



United States Department of the Interior  
National Park Service

# 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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Gulfport Army Air Field Hangar  
other names/site number Gulfport Municipal Airport Terminal

## 2. Location

street & number Airport Road  not for publication  
city or town Gulfport  vicinity  
state Mississippi code MS county Harrison code 047 zip code 39503

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets \_\_\_ 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          local

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ 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

Gulfport Army Air Field Hangar  
Name of Property

Harrison, Mississippi  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**  
(Check only one box.)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		<b>Total</b>

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

NA

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

**6. Function or Use**

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

DEFENSE/air facility; TRANSPORTATION

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

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

No style

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

roof:

other: Steel

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Gulfport Army Airfield Hangar is located on the grounds of the Gulfport-Biloxi International Airport in Gulfport, Mississippi. The hangar is on the Air National Guard tarmac adjacent to one of the airport runways. Nearby buildings are used by the Air and Army National Guard, most built in recent years. Due to the nature of the operations there is only sparse landscaping. The concrete and steel hangar building has a large central vaulted roof that alters pitch to cover lateral one-story lean-tos.

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### Narrative Description

#### Exterior

The Gulfport Army Air Field Hangar is generally rectangular in shape with a vaulted roof. The building sits on a north-south axis. It is approximately 200 feet in length (north-south axis) and 80 feet in width. It is constructed primarily of steel and concrete.

The north elevation shows the general roof shape (Photo 0001). The main roof is vaulted in the center and gently alters pitch to cover lean-tos on the east and west sides of the building. The roof is covered with a rubberized roofing material, added in the late 1970s. The roof deck is composed of gypsum planks which are approximately two inches thick. The gypsum planks were originally covered with a bitumen roofing material, which can still be seen in areas of the roof damaged by Hurricane Katrina in August 2005 (Photo 0003). The face of the vault is covered by metal siding. A shed roof protects the large opening which has twelve large doors which slide on tracks into towers to the east and west of the vaulted opening. (Photo 0014) The towers are constructed of steel members and are covered with metal siding, much of which was damaged in Hurricane Katrina. Each wood door is two vertical panels with 16-light metal frame windows. (Photo 0005) The doors were covered with metal siding, probably in the late 1970s, which also covered the windows. (Photo 0015) The towers obstruct the view of the north elevations of the lateral lean-tos.

The south elevation is almost identical. (Photo 0006)

The east elevation, closest to the airport runways, reveals that the roof alters pitch to cover a shed-roof clerestory above the roof of the lean-to. (Photo 0003) The roof of the clerestory is covered with the same roofing material as the main roof, while the face of the clerestory is covered with metal siding. (Photo 0003) The exterior of the lean-to has been significantly altered. It currently has three entrances covered with flat-roof porches. Two entrances with small porches are offset to the north and south, while a larger porch is near the center. The doors under the small porches are single-leaf glazed metal with two light sidelights. The center porch is three bays with a single-leaf door with paired sidelights in the center bay and

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fixed four panel windows in the flanking bays. (Photo 0014) The door opens to a vestibule enclosed with a similar window and door configuration. There are additional double-windows spaced along the east elevation. The exterior walls are covered in what appears to be a spray-on material. Where the walls were damaged by Hurricane Katrina, the original exterior walls of concrete panels are exposed. There is a small lawn and some bushes on this elevation.

The east elevation has the same roof configuration. A large one-story addition with a flat roof projects to the east. The entrance, a recessed door, is set in the east elevation of the lean-to adjacent to the location the addition intersects with the lean-to. (Photo 0008) There is a single-leaf wood door with a large sidelight. There is a single-leaf door in the east face of the projecting addition. A loading dock, with a garage door, is inset where the addition intersects with the lean-to on the north. There are no other exterior doors or windows visible on the west elevation of the hangar. The exterior walls are covered with the spray-on material.

### Interior

The primary interior space is the large open hangar space below the vaulted roof. (Photos 12, 13, 21) The roof is supported by twelve bow string trusses which traverse the space from east-to-west. The steel trusses support steel purlins which in turn support the gypsum plank roof deck. (Photo 0022) The interior of the metal walls of the clerestory are visible along with horizontal steel beams at the top and the bottom of the clerestory. Large concrete beams extend from north-to-south along both sides of the open space. In approximately 1979, 8x8x16 concrete block walls were installed between the existing concrete buttresses to separate the hangar space from the lean-tos. Near the center of each interior wall there was an existing concrete wall with a doorway into the lean-tos. Double-leaf metal doors were installed in the east wall in the in the first, third and fifth bay (south to north) and single leaf metal doors were installed the ninth and tenth bays. Double leaf half-glazed metal doors with sidelights and a transom replaced a door in the existing concrete wall in the sixth bay. On the west block wall, single leaf metal doors were installed in the first, second, ninth and tenth bays (north to south). A single leaf glazed door with a transom and sidelights were installed in the existing concrete wall in the sixth bay. The floor of the large open hangar space is concrete.

