (PAA) purchases Alaska Southern Airways. PAA also purchases 75 acres from Joe Kessler (part of Alaska Juneau Dairy Homestead) for construction of an airfield. This property was the southern fraction of the US Survey and use of accreted land and land rights.

Note: During this time, if accreted land was not claimed (by survey), Dept of Interior would own. As far as we know, this accreted property was not claimed. The runway appears to have been built on this accreted land.

1930-1935



1934 - Preliminary work to begin on PAA's airfield in the flats. PAA to excavate; while Feds provide \$1500. Crews pulled off road work to build Juneau airport.

Bids called by PAA for work on new airport 'out Glacier Hwy'. Runway to be 300' x 1800'

WORK TO START ON EMERGENCY FIELD MONDAY

B. P. R. to Put on Crew to Get Field in Shape for Army Air Squadron

Work on the emergency landing field near the Mendenhall Dairy will be started next Monday morning, provided funds are definitely available then, it was announced today by Ivan Winsor, Acting District Engineer, United States Bureau of Public Roads. Funds are being provided by the War Department.

The field is to be used by the Army's ten Martin bombing airplanes on their return flights from Fairbanks to the States. It is estimated that \$1,500 will put the tract in shape for use.

Foreman Jones and the mainte-



1930-1935



Juneau's First Official Airfield

- April 1935 - The Pacific Alaska Airways Airport Opens.
- US Navy published a complete directory of Alaska airports by 1934. Navy had previously completed aerial mapping of southeast Alaska by late 1920s.

1935-1940



Legendary pilot Shell Simmons started Alaska Air Transport in downtown Juneau with his Stinson "Patco" in 1935.

Downtown operations as busy as ever in late 1930s. PAA had airport; all others downtown.



edcoatescollection.com

Alex Holden, Jim Davis & M E Monagle form Marine Airways downtown Juneau in 1936.

In 1939 Alaska Air Transport merged with Marine Airways to form Alaska Coastal Airways (Airlines)
.....more mergers to come.

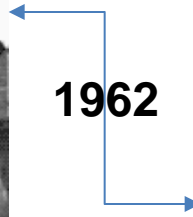


Ellis Air Transport Waco NC16810
Photo Via The Late Jim Ruotsala



Alaska Coastal Airways Lockheed Express Vega

1962



**Ellis merged with
Alaska Coastal in
1962 to form Alaska
Coastal-Ellis...**



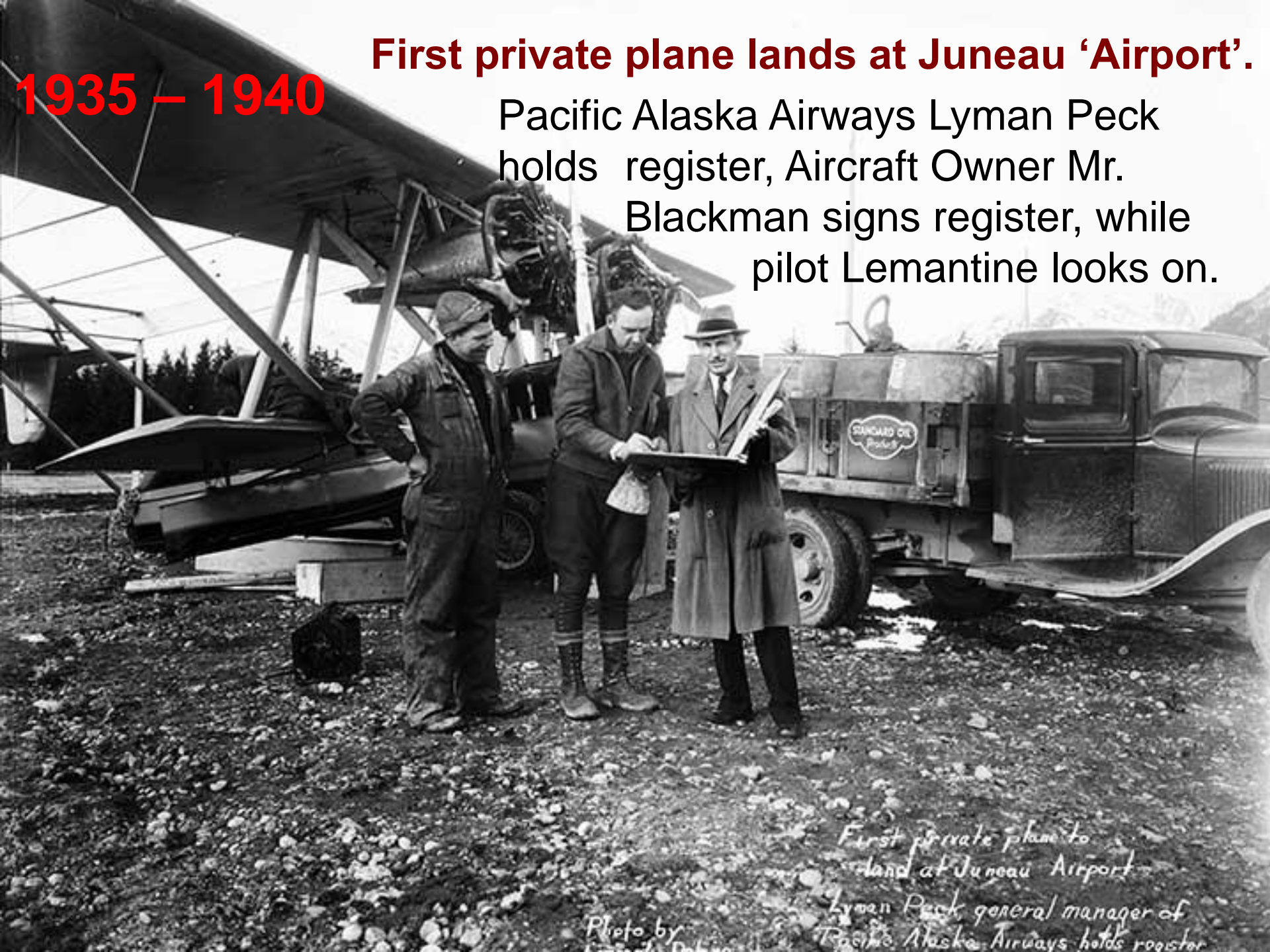
**...and in 1968
taken over by an
established
Alaska Airlines.**

