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, Hangar
   Other names/site number: Stout Field, Building 9
   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   Not For Publication: X
   Vicinity:

3. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act, as amended,
   I hereby certify that this X nomination X 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 X meets X does not meet the National Register Criteria.
   I recommend that this property be considered significant at the following
   level(s) of significance:
   national X statewide X local
   Applicable National Register Criteria:
   X A B X C D

______________________________
Signature of certifying official/Title: Date
Indiana DNR-Division of Historic Preservation and Archaeology
State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets X does not meet the National Register criteria.

______________________________
Signature of commenting official: Date
Title: State or Federal agency/bureau or Tribal Government
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, Hangar**

**Name of Property**

**Marion County, Indiana**

**County and State**

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

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**Number of contributing resources previously listed in the National Register**

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**6. Function or Use**

**Historic Functions**
(Enter categories from instructions.)

**DEFENSE/air facility**

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**Current Functions**
(Enter categories from instructions.)

**DEFENSE/military facility**

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Sections 1-6 page 3
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, Hangar is a monolithic reinforced concrete structure composed of a massive central aircraft maintenance bay flanked on either side by two-story office and administrative bays. 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 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, is the headquarters for the Indiana National Guard and Stout Field, Hangar currently serves as an armory and office space for the Guard. Designed by Indianapolis architect John P. Parrish and constructed between 1941 and 1943, the Hangar is a Works Project Administration (WPA) Moderne style hangar and administration building that was built with Works Progress Administration (WPA) workers and monies. Stout Field, Hangar continues to retain a high level of architectural integrity despite multiple renovations and repairs over the years.
Stout Field, Hangar
Name of Property
Narrative Description

Stout Field, Hangar
General Description
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 Hangar and all of the older buildings on the property are located close to S. Holt Road on the eastern perimeter of Stout Field. Multiple buildings, including a similar WPA Modern style administration building to the north, surround the hangar. The nominated parcel includes the hangar and a wooden picnic shelter, because of its wood construction, the shelter is considered a temporary building that is not included in the resource count. 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, Hangar is a massive monolithic rectangular plan reinforced concrete building with a central aircraft service bay flanked on either side (east and west) by two-story office and administrative bays. The side elevations (north and south) consist almost entirely of steel and glass telescoping cantilevered aircraft entry doors surmounted by a continuous shallow arch roof supported by steel trusses, terminating in door pockets within the architectural corner piers. The façade (west) presents a long, horizontal profile, an effect reinforced by the continual use of grouped rectangular window voids and incised linear devices occupying the spandrel between the first and second stories running the entire length of the building. The rather stark effect of the plain masonry is relieved by the application of distinctive period ornament on each corner of the building on the frieze anchoring the arched roof, above the aircraft entry door with a stylized eagle-and-shield holding a propeller in its talons.

The Hangar recently underwent a massive renovation between 2013 and 2014. The renovation was done in accordance with Anti-Terrorism Force Protection Standards (AT/FP), standards introduced in 2003 that apply to all new or existing structures on Department of Defense (DoD) installations. All the exterior windows, except for a select few, are new steel frame windows with fake muntins that correspond in size and shape to the original glass panes found on the building. The windows also have an insulating, blast resistant glazing to comply with AT/FP standards and when found in groupings on the building the windows are separated by a thin piece of steel. The windows removed during the most recent renovation were not those original to the building; they were windows that had been installed during a prior renovation in the 1990s. A smaller renovation of the hangar doors began in 2016 and finished in 2017. The doors were stripped and repainted. The individual window panes with chicken glass wire were removed, cleaned, and placed back into their frames. In kind replacement glass was found for pieces that were either broken or had been replaced with not in kind material.
Stout Field, Hangar
Name of Property

*West* (Photo 1, 2, 8, 11)

The profile of the west elevation presents a stepped appearance with a front semicircular projection with two stepped projections on either side, each one more recessed than the other before reaching the flat plane of the building. The ends of the west elevation also have a smaller rectangular two-story projection.

