

INTRODUCING FRIENDS OF MAGNUSON PARK

IT'S NICE TO MEET YOU!



ABOUT FRIENDS

MISSION & VISION

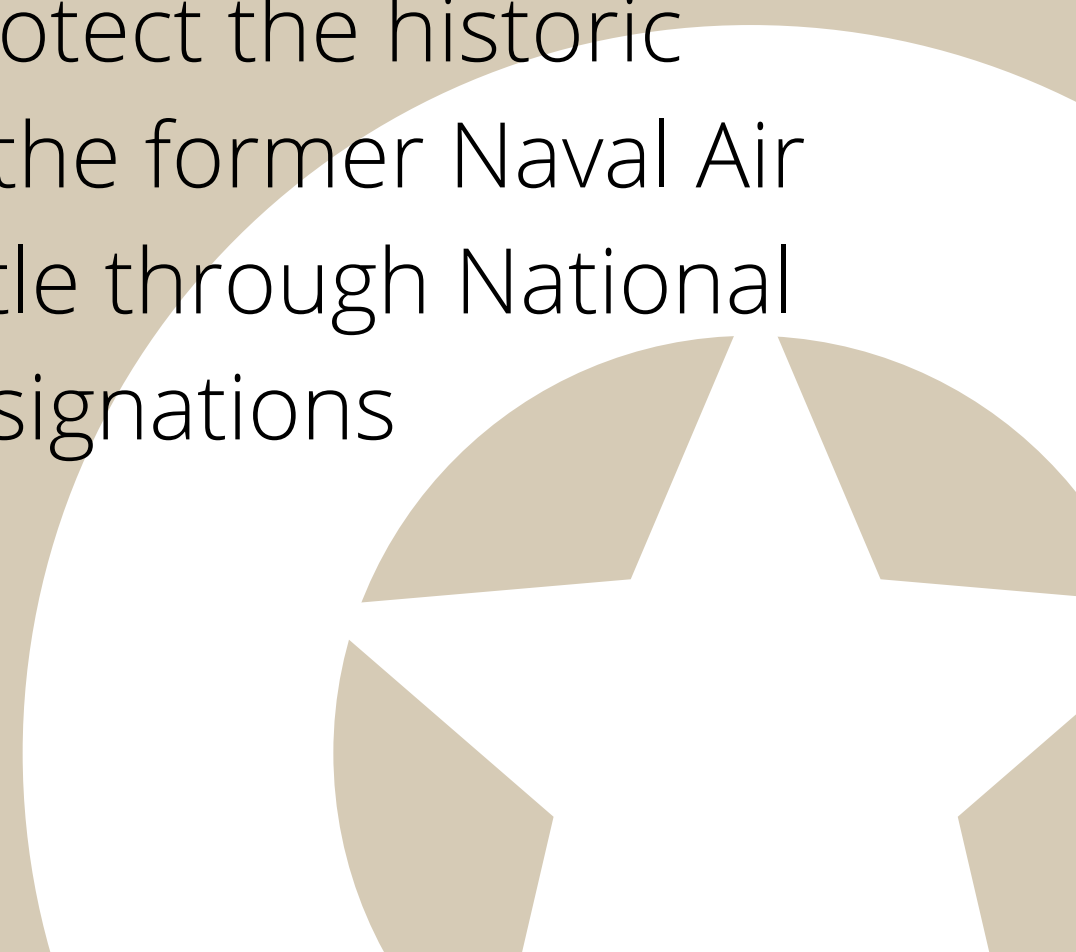
- Educate the public about the importance of this site to aviation and military history
- Advocate and protect this site as a recognized federal, state, and local historic district
- Inspire a lifelong interest in its social and technological developments

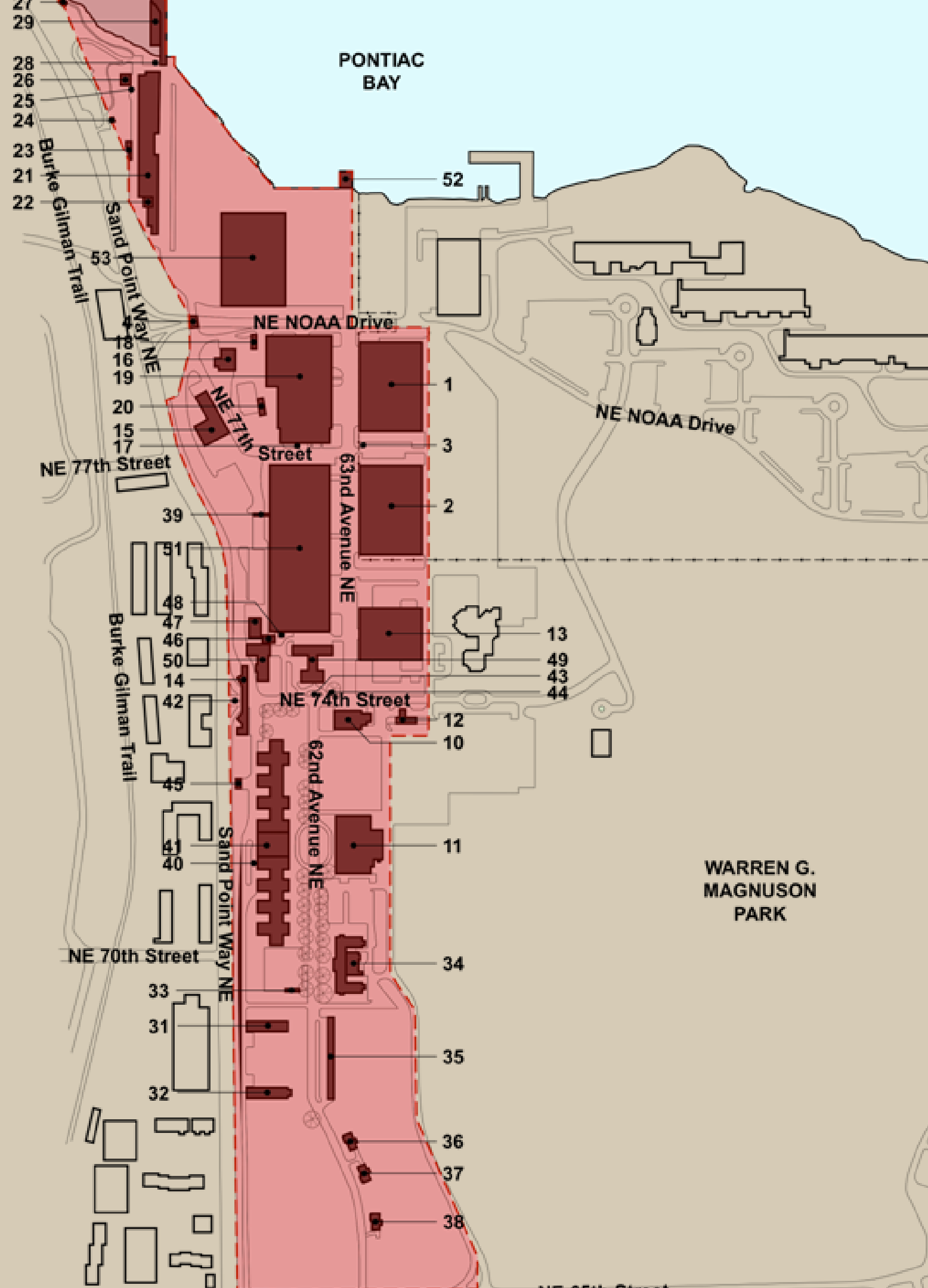




FRIENDS FORMS IN 2008

- Representing neighbors and Navy interests, Friends quickly grew to 100 members
- Fought to protect the historic buildings of the former Naval Air Station Seattle through National and local designations