Sidebar

1935 – 1940

First private plane lands at Juneau 'Airport'.

Pacific Alaska Airways Lyman Peck holds register, Aircraft Owner Mr. Blackman signs register, while pilot Lemantine looks on.



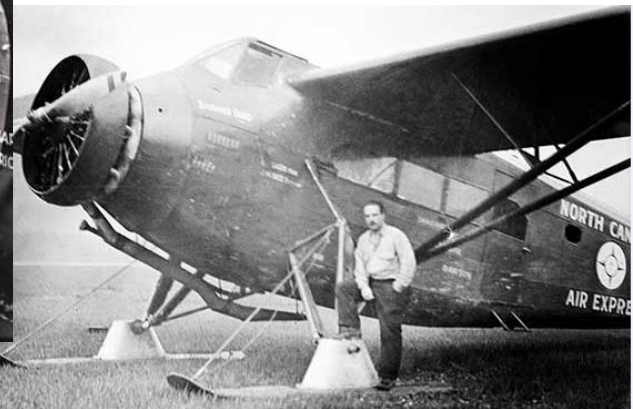
*First private plane to land at Juneau Airport
Lyman Peck, general manager of Pacific Alaska Airways holds register
Photo by [unclear]*

1935-1940

Farm east of current
Fred Meyers.



1936 - PAA field is not available for general traffic. L.F. (Frank) Barr, who runs an air service between Atlin to Juneau is forced to land on Danner's farm land.



Barr Air Transport

1935-1940



1938 – PAA carries 1st airmail pouch carried by between Juneau, Whitehorse & Fairbanks.



By 1936 over 300,000 lbs. of mail and 2M lbs. of freight moved by air in Alaska. By 1938 there were 155 commercial planes in Alaska flying 6M miles; carrying 3.5M lbs. freight.

1935-1940

Northern route already established with wheel plane, but not a southern route.



The Alaska Clipper making her first landing at the Juneau Airport.

Note: After researching various 'clippers', this plane appears to be the Baby Clipper as discussed, but the name Alaska Clipper refers to the larger S-42 (see next slide)

August 1938 -1st landing at the Juneau Airport for PAA Sikorsky S-43 "Baby Clipper". Experimental flight linked air mail express & passengers on the Southeast route by wheel plane.

- Marked the start of extensive research/monitor of weather & charted weather patterns/contours (by month) for air travel
- Flight time/connections meant passengers/mail could travel from AK to NY in two days (similar to today)

1940 - Auke Bay



Alaska Clipper in Auke Bay, August 1940
First passenger flight in Auke Bay
Courtesy Alaska State Library – Historical Coll.

While most float planes were downtown Juneau, for a very brief period, specifically 1940, Pan Am brought up a Sikorsky Clipper (S-42); *'flying boat'* *Alaska Clipper*. There are only a few photos and scant information on the operations out of Auke Bay. Originally the Bermuda Clipper, renamed the Alaska Clipper in 1940, and again to the Hong Kong Clipper II in 1941, where it was lost (bombed/sank) on Dec. 8, 1941.