From left to right (north to south) the first story of the west elevation reads: a rectangular projection with a group of four steel frame fixed 16-light windows, three sets of four grouped steel frame fixed 12-light windows except for the middle set which has two 16-light windows on either side of 12-light windows, a projected section with three grouped steel frame fixed windows (two 16-light windows on either side of a 12-light window), another projection with a corner 16-light steel frame fixed window, the central semi-circular projection with five 16-light steel frame fixed windows separated by vertical columns of concrete that rise the full two stories, then a slightly recessed projection with a corner 16-light steel frame fixed window, then another slightly recessed projection with three grouped steel frame fixed windows (two 16-light windows on either side of a 12-light window), then the flat plane of the building with three sets of four grouped steel frame fixed 12-light windows except for the middle set which has two 16-light windows on either side of 12-light windows, then a projection with a group of three fixed steel frame 16-light windows and an exterior steel 4-light steel door with a one light transom in the northern middle location.

The second story of the west elevation mimics the formation and fenestration of the first story. From left to right (north to south) the second story of the west elevation reads: a rectangular projection with a group of four steel frame fixed 16-light windows, three sets of four grouped steel frame fixed 12-light windows, except for the middle set which has two 16-light windows on either side of two 12-light windows, the most northern grouping of windows has a steel door leading to a fire escape in the most northern spot, a projected section with three grouped steel frame fixed windows (two 16-light windows on either side of a 12-light window), another projection with a corner 16-light steel frame fixed window, the central semi-circular projection with five 16-light steel frame fixed windows separated by vertical columns of concrete that rise the full two-stories, then a slightly recessed projection with a corner 16-light steel frame fixed window, then another slightly recessed projection with three grouped steel frame fixed windows (two 16-light windows on either side of a 12-light window), then the flat plane of the building with three sets of four grouped steel frame fixed 12-light windows except for the middle set which has two 16-light windows on either side of two 12-light windows, the final set of grouped windows has a steel door in the place of the most western window and the door has an exterior steel fire escape staircase, after the door and staircase is the last projection with a group of four fixed steel frame windows (two outer 16-light and two 12-light inner windows).

A horizontal strip of etched concrete separates the first and second stories. The horizontal spandrel has three horizontal lines on it and wraps around the building, except on the non-concrete areas like the hangar doors. The fire escapes and the doors leading to them on the west elevation are not original to the structure, but were added soon after it was constructed for safety reasons.
Stout Field, Hangar

Above the second story is the top portion of the central high bay hangar space. Visible on the west elevation are clerestory windows. These windows were replaced during the 2011 renovation to comply with AT/FP standards. The replacement windows match the original in style and form. The fenestration on the high bay hangar reads: four groupings of four 12-pane steel frame windows centrally located on the elevation.

North (Photo 5, 6, 7, 10)
The north elevation is largely taken up by the central high bay hangar space. The hangar is made of steel and glass telescoping cantilevered aircraft entry doors surmounted by a continuous shallow arch roof supported by steel trusses, terminating in door pockets within the architectural corner piers. The piers are decorated with sculpted flying eagles with a propeller in its talons and a shield with a star and stripes on its chest. A garage door is located in the most western section of the east hangar door. The garage door is not original to the building and it is unknown when it was added to the hangar doors. There are two man-doors on the large hangar doors. Both are located on the outer edges of the doors and both are steel with a 2-over-2 pane window.

To the east and west of the central hangar space are two-story administrative office wings. The west office wing consists of a grouping of four 12-light fixed steel frame windows on both the first and second stories. The stories are divided by a horizontal concrete spandrel, as described on the west elevation, which has been etched with three horizontal lines and wraps around the concrete structure. The east side of the north elevation has more projections than the west side. The east side has a two-story administrative office wing with a group of four 12-light fixed steel frame windows on both the first and second stories. The east side also has a two-story projection, which encloses a fire escape staircase, extending from the east support pier north. The projection has no fenestration except for an exterior steel door on the west elevation of the projection. Both the projection and the two-story administration wing carry on the decorative horizontal concrete spandrel with etched lines as described above.

