National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property
Historic name: Stout Field, Administration Building

Other names/site number: Stout Field, Building 5

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

2. Location
Street & number: 2002 S. Holt Road
City or town: Indianapolis State: IN County: Marion
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

☐ national ☒ statewide ☒ local

Applicable National Register Criteria:

☒ A ☒ B ☒ C ☒ D

Signature of certifying official/Title: Indiana DNR-Division of Historic Preservation and Archaeology
Date State or Federal agency/bureau or Tribal Government
In my opinion, the property does not meet the National Register criteria.

<table>
<thead>
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<th>Signature of commenting official:</th>
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<th>Title</th>
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Stout Field, Administration Building
Name of Property

Marion County, Indiana
County and State

4. National Park Service Certification
I hereby certify that this property is:
___entered in the National Register
___determined eligible for the National Register
___determined not eligible for the National Register
___removed from the National Register
___other (explain:) ______________________

Signature of the Keeper

Date of Action

5. Classification
Ownership of Property
(Check as many boxes as apply.)
Private: 

Public – Local 

Public – State X

Public – Federal 

Category of Property
(Check only one box.)

Building(s) X

District 

Site 

Structure 

Object
Stout Field, Administration Building  Marion County, Indiana
Name of Property  County and State

Number of Resources within Property
(Do not include previously listed resources in the count)

<table>
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<tr>
<th>Contributing</th>
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|             |                 | sites
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| 1 buildings  | 0               | Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
   Historic Functions
   (Enter categories from instructions.)
   DEFENSE/air facility

   Current Functions
   (Enter categories from instructions.)
   DEFENSE/arms storage
   DEFENSE/military facility
7. Description

Architectural Classification
(Enter categories from instructions.)
MODERN MOVEMENT/Moderne

Materials: (enter categories from instructions.)
foundation: CONCRETE
walls: CONCRETE
roof: SYNTHETICS/rubber
other: 

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Stout Field, Administration Building is a monolithic concrete structure composed of a three-story central block building topped with a steel and glass control tower flanked on either side by two-story wings. The building is located in the industrial heart of Indianapolis just southwest of downtown on the Indiana National Guard installation called Stout Field. Stout Field itself is bounded by W. Montana Street to the north, S. Holt Road to the east, Sam Jones Expressway to the south and industrial businesses to the west. The installation, an inactive airbase, currently functions as the headquarters of the Indiana National Guard. Stout Field, Administration Building, also known as Building 5, currently functions as administrative office space for the Indiana National Guard. Designed by Indianapolis architect John P. Parrish and constructed between 1941 and 1943, the Administration Building is a Moderne style building that was built with Works Progress Administration (WPA) workers and monies. The building continues to retain a high level of integrity despite many renovations and repairs over the years.
Stout Field, Administration Building

General Environment
The current boundary of Stout Field is less than half the size of the original commercial airfield from the late 1920s and about a quarter of the size it was when Stout Field was in its prime during World War II. The Administration Building and all of the older buildings on the property are located on the eastern perimeter of Stout Field close to S. Holt Road. The Administration Building is flanked to the north and south by multiple buildings including a similar Moderne style hangar to the south. Today much of the atmosphere that marked Stout Field as an active military airbase has dissipated as the role of the Indiana National Guard has developed and evolved throughout the decades. Not included in the nomination boundary is the rest of Stout Field’s current property boundary. Currently Stout Field contains 15 buildings and multiple infrastructure elements on 114 acres.

Elevations
Stout Field, Administration Building is a three-story central block concrete building with a two-story steel and glass control tower flanked to the north and south by two-story administration wings. The north and south wings of the building are almost identical replicas of each other and are slightly recessed from the central block with vertical glass block panels above entry doors on the ends of each wing. The central block has a one-story projection over the front entrance doors. Grouped rectangular steel frame windows, tubular steel rails on the observation platform, and incised linear spandrel motifs help to enhance the horizontal and rectilinear effect of the structure. Horizontal mullions in corner windows and arched masonry that enframes the central entrance bays offset the verticality of the 5-story central bay. The small details enforce the overall horizontal effect of the design and draw from both Art Moderne and Art Deco styles, the basis of the WPA Moderne style popular with government architecture in the late 1930s and early 1940s.

The Administration Building recently underwent a massive renovation between 2010 and 2011.

West (Photo 1, 5, 6, 7, 8, 9)
The central block of the west façade is five-stories, the final two stories comprise a control tower. Two wings flank the central block to the north and south. The wings each have a projecting middle portion and are symmetrical in shape and size. Both wings are two stories and
slightly recessed from the central block. The central block has a slight two-story frontal projection with an interior arch that enframes the entrance. Tubular steel rails at the top of the projection enhance the horizontal and rectilinear nature of the building. The frontal projection is decorated with a slightly projected central sign with the word “ADMINISTRATION” engraved in the concrete below a clock. The clock has molded concrete wings on either side. Directly above the clock is a sculpted decorative scroll with a shield.