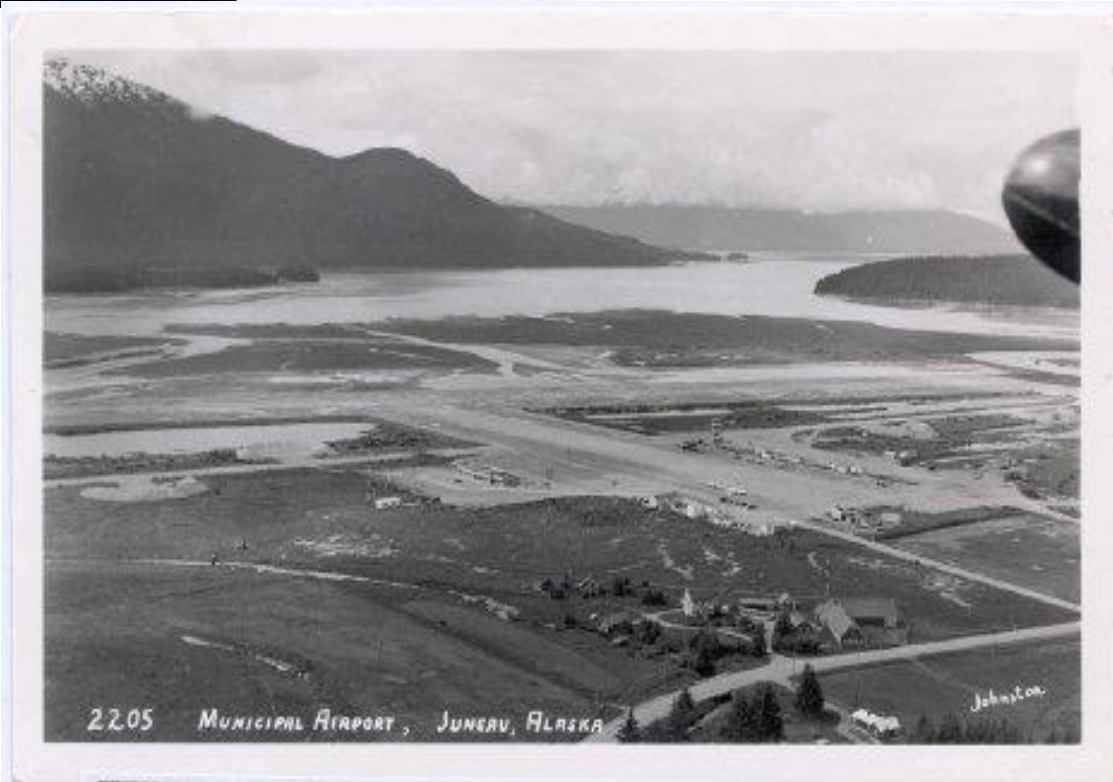
1940's



1939 Civil Conservation Corps clearing stumps and debris on flats to extend airfield

.5 in JDCM 2008.54.008

In 1942, the Army Air Corps seized the PAA Airport (war time), and extended using fill from the A-J Mine as well as adjacent excavation, then paved the runway. Total cost of \$442,000. Juneau Airport runway is now 4,968' x 300'.

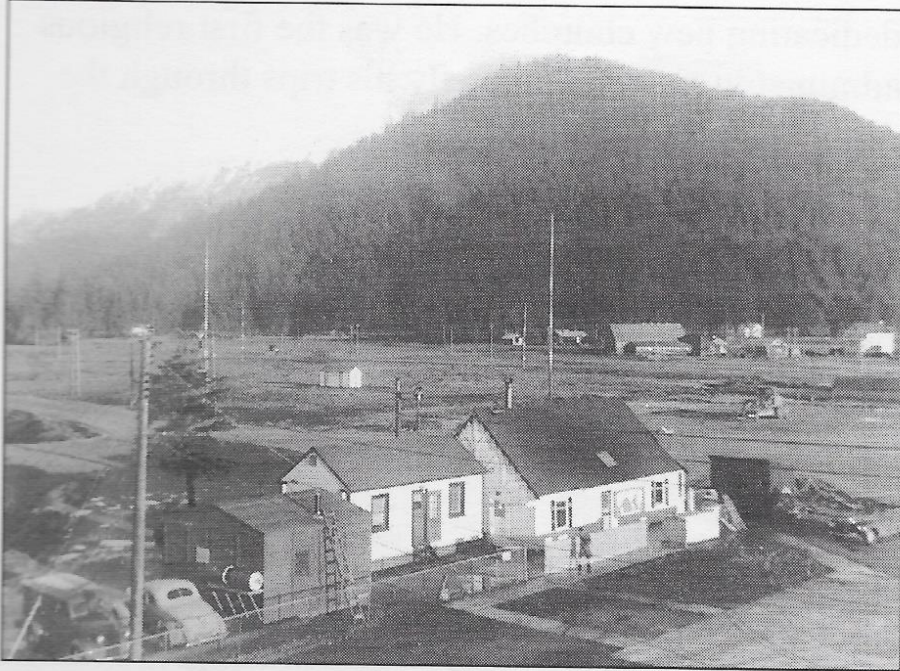


2205 MUNICIPAL AIRPORT, JUNEAU, ALASKA Johnston

.5 in JDCM 2005.06.122

Juneau Airport Aerial photo, "Municipal Airport, Juneau Alaska"
Farm in foreground Juneau Douglas City Museum

