

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 Old Terminal Building, Hawkins Field

other names/site number _____

Name of Multiple Property Listing _____

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

2. Location

street & number Airport Drive

not for publication

city or town Jackson

vicinity

state Mississippi

county Hinds

zip code 39213

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 ___ statewide X local

Applicable National Register Criteria: X A ___ B ___ C ___ D

Kate Blount
Signature of certifying official/Title: State Historic Preservation Officer

Aug 3, 2020
Date

Mississippi Department of Archives and History
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

Old Terminal Building, Hawkins Field

Hinds County, Mississippi

Name of Property

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
		site
		structure
		object
1		Total

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation: air-related

Current Functions
(Enter categories from instructions.)

Vacant/Not in use

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and 20th Century Revivals:
Colonial Revival

Materials
(Enter categories from instructions.)

foundation: concrete

walls: brick

roof: ceramic tile; asphalt

other:

Old Terminal Building, Hawkins Field

Hinds County, Mississippi

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Narrative Description

Summary Paragraph (Briefly describe the current, 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.)

The Old Terminal Building at Hawkins Field is a symmetrical building of brick construction consisting of a two-story, side-gabled center element flanked by flat-roofed, one-story wings. It stands directly on a flat concrete foundation. It is located at the south end of Hawkins Field, the older of Jackson's two municipal airports, in the northwestern part of the city of Jackson.

Hawkins Field was created as the Jackson Municipal Airport in 1928, and served as the city's commercial aviation facility until a newer and much larger airport (now called Jackson-Evers International Airport), located in Rankin County, opened in 1963. Hawkins Field now serves as a civil aviation facility and an Army National Guard airfield.

Narrative Description (Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable.)

The original terminal building at Hawkins Field was constructed in three phases. It was originally built as a WPA project in 1936, designed by the architectural firm of Hull and Drummond, of Jackson. It was substantially enlarged in 1941, and enlarged again around 1955.

As originally built in 1936, it was a two-story building with small one-story wings. (In terms of its overall composition, the original part of the building was very similar to the terminal building at Key Field in Meridian, Mississippi, that was built in 1930.¹) The original center part of the building exhibited simplified Colonial Revival styling which was retained as the building was later enlarged, although the enlargements did not express that stylistic character. The main body of the building, as originally designed, consisted of a two-story central section measuring about 33 by 25 feet, capped by a side-gabled roof clad in ceramic tile. The walls were built of brick and have been painted white since the building's original construction. Across the south façade of this section was a two-story-height full-width colonnade consisting of four simple, square box columns supporting a flat roof ornamented by a "Chinese lattice" railing. (This colonnade had become badly deteriorated in recent years and had collapsed. The remnants of it were removed when the building was stabilized in 2012.) The front façade has two tiers of fenestration. The lower tier consists of a center entrance with a single, rectangular window with double-hung wooden sash on either side, giving the façade a three-bay composition. According to an early photograph, the entrance was originally a partially-glazed single-leaf wooden door with sidelights and a rectangular transom. At some later date (probably 1941) the entrance was changed to its current configuration: a partially glazed double-leaf wooden door beneath a rectangular transom, the muntins of which are arranged in an elliptical fanlight pattern. The upper tier of fenestration originally consisted of a center door, flanked by sidelights, that opened onto a shallow iron-railed balcony. At either side was a double-hung rectangular window, slightly smaller than the ones on the lower story. (The balcony has been removed, and all of these openings are now covered with plywood, but most of the original window sashes and the entrance frontispiece are still in place and are visible from the interior.) On the north façade, facing the aircraft apron, there was originally a one-story semi-octagonal brick loggia supporting an open observation deck. (This observation deck was later roofed and enclosed with a continuous band of steel casement windows.) Extending to the east and west from the sides of the main block were one-story wings, measuring about 30 by 20 feet, with flat roofs hidden by parapets. On the north and south wall of each wing were three rectangular windows, with alternating windows ornamented by round-arched brick patterns. The overall configuration of the main façade of the original part of the building – a three-bay, two-story center block flanked by three-bay one-story wings – was a three-part composition comprising nine bays.

¹ See the description of this building and photographs of it in the National Register of Historic Places nomination for the "Old Terminal Building, Hangar, and Powerhouse at Key Field," in Meridian, Lauderdale County, Mississippi, 2003.

Old Terminal Building, Hawkins Field

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The terminal building was greatly enlarged in 1941, approximately doubling its floor area. The older wings were doubled in width by extensions on the north side, contained within a new north wall that took in what had been the semi-octagonal loggia (although the walls of the loggia, with its diagonal corners, still exist on the interior); and a further three-bay addition was built at either end of the earlier wings. The north and south walls of these new end additions projected forward beyond the main walls of the building, and each contained three window bays, so that the front (south) façade of the building, after enlargement, had become a five-part composition comprising fifteen bays, in five three-bay segments. The 1941 enlargement used the same detailing in the brickwork of the walls as the original building, and was harmonious with the overall design. It was during the 1941 enlargement that the observation deck on the north side was enclosed.

The building received a second enlargement about 1955. This enlargement widened the wings on the south side, extending their width by about 20 feet while retaining the earlier five-part composition and fifteen-bay fenestration scheme. Because of the enlargement, the entrance colonnade, which originally projected forward from the south wall, was now flanked by side walls of the widened wings.

At some time after 1955, further additions were made to the east and west ends of the building. These most recent additions, however, were removed when the building was stabilized in 2012, and only their concrete foundations remain.

This building continued to serve as the commercial aviation terminal for Jackson until the completion and opening of the new municipal airport in Rankin County in 1963. Thereafter it served for a time as civil aviation terminal, but those functions were eventually moved to a new terminal building near the north end of Hawkins Field. By the late 1990s, the Old Terminal Building had been abandoned, despite efforts to find tenants to keep it in productive use.