The west lean-to was last used as a terminal for charter flights. The space is divided by non-historic walls for a waiting room, offices, restrooms and other uses. (Photos 19, 20) The ceiling was acoustical tile, most of which was destroyed by Hurricane Katrina. The walls and (probable) concrete trusses are covered with a spray on material. The floors are ceramic tile and carpet.

The east lean-to was last used for offices, storage, restrooms and workshops. Toward the south end, there are three large metal frame windows in the west wall. (Photo 18) The windows, probably original, have a four-panel shed window over two-fixed panels. The windows are covered by metal panels and the spray-on material on the exterior. In a workshop space located toward the north, a large original metal frame window survives. (Photo 0016) The window has three panels that each consists of six-panel operable shed windows over two-fixed panels over two-panel operable hoppers. This window is also covered on the exterior by metal panels and the spray-on material.

The Gulfport AAF Hangar has been altered over the years to accommodate changing uses. The primary alterations include the floor plan of the lean-tos, especially the east lean-to, and some alterations to interior and exterior materials. However, the large open hangar space supported by the bow-string trusses remains in place. The integrity of setting, feeling and association are strong. The hangar retains sufficient integrity for listing on the National Register of Historic Places.

Gulfport Army Air Field Hangar  
Name of Property

Harrison, Mississippi  
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.)

- 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.
- 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.

**Areas of Significance**

(Enter categories from instructions.)

MILITARY; TRANSPORTATION  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1945; 1947-1960.  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

R. P. Farnsworth Company, builder  
\_\_\_\_\_  
\_\_\_\_\_

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- 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.

**Period of Significance (justification)**

The Gulfport Army Airfield Hangar was built in 1945, serving a military purpose until the airfield closed at the end of 1945. The hangar was used as the passenger terminal when the Gulfport Municipal Airport opened for civilian use in 1947 and was used until 1963. Use after 1960 is not considered exceptionally important.

**Criteria Considerations (explanation, if necessary)**

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Gulfport Army Air Field Hangar is eligible for listing on the National Register of Historic Places for statewide significance under Criterion A for its association with Military history and for local significance for its association with Transportation. The hangar was built in 1945 for use in training combat crews to operate the B-29 Superfortress. The military mission ended in 1945 with the end of the war. The facilities, including the hangar, were transferred to civilian use in 1947. A portion of the hangar was used as the terminal for the Gulfport Municipal Airport (now the Gulfport-Biloxi International Airport) from 1947 to 1963.

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

Gulfport, Mississippi dedicated its first airport in 1930. The 165-acre site was about one mile north of the central business district and was the only fully-lighted airport between Houston, TX and Montgomery, AL.<sup>1</sup> In 1940, the Civil Aeronautics Board selected Gulfport as the site of a civilian pilot training school. However, the city was denied status as an airmail station due to inadequate facilities.<sup>2</sup> City leaders pushed through a bond issue and in 1941 a new airport site was purchased northeast of the city. The one and one-quarter square mile site was acquired by purchase and through eminent domain proceedings.<sup>3</sup>

With the outbreak of World War II, military officials established training facilities across the country. The United States Army leased 1200 acres at the Gulfport Airport for a facility to train aircraft mechanics.<sup>4</sup> Ground was broken in May 1942 and the first class of trainees arrived in September. The base was described as "a streamlined field, featuring theater-of-operations type buildings, constructed with great speed and designed for efficiency and economy."<sup>5</sup> In addition to training

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<sup>1</sup> Henry W. Black. *Gulfport, Beginnings and Growth*. (Bowling Green, KY: Rivendell Publications, 1986) p. 83.

<sup>2</sup> Black, 91.

<sup>3</sup> Black, 92.

<sup>4</sup> Black, 94.

<sup>5</sup> United States Army Air Force. *Wings Over America*. Baton Rouge, LA: Army and Navy Publishing Co., 1942-43. p. 16.