1940's

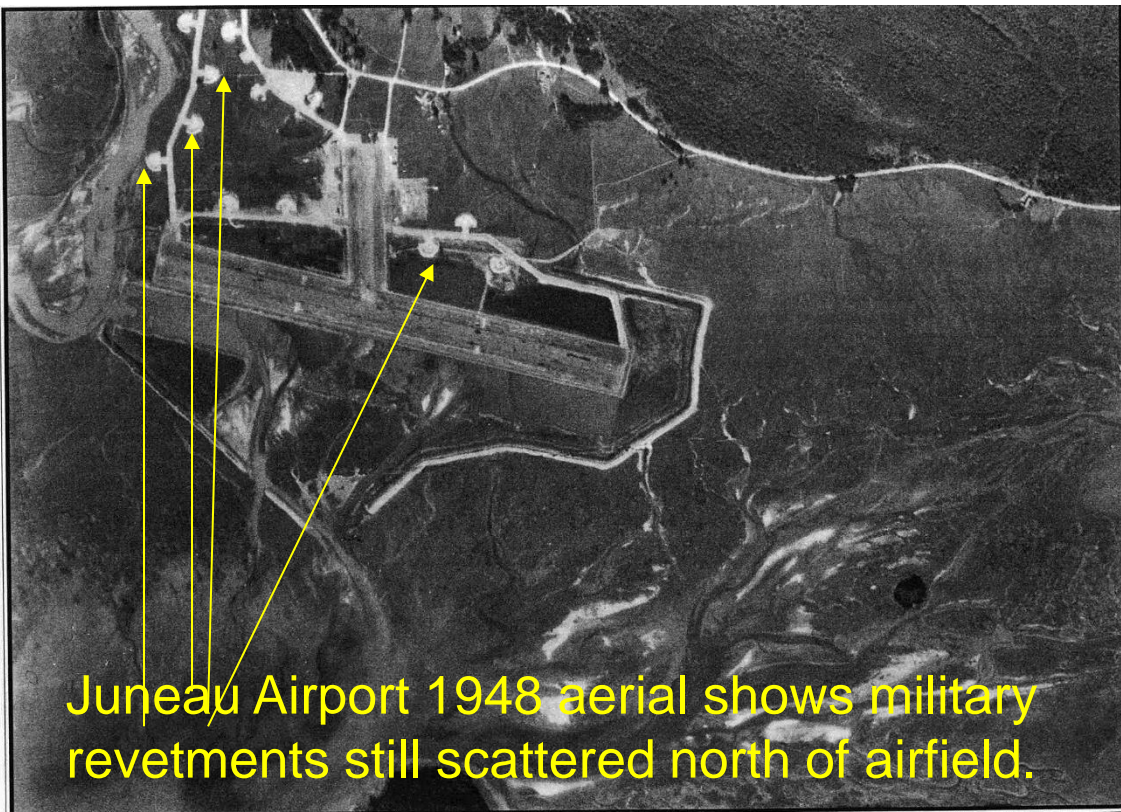


Juneau airport in 1943 showing the large building which housed the terminal and lounge. The small building housed the radio shack. Credit: Austin Hegarty collection.



Construction of first Tower by 1943

Juneau Airport remains a mix of military and civilian....after federal takeover.



Juneau Airport 1948 aerial shows military revetments still scattered north of airfield.

Shortly after the runway was extended gravel revetments were added to protect Army Air Corps aircraft. These remained for several years after WWII.

1940's



425. U.S. Army Planes.

Juneau Airport mid to late 1940s

**By 1947 the Navy
owned/operated the
Juneau Airport.**



The City of Juneau (Council) obtained a permit from the Navy to build a terminal (small strip of land) and the Juneau Municipal Airport terminal was constructed using Federal \$\$ and City bonds (reimbursed by airlines). The Federal permit (Navy) and Federal funding (CAA) appeared to be contingent upon the City working toward ownership of the whole airport as well as providing an adjoining seaplane base.

1940's



Photo by J Malcom Creany, courtesy Alaska Digital Archives ASL-P97-0564.

June 12, 1949 –
Dedication of new
Juneau terminal

In 1948, the first portion of the new Juneau Municipal Airport terminal is constructed at a cost of \$140,000.

Note: In 1946 Federal Airport Act passed, prior to this act, airports were financed and operated by state, county, or municipality. This led to airport expansion over the next few years.