The central opening on the lower level of the central block contains a set of replacement steel 4-light double doors. An eyebrow canopy with sculpted fascias is above the double doors; identical canopies can be found above other exterior doors on multiple sides of the building. The second-story of the central block has seven openings each containing windows. The high-set windows light a two-story space. The central opening of the second-story contains a 24-light steel frame fixed window and is flanked on either side by three 20-light steel frame fixed windows. The third-story of the central block has five openings with a central projection that aligns with the lower level projection that enframes the front entrance. The southernmost and northernmost openings of the third-story contain two side-by-side 16-light fixed steel frame windows. The central openings contain a 10-light steel frame fixed window that is flanked on either side by recessed 4-light fixed steel frame horizontal windows. The 4-light windows have concrete mullions that extend out and are level with the concrete façade. The fourth-story of the central block, which is the start of the control tower, carries on the architectural elements of the central openings of the third story but without the concrete mullions. At the top of the fourth story is a steel and glass control tower. The square tower has outward sloping windows and a hipped roof with a hexagonal cap. On top of the hexagonal cap is an airport light. The fixed steel frame windows have two vertical panes above a lower horizontal pane. A tubular railing encapsulates the control tower.

The wing south of the central block has five openings with a central projection composed of the three middle openings. The southernmost opening of the southern wing has a window configuration of four grouped 12-light steel frame fixed windows. The central projection consists of a door flanked on either side by 16-light fixed steel frame windows. The steel door has five horizontal lights and a 6-light sidelight. Above the door on the southern wing is an eyebrow canopy with sculpted fascias identical to the one above the entrance on the central block. Above the concrete canopy is a vertical column of glass blocks. The glass blocks terminate at the same point where the second story windows terminate. Above those glass blocks at the topmost portion of the projection are incised linear spandrel motifs. The northern opening of the southern wing is a grouping of four 12-light steel frame fixed windows. The second level of the wing is an exact replica of the first story minus the door.

The northern wing is nearly identical to the southern wing except for the inclusion of another door on the first story. The six opening first story northern wing has a central projection with two 16-light fixed steel frame windows on either side of a steel door. The steel door has five horizontal lights and sidelight panels divided into 6 lights. Above the door on the northern wing is an eyebrow canopy with sculpted fascias identical to the one above the entrance on the central block. Above the concrete canopy is a vertical column of glass blocks. These glass blocks terminate, like their counterpart on the southern wing, where the second story windows end.
Above those glass blocks at the topmost portion of the projection are incised linear spandrel motifs. The north opening of the northern wing consists of a grouping of four 12-light fixed steel frame windows. The southern openings of the northern wing consist of a door just south of the central projection and a set of three 12-light fixed steel frame windows. The steel door is a replacement door but matches the form of the original door with five horizontal lights and a fixed transom. The transom has fake 3-over-3 muntins that are dived unevenly with a wider horizontal center light. The second story of the northern wing has five openings and mirrors the second story of the southern wing. Between the first two stories of the wings runs a concrete band with incised linear lines. The three incised lines help to enhance the horizontal nature of the building and run around the entire structure.

Two smoke stacks are visible on the southernmost part of the west elevation. Located approximately in the central portion of the southern wing the two smoke stacks stand side by side and during the 2010-2011 renovation the boiler system was replaced with a HVAC system. The boiler used to produce enough energy to heat four other buildings at Stout Field. The boiler room is in the basement in the southeast corner of the building. The new HVAC system required a chiller unit that was placed in the former coal bin, along with a generator, behind the southeast corner of the building.

North (Photo 2, 3)
The north elevation is five stories tall and is entirely composed of the north wing of the Administration Building. The top three stories are recessed from the north wing. The west portion of the north elevation consists of the two-story projection of the north wing on the west elevation. On each floor of that projection is a fixed steel 12-light window. The north elevation of the north wing has three sets of three grouped windows on each floor. This portion of the elevation is symmetrical. The window sets consist of two 20-light steel frame fixed windows with a 16-light steel frame fixed window in-between. To the east of the north wing on the north elevation is a recessed portion that contains the only entrance on the north elevation. This section contains one central door on the first floor flanked on either side by a pair of windows. The steel door has five horizontal lights and a fixed transom. The transom has fake 3-over-3 muntins that are dived unevenly with a wider horizontal center light. The windows to the right (west) of the door are fixed steel frame 16-light windows. The windows to the left (east) of the door are fixed steel frame 12-light windows. The second floor mimics the first excluding the central door. This portion like the rest of the building continues the etched horizontal lines between the first and second floors.

The third story is recessed behind the north wing and is located on the central block of the building. The third-story is considerably smaller than the first and second floors. The third floor has two sets of triple windows. The triple window set contains two 20-light fixed steel frame windows flanking a 16-light fixed steel frame window.

The fourth-story is the base of the tower. The tower sits on the western portion of the third story and consists of four windows. The fixed steel frame windows are divided into four even horizontal panes.
Stout Field, Administration Building

Marion County, Indiana

The fifth-story is the control tower. As described before the tower has a pyramidal roof that is capped with an octagonal top. The windows in the tower are sloped two vertical panes above a lower horizontal pane. There are three sets of this window type on each tower elevation. The central window on each elevation has a casement window in place of a fixed window in the center lower horizontal window.

East (Photo 3)
The first two stories of the east elevation are composed of north and south recessed wings and a central block. A raised concrete boiler room is on the south portion of the east elevation in front of the recessed southern wing. The boiler room has four openings, all windows. The windows are original to the structure and are steel frame 5-over-5 casement windows. Like the north elevation the 3rd story and the control tower are located on the central block.