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aircraft mechanics, Gulfport Field served as a basic training center, heavy bombardment processing headquarters and home to the 1308<sup>th</sup> Signal Pigeon Company (Aviation), which trained carrier pigeons to fly from airplanes.<sup>6</sup>

The primary mission of Gulfport Field changed in 1944 when responsibility for administering the base transferred the Third Air Force. Beginning May 1, 1944, combat crews for B-17 "Flying Fortresses" spent three months at Gulfport training for high altitude bombing, gunnery and navigation.<sup>7</sup> As the war in Europe was winding down, the mission once again changed when the Army Air Force announced that B-29 "Superfortress" crews would begin training at the base.<sup>8</sup>

The B-29 was the largest aircraft produced at the time. The airplanes had a wingspan of more than 141 feet, were almost 100 feet long and had an overall height of 27 feet.<sup>9</sup> Due to the large size of the airplanes, additional facilities were necessary to accommodate them. Runways and taxiways needed to be expended. Larger hangars were necessary. The War Department awarded a contract to R. P. Farnsworth and Company to construct an unspecified number of hangars at Gulfport Field. The contract called for a fee of \$344,686.<sup>10</sup> B-29 crews trained at Gulfport for the remainder of the war.

Although the exact date Farnsworth completed construction on the hangars has not been determined, the upgrades for the B-29 were probably concluded by the summer of 1945. In August 1945, to mark the thirty-eighth anniversary of the establishment of the Army Air Force, Gulfport Field held an open house attended by 12000 residents of Gulfport and the surrounding communities.<sup>11</sup>

Despite earlier designation as a permanent base, Gulfport Field closed at the end of 1945.<sup>12</sup> Negotiations between the City of Gulfport and military officials began in 1946. The city hoped the facility, which contained three runways, four wooden hangars and two concrete and steel hangars, could be used for civilian aviation.<sup>13</sup> In 1947, the city took over the base under a special use permit. The federal government would retain title to the runways and two concrete and steel hangars, while the city would purchase the other facilities.<sup>14</sup> With the terminal facilities established in a portion of one of the large hangars, regularly scheduled service began on April 2, 1947, when a National Airlines flight departed for New Orleans, with a passenger contingent including Gulfport Mayor Milner and U. S. Postmaster George Poole.<sup>15</sup> The terminal remained in the hangar until 1963 when the current passenger terminal building was constructed.

Military use was reestablished in 1954. The Air National Guard announced in 1953 that Gulfport Field would be used as a training site for Air National Guard units from Mississippi, Texas, Tennessee, Alabama and Arkansas. After \$2,500,000 in improvements, the Permanent Training Site was dedicated in July 1953. The base was "one of nine bases across the nation designed to accommodate the annual field training of Air National Guard units and weekend gunnery and bombing exercise the year round."<sup>16</sup> Construction included an 8000 foot lighted runway, fifty barracks, ten latrines, a mess hall, medical building, administrative complex, communication facilities and renovation of the second World War II hangar.<sup>17</sup> The Air National Guard and a civilian airport authority continue to share use of the airport. The Air National Guard used one of the two hangars built in 1945 until 2000 when the building, designated Building 69, was demolished.

<sup>6</sup> *Wings*, p. 17.

<sup>7</sup> "Gulfport Field Under Third Air Force." *The Dixie Guide* 19, no. 4 (April 1944), p. 1.

<sup>8</sup> "To Train B-29 Battle Crews At Gulfport." *The Daily Herald*, January 29, 1945, p. 1.

<sup>9</sup> "First B-29s Arrive At Gulfport Field For New Program." *The Daily Herald*, March 27, 1945, p.1.

<sup>10</sup> "Gulfport Field Is Designated As Permanent Base." *The Daily Herald*, March 31, 1945, p. 1.

<sup>11</sup> "12000 Visit Gulfport Field For Open House." *The Daily Herald*, August 2, 1945, p. 1.

<sup>12</sup> "To Inactivate Gulfport Field By Year's End." *The Daily Herald*, October 26, 1945, p. 1.

<sup>13</sup> Black, p. 96.

<sup>14</sup> "Airport To Be Taken Over February 1." *The Daily Herald*, January 28, 1947, p. 1.

<sup>15</sup> Black, p.96-97.

<sup>16</sup> "Gulfport National Guard Site Dedicated by Governor White." *The Dixie Guide* 30, no. 8 (August 1954), p. 10.

<sup>17</sup> Fact Sheet, 172<sup>nd</sup> Airlift Wing, Mississippi Air National Guard.

[www.172aw.ang.af.mil/resources/factsheets.htm](http://www.172aw.ang.af.mil/resources/factsheets.htm) (Accessed November 29, 2010).



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After the construction of the new passenger terminal in 1963, the surviving hangar was leased to aviation-associated businesses. It was last in use in 2005 as a terminal for U. S. Aviation for charter flights, mostly associated with the expanding casino industry on the Gulf Coast. The building was damaged by Hurricane Katrina in August 2005 and has not been used since.