The building was designated a Mississippi Landmark in 1986. This means that any work done on the building must be reviewed and authorized by the Mississippi Department of Archives and History. The Old Terminal underwent an extensive stabilization in 2012 that was reviewed and monitored by historic preservation specialists at MDAH.

The stabilization work of 2012 entailed repairs to the roof, placing exterior covering over all the windows and exterior doors, and removing deteriorated and non-historic material from the interior, with the result that the interior seems largely gutted, stripped down to concrete floors and bare brick walls (or, in the 1955 addition, concrete block walls with exterior brick facing). At the time that this work was undertaken, the only noteworthy original interior feature was the staircase leading to the second story of the center block. It has been removed for safe-keeping until the building can be sensitively rehabilitated. At the present time, the Old Terminal Building stands empty and boarded up.

Despite being currently boarded up, and despite the stripped condition of the interior, the building retains a sufficient degree of integrity of location, design, setting, materials, feeling, and association to convey its historical significance as an airport terminal built by the WPA and used from the late 1930s to the early 1960s. Within that context the most important aspects of its integrity are its location, setting, and association, which are completely unchanged. It retains a sufficient degree of integrity of design and materials on its exterior to establish its authenticity for its period of significance.

The building as documented here for nomination to the National Register consists of the original 1936 terminal building, as enlarged in 1941 and in 1955, along with just enough of its immediate surroundings to convey a sense of its setting. This surrounding area consists of some paving and minimal landscaping on the south side of the building, some concrete paving at the west end, some concrete paving and a small grassy lawn at the east end, and the paved aircraft parking apron on the north side of the building. This area is entirely subordinate to the building itself and does not warrant documentation as a "site." The nominated property does not include any of the runways or other areas that are currently in active use by the airport. The nominated property also excludes two hangars located near the old terminal building, because there is insufficient information to document their age and use, and because they appear to have undergone extensive alteration since the period of significance of the old terminal.

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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.

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.

Areas of Significance

(Enter categories from instructions.)

Transportation

Period of Significance

1936-1963

Significant Dates

1936, 1941, 1955

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

Hull & Drummond (Emmett J. Hull and Eugene D. Drummond), architects

Works Progress Administration (WPA), builder

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Statement of Significance

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).

The Old Terminal Building at Hawkins Field is locally significant under Criterion A in the area of Transportation because it represents the early development of commercial aviation in Jackson. Its period of significance extends from 1936, when the original part of the terminal building was constructed, to 1963, when the building ceased to be used as Jackson's commercial aviation terminal upon the opening of what is now the Jackson-Medgar Wiley Evers International Airport in Rankin County. This building is called the Old Terminal Building because Hawkins Field now has a much newer general aviation terminal building located at some distance from the old terminal.

Although the building has some historical interest as an example of the aviation facilities built in the mid-1930s by the Works Progress Administration (WPA), that historical association is not a sufficient basis for eligibility for the National Register as a work of architecture under Criterion C, because the building has undergone substantial changes since its original construction. In addition, Hawkins Field has historical importance for its utilization during World War II as part of the Jackson Army Air Base, but the old terminal building itself was not directly related to the military use of the airfield, and neither the airport nor the site of the air base complex nearby retains historical integrity from the World War II period.

Narrative Statement of Significance

 (Provide at least one paragraph for each area of significance.)

The city of Jackson was established by the Mississippi Legislature in 1821 to be the new capital of the state. Laid out in 1822, it was carved out of the wilderness in an area that had been acquired from the Choctaws in 1820. It remained a tiny village until the 1850s, when it began to develop as a transportation center because of the intersection of two major railroads; but the city grew only slowly during the nineteenth century. By 1900, its population was only 7816, well below the populations of nearby Vicksburg, at 14,834, and Meridian, at 14,050. However, as it continued to develop as a commercial and transportation hub, Jackson grew quickly in the early years of the twentieth century, reaching a population of 21,262 in 1910. By 1920, Jackson had surpassed Vicksburg in size, and was almost as large as Meridian, which rivaled Jackson as a rail center. By 1930, Jackson had become the largest city in Mississippi, with a population of 48,282, surpassing both Vicksburg and Meridian. By that time the city was well served by railroads and the state's growing network of paved highways, but in order to further enhance its position as a transportation center, Jackson saw the need to develop facilities for aviation.

The airfield that is now called Hawkins Field was established in 1928 as the Jackson Municipal Airport. Like most airports throughout the United States at that time, it consisted simply of a large grassy field with a delineated runway, and little else. It operated in this crude condition for the next eight years, but those were important years in the development of commercial aviation, years that saw the establishment of regular air mail service and the beginnings of commercial passenger service.

Commercial air passenger service was first provided by Weddell Williams Air Service, which made a weekly circuit between New Orleans and St. Louis. More organized service began in June 1929 when the inaugural flight of Delta Air Service (which later became Delta Air Lines) was made between Dallas and Jackson, with stops in Shreveport and Monroe. Airmail service in Jackson began in 1930.²

The primitive condition of Hawkins Field in the early 1930s was typical of municipal airports at that time throughout the United States. "When Franklin Roosevelt assumed the presidency [in 1931], the majority of American airports were little more than level grass fields with a windsock, a hangar or two, and possibly a lighted beacon."³ As aircraft technology developed, the new airplanes that were being introduced for commercial passenger service became larger, heavier, and

² Mississippi Department of Archives and History, Historic Preservation Division, Historic Resources Inventory file for Hawkins Field.