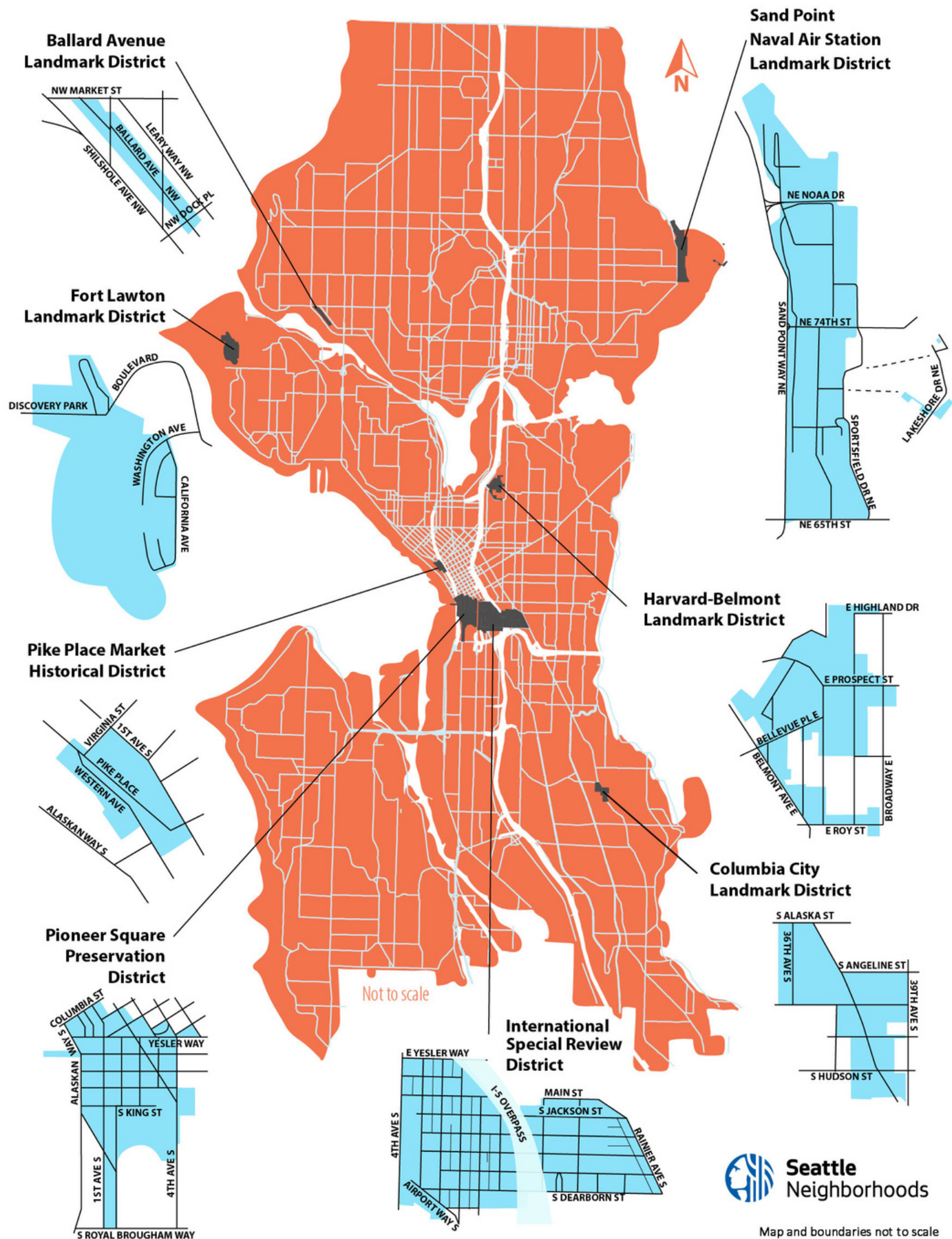




2010 NATIONAL REGISTER OF HISTORIC PLACES

- In 2010, Naval Air Station Seattle was formally listed as a historic district both nationally in the National Register and with the state in the Washington Heritage Register.
- Designations protect the buildings by creating legal hurdles to threatening development and opens up preservation funding sources for maintenance and restoration

Landmark Districts

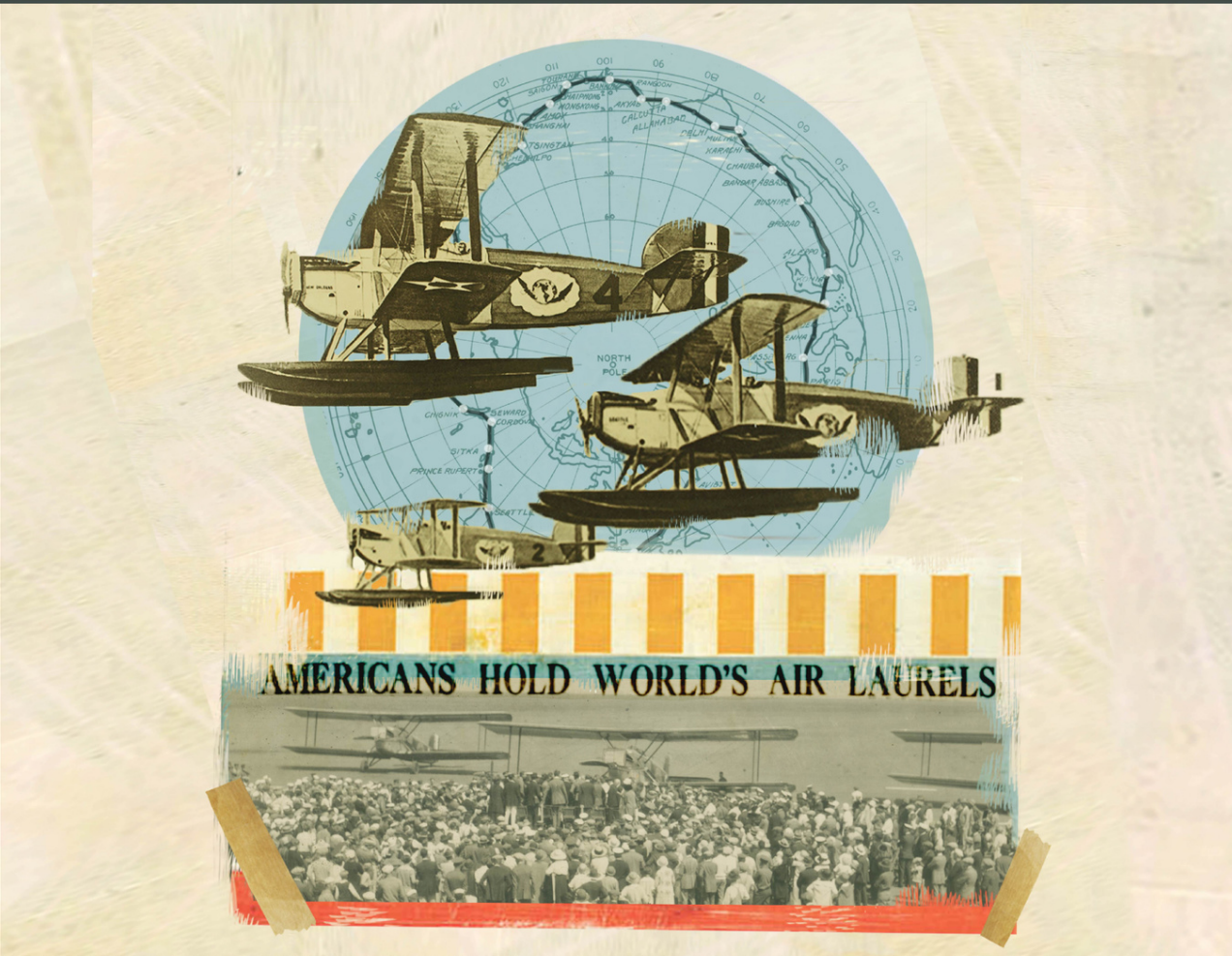


2011 SEATTLE LANDMARK DISTRICT

- Why stop there? We worked hard and on March 2011 the Sand Point Naval Air Station Historic District joined seven other Seattle landmark districts. The first in over 20 years.
- A major feat for a grassroots org! The effort won us the Community Advocacy Award from Historic Seattle that year

**TODAY
WE ARE THE
ONLY ORGANIZATION
DEDICATED TO THE
PRESERVATION AND
INTERPRETATION OF
MAGNUSON PARK'S
HISTORY**





ALMOST 100 YEARS AGO, a few feet from where you standing now, four Douglas World Cruiser airplanes piloted by U.S. Army Air Service aviators took off on a historic race around the world.

Only two planes would survive the journey.

When World War I, the first major conflict to utilize aircraft, came to a close, the United States Army Air Service switched their focus from winning wars to winning public interest in American aeronautics.

It was 1918, and most Americans had never seen an airplane. Army Air Service pilots flew demonstrations at county fairs around the country. They set new records in speed, altitude and duration.

As Americans celebrated the first successful cross country flights, other countries began realizing their own ambitions to be the first to fly around the entire world.

Nothing of this magnitude had ever been attempted. The Pacific and Atlantic oceans had never been crossed by air. Extreme weather conditions would threaten the success of the flight at every turn. An all-American airplane that could withstand the journey didn't even exist.

But General Mason Patrick, Chief of the United States Army Air Service, would not see America, the birthplace of aeronautics, left behind in the race.

AND SO, IN PLANES MADE OF WOOD, CLOTH AND WIRE, WITH NO RADIOS TO COMMUNICATE BETWEEN EACH OTHER OR THEIR GROUND SUPPORT, WITHOUT PARACHUTES OR LIFE VESTS, EIGHT BRAVE MEN EMBARKED FROM SEATTLE ON

THE FIRST WORLD FLIGHT

RELIVE THE ADVENTURE.

"AS WE DREW NEAR LAKE WASHINGTON...WE BROKE OUR V-FORMATION AND FLEW ABROAD OVER SAND POINT FIELD, SO THAT EACH PLANE SHOULD FINISH THE FLIGHT AT THE SAME TIME. BEAENEATH US WE SAW A WELCOME SIGN, ONE HUNDRED AND FIFTY FEET LONG AND WITH LETTERS TWENTY FEET HIGH" - SMITH

LANDING AT SAND POINT

OFFICIALLY, THE WHEELS OF THE CHICAGO touched the field at 1:28pm on September 28th, 1924 at Sand Point Airfield. From Seattle to Seattle it had taken them 175 days, flying 26,345 miles in a total of 363 hours and 7 minutes.

"FIFTY THOUSAND CITIZENS OF SEATTLE GAVE US A MAGNIFICENT RECEPTION...COUPLES ARRANGED THEIR MARRIAGES TO COINCIDE WITH THE TERMINATION OF THE WORLD FLIGHT AND THERE WAS A FASHION FOR A TIME OF WEARING BEAUTY PATCHES CUT IN THE SILHOUETTE OF A DOUGLAS CRUISER. THEY WERE EVEN NAMING BABIES FOR US.

"The following afternoon, Seattle friends took us out to Sand Point Field, where Les Arnold's sister Mrs Francis L. Cole unveiled a monument commemorating the fact that Seattle had been the starting-point and the end of the first World Flight. It was a granite shaft fifteen feet high with a globe at the top surmounted by a pair of bronze wings. On one side was a bronze plate bearing our names and the dates of our departure and return. We had certainly never expected to see our names on a monument until we were under it." - SMITH



Above Image: Entrance to Sand Point Naval Air Station with view of the World Flight Monument (Courtesy MSHA)

Below Image: World Flight (Courtesy San Diego Air and Space Museum)



Round-World Flight To End at Seattle



Above Image: Courtesy MSHA

SO IT WAS THAT AMERICA claimed the honor of being the first to circumnavigate the globe by air, proving the skill of her engineers and courage of her aviators to the world. The success of the world flight was also largely owed to collaboration between the twenty two countries on the flight path.

In accomplishing the post-WWI goals of the United States Army Air Force to foster public interest and trust in American aeronautics, we can safely say that the World Flight went above and beyond.

For Seattle, the historic flight helped to push Congress to develop a Naval Air Station at Sand Point and in 1929, Naval Station Puget Sound was created. It operated for many years as an education facility for naval aviators and several training aircraft from that era, suffering a similar fate as the Boston, lay submerged at the bottom of Lake Washington to this day.