To the east of the east administration wing on the north elevation is a recessed one-story projection that contains a set of double doors. The doors are single-pane steel doors. To the west of the doors is an original steel ladder to the roof of the one-story wing. This projection is one of four exterior additions to the building. The addition fronts a one-story projection that is original to the structure.

East (Photo 4, 5)
From north to south (right to left) the fenestration on the first floor of the east elevation of the hangar begins with an addition to the building (one of four). The addition contains a pair of 12-pane fixed steel frame windows. The addition was constructed to be flush with the original one-story projection. The projection contains three steel double doors equally spaced throughout the projection. Original architectural drawings of this elevation show that the one-story projection should have contained ground-to-ceiling glass block windows in the three bays. Photographs from that time do not show if those walls were glass block but there is evidence the walls have been in-filled. Following the one-story projection is a two-story projection from the main administration space. The first floor of the projection from north to south (right to left) reads: four 16-light fixed steel frame windows, an infill space (historical images show another grouping
of 16-light fixed steel frame windows used to be in this space), a steel frame door with a one-pane transom, two 20-light fixed steel frame windows, steel frame double doors and a single 20-light fixed steel frame window. The two-story projection is followed to the south by a one-story projection to mimic the one on the north side of the two-story projection. This projection used to be symmetrical with a central steel frame double door surrounded on either side by a single 12-light steel frame window and then a grouping of four 12-light steel frame windows. The most southern grouping of four 12-light steel frame windows has been infilled making the projection asymmetrical. Following the one-story projection (this is the second enclosed fire escape staircase) is another two-story projection that according to historical photographs and the original floorplans is not original to the building. The concrete projection contains a single steel exterior door on the first floor of the south elevation of the projection. The addition cut out two original windows, changing the pattern on both stories from a grouping of four 16-light windows to a grouping of two 16-light windows.

The second floor of the east elevation mimics the first except for the one-story projections. The fenestration on the second-story reads from north to south (right to left): a projection with a grouping of four fixed steel frame windows (two 16-light steel frame windows on either side of 12-light steel frame windows), three sets of four grouped steel frame fixed 12-light windows except for the middle set which has two 16-light windows on either side of 12-light windows, a projected section with four grouped steel frame fixed windows (two groups of four 12-light windows on either side and two groups of 16-light windows on either side of a 12-light window in the middle), three sets of four grouped steel frame fixed 12-light windows except for the middle set which has two 16-light windows on either side of 12-light windows, a two-story projection with no fenestration, and then a pair of 12-light fixed steel frame windows.

Above the second story is the top portion of the central high bay hangar space. Visible on the east elevation are clerestory windows. These windows were replaced during the recent renovation to comply with AT/FP standards. The replacement windows match the original in style and form. The fenestration on the high bay hangar reads: four groupings of four 12-pane steel frame windows centrally located on the elevation.

South (Photo 2, 3, 9)
The south elevation is similar to the north elevation. The south elevation is largely taken up by the central high bay hangar space. The hangar is made of steel and glass telescoping cantilevered aircraft entry doors surmounted by a continuous shallow arch roof supported by steel trusses, terminating in door pockets within the architectural corner piers. The piers are decorated with sculpted flying eagles with a propeller in its talons and a shield with a star and stripes on its chest. A garage door is located in the most western section of the east hangar door. The garage door is not original to the building and it is unknown when it was added to the hangar doors. There are two man-doors on the large hangar doors. Both are located on the outer edges of the doors and both are steel with a 2-over-2 pane window.

To the east and west of the central hangar space are two-story administrative office wings. Both wings consist of a set of four 12-light fixed steel frame windows on both the first and second
Stout Field, Hangar  Marion County, Indiana

Name of Property County and State

Stories. The stories are divided by a horizontal spandrel of concrete, as described above, which has been etched with three horizontal lines that wrap around the concrete structure.