Juneau Municipal Airport Terminal

Late 1940's/
early 1950's



1952 photos by j.m.creany



PHOTO BY
J. MALCOLM CREANY
JUNEAU, ALASKA

1950's



1950 – Pan Am DC-4 slides off the end of the Juneau runway. Pan Am cancels flights at Juneau Airport when temperatures are between 28-32°F.

Photo courtesy of Dewey Baker, JNU! Growing Up with Juneau's Airport by Bill Baker, Gastineau Heritage News, Sept 2004

1950-1953 there was a push from the City, airlines and military to lengthen the Juneau runway by an additional 2500'. Aircraft were getting larger and accidents were occurring.

Approval of a 1,500' additional was given as well as funding at 75% by the Federal Aid airport program.

....and just in time.....

571
QUITCLAIM DEED

From: UNITED STATES OF AMERICA
Department of Commerce
Civil Aeronautics Ad'm.
Anchorage, Alaska

to:

THE CITY OF JUNEAU, ALASKA

"" JUNEAU AIRPORT ""

(including Apt. Bldg ground)

Dated Oct. 28, 1953

and: City Council RESOLUTION of Acceptance
dated Nov. 12, 1953

3 Certified copies of Deed and of
Resolution furnished to CAA @ Anchorage.

CLP

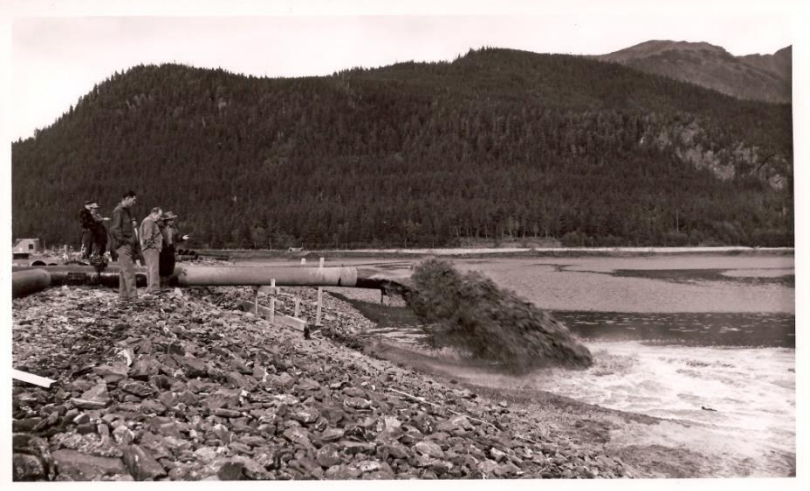
Recorded matter.

1953

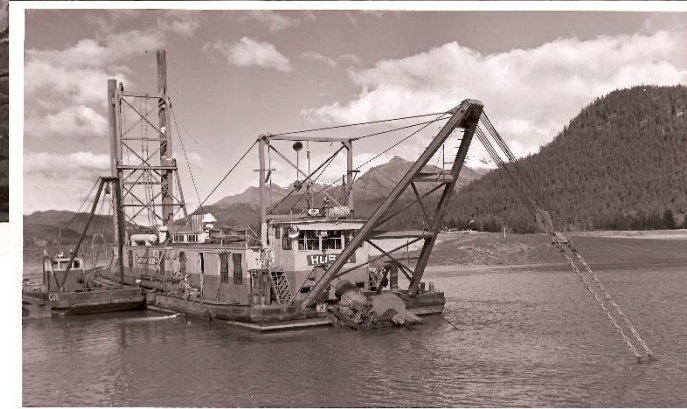
1953 - The Juneau Airport is quitclaimed to the City of Juneau by the CAA.

The conveyance apparently included all buildings and facilities (other than those used by the CAA and Weather Bureau), as well as equipment.

1950's



Now Juneau
Municipal
Airport



1953 City begins dredging to extend runway to accommodate larger aircraft.

1954, the extension to the runway was completed and now at 6,468'.