Today, though its airfield runways were torn down in the 1970s, Magnuson Park's aviation history remains visible in its national designation as the Sand Point Naval Air Station Historic District and in its principal monument, standing sentinel at the entrance to the park.

THIS EXHIBITION BROUGHT TO YOU BY:
FRIENDS OF MAGNUSON PARK - 4CULTURE - MERCY HOUSING

THE PLAN



"AUTHORITY IS REQUESTED TO SEND A FLIGHT OF OUR ARMY AIRPLANES AROUND THE WORLD...TO SECURE FOR THE UNITED STATES, THE BIRTHPLACE OF AERONAUTICS, THE HONOR OF BEING THE FIRST COUNTRY TO ENCIRCLE THE WORLD ENTIRELY BY AIR TRAVEL."

MAJOR-GENERAL MASON PATRICK
CHIEF OF THE UNITED STATES ARMY AIR SERVICE
NOVEMBER 6, 1923

FOR AMERICA TO HAVE A CHANCE TO WIN THIS RACE, THEY WOULD NEED A NEW MODEL OF AIRPLANE CAPABLE OF MAKING THE LONG AND TREACHEROUS JOURNEY AND THE BEST FLIERS IN THE COUNTRY.

THE CRUISER

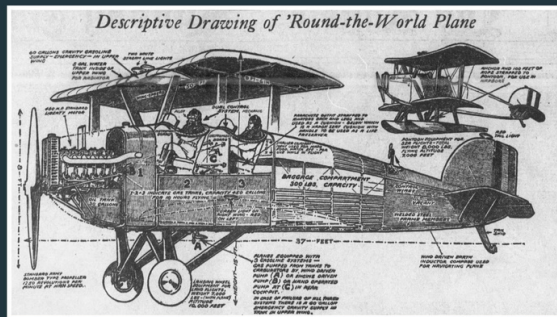
DOUGLAS AIRCRAFT COMPANY was chosen to craft a plane to United States Army Air Service specifications that could take on the journey. In only 45 days, Donald Douglas and Jack Northrup designed the Douglas World Cruiser, an open-cockpit biplane that would be powered by a 12-cylinder, 450-horsepower Liberty engine.

SHIPS MADE TO STAND GAFF
World Flight Planes Built on Best Principles to Give Strength and Speed on Land and Sea

WORLD FLIGHT GRUPELLING TEST OF LIBERTY AIRPLANE MOTOR

Each Engine is Composite of the Best of Most of America's Greatest Engineers, Sky Men Who Helped Make Famous Motor Possible.

PREPARATIONS UNDER WAY FOR START OF AROUND-THE-WORLD FLIGHT ON MONDAY

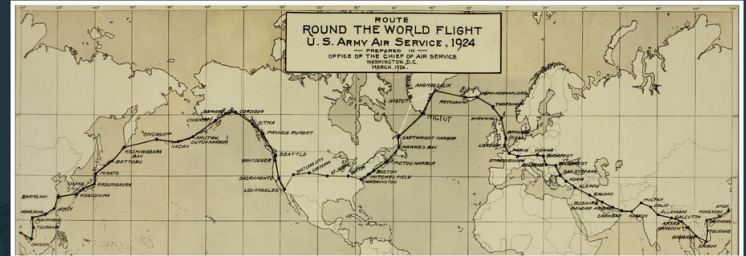


San Diego Herald-Tribune, March 8, 1924

AMERICANS READY TO EMBARK ON GREATEST OF ALL AIR ADVENTURES

THUS AMERICA BEGINS one of the largest peacetime military operations in history. General Patrick assembles a robust logistics team to map out every detail of the fliers' route. They coordinate with the Coast Guard, Navy, Army and diplomatic corps to gather maps and climate information from the Equator to the Arctic.

There'll Be Competition in the Air
ARGENTINE TO SOON ATTEMPT WORLD FLIGHT
English Airmen To Race Yankees in World Flight
FRANCE STARTS WORLD FLIGHT
ITALY ENTERS WORLD FLIGHT
WORLD'S FLIGHT PLANS ALL LAID, WILL START SOON
American Airmen Will Not Wait for Coming Year to Graciously Decide
PORTUGAL AND ENGLAND JOIN



36 NAVY DESTROYERS are strategically positioned around the globe poised to carry supplies and rescue the pilots in the event of an emergency ocean landing. Thirty spare engines, thousands of gallons of fuel, and boxes of spare supplies, 480 separate items in each station, are deposited along the route.

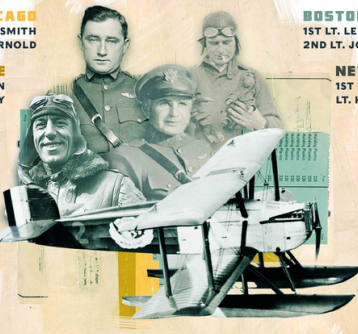
They scout out airfields and safe areas to make water landings around the world, obtaining permissions from 22 separate countries. Six advance officers are sent out ahead of the route to collect information, make arrangements with foreign governments and supervise the distribution of supplies.

Meanwhile England, France, Argentina, Portugal and Italy are busy making their own arrangements.

HUNDREDS APPLIED TO BE ONE OF THE FOUR WORLD FLIERS.

CHICAGO
1ST LT. LOWELL SMITH
LT. LESLIE ARNOLD
SEATTLE
MAJOR FREDERICK MARTIN
LT. ALVA HARVEY
BOSTON
1ST LT. LEIGH WADE
2ND LT. JOHN HARDING
NEW ORLEANS
1ST LT. ERIK NELSON
LT. HENRY OGDEN

"NO MAN WAS EVER MORE ASTONISHED THAN I WHEN I FOUND THAT I WAS TO GO ALONG... IT'S TOO GOOD TO BE TRUE. SURELY, I'LL WAKE UP IN A MINUTE AND FIND THAT I AM DREAMING."
LT. LESLIE ARNOLD
an alternate pilot, not being chosen for the World Flight



College Image Courtesy of the Museum of History and Industry, San Diego Air and Space Museum, Library of Congress and The First World Flight by Lowell Thomas

THE FLIERS

THESE FOUR PILOTS were chosen as America's best and just before Christmas 1923 they received orders to report to Langley Field for training. Each would chose one mechanic to fly with them.

FROM JANUARY TO MID-MARCH 1923, the pilots trained their minds and bodies for the task. They studied wind velocity, storm behavior, and the weather conditions of each of the countries they would fly through. Alongside their chosen mechanics, they familiarized themselves with a proto-type model of the Douglas World Cruiser.

As the Navy Destroyers settled into position and advance officers smoothed the path ahead, the fliers pick up their Douglas World Cruisers in Santa Monica and make their final test flight to Seattle.

DOCK TO BE BUILT FOR WORLD FLIERS




Boeing-made pontoons were installed on the Cruisers during the fliers' three-week stay in Seattle prior to official take-off. Image Courtesy of the Museum of History and Industry


Executive Order 9981

IN 1918, WHEN THE United States Army Air Service was formed, only white soldiers were allowed. The first black military aviators to fly in the Air Service were the Tuskegee Airmen during WWII, but it wasn't until Executive Order 9981 was enacted in 1948 that persons of color were integrated into the United States Armed Forces.

FIRST WORLD FLIGHT EXHIBIT AT MERCY MAGNUSON

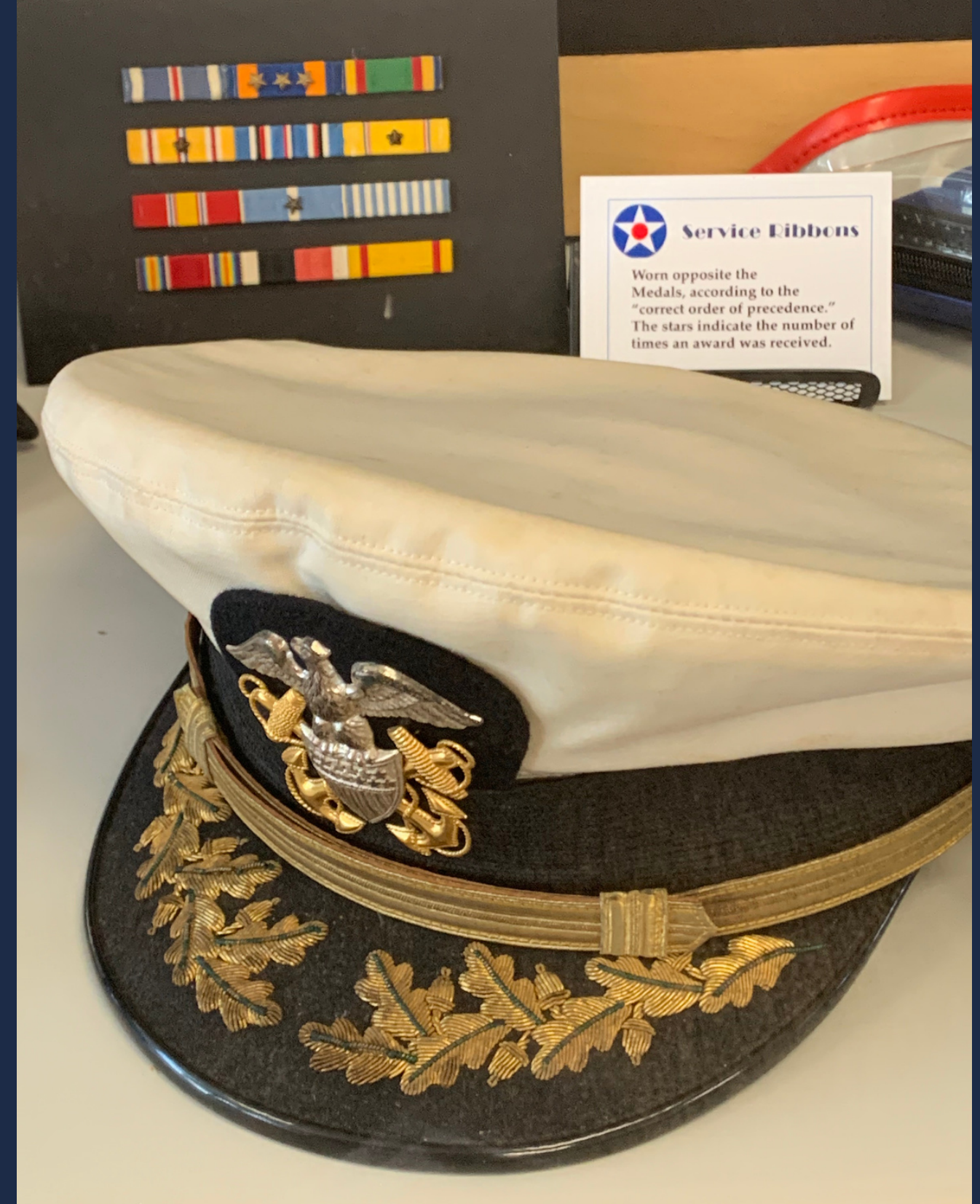



American Legion Cap
Worn by Chief Sargent at meetings, etc. Contains pins and small medals, insignias, earned by Chief Sargent

 **Service Eibbens**
Worn opposite the Medals, according to the "correct order of precedence."
The stars indicate the number of times an award was received.