The first floor of the north recessed wing begins with a set of three fixed steel frame windows composed of one 16-light window surrounded by two 20-light windows followed by a 4-light steel double door with 12-light steel frame fixed pane windows on either side. Above it the second floor has two sets of three grouped windows. Each set contains two 20-light fixed steel frame windows surrounding a 16-light fixed steel frame window.

From north to south the first floor of the central block begins with a set of four 12-light steel frame fixed pane windows followed by three garage door size openings that have been blocked in and then a final set of four 12-light steel frame fixed pane windows. The two outer garage door openings each have one 4-light steel door. The second floor of the central block consists of five sets of three windows. The sets of windows contain two outer 20-light windows with a central 16-light window. All the windows are fixed and made of steel frame with fake muntins attached. The raised basement follows the central block. Behind the basement on the south is another recessed wing. The south recessed wing has a set of horizontal 8-light steel frame fixed windows, and then a final set of three horizontal 8-light steel frame fixed windows. On the second floor of the same recessed wing are two openings. The northern most opening has a set of horizontal 8-light steel frame fixed windows followed to the south by a set of three windows. That set contains two 20-light fixed steel frame windows surrounding a 16-light fixed steel frame window. The two chimneys mentioned before are located on the raised basement of this elevation and rest in front of each set of windows on this portion of the building. Similar to the rest of the building the first and second stories are separated by a band of incised concrete with three horizontal lines. The lines are the same decoration described on the other elevations, they wrap around the entire building, except in the area above the garage openings.

The third story is recessed from the central part and only on the central block. From north to south the third story reads: a set of fixed steel frame 20-light windows, three fixed steel frame 16-light windows separated by concrete, a 4-light steel door, and then a fixed steel frame 20-light window.

The fourth story is the base of the control tower. The tower sits in the middle of the third story. From north to south the fourth story reads: a steel frame fixed horizontal 4-pane window, three
grouped steel frame fixed horizontal 4-pane windows, and a steel frame fixed horizontal 4-pane window.

The fifth story is the control tower. As described before the tower has a pyramidal roof that is capped with an octagonal top. The windows in the tower are sloped fixed lights over either a horizontal casement or fixed window.

South (Photo 4)
The south elevation is similar in configuration to the previously described north elevation with the exception of a raised boiler room on the right (east) side of the elevation. The south elevation is similar to the rest of the building with its long stretches of windows separated by concrete and segmented with doors. The first floor from west to east begins with a window opening that is recessed from the rest of the structure. The window is a fixed steel frame 12-light window. The window is followed by the south elevation of the south wing, which has six openings. The west opening contains a steel door with five horizontal lights. The door has a transom above that is exactly the same as the one found on the north elevation. The fixed transom is 3-over-3 with horizontal middle lights. Moving to the right (east) the door is followed by a set of two fixed 20-light steel frame windows and then a set of fixed 12-light steel frame windows with a set of double doors in-between them. These double doors are of the same style as the other door on the south elevation excluding the transom. The steel doors have five horizontal lights. Above the double doors is an eyebrow canopy made from formed concrete with sculpted fascias. Following the double doors and the 12-light window is another set of windows. This configuration is composed of two fixed steel frame 20-light windows on either side of a 16-light steel frame fixed window. The raised basement boiler room follows this set of windows. The raised basement has three openings on the south elevation. The two most western windows are fixed steel frame 5-over-5 light windows. These windows are original to the building. The third most eastern bay was changed from a window to a vent during the last renovation. The next portion of the building is located behind the raised boiler room. Two sets of windows are on the first floor of the recessed portion. The windows are steel frame fixed 8-light windows.

The second floor mimics the first for the most part with the exclusion of the doors. The most western recessed portion is part of the central projection of the southern wing. This window is a fixed steel frame 12-light window. The central portion of the southern wing, which contains three sets of three windows, follows the 12-light window. All the windows are steel frame fixed windows. The middle set of three windows contains three 20-light windows. The eastern and western window sets on the central block are composed of two 20-light windows on either side of a 16-light window. The next four windows are on the recessed portion of the building. The windows are steel frame fixed 16-light windows that have been paired together. Between the first and second floors, like the rest of the building, is a concrete strip that has been incised with horizontal lines.

The third story has two sets of three windows and is recessed behind the central portion of the south elevation. The third-story is considerably smaller than the first and second floors. The window sets contains two 20-light windows flanking a 16-light window. The windows are separated by a metal strip.
The fourth-story is the base of the tower. The tower sits on the western portion of the east elevation and consists of four windows. The windows are divided into four even horizontal panes and are separated by a metal strip.

The fifth-story is the control tower. As described before the tower has a pyramidal roof that is capped with an octagonal top. The windows in the tower are sloped fixed lights over either a horizontal fixed or casement window.

**Roofs**
The main roof of the structure is found above the second story of the southern and northern wings, and the third story of the main block. All of the roofs on the 2<sup>nd</sup> and 3<sup>rd</sup> floor are parapet roofs. The flat roof is covered in EPDM rubber roofing material. The roof on the control tower is corrugated sheet metal.