1950's



Photo courtesy Alaska Digital Archives
UAF-1976-21-56564, ca1960

Archives, University of Alaska, Fairbanks



Photo courtesy Juneau Douglas City Museum

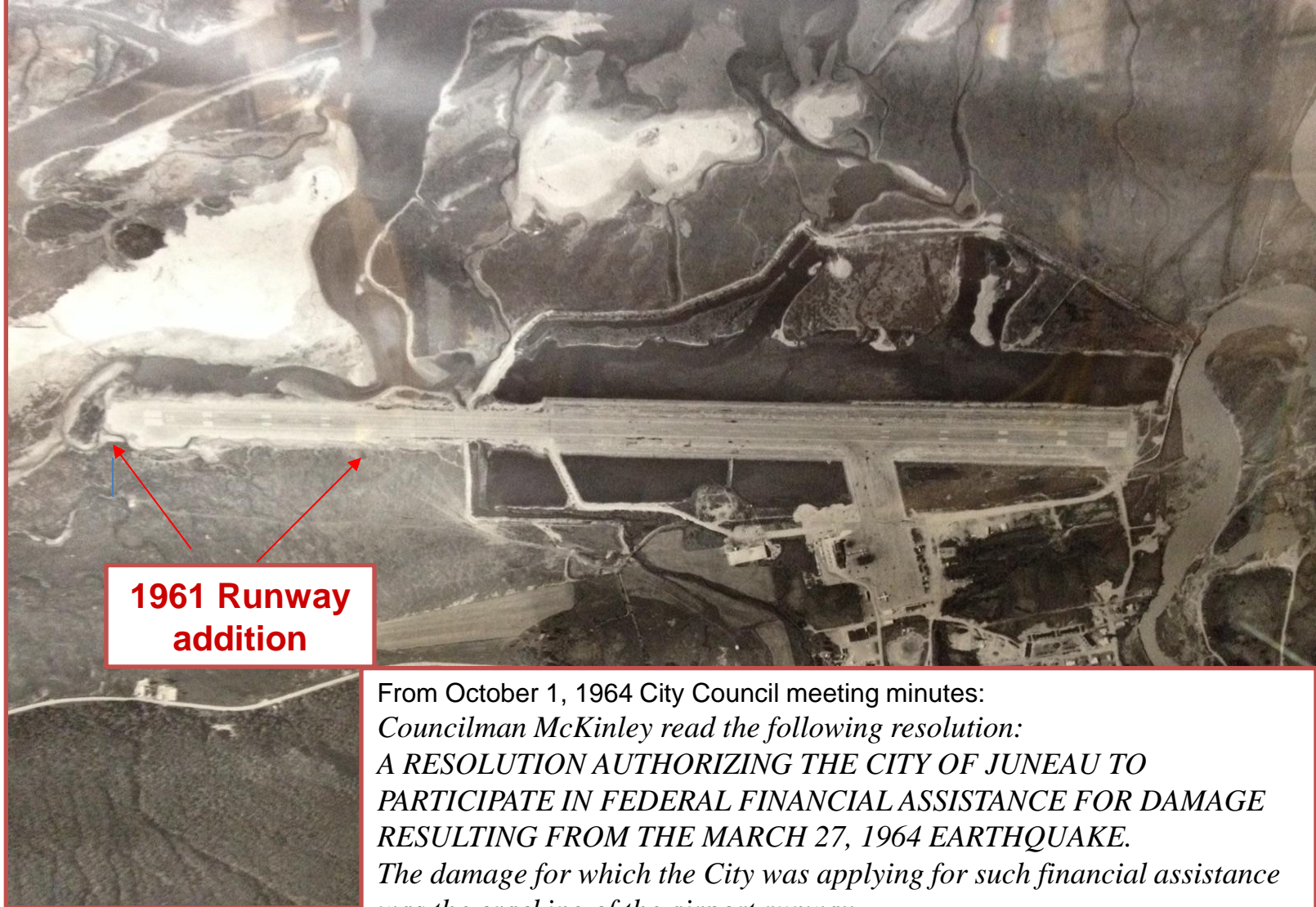
In 1957 the expansion of the terminal was completed which added 2nd-story. The Air Traffic Tower cab was an add-on by the Federal government by 1960.