³ M. Houston Johnson V., *Taking Flight: The Foundations of American Commercial Aviation, 1918-1938* (College Station, Texas: Texas A&M University Press, 2019), p. 197.

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faster, requiring paved runways that could handle the weight and speed of the aircraft. Increased passenger service meant that airports needed larger, dedicated terminal facilities to allow for more organized ticketing and boarding.⁴ “Unfortunately, the financial upheaval brought on by the Great Depression meant that at the time when municipal governments had the greatest need to fund airport improvements, they were least able to do so.”⁵

The response of the federal government to the economic and social disruption brought about by the Great Depression was a series of federally funded initiatives that are collectively known as the New Deal. Foremost among the New Deal programs was the Works Progress Administration (WPA), which was established in 1935. The major emphasis of this program was putting unemployed workers back to work through federally-sponsored and largely federally-funded public works construction projects. Building and improving public airports was a high priority of the WPA, which had a special branch, called the Airways and Airports Division, that specialized in working with local communities on aviation-related projects. Nationwide, the WPA was responsible for building 480 airports and improving 470 others during the 1930s.⁶

In 1935 the City of Jackson applied for and received approval from the WPA for improvements to the municipal airport, which were to consist of paving and lighting the runway and also the construction of a terminal building. “Improvements to the airport included the laying of over 50,000 square yards of asphalt runway; the concrete paving of taxi-ways, aprons, hangar floors, and sidewalks; the installation of curb and gutters, storm sewers, and sanitary sewers, and the addition of lights for night flights.”⁷ This work was begun in 1936 and completed in 1937.⁸

Besides the work on the airport at Jackson, other aviation-related WPA projects on Mississippi included the construction of a hangar at the airport at Biloxi (which later became Keesler Air Force Base), runway paving and lighting improvements at Key Field in Meridian, and unspecified improvements to the airports in Hattiesburg, Iuka, and Tupelo. All of these projects were carried out between 1935 and 1937. Other airport projects in Mississippi dating from that time, which were probably also done by the WPA, included the creation of Stinson Field at Aberdeen and a public airport at Oxford.⁹

The original part of the Terminal Building at the Jackson Municipal Airport, built in 1936, was designed by the architectural firm of Hull and Drummond, of Jackson, which was a partnership of architects Emmett J. Hull (1882-1957) and Eugene D. Drummond (1892-1974). The partnership was formed in 1933 and was dissolved in 1942.¹⁰ The construction work on the Terminal Building was carried out by the WPA.

During the 1930s and 1940s, Jackson was served primarily by two commercial air lines, Delta Air Lines and Chicago & Southern Air Lines.

Delta began as a crop-dusting service in 1925. In 1928 it was incorporated as Delta Air Service. In 1929 it began offering commercial passenger service. “Passenger operations began on June 17, 1929, from Dallas, Texas, to Jackson, Mississippi, with stops at Shreveport and Monroe, Louisiana. By June 1930, service had extended east to Atlanta and west to Fort Worth, Texas.”¹¹ After losing its airmail contract in 1930, Delta Air Service was reorganized as Delta Air Corporation. In 1934, upon gaining a new airmail contract (necessary for subsidizing passenger service during that era),

⁴ Johnson, *Taking Flight*, p. 199.

⁵ Johnson, *Taking Flight*, pp. 199-200.

⁶ Johnson, *Taking Flight*, pp. 197, 200.

⁷ Jaeger Company (historic preservation consultants), *From Frontier Capital to Modern City: A History of Jackson's Built Environment, 1865-1950* (an unpublished report prepared for the City of Jackson), n.d. (circa 2000?), citing the *Annual Report of the City Auditor of the Civic and Financial Affairs of the City of Jackson for the Fiscal Year October 1, 1936 to September 30, 1937*, in the collections of the MDAH Archives.

⁸ The paving of the runways, which necessitated the closing of the airport while the work was being done, was nearing completion in July 1937, as reported in a newspaper article, “Air Service at Jackson Will Be Resumed Tuesday,” in the *Daily Clarion-Ledger* (Jackson, Miss.), July 25, 1937.

⁹ Mississippi Department of Archives and History, Historic Preservation Division, Historic Resources Inventory files for those respective properties.

¹⁰ From the Artisans Directory in the Historic Resources Database of the Historic Preservation Division, MDAH, viewed on 25 March 2020.

¹¹ “Delta Air Lines,” *Wikipedia*, viewed on 26 March 2020.

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Delta resumed its passenger service. In providing passenger and airmail service to Jackson, these early passenger flights by Delta utilized the original grass runway of the Jackson Municipal Airport. Upon the completion of the newly-upgraded runways and the new terminal building in Jackson in 1936-37, Delta was one of the first airlines to use these facilities. "Delta moved its headquarters from Monroe, Louisiana, to its current location in Atlanta in 1941. The company name officially became Delta Air Lines in 1945."¹² During the late 1930s, Delta used small single-engine or twin-engine airplanes. Delta began operating the larger, all-metal-clad, twin-engine Douglas DC-3 aircraft in December 1940 and January 1941.

The other major carrier of commercial passenger service through Jackson from the mid-1930s to 1953 was Chicago & Southern Air Lines. Originally established in California as Pacific Seaboard Air Lines in 1933, this company acquired rights to airmail service between Chicago and New Orleans, by way of St. Louis, Memphis, and Jackson, in June 1934. It subsequently relocated its headquarters to St. Louis and later to Memphis. Like Delta, Chicago & Southern Air Lines initially used small, single-engine aircraft for its Chicago to New Orleans route through Jackson. The company acquired its first DC-3 aircraft in 1940. Chicago & Southern Air Lines merged with Delta Air Lines in 1953.¹³

In 1941, the United States government began to make extensive preparations for the possibility of being drawn into World War II. Among these preparations was another round of improvements to aviation facilities throughout the country under the sponsorship of the WPA. The municipal airport in Jackson received additional improvements at that time.