**Interior**
The interior of Stout Field, Administration Building was renovated along with the exterior during the 2010-211 renovations. Some original material was removed including original bathroom fixtures and a few original walls. The interior received new flooring material (carpeting), bathroom fixtures, vinyl baseboards, and paint. Many of the original character defining features remain intact within the building.
The control tower retains a certain amount of original material including original steel frame windows and built-in wood cabinetry (Photo 17, 18). The original raised wood floor was replaced in-kind during the renovations but the original tile was removed and replaced with carpeting. The current control tower is not original to the building; it replaced the original one in 1943 after confusion between Stout Field and the local Indianapolis Airport resulted in planes landing at the wrong airfield. This tower was originally located on the field near the runways but was moved to the top of Stout Field, Administration Building to help pilots better distinguish between airfields.¹ The original tower can be seen in the original architectural drawings for Stout Field, Administration Building.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years
Stout Field, Administration Building

Name of Property

Marion County, Indiana
County and State

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
MILITARY


Period of Significance
1941-1947


Significant Dates
1941


Significant Person (last name, first name)
(Complete only if Criterion B is marked above.)
N/A


Cultural Affiliation
N/A


Architect/Builder (last name, first name)
Parrish, John P.


Period of Significance (justification)

The period of significance begins with the construction of the building in 1941 and extends up until Stout Field was deactivated after the end of World War II in 1947.

Criteria Considerations (explanation, if necessary)
Stout Field, Administration Building

Name of Property

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Stout Field, Administration Building is an architecturally significant WPA Moderne administration building that was constructed with financial and labor support from the Works Progress Administration (WPA). The WPA Moderne building was designed by local Indianapolis architect John P. Parrish. Its primary function was as a support facility for the aeronautics mission of the Indiana National Guard and the U.S. Army Air Corps during World War II. The Administration Building is eligible under Criterion C as a rare surviving example of a WPA constructed WPA Moderne style building on a military installation in Indiana. It is also eligible under Criterion A for its supporting role in the development of the aeronautics mission of 1st Troop Carrier Command, during World War II, and the Indiana Air National. The period of significance for the Administration Building is 1941-1947. The period of significance extends from the construction of the building in 1941 until Stout Field was deactivated in 1947 after the end of World War II. The building currently functions as administrative offices and an armory for the Indiana Army National Guard. Stout Field has been home to the headquarters for the Indiana Army National Guard since 1947.

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

**Significance Statement**

Stout Field, Administration Building is significant under Criterion C, as a rare surviving example of a WPA Moderne building on a military installation in Indiana. The building exemplifies typical features of the WPA Moderne style including glass-block windows, a flat roof, horizontal grooves, longitudinal windowpanes and balustrades; elements meant to emphasize the horizontal nature of the structure. WPA Moderne (also called PWA Moderne, Depression Moderne or Classical Moderne) is categorized by the use of less decorative features and more horizontal lines as opposed to the linear lines and stylized features found in the Art Deco style that was also popular during the time period. The WPA Moderne style borrows influence from the Art Deco and Streamline Art Moderne movements.

The simplistic designs and materials found in WPA funded buildings, like Stout Field, Administration Building, reflect the social history of the time. The goal of the WPA was to move quickly through projects with the intention of having the grant money reach as many people and places as possible. To help further the quick disbursement of funds the choice of materials followed two rules; (1) they had to be cheap and (2) easy to use. Employed workers were usually unskilled and so the design and construction processes were strongly linked to the skill of the

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workers. Reinforced poured concrete was the material of choice for the body of the Administration Building and many other buildings built by the WPA because of the relatively low skill level needed, simplified forms and decoration the material provided.

Design of WPA structures was often left to the sponsor of the WPA project, which in the case of the Administration Building meant the Adjutant General’s Office of the Indiana National Guard. The architect John P. Parrish designed Stout Field, Administration Building and Stout Field, Hangar, a hangar constructed with WPA funding at Stout Field. Parrish was a local, well known architect whose other projects for the Indiana National Guard include a joint partnership with Ben H. Bacon to design both the Michigan City Naval Armory, in Michigan City, Indiana and the Heslar Naval Armory, in Indianapolis, Indiana. Both armories were funded with monies from the WPA and both are stylized similarly in the WPA Moderne style. Parrish was also the architect for the WPA funded, Art Deco stylized Darlington Armory in Darlington, Indiana.

The military mission of the WPA extended into many towns across Indiana. In the case of Stout Field money and manpower went to the completion of buildings built specifically for aeronautical support for the war. The permanent material choice and government influenced design choice have forever marked the Administration Building as a strong example of the work performed by the WPA in Indiana. The Administration Building and its counterpart, Stout Field, Hangar, are firm lasting examples of the role the government played in the late 1930s and early 1940s in architecture and Stout Field’s aeronautical mission during WWII. The building is a rare surviving example of Indiana’s aeronautics history and Stout Field’s contribution in World War II as the headquarters for 1st Troop Carrier Command. Overall Stout Field, Administration Building retains the character-defining architectural features and details, materials and craftsmanship of an architecturally significant WPA Moderne building.

Stout Field, Administration Building also garners statewide significance under the Military category in Criterion A, for its role in the aeronautics training of pilots and for supporting their missions during World War II. In Indiana there were several large installations that helped to train troops for overseas battle including Fort Benjamin Harrison just northwest of Indianapolis and Camp Atterbury located near Edinburgh, Indiana. Both Fort Benjamin Harrison and Camp Atterbury supported the training of largely infantry and other land based units. There were other airbases in Indiana similar to Stout Field at Baer Field in Fort Wayne, Atterbury Amy Air Field in Columbus, and Bunker Hill Naval Air Station (now Grissom Air Reserve Base) north of Kokomo, Indiana. All but Bunker Hill were smaller air bases that did not have the support facilities like Stout Field. Bunker Hill was quickly developed and constructed in 1942 by the United States Navy for support of its aeronautics missions. Cadets would receive 12-weeks of flight training at Bunker Hill. The specialized paratrooper training and the mission of the 1st Troop Carrier Command set Stout Field apart from all other airbases in Indiana during the war.