UPON RIBBONS



NAVAL FAMILIES DISPLAY IN THE BRIG

SEATTLE'S ALL-BLACK NAVY BAND

JIVE BOMBERS

“ Any race, any civilization, needs heroes; it needs legends, it needs fairy tales...We have given the Black experience another dimension that it did not have before we came together. This is a legend. ”

- Huel Perkins, Great Lakes Experience Musician

THE GREAT LAKES EXPERIENCE

During World War II, over 5,000 Black musicians were recruited from across the country to serve as musicians in the United States Navy. They were trained to play in big bands at the Great Lakes Naval Base in Illinois. This program, known as the Great Lakes Experience, is considered today to be the birth of jazz instruction.

Bands were then sent out in 25-piece units to Navy bases all over the country to act as “Ambassadors of Goodwill”, breaking down racial barriers and making an important step towards desegregation in the military.

“ The Great Lakes Experience ” provided opportunities for the musical, personal, and educational growth of many men of color. It brought to the attention of the public several outstanding musicians who, otherwise, might not have been known. It opened the United States Navy Music School to black musicians. It provided the opportunity for many blacks to preserve their self-respect in a branch of the service known for a high degree of prejudice and basic inhumanity toward blacks. - Samuel A. Floyd Jr., Historian ”

Prior to 1942, Black men were only allowed to serve in the Navy as mess attendants and stewards. However, with the increased need for manpower during WWII, previously excluded groups were admitted to the Navy as reservists whose enlistments would end six months after the war.

“ They used to say ‘In the Navy, white men are men and Black men are cooks’...In the forties, blacks asking to be sent to the Navy...was this change in attitude because, you know, the Navy had a pretty bad reputation among black people. ” - Huel Perkins, Great Lakes Experience Musician



NAVAL AIR STATION BAND UNIT, SEATTLE, WASHINGTON-DEC.12,1942



In December 1942, a 24-piece Naval Air Station Band was transferred from the Great Lakes Naval Base to Sand Point Naval Air Station in Seattle.

They formed their own 18-piece “Jive Bombers” jazz ensemble shortly after, and in addition to the Naval functions, parades and WWII bond rallies where they played in uniform, the Jive Bombers were also active in the Seattle jazz scene.



JIVE BOMBERS

During WWII, Seattle enjoyed a lively jazz scene with jam sessions largely made up of military musicians. The Jive Bombers, a “dynamic, Louis Jordan-inspired combo,” played to enthusiastic crowds at the Washington Social Club, Jungle Inn, Finnish Hall, Eastside Hall and other local clubs.

“ They played a half-hour version of ‘Flyin’ Home’ that featured floor-walking solos by Braxton and Hickey during which customers stuffed dollar bills into their horns. ” - Alex Albright, Historian ”

Shortly after WWII ended in September 1945, the Great Lakes Experience Navy Bands disbanded across the country.

“ The bottom did drop out and very few guys that came out of the Navy stayed in music...most guys were going in the Post Office or teaching...That’s a fact. ” - E. Wilkins, Great Lakes Experience Musician ”

But in Seattle, the Jive Bombers band continued into the 1950s under the direction of Al Hickey and indeed, many of the Jive Bombers musicians like William Funderberg, Robert Braxton, Bob Marshall, Alvin Larkins, and Doc Moore continued to shape the Seattle music scene for years.

Jam sessions would last through the night in these clubs, and the Jive Bombers could find themselves playing alongside the biggest names in jazz - Lionel Hampton, Duke Ellington, Count Basie - when they came through town.



NAVAL AIR STATION BAND UNIT, SEATTLE, WASHINGTON-DEC.12,1942



In the recreation building almost every sort of sports equipment is stocked and available on request. But not only competitive action is required. The huge gymnasium floor takes a high wax polish in between basketball games, and the acoustics for hot “jive” music are highly satisfactory.

One of the smoothest bands to be found for miles around is on tap under the trained baton of Chief Musician Louis Braxton, and when the regular holiday or week-end dances are scheduled the hundreds of swing enthusiasts who attend are spared of really professional rhythm.

Observing the jive artists in full swing, one wonders whether to consider the orchestra and dance programs as combat conditioning or welfare. Probably, however, we can class it as welfare by considering the many social contacts brought about, the improved morale resulting, plus the psychological uplift given to men who thus have no opportunity to forget that they’re away from home and familiar surroundings.



Air Station Dance
The end of the war brought a new wave of jazz to the Naval Air Station, and when the regular holiday or week-end dances are scheduled the hundreds of swing enthusiasts who attend are spared of really professional rhythm.



FRIENDS OF MAGNUSON PARK
Sand Point Naval Air Station Historic District



WASHINGTON TRUST
FOR HISTORIC
PRESERVATION

JIVE BOMBERS EXHIBIT AT MAG PARK BREWERY



OUTDOOR AVIATION EXHIBIT AT BLDG 41

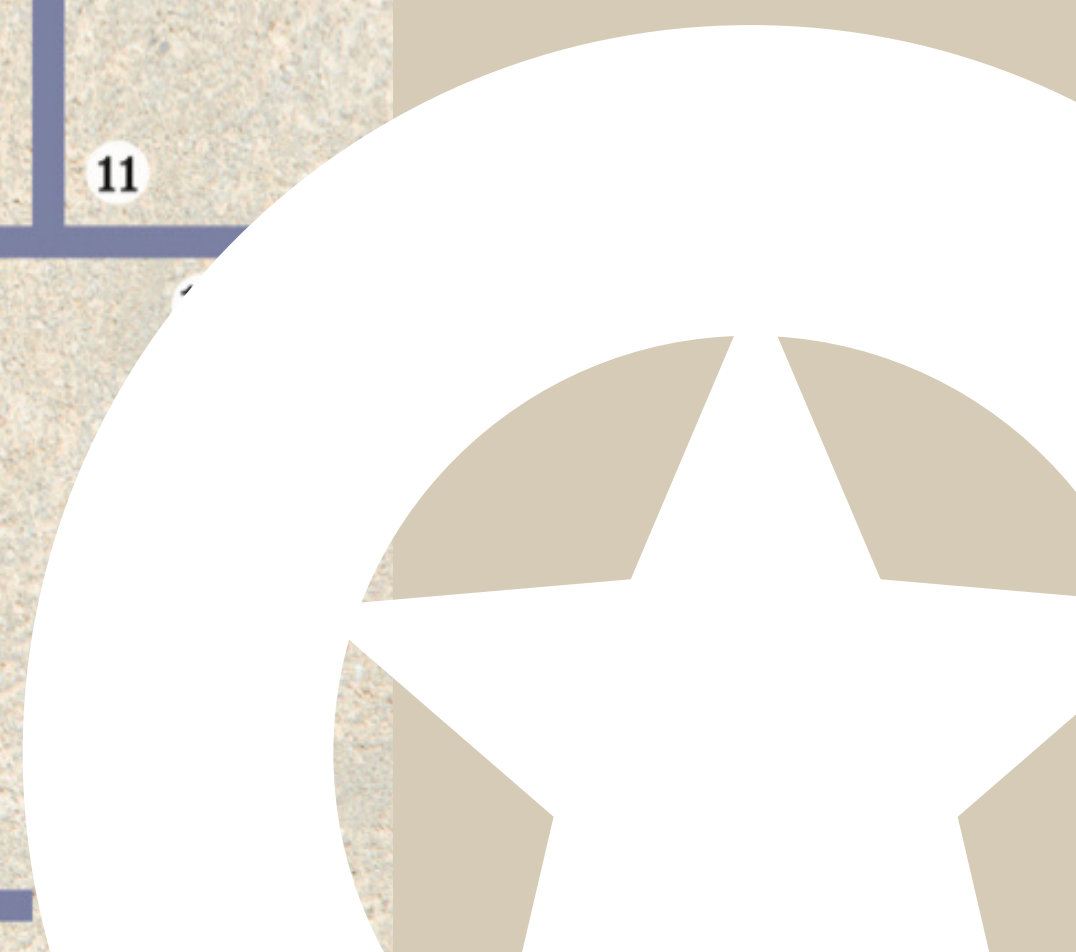




**AIRPLANE MODEL EXHIBIT
AT THE
COMMUNITY CENTER**



TOURS & PRESENTATIONS



STEP BACK IN TIME

Explore the early days of Sand Point on this self-guided tour with stops at sixteen historic buildings located within walking distance of one another (approx. 1 hr walking). Uncover the story of Sand Point's past at your own pace: learn how the indigenous *People of the Lake* used the shoreline and how it came to be the site of Seattle's early aviation and Naval development as you explore the Sand Point Naval Air Station Historic District.

And there's no better time to bring up a discussion of your own family's history. Gather the grandparents, bring along the youngsters and take a walk down memory lane.

While you are here, take time to discover our dynamic Magnuson Park, Seattle's second largest. Here you'll find artist studios, historic residences, sports complexes, a dog park, a restaurant and brewery, public art installations, a radio station and much more.