Among the improvements to the Jackson Municipal Airport made in 1941-42 was a substantial enlargement of the Terminal Building, which approximately doubled its floor space. This addition included office space for the two airlines, a dining area and kitchen, and a remodeled waiting room. The architect of the enlargement is not documented, but a newspaper article about it implies that the enlargement was designed by the City Engineer, J.J. "Josh" Halbert.¹⁴ The runways and taxi-ways of the airfield itself were also doubled in size at that time.¹⁵ "By this time, the airport featured five lit and paved runways, a weather station, a control tower, and a beacon."¹⁶ Also in 1941, the airport was officially named Hawkins Field, in honor of Augustus Fielding (A.F.) Hawkins (1882-1954),¹⁷ a long-serving city official who, as a city commissioner, had vigorously promoted the development of a municipal airport for Jackson.

The most important development for the airport in 1941, however, was the creation of the Jackson Army Air Base, which utilized the airfield of Hawkins Field, but involved the construction of a large military garrison complex consisting of over 150 temporary buildings, located west of the airport, and the building of a new, separate flight line and hangar area for military use on the northwestern side of the airfield, a substantial distance away from the Terminal Building. The Jackson Army Air Base became operational in May 1942.

From May 1942 to February 1944, Jackson Army Air Base was the primary center for training of pilots for the Royal Netherlands Air Force. Several of the Dutch military pilots died during their training in Jackson and are buried in a special section of the nearby Cedarlawn Cemetery. There was also a U.S. Army Air Force Advanced Pilots School, which closed in June 1944. In August 1944 the Jackson Army Air Base became a base for servicing transient military aircraft. The military control of the airfield continued until 1949, when it was returned to city administration.

The Terminal Building at Hawkins Field had no direct connection to pilot training activities of the Jackson Army Air Base or the Royal Netherlands Military Flying School. It apparently continued to be used primarily for civilian commercial aviation in coordination with the military use of the air field during this period.

¹² *Ibid.*

¹³ "Chicago and Southern Air Lines," *Wikipedia*, viewed on 26 March 2020.

¹⁴ Newspaper article, "Revised Plans Completed for Additions to City Airport Administration Building ...," *Clarion-Ledger* (Jackson, Miss.), Sunday, August 17, 1941.

¹⁵ *Ibid.*

¹⁶ Jaeger Company, *From Frontier Capital to Modern City*, citing R. Christopher Goodwin and Associates, *Phase III Jackson Historic Resources Survey*, 1998.

¹⁷ His full name and dates of birth and death were obtained from records on Ancestry.com, viewed on 25 March 2020.

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After World War II, commercial aviation in the United States experienced a period of rapid growth and change, due in part to the abundance of trained pilots, well-equipped airfields, and available aircraft, but also due to growing prosperity and to technological developments. This growth led to a second enlargement of the Terminal Building at Hawkins Field. This enlargement is not well documented, but it was apparently done about 1955. It increased the floor-space of the terminal building by about one-third without appreciably changing the building's architectural character.

Despite the enlargement of the terminal building, however, technological innovations in commercial aircraft design were causing the facilities of Hawkins Field to become increasingly outdated. In the 1940s and 1950s airlines were using larger and more powerful airplanes, and in the late 1950s major airlines began to introduce jet aircraft into their fleets. These larger and more powerful aircraft needed longer runways. Moreover, as carriers expanded their routes and increased the size of their fleets, larger terminal facilities were needed. Delta Air Lines, which was still the major airline servicing Jackson, was using the Douglas DC-6 by 1949, and began using the DC-7 in 1955. The firm added its first jet aircraft, the Douglas DC-8, to its fleet in September 1959, and by 1970 its fleet was made up entirely of jets.¹⁸

Recognizing the need for larger airport facilities, the City of Jackson began in the late 1950s to make plans for a new, larger airport to supersede Hawkins Field as the city's main commercial airport. Groundbreaking for the new airport took place on August 17, 1959,¹⁹ and the new airport opened for use in 1963.

Until the new airport could be completed, Hawkins Field continued in use as the city's municipal airport. In 1961, two years before commercial service was relocated to the new airport, the terminal building at Hawkins Field was the scene of three locally-notable incidents associated with the Civil Rights Movement.

Like essentially all other public facilities in the Deep South before the mid-1960s, the facilities of the Jackson Municipal Airport were racially segregated. When the terminal building was enlarged in the 1950s, it received federal funding through the Civil Aeronautics Administration. However, in order to avoid complying with federal requirements for desegregation of public facilities, the City of Jackson used local funds to pay for the alteration of the waiting room, the enlargement of the dining room and kitchen, and the enlargement and reconfiguration of the restrooms, so that these areas could be racially segregated.²⁰

In 1961, in conjunction with the efforts of the Freedom Riders to desegregate commercial bus and railroad travel, there was also a "Freedom Flyers" campaign aimed at the desegregation of commercial air travel and airports. On June 7, 1961, as part of this effort, three well-dressed African Americans, two men and a woman, flew by commercial carrier from St. Louis to Jackson, where, after landing, they attempted to use the restaurant and the whites-only restrooms at the Hawkins Field terminal. They were promptly arrested. The next day, another black traveler, accompanied by a white associate, arrived by air at the Jackson airport, but both were arrested after the black man attempted to enter the white men's restroom. Six weeks later, a racially-mixed group of eight local residents went to the airport and attempted to dine together at the restaurant. All eight were arrested. Apart from the arrests, however, these three events produced no immediate results, for the facilities at the Jackson Municipal Airport remained segregated until after commercial air service relocated to the new airport two years later.²¹

To distinguish the location of the new municipal airport from the old location, the site of the new airport was named Allen C. Thompson Field, in honor of the mayor of Jackson at that time; but the operational name for the facility, upon opening, was Jackson Municipal Airport, indicating that it was superseding the old Jackson Municipal Airport at Hawkins Field. The newer airport is now officially named the Jackson-Medgar Wiley Evers International Airport.