Roof
The roofs around the administration wings of the hangar are flat with parapets. During the recent renovations all the roofing material was replaced with an EPDM rubber roof. The metal roof coping along the parapet walls was also replaced with prefabricated metal coping. The interior portion of the hangar structural system consists of structural steel primary framing with tongue-and-groove sheathing planks fastened to structural steel purlins. This system is original according to original architectural drawings. The sheathing planks have been covered with insulation blankets that were not part of the original design and are a later addition to help control the temperature in the large open bay space.

Interior
Stout Field, Hangar recently underwent renovation work in 2013-2014. The majority of the work took place in the administration wings, particularly the west wing. The east wing, hangar space and the basement on the east side were barely touched during the renovations. As a result of the recent renovations, some original material was removed from the building including original walls and bathroom fixtures. All the bathrooms in the west wing have been modernized with new fixtures and tile flooring. The west wing has all new flooring including tile and carpet, except for storage areas where the concrete floor was left alone. The walls are newly painted. Exposed concrete ceilings are found mostly in service areas like storage rooms, bathrooms and corridors. All original plaster ceilings have been covered up or removed and replaced with either homasote board or acoustical tile. Original steel door frames with transoms can be found in the administrative office wings. Some of the doors were replaced with modern ones that match the originals in style and form.
The layout of the interior space of the Hangar has largely been left alone since quite a few of the interior walls are of concrete. A few of the spaces have been retrofitted to fulfill needs but for the most part original partition wall locations and spaces have remained the same.
Stout Field, Hangar

Name of Property

Marion County, Indiana

County and State

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, Hangar

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, Hangar is an architecturally significant WPA Moderne hangar that was constructed with support from the Works Progress Administration (WPA). The WPA Moderne building was designed by local Indianapolis architect John. P. Parrish as both a hangar for the stowing and repairing of large aircraft and as an administrative center to house offices such as photographic studios, a doctor’s office, a radio shop, classrooms, as well as an ambulance garage. Stout Field, Hangar is eligible under Criterion C, as an example of rare monolithic concrete WPA hangar in Indiana and as a rare surviving hangar constructed during WWII. The building is also eligible under Criterion A as a military structure that provided training of air support missions during the war. The period of significance for Stout Field, Hangar 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 office space and an armory for the Indiana National Guard. Stout Field continues to be the headquarters for the Indiana National Guard.

Significance Statement
Stout Field, Hangar is significant under Criterion C, as an example of rare monolithic concrete WPA hangar in Indiana and as a rare surviving hangar constructed during WWII. The Hangar is one of two WPA Moderne designed buildings at Stout Field and the only WPA Moderne hangar built by the WPA in the state. Throughout the nation only 45 WPA project descriptions mention hangars and of those only 26 call for the construction of a new hangar.\(^1\) The hangar exemplifies typical features of the WPA Moderne style including horizontal grooves, longitudinal windowpanes and limited decorative features; elements meant to emphasize the horizontal nature of the building. 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.\(^2\)

The simplistic designs and materials found in WPA funded buildings, like Stout Field, Hangar, reflect the social history of the time. The goal of the WPA was to move quickly through projects

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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 process were strongly linked to the skills of the workers. Reinforced poured concrete was the material of choice for the body of the Hangar 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 Stout Field, Hangar meant the Adjutant General’s Office of the Indiana Army National Guard. Both Stout Field, Hangar and Stout Field, Administration Building, an administration building built with WPA funding at Stout Field, were designed by architect John P. Parrish. Parrish was a well-known local 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 (1937), in Michigan City, Indiana and the Heslar Naval Armory (1937), in Indianapolis, Indiana. The WPA funded the construction of both buildings and both are stylized like the Hangar in the WPA Moderne style. John P. Parrish was also the architect for the WPA funded, Art Deco stylized Darlington Armory (1938) in Darlington, Indiana.