LEARN MORE ABOUT THE PARK YOU ❤️



CREDIT HISTORY LINK

1. Gatehouse (1942)

Then the secured entrance to NAS Seattle

Built in 1942, the Gatehouse served as an obvious main entrance and security check for the naval air station. Visitors checked in with Navy personnel before being allowed entry. The enclosed bridge spanning the entrance gave Navy personnel better views of approaching vehicles and pedestrians. On the south side of the Gatehouse is a door opening onto Sand Point way which led to the Naval recruiting office.



CREDIT SARAH WALLER

2. First World Flight Monument (1924)

Designed by Victor Lewis, marks the first aerial circumnavigation of the Earth

In 1924, United States Army Air Corps pilots became the first to fly around the world. This wasn't easy. At that time, planes were made of wood and cloth and wire and carried only a small amount of fuel.

The men flew west from Seattle in four Douglas Cruisers, single-engine, two-seater biplanes, and returned to the city 176 days later. By the end of the journey had flown over 26,000 miles and had worn out seventeen engines.

Two of the planes crashed en route, but all of the men survived. For more information or to view our First World Flight exhibition, visit our webpage.



CREDIT UW Collections

3. Building 9 (1929)

Then NAS Seattle Navy barracks, now Mercy Magnuson Park affordable housing

The finest example of Colonial Revival style in the Historic District is Building 9 (owned by YVA State Department of Commerce). The building is composed of a series of large pavilions connected by smaller links, and is in red brick with white trim. The windows have decorative keystones of cast concrete. The north and south wings have gabled dormers on the third floor. The historic Naval barracks were renovated in 2017 to create 148 apartments, a clinic and a daycare run by Mercy Housing. The affordable homes are rented to those earning less than 60 percent of the area median income. South of Building 9 is a series of residential buildings for Base personnel based on rank and marital status.



CREDIT UW Collections

4. Married Officers' Quarters (1939)

Then the NAS officers' quarters, now Youth Care and Friends of Youth group homes

This two-story, Colonial Revival-style house is the southernmost of three similar buildings, at the south end of the district. The trio lines the east side of 62nd Avenue NE, forming a slightly curving arc north to south. Built in 1939 to house married, commissioned officers, Building 332 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Passages House).



CREDIT LIBRARY OF CONGRESS

5. Holiday Tree (circa 1930)

There are three trees within the district are of particular importance to the history of the site and have been formally identified as historic landscape features to be preserved and maintained.

One is this large Atlas Cedar located at the southern end of 62nd Avenue NE, to the southeast of Building 26 South. This tree serves as a counterpoint to the flagpole located at the north end of 62nd Avenue NE, directly in front of Building 25. It was designated as the "holiday tree" and decorated annually for Christmas when the base was operational.



CREDIT ARTIFACTS CONSULTING

6. Building 37 (1941)

Then NAS Seattle recreation building, now Magnuson Park Community Center

The recreation building was the hub of physical and social activity on the Base. The huge gymnasium was home to competitive basketball games and social dances. There was a heavily stocked library and a 996 seat theatre showing big-time movies and vaudeville special acts, musical presentations and local stage productions. Softball, baseball, basketball, tennis, handball, golf, horseshoes, soccer, volleyball and bowling were some of the sports played here and in the swimming pool, thousands of sailors were instructed in swimming, life-saving, rope climbing, abandon-ship procedures. Today, it serves as the Magnuson Park Community Center and is currently undergoing renovation with plans to reopen in 2022.



CREDIT ARTIFACTS CONSULTING

7. Building 18 (1936)

Then NAS Seattle firehouse, now unused

Built in 1936, Building 18 served as the naval air station's firehouse complete with quarters for the firemen to sleep in upstairs and a pole to slide down to the fire trucks. The tall tower was used to dry hoses. The speakers on top of the tower broadcast the Navy calls to duty, including taps, which were heard throughout the neighborhood for many years until they went silent with the base closure.



CREDIT ARTIFACTS CONSULTING

8. Building 25 (1937)

Then NAS Seattle administrative headquarters, now operated by UW

Built in 1937, Building 25 served as administrative headquarters for the naval air station. In more recent years, it continued to house offices, a computer center, and telecommunications office. This Art Deco-style building has a two- and three-story main core and one-story rear wings. Sited in the middle of the district, along NE 74th Street, the building's main facade looks south, down the corridor of 62nd Avenue NE.

Cast stone forms Art Deco decorative motifs on the exterior, particularly on the south facade. Now the building is the University of Washington's Center for Pediatric Dentistry.



9. Freedom Tree & Vietnam Memorial

This giant Atlas Cedar is one of three protected trees in the Historic District. The obelisk was erected in 1972 to honor personnel Missing in Action or Prisoners of War from the Vietnam War era. The monument has a bronze plaque stating that it and the Atlas Cedar Tree known as the Freedom Tree were to honor "the sons of Washington and all prisoners of war and missing in action." Approximately 1,800 service personnel are still missing and unaccounted for in the Vietnam War, with an additional thousand who were killed in action and whose bodies were never recovered.



CREDIT ARTIFACTS CONSULTING

10. Building 41 (1939)

Then NAS Seattle gas station, now vacant

This is Building 41, the old gas station built in 1939. Friends of Magnuson Park received a grant from the Seattle Department of Neighborhoods this year to create a series of murals that celebrate the history of flight at Sand Point. We hired Magnuson Park artist Sandy Brice Miller to design the panels and lead resident youth in the painting process. We partnered with Pacific Northwest Naval Air Museum on Whidbey Island to research each of the planes. These murals will be affixed to the outside of the windows of Building 41 later this month, protecting the building from further vandalism and acting as an open air exhibition on the history of flight.



CREDIT ARTIFACTS CONSULTING

11. Building 30 (1939)

Then NAS Seattle hangar, now offices for Parks and Recreation as well as artist studios

Built in 1939, design of Building 30 incorporated a hangar on the south facade with access from the airfield and offices, and an Art Deco style west facade. Other ornamentation includes original Art Deco light fixtures on the wall of the east stone stairs at the west entrance. Building 30 housed an aircraft hangar and the Chief Officer's administrative headquarters. The old Officer's Club remains virtually untouched with a war ready room.



CREDIT ARTIFACTS CONSULTING

12. Building 2 (1929)

Built in 1929, the Assembly & Repair Shop (Building 2) is the oldest extant structure in the district. It was part of the original 1927 development plan for the naval air station. The original Overhaul Shop (as it was known) was built as a place to overhaul plane engines. An addition was constructed between 1939 and 1944. By 1944, the name had changed to Assembly & Repair Shop, known by base personnel as the "A&R Hangar".

Notice the Art Deco emblem over the south hangar doors. When NAS Seattle was notified of the bombing of Pearl Harbor, windows were blocked out and machine gunners placed on every rooftop of the base. Some of the highest crestory windows on Building 2 are blacked out to this day.



CREDIT ARTIFACTS CONSULTING

13. Building 13 (1930)

Then NAS Seattle Baker Plant, now vacant

Built in 1930 with additions in 1942, the Boiler Plant served as the central steam plant for the naval air station, providing the primary source of heat and hot water for barracks, administrative buildings and other operations. It was also known as Central Heating Plant or Central Steam Plant. During World War II, bomb protection was added to the Boiler Plant, including sandbags and post-and-beam shield walls around the outside.



CREDIT ARTIFACTS CONSULTING

14. Building 27 (1938)

Then NAS Seattle Seaplane Hangar, now Arena Sports

Built in 1938 (with WPA funds), this large Seaplane Hangar provided shelter for Navy seaplanes. It was sited near the Pontiac Bay at the north end of the naval air station and to Building 2 for proximity to the plane assembly and repair facility. Plane tie-downs still remain embedded in the tarmac nearby. In more recent years, Building 27 has been used for aircraft repair, offices, and heavy equipment storage. In 2010, the hangar was renovated and now houses three indoor soccer fields and a 21,600 sq ft health club.



CREDIT ARTIFACTS CONSULTING

15. Building 20 (1937)

Then NAS Seattle torpedo shop, now Magnuson Park Brewery

Built in 1937, Building 20 housed a torpedo shop for the naval air station. In October 1943, Puget Sound ferries are used as "targets" for U.S. Navy torpedoes bombs of Air Group Ten from Sand Point Naval Air Station. The bombers practice low level, night attacks on shipping using radar. On February 17, 1944, these crews participated in two day and one night attack on the Japanese at Truk Lagoon in the Central Pacific Ocean. They used the techniques developed on Puget Sound to sink 37 enemy ships. Building 11 surrounds this former Torpedo Shop on three sides.



CREDIT ARTIFACTS CONSULTING

16. Building 31 (1938)

Then NAS Seattle support boats, now owned and operated by Sail Sand Point

In 1938, it was built to provide covered moorage for crash boats and other boats supporting NAS Seattle seaplane operations. Later in its life, building 31 supported Navy's Morale Welfare and Recreation as covered moorage for berthing private pleasure craft. Today it is used by Sail Sand Point as covered moorage for safety boats, storage, teaching space, and changing rooms.