.5 in

JDCM

85.22.350

1960's



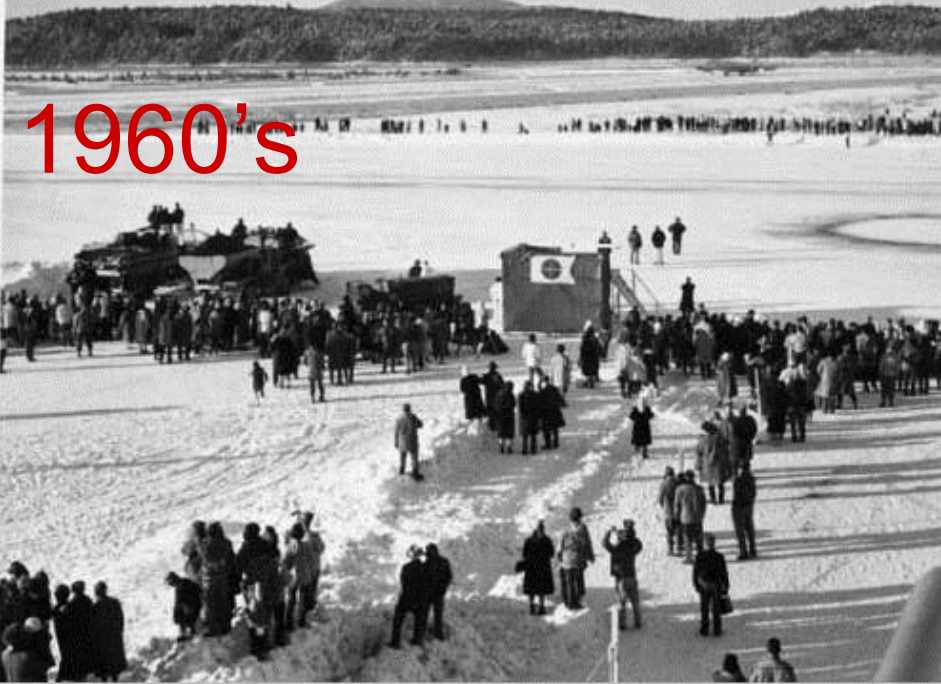
**1961 Runway
addition**

From October 1, 1964 City Council meeting minutes:
*Councilman McKinley read the following resolution:
A RESOLUTION AUTHORIZING THE CITY OF JUNEAU TO
PARTICIPATE IN FEDERAL FINANCIAL ASSISTANCE FOR DAMAGE
RESULTING FROM THE MARCH 27, 1964 EARTHQUAKE.
The damage for which the City was applying for such financial assistance
was the cracking of the airport runway.*

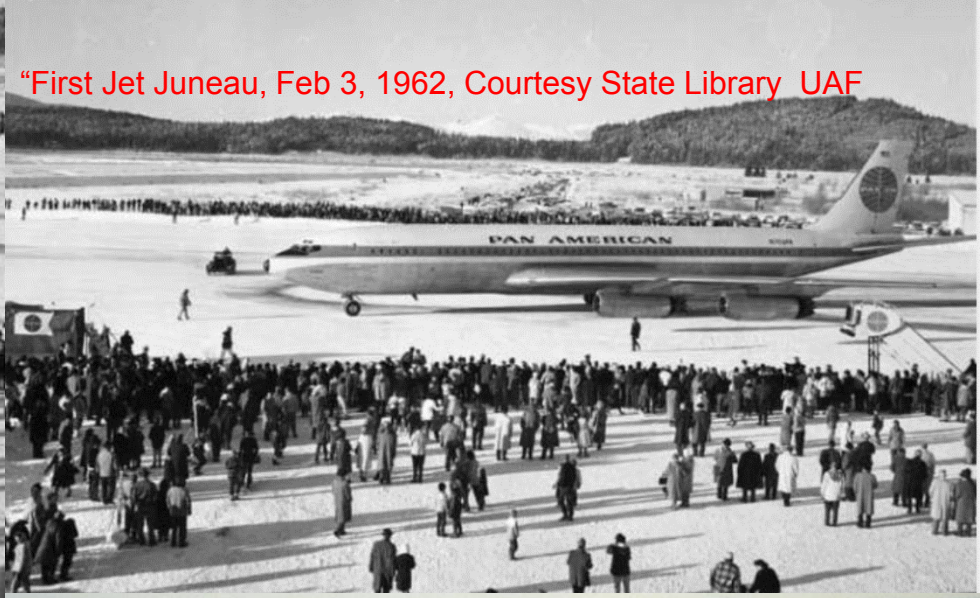
In 1961 the Juneau airport runway expanded again by 2,200' to accommodate large jet traffic. Runway listed as 8,456'. In 1964 the runway also sustained cracking during "THE" earthquake. City applies for federal funding for repairs

NOTE: in recorded history dialogue there are discrepancies between 2,000' – 2,200'. If extended 2,000 (1988' with 212' off ends) this would match the runway historic data and equate to the 8456' as published.

1960's



Archives, University of Alaska, Fairbanks



“First Jet Juneau, Feb 3, 1962, Courtesy State Library UAF

“First Jet Landing Juneau, Feb 3, 1962, Boeing 707-320 can be seen touching down on runway. Gov Egan speaking to crowd“
Courtesy State Library UAF



By 1962, jet service had come to Juneau. The runway extension made jet service possible, but in 1963 Pan Am terminates service to JNU.

PNA merges with Western Air Lines in 1967.



"Juneau Airport / June 22, 1966 / PNA 720 Boeing Jet". Courtesy Juneau Douglas City Museum

1970's



Concourse extends out on the ramp.

By 1973 the terminal has a new face and the front (public entry) now faces Shell Simmons Dr.; as it does today. Public paid parking (by meter) is formally established to the public side.



1972-73 North face addition.



January 22, 1976, the City Assembly passed Resolution 353 formally changing the name of the Juneau Municipal Airport to *“JUNEAU INTERNATIONAL AIRPORT”*.