Stout Field supported an estimated 1,600 troops and 2,000 civilians during the war. The installation itself had to grow to accommodate the large number of people, so Tyndall Towne was built just east of the installation. As the war continued, Stout Field remained the headquarters for 1st Troop Carrier Command, who oversaw the training of 20,000 troops throughout the United States. The Administration Building was the home base for the Command.
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(Eds.).
Indiana’s Citizen Soldier: The Militia and National Guard in
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Developmental History/Additional historic context information

Historical Background
The Beginning of Stout Field
Beginning in the mid-1920s, farmland southwest of Indianapolis was being considered for
development. At that time a group of local businessmen desired a local municipal airport for the
City of Indianapolis. Together they formed the Indianapolis Airport Corporation and purchased
254 acres of farmland southwest of the city in 1926. By October of 1926 the Indiana State
Armory Board began leasing the property to use as a military airfield. Operation of the field was
then handed over to the 113th Observation Squadron of the Indiana National Guard. The 113th
Observation Squadron had operated a previous airfield in Kokomo beginning in 1921 only to
disband in the spring of 1926 and reorganize in June of 1926 in Indianapolis at Stout Field. They
not only moved themselves, the squadron also moved hangars and other equipment to the
Indianapolis airfield.4

Lt. Richard H. Stout
Before it officially became Stout Field, the airfield had been locally known by many names
including Cox Field, Mars Hill Airport, National Guard Flying Field, and Indianapolis National
Guard Airport. In 1929 the airfield was officially named Stout Field in honor of Richard H.
Stout, a decorated war veteran who was a member of the 113th Observation Squadron. Richard
H. Stout was born in Indianapolis on October 5, 1898 to Harry and Florence (Allerdice) Stout.
During WWI he enlisted first with the French before the United States entered the war and
received the Croix de Guerre and gold, silver, and bronze stars. When the United States entered
the war in 1917, Stout joined the United States Army as an ambulance service driver. Later on
Stout eventually enlisted in the aviation branch of the Signal Corps. After the war he was
Stout Field, Administration Building Marion County, Indiana

Name of Property County and State

commissioned in the Air Service Officer’s Reserve Corps and in 1926 Stout joined the 113th Observation Squadron of the Indiana National Guard. Stout died on October 3, 1926 when his plane crashed at Shoen Field at Fort Benjamin Harrison, Indiana.5

Commercial Development at Stout Field: 1927-1929

Commercial development flourished in the late 1920s at Stout Field. Embry-Riddle, an airmail service flying between Chicago and Cincinnati, was the first airline to fly out of Stout Field. The company began flying mail between Chicago and Cincinnati on December 17, 1927 and Stout Field became one of the stops along the way.6 In 1928 Curtis Flying Service leased out a portion of the airfield and began operating a flying school and passenger service. By 1929 Curtis Flying Service constructed a new hanger with administration offices at Stout Field.7 Transcontinental Air Transport (TAT) began a service stop at Stout Field on July 7, 1929. TAT offered passengers air and rail transportation from New York to Los Angeles, promising a trip between New York and Los Angeles in 48 hours. TAT used the Curtis Flying Service hangar for repairs. The connection between TAT and Curtiss Flying Service and their services at Stout Field was collegiate in nature. Many of the employees flying for or in managerial positions within TAT were trained at Curtiss Flying Schools.8

Decline in Commercial Interest at Stout Field: 1929-1931

By 1928 the Indiana Chamber of Commerce and the City Council of Indianapolis began talks about financing another airport for the city. Stout Field was unable to handle the increased amount of traffic and they wanted to have a separate commercial airport for the city. In 1929 the City of Indianapolis purchased land two miles west of Stout Field and began construction on a new commercial airport. The airport was complete and operational by February 16, 1931. Stout Field received an increase in commercial air traffic prior to this time but after the completion of the Indianapolis Airport Stout Field was no longer the prime location for aeronautical commercial development. This decline was reflected in the removal of commercial businesses from the airfield. Both Curtiss Flying School and TAT stopped service at Stout Field in 1931, moving their services to the new airport. Also in 1931 the City of Indianapolis gave up its ownership of Stout Field leaving the Indiana National Guard as the sole owner of Stout Field and the 113th Observation Squadron as its operators.9 Between 1931 and 1932 the 113th Observation Squadron transferred its headquarters to Stout Field, after acquiring the Curtiss-Wright Hangar.10

WPA and Stout Field: 1940-1942

The WPA, between July of 1940 and June of 1943, assisted in the construction of 215 airports and retrofitted another 160 throughout the country. Enacted under the National Defense Act, in

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7 Indiana’s Citizen Soldier, 149.
10 Indiana’s Citizen Soldier, 150.
1940 Indiana Adjutant General Elmer F. Straub received a $1,249,000.00 Works Progress Administration (WPA) grant for the construction of new buildings and infrastructure improvements at Stout Field. Stout Field was just one of many airfields that received grant money for improvements and new buildings, but only a few received a grant as large. In conjunction with the grant the State of Indiana contributed $87,000.00 of its own money towards the improvements. The combined contributions went to the construction of a new hangar (Stout Field, Hangar) and administration building (Stout Field, Administration Building), a drainage system, four new runways, fuel storage facilities, and night-flying lights. Brick veneer was added to the Kokomo hangars moved to Stout Field in 1926 as part of the improvement grant. Runways were also expanded when 50 acres of land was also purchased with the grant money.