The Gulfport Army Air Field hangar is a tangible link with Mississippi's role in the Second World War. Mississippi, because of its mild climate, was home to a number of Army training airfields. Bases were located at Greenville, Columbus, Jackson, Laurel, Greenwood and Meridian, with smaller facilities in Clarksdale, Grenada and Hattiesburg.<sup>18</sup> However, after the war most of the bases were deactivated, with the assets turned over to local governments. Many of the structures were sold to individuals, cities and colleges and dispersed around the state.<sup>19</sup> Although some of these structures may still exist, they have been severed from their historic military or aeronautic context.

In addition to the Gulfport hangar, two World War II-era hangars are known to exist in Mississippi. A large wooden hangar, built in c. 1942 to serve the training base and POW facility at Camp McCain, exists at the Grenada Municipal Airport. The large wooden building has exposed wood trusses. Unfortunately, the exterior was clad in vinyl siding in 1972. The siding has created moisture problems for the building. A much more modest metal hangar is located at the Bobby L. Chain Municipal Airport in Hattiesburg. The Gulfport Hangar is constructed of steel and concrete and is much larger than either of the two surviving hangars. The Army airfield at Columbus was made a permanent base in 1946 and remains an active U. S. Air Force base. However none of its WWII era buildings survive. Keesler Field was established in Biloxi in 1941 as an Army Air Force training base and continues in use as a U.S. Air Force base, but none of the WWII era buildings remain. The Gulfport hangar is the most significant artifact of the role Mississippi played in training airmen during World War II.

The Gulfport hangar is also significant for its use as the terminal for the Gulfport Municipal Airport, an early commercial-use airport. It remains the primary airport for passenger and cargo use on the Mississippi Gulf Coast. Mississippi's role in the development of commercial aviation dates to the 1920s. Following a visit to Jackson by Charles Lindberg in 1927 promoting aviation, the city purchased a 150 acre tract of land west of the city and established a municipal airport, ultimately named Hawkins Field.<sup>20</sup> Delta Air Service, which later became Delta Airlines, flew its inaugural flight from Dallas to Jackson on June 17, 1929, the beginning of commercial aviation in Mississippi.<sup>21</sup> The terminal at Hawkins Field was built in 1936 as a WPA project and remains an important reminder of the history of commercial aviation in Mississippi. Commercial operations were transferred to Thompson Field, now Jackson-Evers International Airport, in 1963. Hawkins Field continues to serve general aviation but the terminal building is not used and was designated as one of Mississippi's "Ten Most Endangered Places" by the Mississippi Heritage Trust in 2001.<sup>22</sup>

The Old Terminal, Hangar and Powerhouse at Key Field in Meridian, Mississippi, were listed on the National Register of Historic Places in 2003. The resources were listed for national significance under Criterion A for association with an airplane flight endurance record and the development of air refueling valves; for national significance under Criterion B for its association with Algene and Frederick Key, the aviation pioneers who set the record; and, for statewide significance under Criterion C as examples of early airfield architecture.<sup>23</sup>

<sup>18</sup> John Ray Skates, Jr. "World War II and Its Effects: 1940-1948," in *A History of Mississippi Volume II*, ed. Richard Aubrey McLemore (Jackson: University Press of Mississippi, 1973), p. 122.

<sup>19</sup> Skates, p. 127.

<sup>20</sup> Carroll Brinson. *Jackson/A Special Kind of Place*. (Jackson: The City of Jackson, 1977), 189.

<sup>21</sup> William Pitts. "Hawkins Field-Jackson's First Airport." *The New Southern View* (Spring 2003), 10.

<sup>22</sup> Pitts, 10.

<sup>23</sup> National Register of Historic Places, Old Terminal, Hangar and Powerhouse at Key Field, Meridian, Lauderdale County, Mississippi, National Register #03000587.

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**Developmental history/additional historic context information** (if appropriate)

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**9. Major Bibliographical References**

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

Black, Henry W. *Gulfport, Beginnings and Growth*. Bowling Green, KY: Rivendell Publications, 1986.

Brinson, Carroll. *Jackson/A Special Kind Place*. Jackson: The City of Jackson, 1977.

*The Daily Herald*.

*The Dixie Guide*.

Fact Sheet, 172<sup>nd</sup> Airlift Wing, Mississippi Air National Guard. [www/172aw.ang.af.mil/resources/factsheets.htm](http://www/172aw.ang.af.mil/resources/factsheets.htm) (accessed November 29, 2010).

National Register of Historic Places, Old Terminal, Hangar and Powerhouse at Key Field, Meridian, Lauderdale County, Mississippi, National Register #03000587.

Pitts, William. "Hawkins Field-Jackson's First Airport." *The New Southern View*, Spring 2003.