The opening of the new airport enabled air carriers to fly commercial jets into Jackson. Delta Air Lines began flying jets into Jackson, utilizing the longer runways of the new municipal airport, in November or December 1963.

¹⁸ "History of Delta Air Lines," *Wikipedia*, viewed on 26 and 30 March 2020; and "Douglas DC-6," "Douglas DC-7," "Douglas DC-8," *Wikipedia*, viewed on 30 March 2020.

¹⁹ "Jackson-Medgar Wiley Evers International Airport," *Wikipedia*, viewed on 26 and 30 March 2020, citing a newspaper article by Les Brunfield, "Officials Break Ground for City's Jet Airport," *Clarion-Ledger* (Jackson, Mississippi), August 18, 1959.

²⁰ Anke Ortlepp, *Jim Crow Terminals: The Desegregation of America's Airports* (Athens, Georgia: University of Georgia Press, 2017), p. 48.

²¹ Ortlepp, *Jim Crow Terminals*, pp. 49-51.

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After commercial service moved to the new Jackson Municipal Airport at Thompson Field, Hawkins Field became Jackson's general aviation airport. The terminal building remained in use for some years, but eventually a new terminal building was built in the northwestern part of the airfield, where the flight line for the World War II military air base had been located. After the new terminal opened, the old terminal building was leased to a private aviation services company, but by the late 1990s the building had fallen out of use. After standing unused for quite some time, the Old Terminal Building underwent a major stabilization in 2012. It is currently vacant and awaiting a new productive use.

Old Terminal Building, Hawkins Field
Name of Property

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9. Major Bibliographical References

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

Brinson, Carroll. *Jackson: A Special Kind of Place*. Jackson, Miss.: Hederman Brothers, 1978.

Jackson, City of. *Municipal Services: Annual Report*. 1936, 1937, and 1941.

Jaeger Company. *From Frontier Capital to Modern City: A History of Jackson's Built Environment, 1865-1950*. Unpublished report prepared for the City of Jackson, n.d. (circa 2000?).

Johnson, M. Houston, V. *Taking Flight: The Foundations of American Commercial Aviation, 1918-1938*. College Station, Texas: Texas A&M University Press, 2019.

Mississippi Department of Archives and History. Historic Preservation Division. Historic Resources Inventory Files.

Ortlepp, Anke. *Jim Crow Terminals: The Desegregation of America's Airports*. Athens, Georgia: University of Georgia Press, 2017.

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: _____

Historic Resources Survey Number (if assigned): 049-JAC-4512.1

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10. Geographical Data

Acreage of Property 2 acres

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>32.328962</u>	<u>-90.216768</u>	3	_____	_____
	Latitude	Longitude		Latitude	Longitude
2	_____	_____	4	_____	_____
	Latitude	Longitude		Latitude	Longitude

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

A rectangle of 264 feet by 330 feet, centered on the roof ridge of the building, extending 132 feet to the north and south, and 165 feet to the east and west of the center point, with sides parallel to the primary exterior walls of the building, and containing two acres of land; located within the SW¹/₄ of the SE¹/₄ of Section 29, T6N, R1E in Jackson, Hinds County, Mississippi.

Boundary Justification (Explain why the boundaries were selected.)

This 264 x 330 foot rectangle contains the Old Terminal Building itself and a small surrounding area of its immediate setting. It excludes two nearby hangar buildings and also excludes all currently operational areas of the airport.

11. Form Prepared By

name/title Richard J. Cawthon, Consulting Architectural Historian date April __, 2020
organization _____ telephone 601-559-6091
street & number 844 Acklen Street email rcawthon@bellsouth.net
city or town Shreveport state LA zip code 71104