THIS PROJECT SUPPORTED IN PART BY A PRESERVATION SPECIAL PROJECTS GRANT FROM OUR FRIENDS AT 4CULTURE



SAND POINT NAVAL AIR STATION HISTORIC DISTRICT

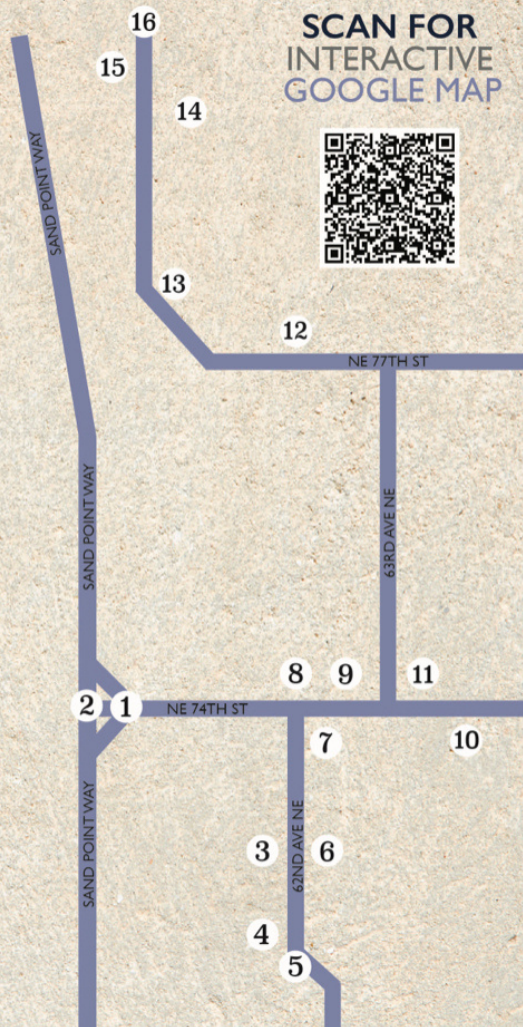
After World War I, a movement began to build a Naval Air Station at Sand Point, and King County began acquiring surrounding parcels. In 1926, four years after construction of the Naval Station had begun on leased land, King County gifted over 400 acres to the Navy and Naval Air Station Seattle, the headquarters of the 13th Naval District developed. Pilots were trained, aircraft tested and torpedoes assembled here in preparation for the front lines of the war in the Pacific.

Early on that fateful Sunday morning December 7, 1941, Sand Point was the first to receive word of the surprise Japanese attack on Pearl Harbor, another Naval Air Station. The first six months of this war were very scary for Seattleites: Japanese submarines lurked offshore and islands off Alaska were invaded.

Along with the Bremerton shipyard and the Boeing airplane factory, Naval Air Station Seattle and Fort Lewis provided protection for the Northwest Coast and their combined efforts helped turn the tide of the war.

Today, the landing strips, runways, taxiways and associated structures have been removed and Sand Point is now home to United States Geological Survey (USGS) Fisheries research facility to the south, the headquarters of the National Oceanic Atmospheric Administration to the north, and Warren G. Magnuson Park, the second largest park in the city in the middle.

The Sand Point Naval Air Station Historic District, a National Historic Site (2010) and Seattle's 8th landmark historic district (2011) comprises 90 acres of the 250 acre Magnuson Park. It includes 42 historic contributing resources including aircraft hangars, administration and office buildings, a steam plant, firehouse and several housing buildings.



SCAN FOR INTERACTIVE GOOGLE MAP



AN EARLY HISTORY OF SAND POINT

For about 12,000 years, the indigenous *People of the Lake* hunted and fished the wetland and old growth Cedar and Douglas Fir forest at Sand Point, an area they called *Fog*. It was a fertile gathering place for cedar bark, wapato, camas and snowberries and cutthroat trout and steelhead were plentiful in the 30 acre lake that was once there. Their longhouses, traditional lodges, were just south of Sand Point at Wolf Bay in what is now the upscale Windermere neighborhood.

In 1850, white settler Isaac Ebey would be the first to document the beauty of Lake Washington's fertile shorelines. Shortly after, homesteaders logged the forests at Sand Point and began farming and "within a few decades, steamboats plied the lake, locomotives crossing a nearby bluff spouted steam, and automobiles bumped along Sand Point's rough dirt roads...homesteaders raised families at Sand Point, a shipyard built steamboats, and a brick manufacturing firm dug and fired clay...eventually, all that disappeared to make way for the era of flight" (Sand Point: The Early Years, 1850-1920, HistoryLink).

First and foremost, Sand Point is significant because of its connection to Seattle's aviation history. In 1917 near the end of WWI, a group of Army airmen came to Seattle to sell Liberty Bonds. Because Seattle had no airport, they had to land on Jefferson Golf Course – an embarrassment for Seattle. A few years later in 1920, King County created Sand Point Airfield – Seattle's first municipal airport.

The Sand Point Airfield saw some of the Boeing Company's earliest aircraft assembled on its turf, was the start and finish of the 1924 First Around the World Flight and was kissed by Lindbergh's Spirit of St Louis when he touched down in Seattle in 1927.



CHESHESAHJUDA, A RENOWNED DUWAMISH CHIEF AND TRAVEL GUIDE TO LAKE WASHINGTON IN THE DAYS BEFORE SEATTLE'S ROADS WERE BUILT IN HIS FULL-SIZED SALISH STYLE CANOE CARVED FROM A SINGLE RED CEDAR. KNOWLEDGE OF TIDES, MAJOR RIVER CURRENTS, SNAGS AND LOGJAMS, AND CANOE REPAIR WERE FUNDAMENTAL ELEMENTS OF A TRADITIONAL EDUCATION FOR UNCOUNTED GENERATIONS OF DUWAMISH IN THEIR ANCESTRAL HOMELANDS. (DUWAMISHTRIBES.ORG) SEATTLE, OF COURSE, TAKES ITS NAMESAKE FROM ANOTHER DUWAMISH CHIEF, CHIEF SEALTH.



WILLIAM GOLDMYER AND WIFE REBECCA J. SPRAK FIRST TO HOMESTEAD AT SAND POINT IN SUMMER 1868.



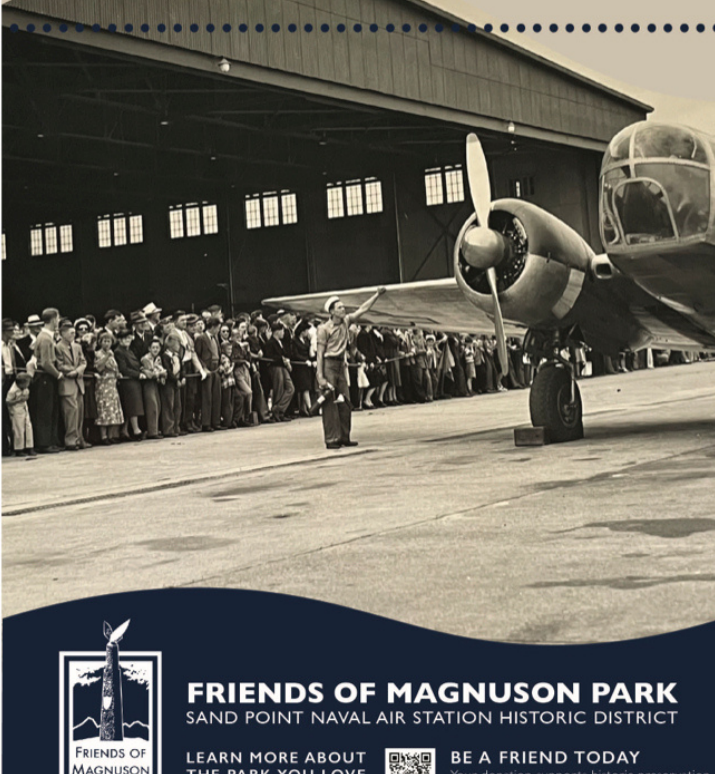
PONTIAC SHINGLE MILL (APPROX 1885), ONE OF SEVERAL PRE-AVIATION OPERATIONS AT SAND POINT. OTHERS INCLUDED EDWARD F. LEE'S SHIPYARD (APPROX 1888), THE PONTIAC BRICK & TILE COMPANY (1889), THE PONTIAC POST OFFICE (1890) AND THE PONTIAC ONE-ROOM SCHOOLHOUSE.



WILLIAM BOEING AND FRED HUBBARD WITH A BIPLANE MODEL. PHOTOGRAPH BY BOEING.



SAND POINT HISTORY WALK



FRIENDS OF MAGNUSON PARK SAND POINT NAVAL AIR STATION HISTORIC DISTRICT

LEARN MORE ABOUT THE PARK YOU LOVE



BE A FRIEND TODAY Your donation supports historic preservation.



Sand Point Remembered: 85-Day Boot Camp, 1964

262 views • 6 years ago

Sand Point Remembered: Gerald West

65 views • 6 years ago

Sand Point Remembered: Robert Donley

100 views • 6 years ago

Sand Point Remembered: Leonard H. Stith

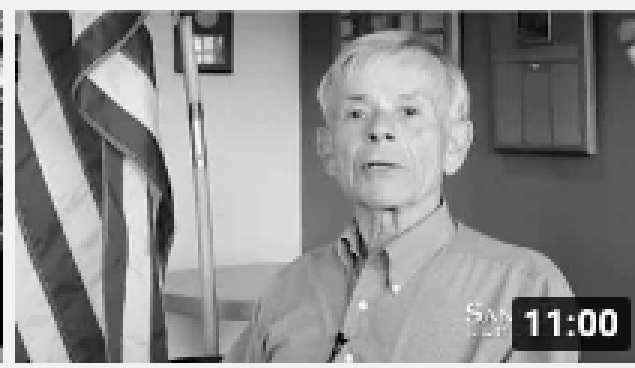
46 views • 6 years ago

Sand Point Remembered: Larry Gill

81 views • 6 years ago

Sand Point Remembered: Richard A. Brown

50 views • 6 years ago



Sand Point Remembered: Robert L. Price

66 views • 6 years ago

Sand Point Remembered: Alan Bloom

96 views • 7 years ago

Sand Point Remembered: Terrence M. Mahony

56 views • 7 years ago

Sand Point Remembered: Bruce K. Hansen

84 views • 7 years ago

Sand Point Remembered: Marie Conner Sillence

107 views • 7 years ago

Sand Point Remembered: Richard Loudon

141 views • 7 years ago



Sand Point Remembered: Barbara Jean Rutledge

71 views • 7 years ago

Sand Point Remembered: Robert Jeffs

44 views • 7 years ago

Sand Point Remembered: R.W. "Bob" Scarff

70 views • 7 years ago

Sand Point Remembered: George Roe

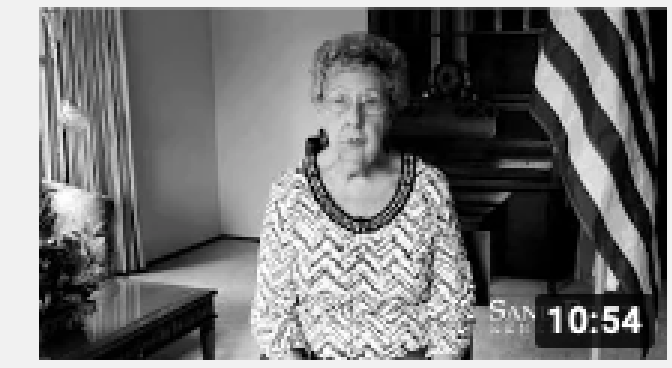
124 views • 7 years ago

Sand Point Remembered: Vince Furfaro

76 views • 7 years ago

Sand Point Remembered: [Name obscured]