Skates, John Ray, Jr. "World War II and Its Effects: 1940-1948," in *A History of Mississippi*, Volume II, ed. Richard Aubrey McLemore. Jackson: University Press of Mississippi, 1973.

United States Army Air Force. *Wings Over America*. Baton Rouge, LA: Army and Navy Publishing Co., 1942-43.

**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
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

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Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 5.47  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>301850</u>	<u>3365278</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

Commencing at the section corner common to Section 76, 27, 34 and 35, Township 7 South, Range 11 West, Harrison County, Mississippi; thence north 09° 45' 03" East a distance of 49.63'; thence south 79°33' 15" east a distance of 213.14'; thence south 01° 04' 17" west a distance of 428.59'; thence south 16°49' 17" east a distance of 220.97'; thence south 46° 12' 25' east a distance of 846.19'; thence north 89° 34' 13" east a distance of 1168.28'; thence south 44°26' 28' east a distance of 856.33'; thence south 68° 45' 20" east a distance of 110.45'; thence north 45°06' 57" east for a distance of 1477.37'; thence north 05° 02' 29" east a distance of 166.96'; thence north 09° 17' 30" west for a distance of 62.01'; thence north 29°06' 34" west for a distance of 138.28'; thence north 65° 04' 09" west for a distance of 412.45'; thence north 43° 59' 37" west for a distance of 1780.55; thence north 44° 52' 09" east for a distance of 261.66'; thence south 88° 06' 24" west for a distance of 100.02'; thence north 03° 31' 15" west for a distance of 74.89'; thence south 89° 55' 26" west for a distance of 327.23'; thence north 00°10' 19" west for a distance of 427.91'; thence north 42° 21' 42" east for a distance of 109.94'; thence north 89°51' 34" east for a distance of 285.65'; thence north 00° 07' 30" west for a distance of 487.21' to a point of beginning of the tract to be described.

From said point of beginning thence south 89° 52' 30" west for a distance of 82.56"; thence south 00° 03' 11" east for a distance of 28.33'; thence south 89° 52' 30" west for a distance of 423.52'; thence north 00°07' 30" west for a distance of 509.11'; thence north 89° 52' 38" east a distance of 325.52'; thence south 00°18' 00" east for a distance of 93.62'; thence south 89°27' 30" east for a distance of 385.05' to the point of beginning, said tract being located in a part of Section 25, Township 7 South, Range 11 West, First Judicial District, Harrison County, Mississippi.

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

This is the tract of land historically associated with the Gulfport Army Airfield Hangar and the immediate concrete apron around the hangar.

**11. Form Prepared By**

name/title William M. Gatlin, Architectural Historian

organization Mississippi Department of Archives and History date November 30, 2010

street & number PO Box 571 telephone 601-576-6951

city or town Jackson state MS zip code 39205

Gulfport Army Air Field Hangar  
Name of Property

Harrison, Mississippi  
County and State

e-mail bgatlin@mdah.state.ms.us

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Gulfport Army Airfield Hangar  
**City or Vicinity:** Gulfport  
**County:** Harrison **State:** MS  
**Photographer:** William M. Gatlin  
**Date Photographed:** January 13, 2011

**Description of Photograph(s) and number:**

- 0001 of 22. Exterior. North elevation. Camera facing southeast.
- 0002 of 22. Exterior. West elevation. Camera facing southeast.
- 0003 of 22. Exterior. West elevation. Camera facing east.
- 0004 of 22. Exterior. West entrance. Camera facing east.
- 0005 of 22. Exterior. South elevation. Camera facing east.
- 0006 of 22. Exterior. South elevation. Camera facing northwest.
- 0007 of 22. Exterior. South elevation. Tower detail. Camera facing north.
- 0008 of 22. Exterior. East elevation. Camera facing northeast.
- 0009 of 22. Exterior. East elevation. Camera facing southwest.
- 0010 of 22. Interior. Floor trench. Camera facing east.
- 0011 of 22. Interior. Hangar. Camera facing east.
- 0012 of 22. Interior. Hangar, doors. Camera facing south.
- 0013 of 22. Interior. Roof. Camera facing south.
- 0014 of 22. Interior. North doors, tracks. Camera facing east.
- 0015 of 22. Interior. Interior side of north doors. Camera facing north.
- 0016 of 22. Interior. East lean-to. Workshop. Camera facing east.
- 0017 of 22. Interior. East lean-to. Typical office. Camera facing south.
- 0018 of 22. Interior. East Lean-to. Original window. Camera facing west.

Gulfport Army Air Field Hangar  
Name of Property

Harrison, Mississippi  
County and State

0019 of 22. Interior. West lean-to. Terminal space. Camera facing south.  
0020 of 22. Interior. West lean-to. Typical interior room. Camera facing south.