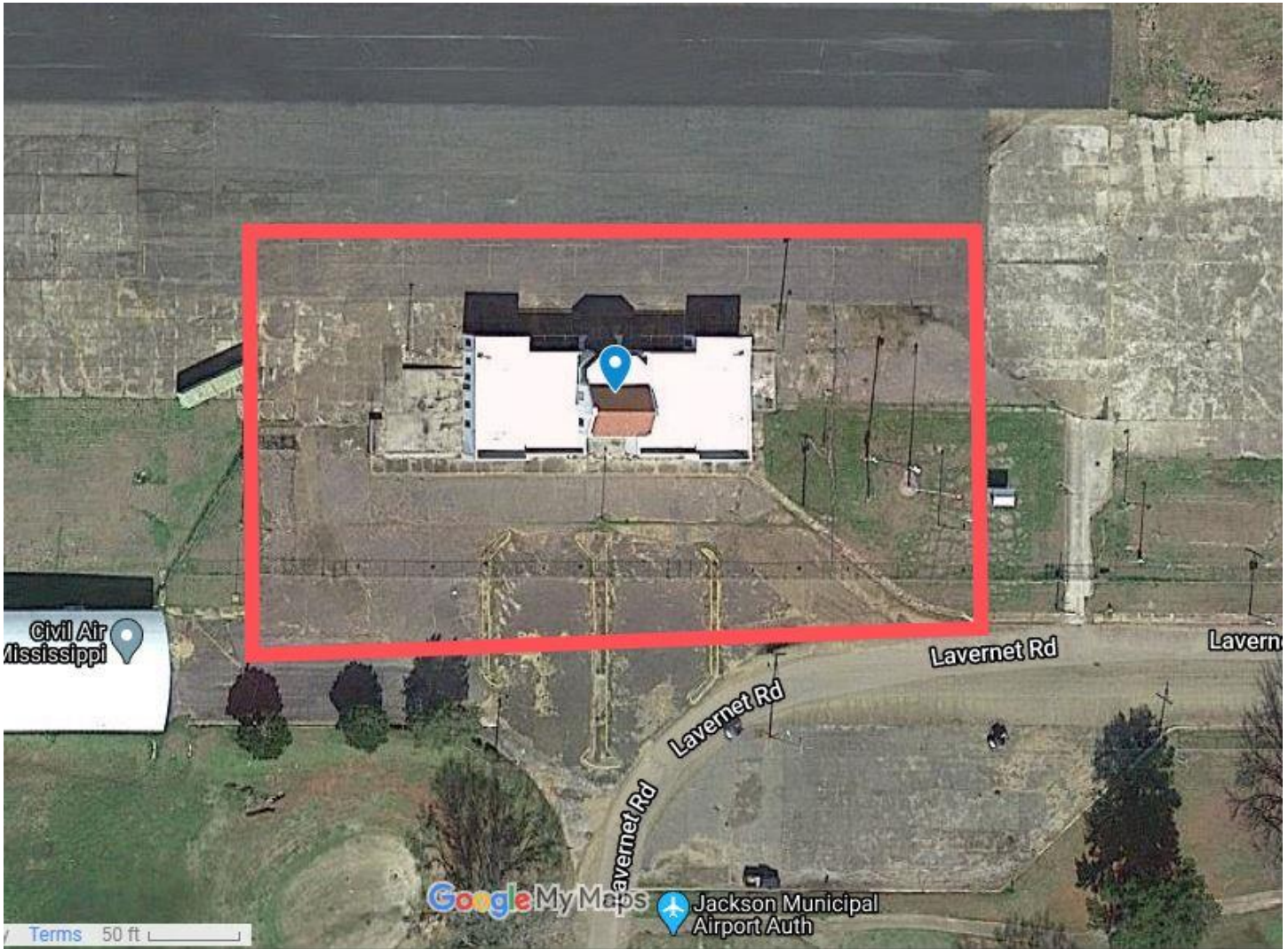
Old Terminal Building, Hawkins Field
Name of Property