Typical of military installations and commercial ones alike, the development of airplane hangars coincided with the development of the aeronautics industry itself. As planes became larger and more technical hangars also became larger and developed from simple storage facilities to repair shops and incorporated office space. Typical construction methods placed the hangar space in the middle of the building and flanked the administrative/office space on either side of the building.3 The Hangar typifies this development with support offices on either side of a large storage hangar bay. The support offices connected to the hangar help contain facilities related to the training and repairing of aircraft, bringing greater efficiency under one roof.

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 Stout Field, Hangar as a strong example of the work performed by the WPA in Indiana. Stout Field, Hangar and its counterpart, Stout Field, Administration Building, are firm, lasting examples of the role the government played in the late 1930s and early 1940s for public architecture and for 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. Overall Stout Field, Hangar retains the character-defining architectural features and details, materials and craftsmanship of an architecturally significant WPA Moderne building.

Stout Field, Hangar

The hangar also garners statewide significance under Criterion A, for its use as a military training support facility for 1st Troop Carrier Command 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 and temporary hangars were built to support this mission making the size and scope of the construction strikingly different than the permanence of Stout Field’s hangar construction happening around the same time. 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 to the 1st Troop Carrier Command, who oversaw the training of 20,000 troops throughout the United States. The Hangar, as its name implies, housed a number of aircraft and was largely used as a training space for those learning how to operate the aircraft as well as maintain and repair aircraft. The building itself hand many classrooms on both levels. It also had many storage rooms for cameras, chemicals, and parachutes. There were locker rooms and officer’s rooms, as well as a radio station, a code room, medical offices, and flight classrooms. The hangar largely supported the education of those attached to paratrooper squadrons of the 1st Troop Carrier Command. This building played a central role in the education and training of those stationed at Stout Field.

The training and support of aeronautical units that happened at Stout Field is significant to the state’s involvement in military preparedness during the war. As the headquarters of the 1st Troop Carrier Command, the buildings at Stout Field, like the hangar, supported the training mission of the troops. Airmen at Stout Field were being prepared to be pilots and crew on C-47 and the C-53 aircraft. Their missions were mostly airborne operations, transporting glider-borne and parachute-born troops and equipment into battle, and evacuating the wounded. Some of the training of the pilots and crew occurred in the hangar. The combined administrative and hangar space supported the training of many with its specialized training rooms. Though Indiana had several airfields supporting the mission of 1st Troop Carrier Command no other airfield had the support facilities like Stout Field, Hangar at their disposal.

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.5

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 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.6

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.7 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 hangar with administration offices at Stout Field.8 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

8 Indiana’s Citizen Soldier, 149.
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. Between 1931 and 1932 the 113th Observation Squadron transferred its headquarters to Stout Field, after acquiring the Curtiss-Wright Hangar.

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 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

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11 Indiana’s Citizen Soldier, 150.
13 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.
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.14

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 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.\textsuperscript{15} This made the aircraft ideal for use in the 1\textsuperscript{st} 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 1\textsuperscript{st} 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 1\textsuperscript{st} Troop Carrier Command relied heavily on the AAF personnel for what can be considered household duties around the base.\textsuperscript{16}

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 1\textsuperscript{st} 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, 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, 1\textsuperscript{st} Troop Carrier Command merged into the 9\textsuperscript{th} Troop Carrier Command and the headquarters was moved to Greenville, South Carolina. After the headquarters was removed from Stout Field, the 11\textsuperscript{th} 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.\textsuperscript{17}

\textit{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

\textsuperscript{16} Riker, Training Ground, 215-216
\textsuperscript{17} \textit{Indiana’s Citizen Soldier}, 153-154; Gray, “Maintenance and Treatment Plan Building 9,” 3-4.}
army units were now their own branches of the National Guard. 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.19

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. Stout Field, Administration Building and Stout Field, 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**

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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, Hangar  __________________________  Marion County, Indiana  __________________________
Name of Property  County and State


Stout Field, Hangar
Name of Property
Marion County, Indiana
County and State


United States Department of the Interior  
National Park Service / National Register of Historic Places Registration Form  
NPS Form 10-900  
OMB No. 1024-0018

Stout Field, Hangar  
Name of Property  
Marion County, Indiana  
County and State


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.