Approximately 600 WPA workmen came to Stout Field to help with the renovations and new construction. By April 14, 1941 almost everything had been completed except for the construction of the new buildings, Stout Field, Administration Building and Stout Field, Hangar. The war had slowed the availability of labor drastically in the area pushing the completion of the buildings into the spring of 1943.

WWII and Stout Field: 1942-1947

President Franklin D. Roosevelt declared an unlimited national emergency on May 27, 1941 after threats of world domination were proclaimed from Nazi Germany, but it was not until the December 7, 1941 attack on Pearl Harbor by Japan that the United States entered World War II. In January of 1941 by Presidential Executive Order the 113th Observation Squadron moved to Key Field in Mississippi, leaving Stout Field in the hands of WPA workers. The United States Government entered into a lease agreement with the State of Indiana for Stout Field on April 7, 1942 for the use of the airfield for the U.S. Army Air Corps. The lease was originally from April 7, 1942 to June 30, 1942, with the option for the U.S. Government to renew the lease for $1. The lease of Stout Field lasted until June 30, 1946. The State of Indiana continued to use Hangars 1, 2, and 3 for storage during the beginning of the lease. On September 3, 1942 a supplemental lease agreement allowed the lease of Hangar 3 to the U.S. Government and they paid to have the state’s items moved to Hangar 2. On January 1 and March 15, 1942 two more supplemental lease agreements were created removing the State of Indiana completely from Stout Field.

The headquarters for the 1st Troop Carrier Command was relocated to Stout Field during WWII in April of 1942. The 1st Troop Carrier Command was responsible for airborne operations, transporting glider-borne and parachute-born troops and equipment into battle, and evacuating the wounded. The 1st Troop Carrier Command directed and coordinated over 20,000 troops on

12 Deed of sale from Alma H. Negley and Arthur O. Negley to the Armory Board, the State of Indiana, 18 November 1940 (filed 20 November 1940); Marion County, Indiana, Deed Book 1048, page 406, County Recorder’s Office, Indianapolis, Indiana; Indiana’s Citizen Soldier, 152; Stout Field gets O.K. on expansion. (1940, October 9). Indianapolis News, p. 10; State and WPA to co-operate. (1940, July 11). Indianapolis Star, Section 2, page 1; Stout Filed Air Base to be “One of Finest,” (1941, April 20). Indianapolis Sunday Star, p. 12; Army and WPA likely to give speedy approval to $500,000 improvements for National Guard Field. (1940, July 4). Indianapolis Star, p. 5; W.P.A. OK’s sum for Stout Field. (1940, October 10). Indianapolis Star, p. 26.
over 12 bases throughout the country including Atterbury Amy Air Field in Columbus, Indiana; Baer Field in Fort Wayne, Indiana; Bowman Field in Louisville, Kentucky; Lawson Field near Fort Benning, Georgia; and Bergstrom Field in Austin, Texas. During WWII approximately 2,000 civilian and 1,600 military personnel worked at Stout Field. As a result by December of 1942, 121 buildings had been constructed at Stout Field to accommodate the number of people living and working at Stout Field. The new construction included 43 barracks. In the late 1940s approximately 150 temporary structures were constructed at Stout Field, most of which were built between 1946 and 1950 on an 80-acre site adjacent to Stout Field named Tyndall Towne. Tyndall Towne contained 137 buildings, mostly civilian housing.

During the war C-47 and C-53 aircraft were the standard equipment for the units. The DC-3, which was introduced in 1935 and served commercial airlines, was the former version of the aircraft used at Stout Field. The Douglas Aircraft Company produced the C-47 and C-53 aircraft and they had two engines of 1,200 horsepower that allowed them to top out at 200 miles per hour. The C-47 was known as the “workhorse” of the war because it carried troops as well as every form of equipment required and if needed, the plane could be modified to bring home wounded soldiers. This made the aircraft ideal for use in the 1st Troop Carrier Command as the Command was relied on to help transport people and material.

There were two distinct groups on base at Stout Field and both reported to different commands. Those that conducted the business of the 1st Troop Carrier Command mostly reached out to other bases across the States. The other group performed the work expected of an AAF (Army Air Force) training base and they largely reported directly to headquarters, which was located in Washington. The planning for all AAF bases was out of Washington. Though the two reported to different commands the 1st Troop Carrier Command relied heavily on the AAF personnel for what can be considered household duties around the base.

Training at Stout Field included preparing pilots and crewmen, who had only had basic training on different types of aircraft, to work with and become familiar with the C-47s and C-53s. Though the 1st Troop Carrier Command was largely only responsible for flying transport planes and towing gliders, the training that happened at Stout Field was very diverse. A few squadrons were trained as pathfinders. These squadrons would lead the way on an attack with the charge of depositing the first paratroopers to the area. They were trained in radio communications and visual aid preparedness using maps to identify landmarks. This work also required hours of flying with airborne infantry in pathfinder planes.