177 views • 7 years ago



Sand Point Remembered: [Name obscured]

Sand Point Remembered: [Name obscured]

Sand Point Remembered: [Name obscured]

Sand Point Remembered: [Name obscured]

Sand Point Remembered: [Name obscured]

Sand Point Remembered: [Name obscured]





SAND POINT REMEMEBRED ORAL HISTORIES

**PIO DECANO
& TED MEDJIA
2021**



FRIENDS IS PROUDLY LED BY

KEN SPARKS (PRESIDENT)

NAVY LEAGUE, FINANCIAL ADVISOR, CHFC PHD, NE DISTRICT
COUNCIL CO-CHAIR

LYNN FERGUSON (VP)

RETIRED TEACHER

JOSEPH DIEHL (TREASURER)

CPA, NON-PROFIT & EVENT MGMT

PAT HOOKS-BASS (SECRETARY)

RETIRED NAVY PUBLIC AFFAIRS

RUTH FRULAND

RETIRED TEACHER

CARL SARGENT

RETIRED NAVY

FRANK CUNNINGHAM

WEB MASTER

FRANK GOODELL

RET. AIR FORCE GENERAL AIR FORCE ASSOC, DAEDALIANS
EDITOR

PEGGY PRINTZ

BOB LUCAS

RETIRED SAND POINT PILOT, RETIRED BUSINESSMAN

JORGEN BADER

RETIRED SEATTLE CITY ATTORNEY

CYNTHIA MEJIA-GIUDICI

FILIPINO AMERICAN NAT'L HIST. SOCIETY

LARRY GILL

NAVY VETERAN, SERVED AT SAND POINT

ELISA LAW (EXEC DIRECTOR)

MA MUSEUM STUDIES / DESIGNER

FRIENDS IS SUPPORTED BY[®]



**SEATTLE DEPT OF
NEIGHBORHOODS**

4CULTURE

**SEATTLE OFFICE OF
ARTS & CULTURE**

**WASHINGTON TRUST
FOR HISTORIC
PRESERVATION**

& PRIVATE DONORS

ANNUAL SCHOLARSHIP PROGRAM[®]



MARQUIS ANDERSON (2021)

ELROE YAISO (2022)