Photographer: Ken P'Pool  
Date: April 2009 (field checked Jan 13, 2011)

0021 of 22. Interior. Roof and north doors. Camera facing northwest.  
0022 of 22. Interior. Bow string truss detail. Camera facing up.

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**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

---

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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 18 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.

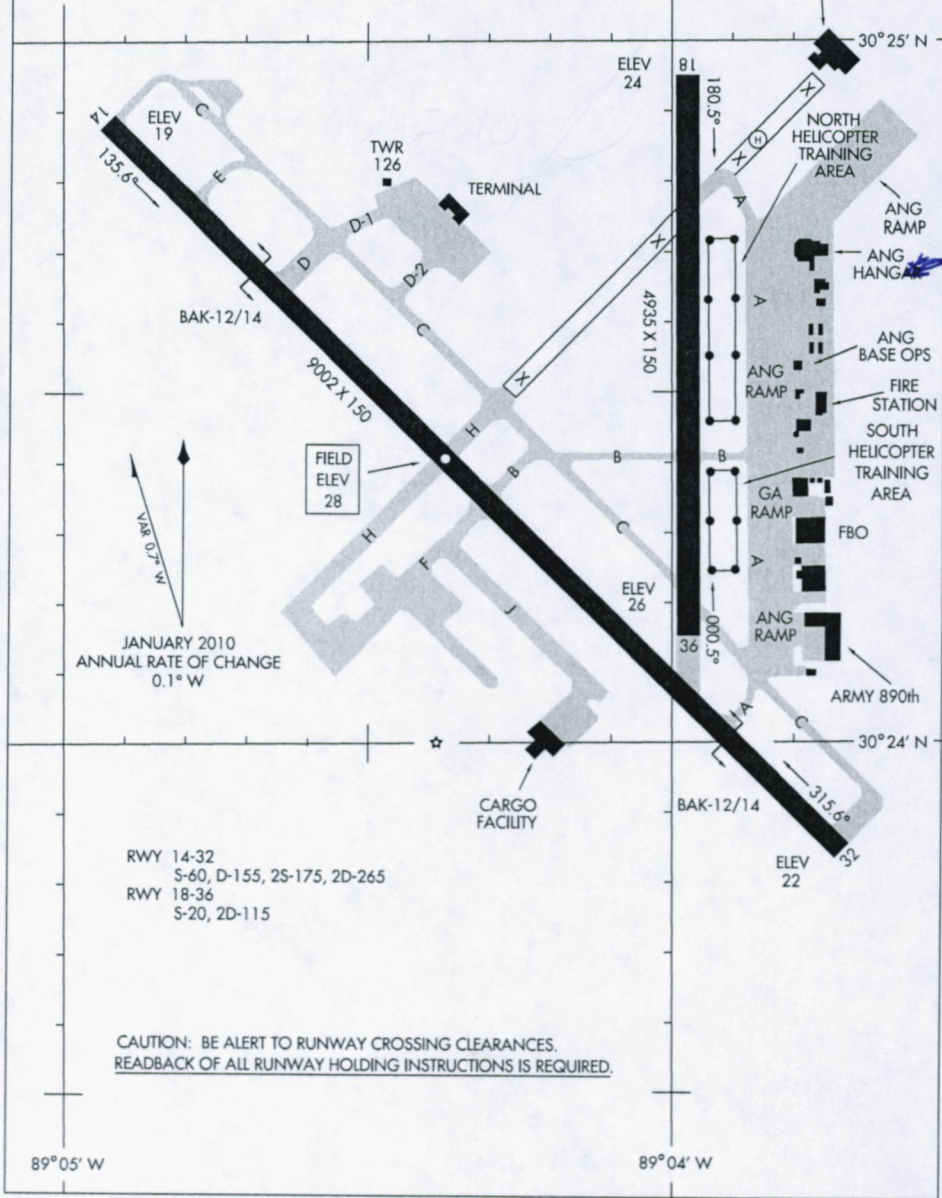
10210

# AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)  
GULFPORT, MISSISSIPPI

ATIS  
119.45  
GULFPORT TOWER \*  
123.7 339.8  
GND CON  
120.4 348.6



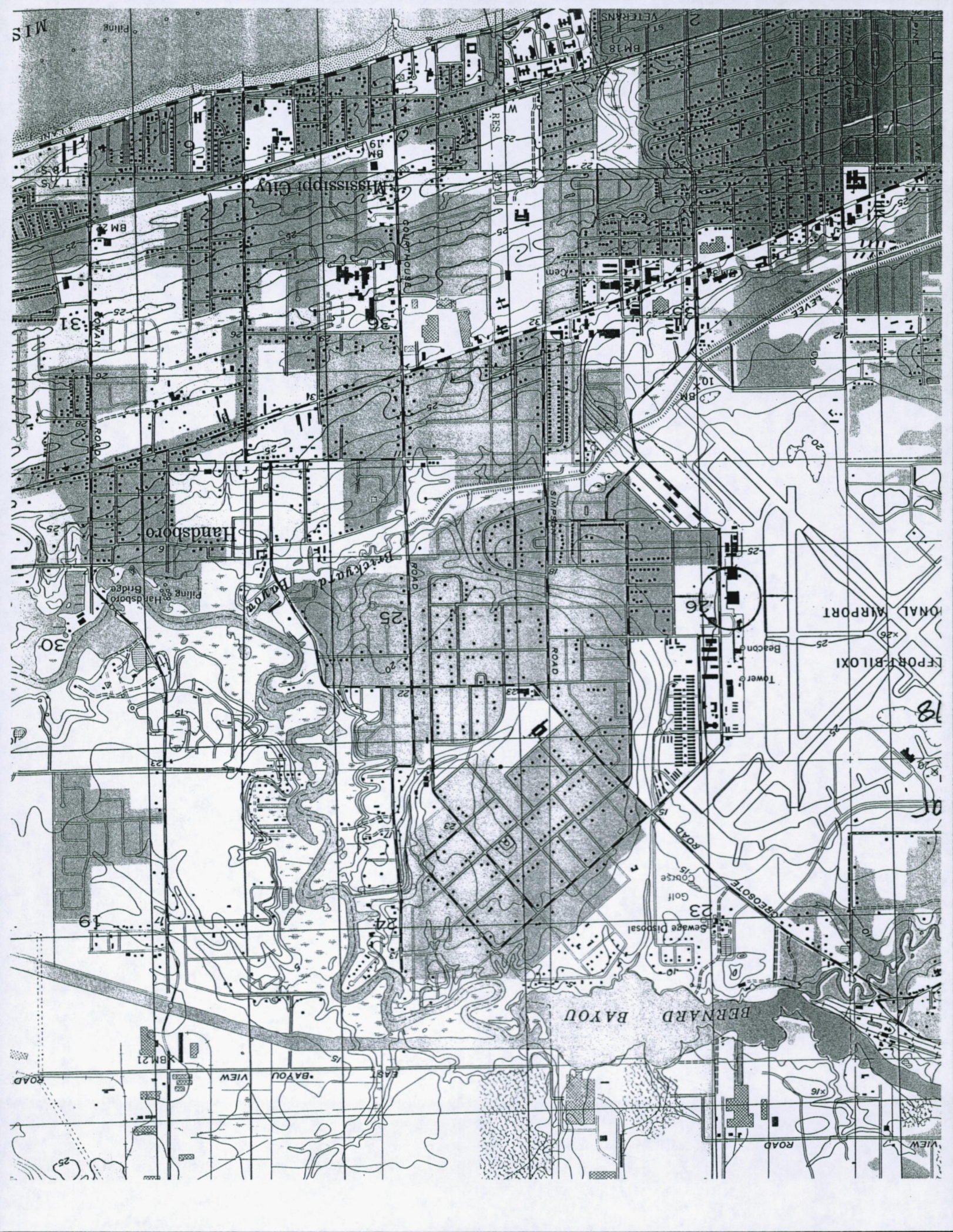
SC-4, 21 OCT 2010 to 18 NOV 2010

SC-4, 21 OCT 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

10210

GULFPORT, MISSISSIPPI  
GULFPORT-BILOXI INTL (GPT)