Sections 9-end page 24


Stout Field, Hangar  
Name of Property

Marion County, Indiana  
County and State

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):  097-392-61006

10. Geographical Data

Acreage of Property  2.4

Use the UTM system

UTM References
Datum (indicated on USGS map):

[ ] NAD 1927  or  [x] NAD 1983

1. Zone: 16  
   Easting:  
   Northing:  

2. Zone:  
   Easting:  
   Northing:  

3. Zone:  
   Easting:  
   Northing:  

4. Zone:  
   Easting:  
   Northing:  

Sections 9-end  page 26
Stout Field, Hangar

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

Boundary Justification (Explain why the boundaries were selected.)

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.)
Stout Field, Hangar

Marion County, Indiana

Name of Property

County and State

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: Hangar

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_Hangar_0001)
View of west façade, looking northeast.

2 of 20.
Photo #2 (IN_Marion County_Hangar_0002)
Perspective view of west and south elevations, looking northeast.

3 of 20.
Photo #3 (IN_Marion County_Hangar_0003)
View of west elevation, looking northeast.

4 of 20.
Photo #4 (IN_Marion County_Hangar_0004)
Perspective view of east and south elevations, looking northwest.

5 of 20.
Photo #5 (IN_Marion County_Hangar_0005)
Perspective view of north and east elevations, looking southwest.

6 of 20.
Photo #6 (IN_Marion County_Hangar_0006)
View of north elevation, looking south.
7 of 20.
Photo #7 (IN_Marion County_Hangar_0007)
Perspective view of north and west elevations, looking southeast.

8 of 20.
Photo #8 (IN_Marion County_Hangar_0008)
Detail view, west elevation, showing stepped façade with central semicircular front, looking northeast.

9 of 20.
Photo #9 (IN_Marion County_Hangar_0009)
Detail view, south elevation, showing decorative pier, looking north.

10 of 20.
Photo #10 (IN_Marion County_Hangar_0010)
Detail view, north elevation, showing hangar man-door, looking south.

11 of 20.
Photo #11 (IN_Marion County_Hangar_0011)
Detail view, west elevation, showing stepped front projections and steel fire escape, looking south.

12 of 20.
Photo #12 (IN_Marion County_Hangar_0012)
Interior view, Hangar, view of south and west walls, showing original interior hangar space, looking southwest.

13 of 20.
Photo #13 (IN_Marion County_Hangar_0013)
Interior view, Hangar, view of west wall, showing original fire doors, looking west.

14 of 20.
Photo #14 (IN_Marion County_Hangar_0014)
Interior view, Hangar, view of west wall, showing original 2nd floor windows with hopper, looking west.

15 of 20.
Photo #15 (IN_Marion County_Hangar_0015)
Interior view, West Wing Central Staircase, view of south and west walls, showing original staircase with decorative features.

16 of 20.
Photo #16 (IN_Marion County_Hangar_0016)
Interior view, Tunnel, view of east wall, showing original door frames and wooden door in basement, looking east.
17 of 20.
Photo #17 (IN_Marion County_Hangar_0017)
Interior view, Basement Storage Room, view of north wall storage area, showing original door and steps.

18 of 20.
Photo #18 (IN_Marion County_Hangar_0018)
Interior view, Basement, view of north wall, showing basement cafeteria space, facing north.

19 of 20.
Photo #19 (IN_Marion County_Hangar_0019)
Interior view, Basement, view of north wall, showing kitchen in basement, facing north.

20 of 20.
Photo #20 (IN_Marion County_Hangar_0020)
Interior view, Basement, view of east wall, showing original steel frame window with original and replacement panes, looking east.