Hinds County, Mississippi
County and State

Additional Documentation

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**

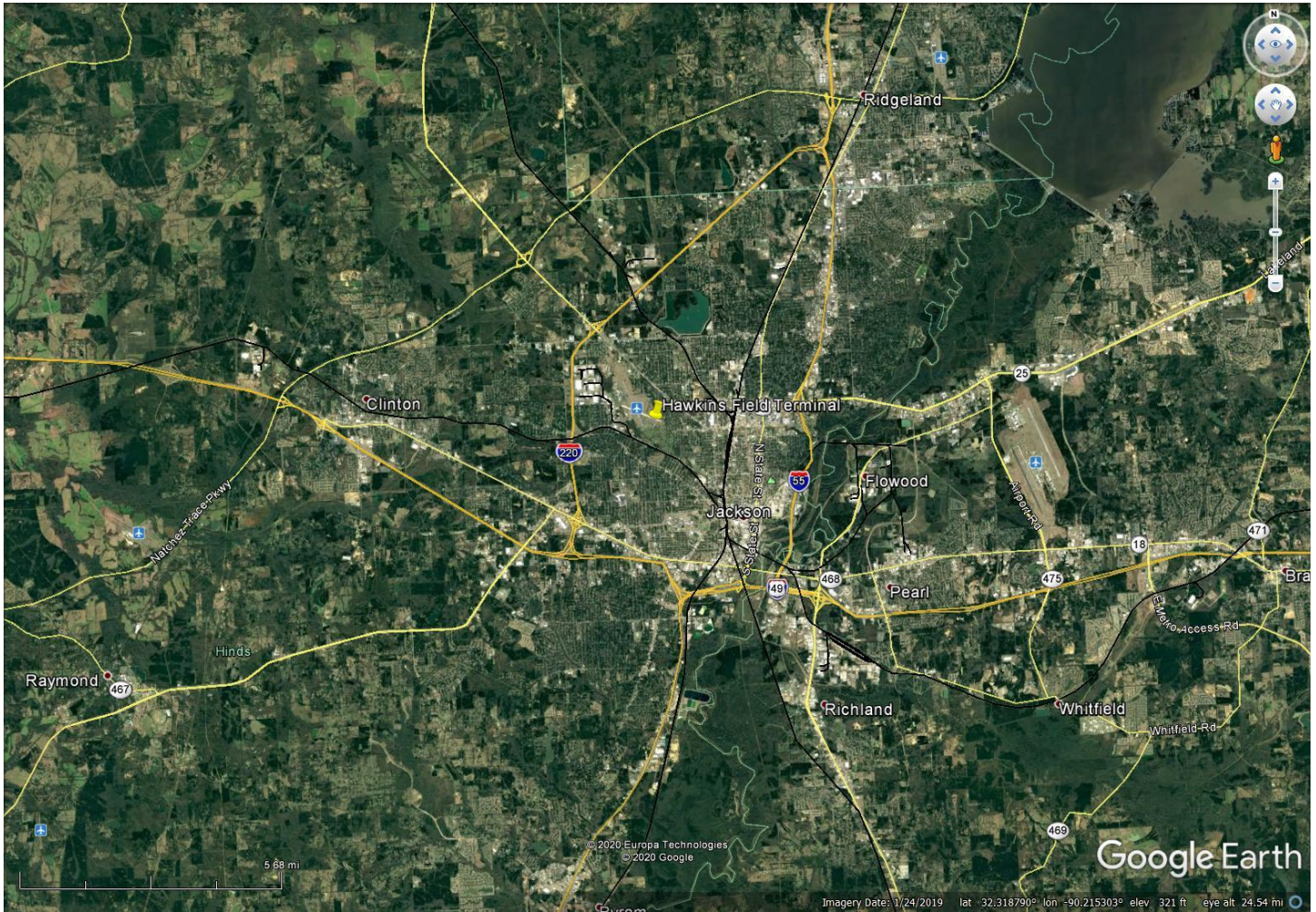


Old Terminal Building, Hawkins Field

Hinds County, Mississippi

Name of Property

County and State



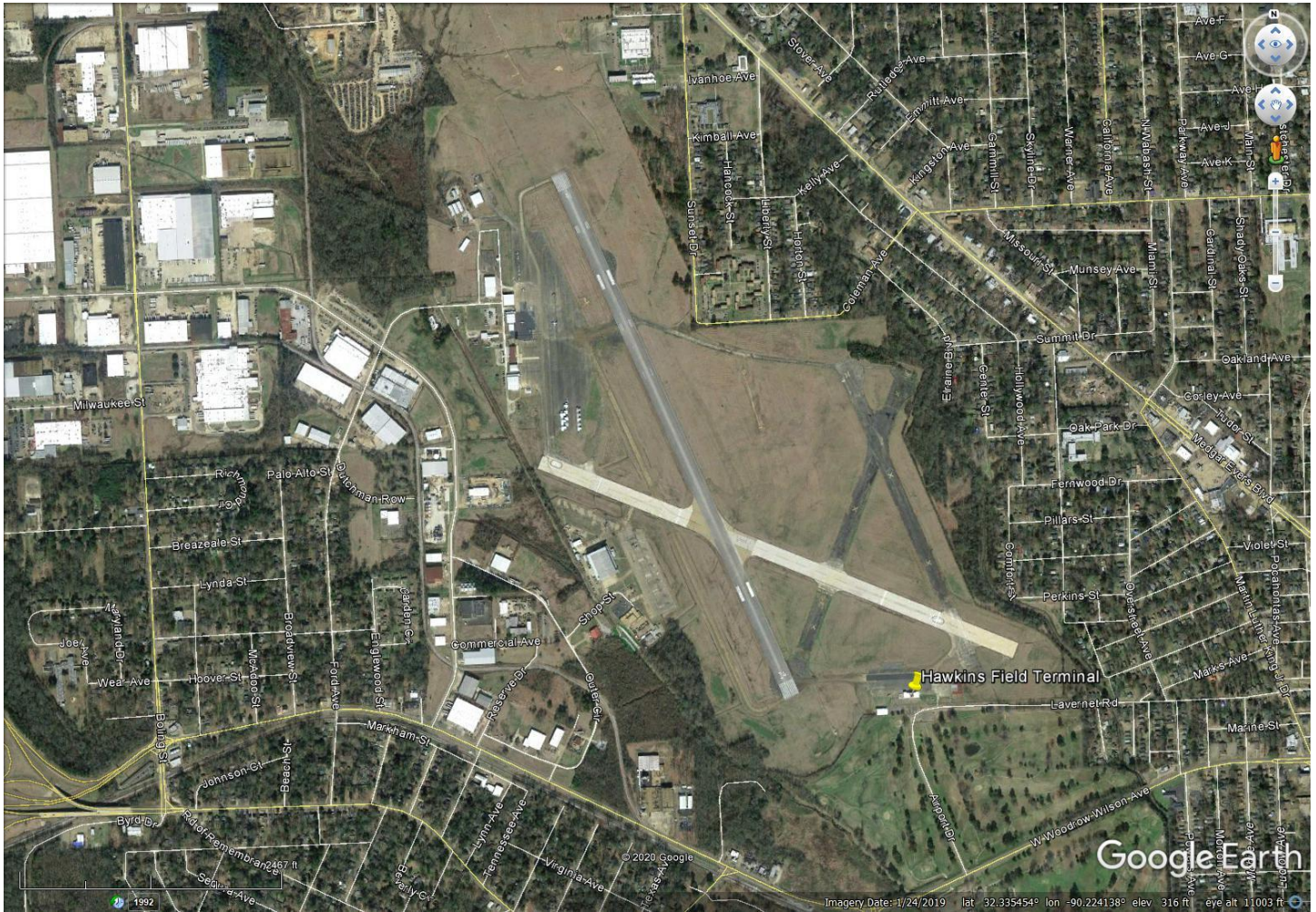
Old Terminal Building, Hawkins Field

Hinds County, Mississippi

Name of Property

County and State

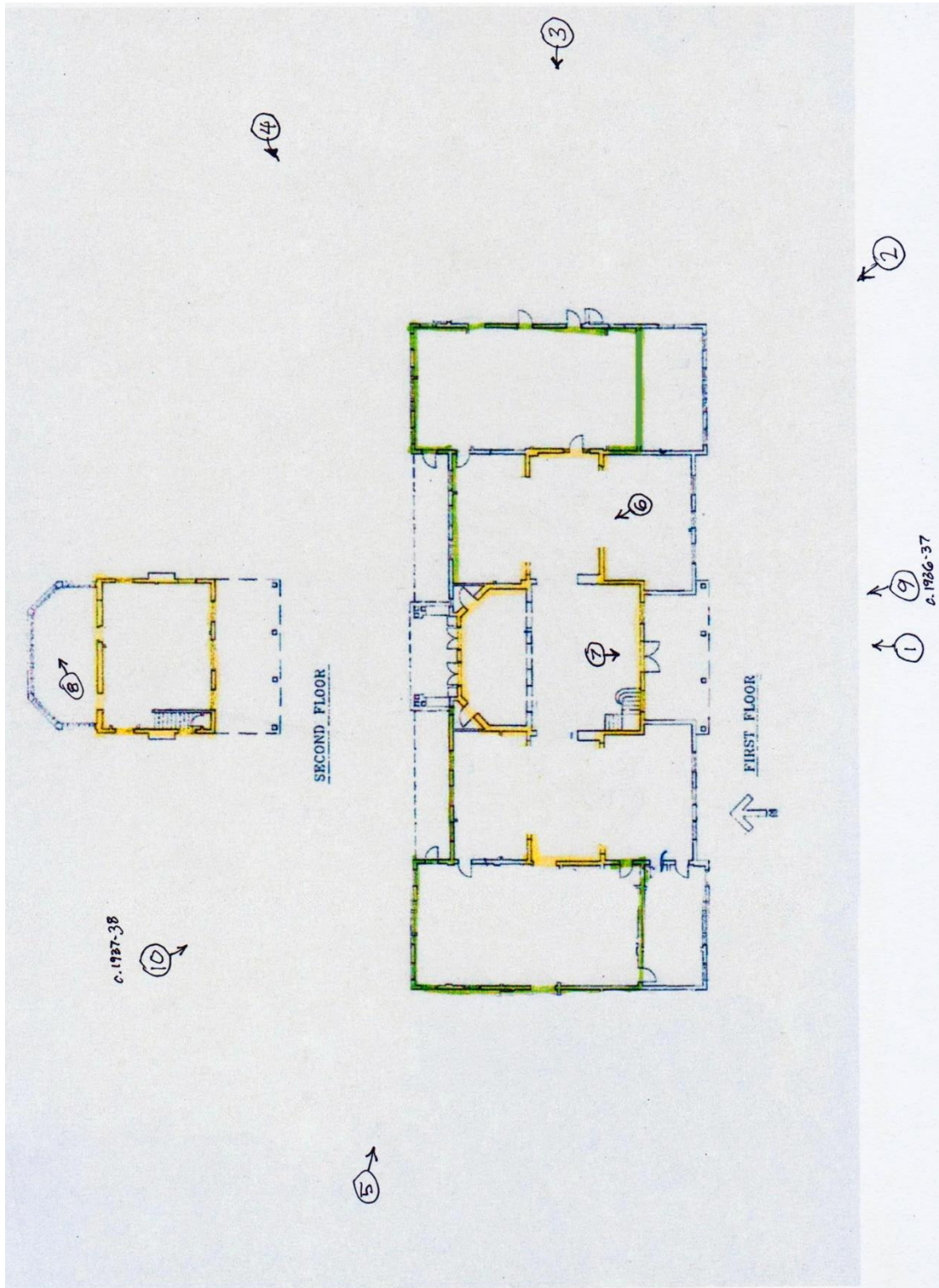
- Local Location Map



Old Terminal Building, Hawkins Field
Name of Property

Hinds County, Mississippi
County and State

• Floor Plans and Photo Locations



Old Terminal Building, Hawkins Field
Name of Property

Hinds County, Mississippi
County and State

Photographs:

Submit clear and descriptive photographs under separate cover. The size of each image must be 3000x2000 pixels, 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 does not need to be labeled on every photograph.

Photo Log

Name of Property: Old Terminal Building, Hawkins Field
City or Vicinity: Jackson
County: Hinds County **State:** Mississippi
Photographer: Richard J. Cawthon
Date Photographed: February 14, 2020

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

- Photo 1 of 10: Main façade from south, view toward north
- Photo 2 of 10: Main façade from southeast, view toward northwest
- Photo 3 of 10: Eastern end wall, viewed toward west
- Photo 4 of 10: North façade from east-northeast, view toward west-southwest