Other training not connected directly with flying aircraft included a signal service company school. This school trained soldiers in air and ground communications and also in the maintenance and repair of motor and small arms. The Administration Building at Stout Field housed a weather room where up to 25 officers and at least 100 enlisted soldiers were trained to be weather forecasters and observers. Other diverse jobs included training in the finance.

15 Riker, Training Ground, 215-216
medical, and engineering fields. Most of the training was on the job but there was some formal training available along the way.

In August of 1945 military training ceased at Stout Field and WWII officially ended on September 2, 1945. Late in 1945, 1st Troop Carrier Command merged into the 9th Troop Carrier Command and the headquarters was moved to Greenville, South Carolina. After the headquarters was removed from Stout Field, the 11th Air Force gained control of Stout Field and kept a small crew on site. The U.S. Army Air Corps deactivated Stout Field on May 9, 1947 and it again became the headquarters of the Indiana National Guard.16

Indiana National Guard and Stout Field: 1947-Present
From 1947-1951 legislation passed by congress dramatically changed the make-up of military units. By 1951 there were three distinct aviation branches of the military: Air Force, Air National Guard, and Air Reserves. The aviation units that had once been closely linked to National Guard army units were now their own branches of the National Guard.17 In 1948, 146 acres were purchased to expand runway facilities to allow jet aircraft at Stout Field, but by the 1950s air traffic began to decrease at Stout Field. Tyndall Towne became public housing after the war when the city of Indianapolis purchased it for $1,450.00 in 1951. The barracks were turned into housing with veterans composing a large portion of the residents. The housing project closed July 1, 1955 and the city soon after demolished the inadequate housing stock. During the Korean War, Stout Field was named an active duty training station along with Baer Field in Fort Wayne, Indiana. All three aviation units, the 113th Fighter Squadron, 163rd Fighter Squadron and the 122nd Fighter Squadron were all mobilized for the Korean War. After the conflict ended in 1953 the 122nd Fighter Bomber Wing Headquarters was removed from Stout Field to Baer Field. By 1954 it was apparent that Stout Field would no longer accommodate jet aircraft traffic because of the close location of Weir Cook Airport (located just 2 miles away). That year the last aviation unit stationed at Stout Field, the 113th Fighter Squadron, was relocated to Hulman Field, in Terre Haute, Indiana.18

After removing all the aircraft units from Stout Field the airbase continued to go into decline. The combination of insufficient airspace and the break between the army and aviation branches of the National Guard helped shape the future of Stout Field. Soon only the Indiana State Police, the Highway Department and a few Indiana Air National Guard aircraft used Stout Field. The Indiana State Police made Stout Field their headquarters in 1964 utilizing Stout Field, Administration Building. By 1971 all air operations ceased at Stout Field and by 1977 most of the land that was used as airstrips was sold off. By 1994 Stout Field consisted of 117 acres, 137 acres less from the original 254, and contained only a fraction of the structures used to support workers and guardsmen during WWII.19 Stout Field, Administration Building and Stout Field,

Stout Field, Administration Building  Marion County, Indiana
Name of Property  County and State

Hangar are the only extant structures that represent the role Stout Field played in WWII, New Deal legislation regarding military structures, and the aeronautical development of the Indiana National Guard.
9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**Primary Sources**

Army and WPA likely to give speedy approval to $500,000 improvements for National Guard Field. (1940, July 4). *Indianapolis Star*. p. 5.

Army will not make mass evictions of Tyndall residents. (1948, September 27). *Logansport Pharos-Tribune*. p. 5.

Deed of sale from Alma H. Negley and Arthur O. Negley to the Armory Board, the State of Indiana, 18 November 1940 (filed 20 November 1940), Marion County, Indiana, Deed Book 1048, page 406, County Recorder’s Office, Indianapolis, Indiana.


Indiana’s squadron of soldiers of the sky to have headquarters at Kokomo Flying Field. (1921, January 22). *Indianapolis News*. p. 13.


Kokomo flying field to be home station of new aero squadron to be attached to Indiana National Guard. (1921, January 22). *Indianapolis News*. p. 13.
Stout Field, Administration Building

Marion County, Indiana

Name of Property


Stout Field, Administration Building
Marion County, Indiana

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900

Government Accountability Office

OMB No. 1024-0018

Stout Field, Administration Building
Marion County, Indiana

Name of Property


Sky police move roost at field to site atop headquarters building. (1943 February 8). Indianapolis Star. p. 13.


State gets OK to sell part of Stout Field. (1953 April 2). Indianapolis Star. p. 13.


Stout Field Air Base to be “One of Finest,” (1941 April 20). Indianapolis Sunday Star. p. 12.
Stout Field, Administration Building

Marion County, Indiana

Name of Property


Secondary Sources

Chmiel, Aaron R., Michael A. Pedrotty and Julie L. Webster, “Historical and Architectural Overview of Military Aircraft Hangars: A general history, thematic typology, and inventory of aircraft hangars constructed on department of defense installations,” United States Air Force, September 1999.