MS - Harrison County - Gutfreund Army Airfield Hangar - 0001



MS - Harrison County - Gulfport Army Airfield Hangar - 0002



MS - Harrison County, Gulfport Army Airfield Hangar - 0003



FBO  
A/C 1981

PRESS BUTTON  
TO ENTER  
HOURS  
0600-2300  
AFTER HOURS  
USE TELEPHONE  
INSIDE

MS - Harrison County - Gulfport Army Airfield Hangar - 0004





MS - Harrison County - Gulfport Army Airfield Hangar - 0005



MS\_ Harrison County - Gulfport Army Airfield Hangar - 0006



MS - Harrison County - Gultport Army Airfield Hangar - 0007



MS - Gutfort Army Airfield Hangar, Harrison County - 0008





MS - Harrison County - Gulfport Army Airfield Hangar - 0009



MS - Harrison County - Gulfport Army Airfield Hangar - 0010



F&O & CENTER  
LOBBY

MS - Harrison County - Gulfport Army Airfield Hangar - 0062



MS - Harrison County - Buttpart Army Artifice Hanger - 0012





MS-Harrison County - Gutfpost Army Airfield Hangar - 0013



MS - Harrison County - Gutfort Army Aircraft Hangar - 0014



MS - Harrison County - Gulfport Army Airfield Hangar - 0015

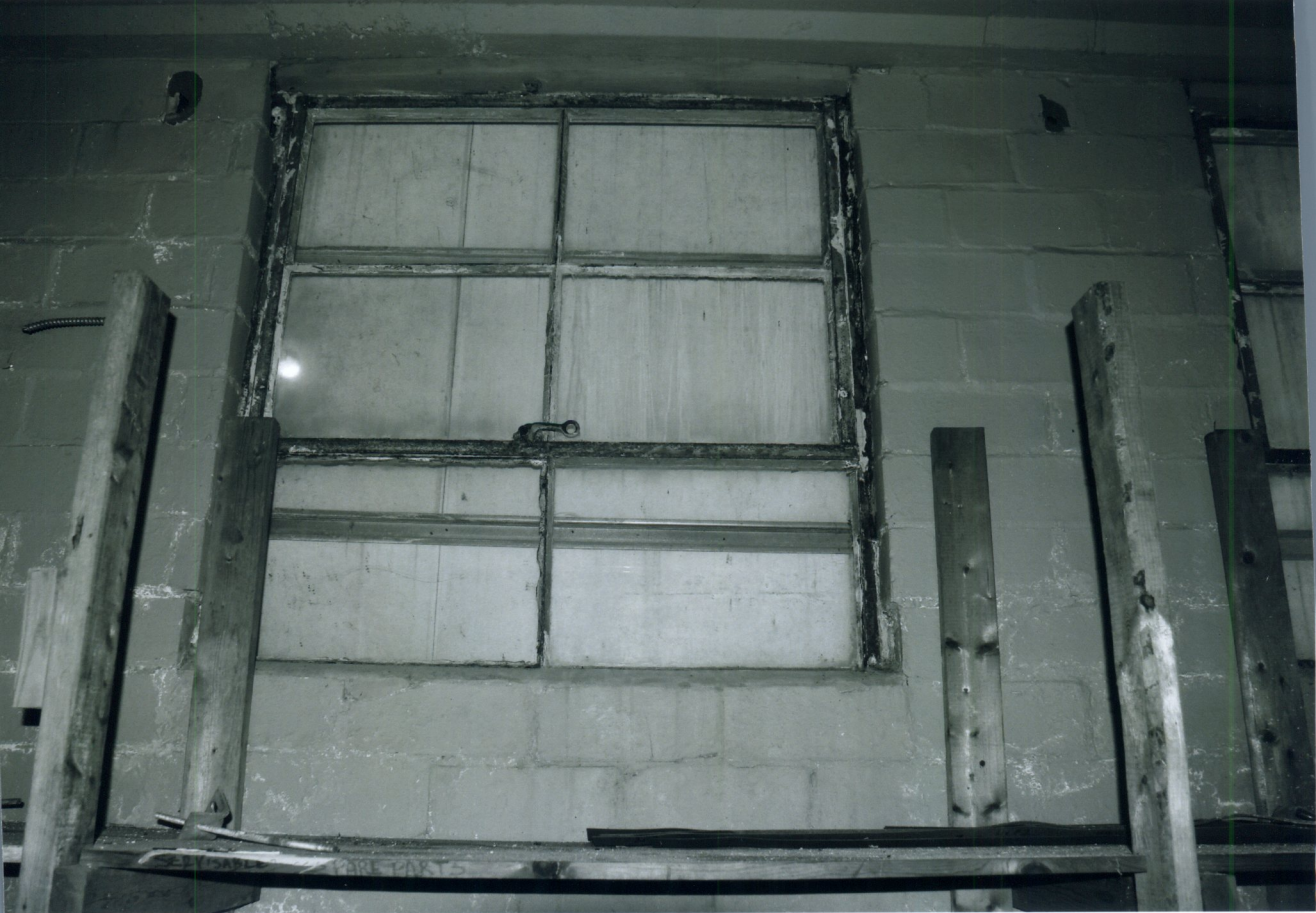


MS - Harrison County - Gulfport Army Airfield Hangar - 0016





MS - Harrison County - Gulfport Army Airfield - 0017



MS - Harrison County - Gulfport Army Airfield Hangar - 0018



MS. Harrison County - Gulfport Army Airfield Hanger - 0019



MS - Harrison County - Ganttport Army Artificial Hagan - COZQ





MS - Harrison County - Gulfport Army Airfield Hangar - 0021



MS - Harrison County - ~~Subport~~ Army Airfield, Hanger - 0022