- Photo 5 of 10: North façade and western end wall from west-northwest, view toward east-southeast
- Photo 6 of 10: Interior of eastern wing, view toward northwest
- Photo 7 of 10: Main entrance, as viewed from the interior, view toward south
- Photo 8 of 10: Interior of the enclosed observation room on upper story, view toward east-northeast
- Photo 9 of 10: Historical photo, circa 1936-37; main façade from south, view toward north
- Photo 10 of 10: Historical photo, circa 1937-38; an aircraft in front of the north façade, view toward southeast

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.



MS_Hinds County_Old Terminal Building
Hawkins Field

0001



PROPERTY OF
STATE OF TEXAS
INDUSTRIAL

NO
TODD
TODD

PROPERTY OF
STATE OF TEXAS
INDUSTRIAL

MS_Hinds County_Old Terminal Building
Hawkins Field

0002



PROPERTY OF
JMAAA
NO TRESPASSING

MS_Hinds County_Old Terminal Building
Hawkins Field

0003



MS_Hinds County_Old Terminal Building
Hawkins Field

0004



MS_Hinds County_Old Terminal Building
Hawkins Field

0005



MS_Hinds County_Old Terminal Building
Hawkins Field

0006



MS_Hinds County_Old Terminal Building
Hawkins Field
0007



MS_Hinds County_Old Terminal Building
Hawkins Field
0008



MUNICIPAL
AIRPORT

MS_Hinds County_Old Terminal Building
Hawkins Field

0009



JACKSON, MISS.
MUNICIPAL AIRPORT

NC
15704

CHICAGO
SOUTHERN

MS_Hinds County_Old Terminal Building
Hawkins Field

0010