Stout Field, Administration Building  Marion County, Indiana
Name of Property County and State


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**Previous documentation on file (NPS):**

- _____preliminary determination of individual listing (36 CFR 67) has been requested
- _____previously listed in the National Register
- _____previously determined eligible by the National Register
- _____designated a National Historic Landmark
- _____recorded by Historic American Buildings Survey #
- _____recorded by Historic American Engineering Record #
- _____recorded by Historic American Landscape Survey#

**Primary location of additional data:**

- _____State Historic Preservation Office
- X_____Other State agency
- _____Federal agency
- _____Local government
- _____University
- _____Other
  Name of repository: _Military Department of Indiana_  

**Historic Resources Survey Number (if assigned):**  _097-392-61009_
10. Geographical Data

Acreage of Property 1.46

Use the UTM system

**UTM References**
Datum (indicated on USGS map):

- [ ] NAD 1927  
- [x] NAD 1983

1. Zone: 16  
   Easting: [ ]  
   Northing: [ ]

2. Zone:  
   Easting: [ ]  
   Northing: [ ]

3. Zone:  
   Easting: [ ]  
   Northing: [ ]

4. Zone:  
   Easting: [ ]  
   Northing: [ ]

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

Using the point of the NE Corner of the SW 1/4 of Section 17, Township 15, Range 3E of the Maywood, Indiana USGS 7.5’ Quadrangle, follow the SW Corner eastern boundary (or the centerline of South Holt Road) south 1,150 feet, then proceed west 60’ to reach the northeast corner of the property boundary. From this point, the property boundary runs to the west 270 feet, when it turns south 237’ running along the eastern edge of the Stout Field access road. At the southwest corner of the property boundary, turn east for 270 feet, then proceed north for 237’ to reach the original property boundary point of origin.

**Boundary Justification** (Explain why the boundaries were selected.)

This property encompasses Stout Field, Administration Building and the land historically associated with the building. The drive to the west of the property is an original feature of the building and retains historic integrity to be included as part of the boundary.
11. Form Prepared By

name/title: __Hannah Blad/ Architectural Historian__________________________
organization: Indiana Army National Guard

street & number: __2002 S. Holt Road_______________________________
city or town: __Indianapolis__________ state: __IN________ zip code: 46204____
e-mail:  hannah.g.blad.nfg@mail.mil

telephone: __(317)247-3300 ext: 72612________
date: __June 3, 2015________________________

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

*Paperwork Reduction Act Statement:* This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

*Estimated Burden Statement:* Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.
Photographs
Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn’t need to be labeled on every photograph.

Photo Log

Name of Property: Administration Building

City or Vicinity: Indianapolis

County: Marion  State: IN

Photographer: Hannah Blad

Date Photographed: May 7-27, 2015

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

1 of 20.
Photo #1 (IN_Marion County_Administration Building_0001)
View of west façade, looking east.

2 of 20.
Photo #2 (IN_Marion County_Administration Building_0002)
View of north elevation, looking south.

3 of 20.
Photo #3 (IN_Marion County_Administration Building_0003)
Perspective view of east and north elevations, looking southwest.

4 of 20.
Photo #4 (IN_Marion County_Administration Building_0004)
View of south elevation, looking north.

5 of 20.
Photo #5 (IN_Marion County_Administration Building_0005)
View of central tower of west elevation, looking east.

6 of 20.
Photo #6 (IN_Marion County_Administration Building_0006)
Detail view of central tower ornamentation on west elevation, looking east.
7 of 20.
Photo #7 (IN_Marion County_Administration Building_0007)
Perspective view of west and north elevations of control tower on west elevation, looking southeast.

8 of 20.
Photo #8 (IN_Marion County_Administration Building_0008)
View of south wing on west elevation, looking east.

9 of 20.
Photo #9 (IN_Marion County_Administration Building_0009)
Detail view of central projection of south wing on west elevation, looking east.

10 of 20.
Photo #10 (IN_Marion County_Administration Building_0010)
Interior view, DePrez Hall (Room 117), view of south wall, looking south. 117

11 of 20.
Photo #11 (IN_Marion County_Administration Building_0011)
Interior view, Corridor (Room 131), view of south wall, showing original vault door and hardware, looking southeast.

12 of 20.
Photo #12 (IN_Marion County_Administration Building_0012)
Interior view, Women’s Bathroom (Room 104), view of north wall, showing original porcelain tile, looking north.

13 of 20.
Photo #13 (IN_Marion County_Administration Building_0013)
Interior view, Corridor (Room 217), view of east wall, showing original partition walls with interior windows, looking northeast.

14 of 20.
Photo #14 (IN_Marion County_Administration Building_0014)
Interior view, Corridor (Room 230), view of original glazed tile floorboards and around shower door on northwest wall, looking northwest.

15 of 20.
Photo #15 (IN_Marion County_Administration Building_0015)
Interior view, Men’s Shower (Room 231), view of north and west walls, showing original glazed wall tile and porcelain floor tile, looking northwest.

16 of 20.
Photo #16 (IN_Marion County_Administration Building_0016)
Interior view, Lounge (Room 400), view of north and east walls, showing original tower staircase
17 of 20.
Photo #17 (IN_Marion County_Administration Building_0017)
Interior view, Control Tower (Room 500), view of north and east walls, showing original floor hatch and railing, looking northeast.

18 of 20.
Photo #18 (IN_Marion County_Administration Building_0018)
Interior view, Control Tower (Room 500), view of south and west walls, showing original cabinetry, looking southwest.

19 of 20.
Photo #19 (IN_Marion County_Administration Building_0019)
Interior view, Basement, view of staircase, showing concrete stairs and metal rail, looking west.

20 of 20.
Photo #20 (IN_Marion County_Administration Building_0020)
Interior view, Basement, view of south and east walls, showing original tunnels, looking east.