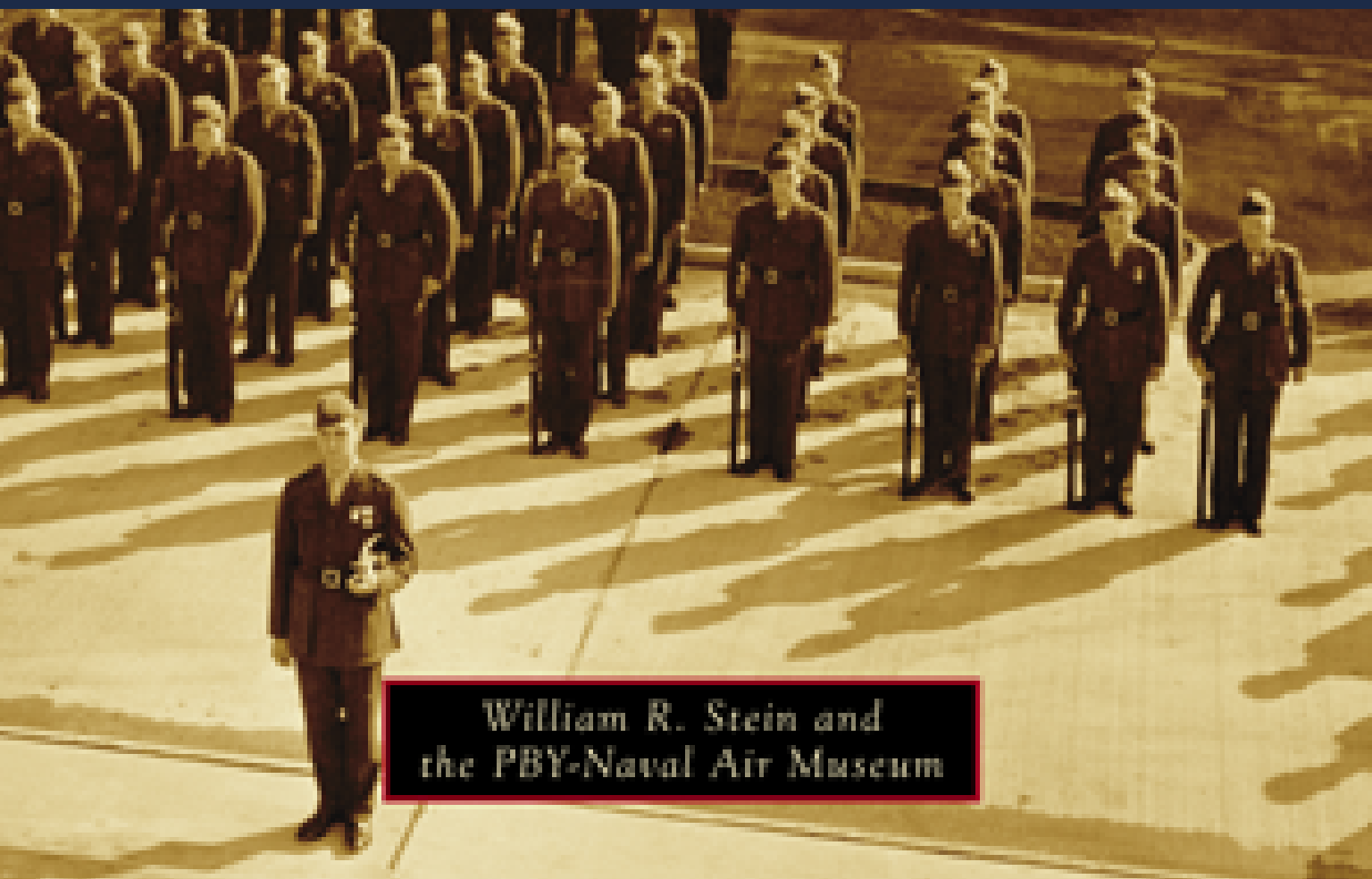
\$5000

**TO ONE GRADUATING
SENIOR LIVING
AT MAGNUSON PARK**

**SMALLER AWARDS
FOR ALL WHO APPLY**



OUR FUTURE



William R. Stein and the PBY-Naval Air Museum





THE FIRST WORLD FLIGHT

SEPT 28, 2024

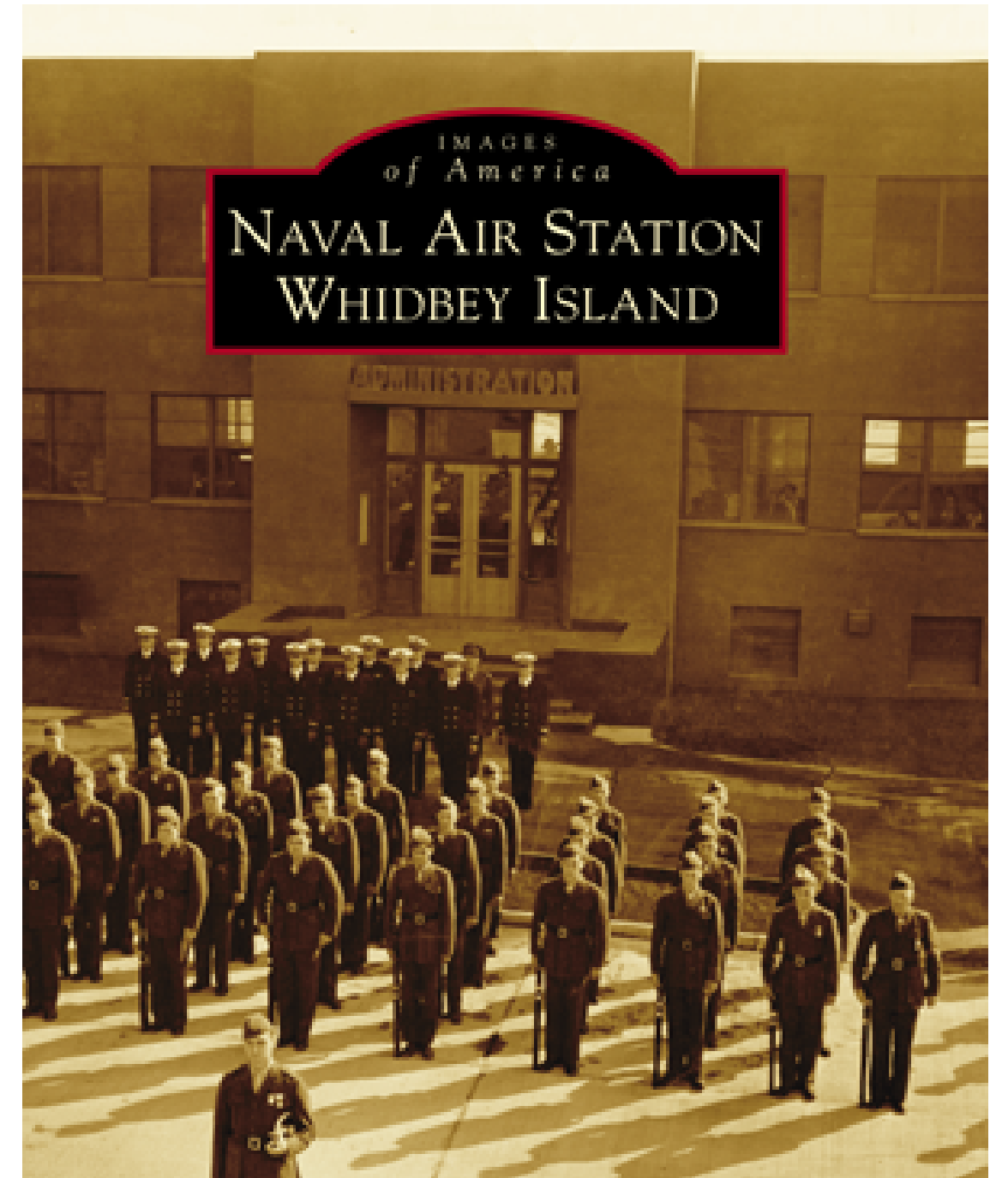
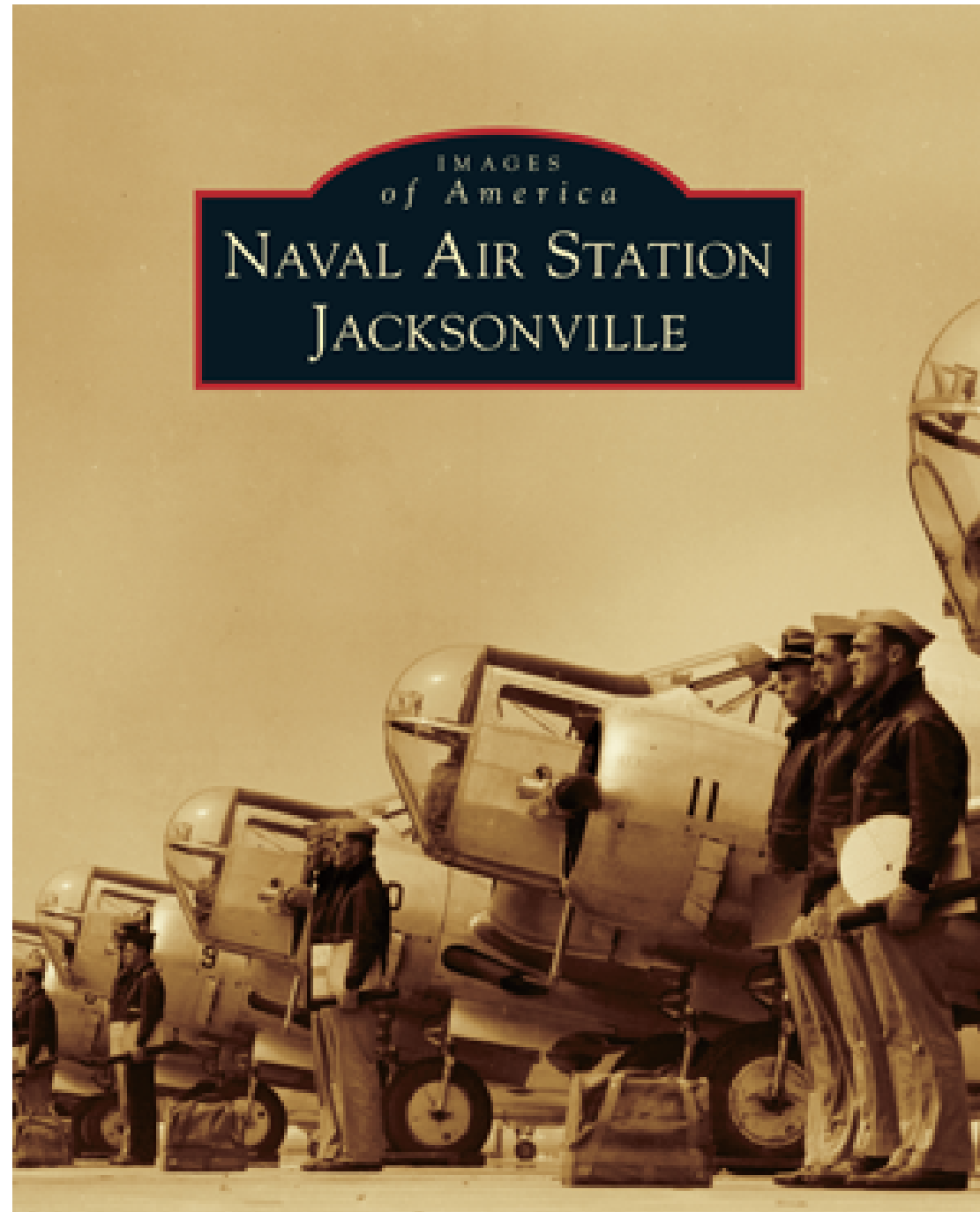
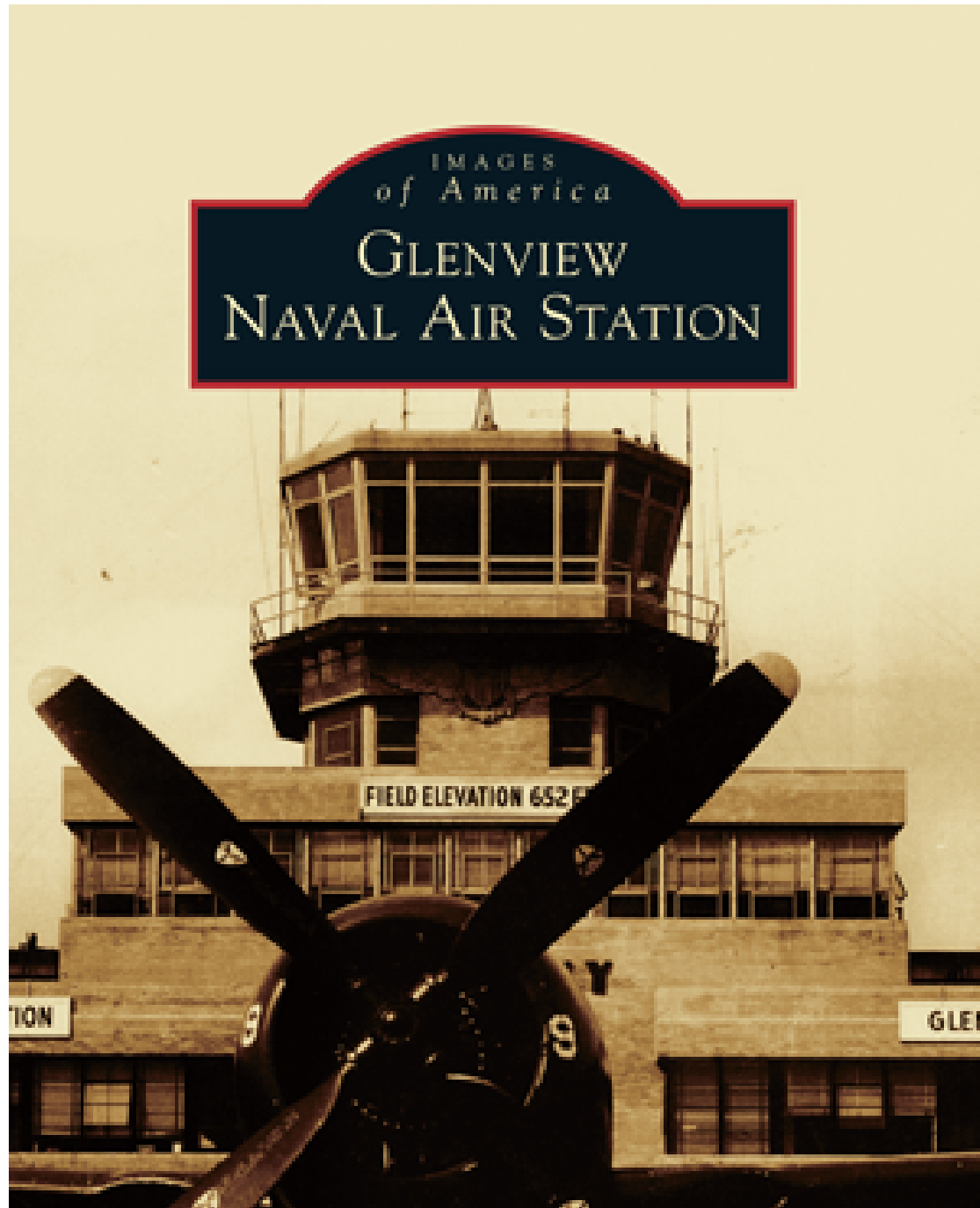


SAVE THE DATE





BLDG 41 VISITOR CENTER



MAGNUSON PARK HISTORY BOOK

EMAIL US

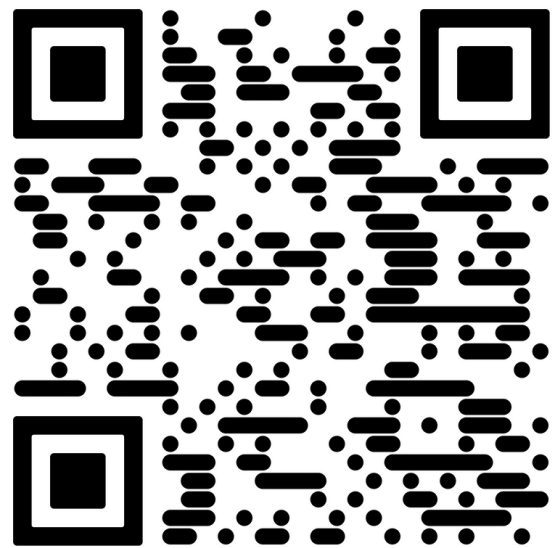
INFO@FRIENDSOFMAGNUSONPARK.ORG

VISIT US

WWW.FRIENDSOFMAGNUSONPARK.ORG

FOLLOW US

[@FRIENDSOFMAGNUSONPARK](https://www.instagram.com/FRIENDSOFMAGNUSONPARK)



SCAN TO BECOME A FRIEND OF FRIENDS