Juneau Airport 1972



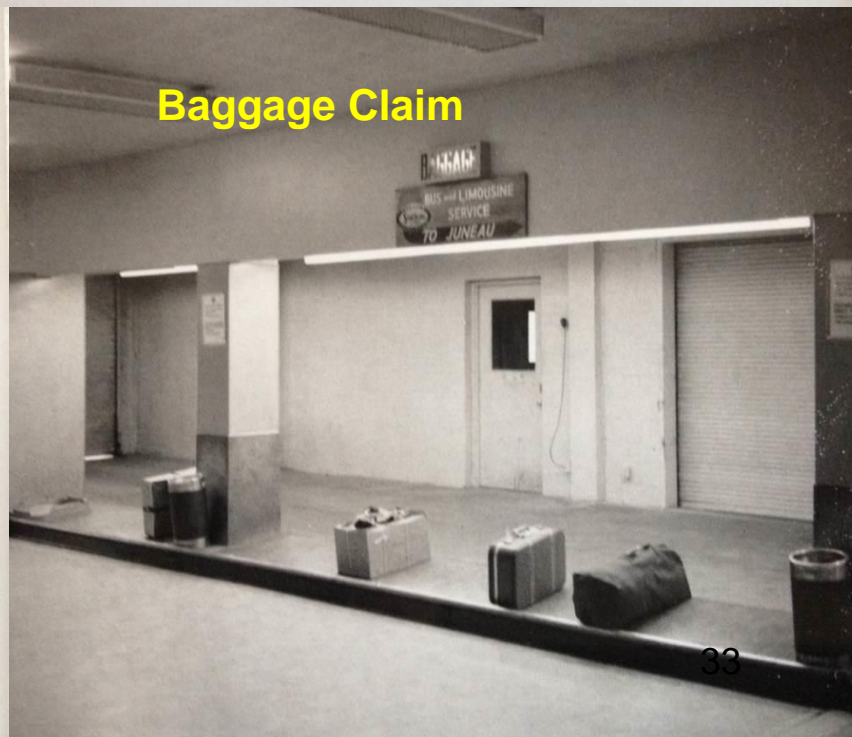
Alaska Airlines and Western Air Lines
ticket counters



Curios & Gift shop



Passenger
Boarding Lobby



Baggage Claim

1970's

Partial Taxiway constructed

LEMOON CK. / AIRPORT 8/13/82

Photo Aug 1982, Courtesy Mal Menzies and R & M Engineering Archives

In 1979 Juneau Airport taxiway constructed for part of the runway...as much as funding allowed.

1980's



University of Alaska Anchorage. Archives & Special Collections

Juneau International Airport 1988-89. East end addition
and tower cab

In 1984, the Juneau Airport terminal was expanded to the east. The expansion added a two-story large air carrier concourse. The new Air Traffic Tower cab was added in 1986.

1980's



In 1989/90 – Taxiway (Alpha) is extended full length of the runway at 8456’.

1990-2010



In 1997 the airport runway was rehabilitated. In 2004 part of the taxiway was repaved.



2009 - 2015



In 2009, the Juneau Airport terminal began expansion (13,000 sq ft) to the east. At the same time, the adjacent 1984 portion of the terminal was remodeled. A geothermal heat pump system was installed for these areas, as well as accommodate future terminal remodel.



2007 - 2015



Following an extensive 8-year Environmental Impact Study (EIS), the airport completed an \$85M mandated Runway Safety Area (RSA) in 2013. The safety area added 600' to each end for protection of aircraft overruns; as well as added 400' to runway length (now 8857').

In 2015, the Runway rehabilitation was completed. In addition to resurfacing 5" of asphalt, the Jordan Creek culvert that runs under the runway was replaced and all new LED airfield lighting systems.

Note old section of runway pavement on south side was the original 1940s-1950s pavement width of 300', now used as runway safety area

2016



**Juneau Airport has \$27.5M in airport
improvements currently underway...
...more history in the making.**

Thanks & Credit:

**JNU Airport Staff: Patty Wahto, Marc Cheatham & Kris Ritter
Mal Menzies, Airport Board
Joe Heueisen, Airport Board
Doug Wahto
Alaska State Library – Historical Collection
Juneau Douglas City Museum Collection & Staff
City and Borough of Juneau Archives
Juneau Airport Master Plan(s)
Alaska State Library-Historical Collections
Captain Lloyd H. “Kinky” Bayers Collection, 1898-1967
R & M Engineering
Gastineau Heritage News/Gastineau Channel Historical Society
Alaska Airlines.com Historical
Pan America/Pacific Alaska Airways.com historical
Pacific Northern Airways.com
Jim Ruotsala Collection**

Large Air Carrier History As Operated in Juneau

Alaska Airlines



Alaska Coastal-Ellis Airways



Alaska Coastal Airways



Ellis Air



Alaska Air Trans.

Marine Airways

MARINE AIRWAYS

Wien Air Airlines

Delta Air Lines



Western Air Lines



Pacific Northern Airlines (PNA)



MarkAir

Pan America World Airways (Pan Am)



Ceased operations in JNU 1963

Pacific Alaska Airways



Pan Am logo 1944 - 1957

Alaska Southern Airways



Alaska Washington Airways

