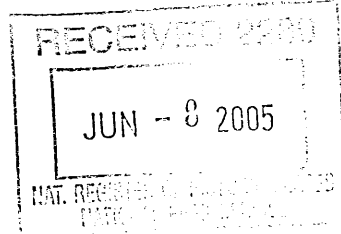


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United States Department of the Interior
National Park Service

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

Historic name Hastings Municipal Airport Hangar-Building No. 1

Other names/site number AD04-003

2. Location

Street & number 3100 West Twelfth St

Not for publication

City or town Hastings

Vicinity

State Nebraska

Code NE

County Adams

Code 001

Zip code 68901

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Lawrence Summer
Signature of certifying official

6/3/05
Date

Director, Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.

see continuation sheet.

determined eligible for the National Register.

see continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Edson H. Beall

7/22/05

[Signature]
Signature of Keeper

Date of Action

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

Adams County, Nebraska

County and State

5. Classification

Ownership of Property
(Choose as many boxes as apply)

- Private
[X] Public-local
Public-state
Public-federal

Category of Property
(Choose only one box)

- [X] Building(s)
District
Site
Structure
Object

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

Table with 2 columns: Contributing, Noncontributing. Rows: Buildings, Sites, Structures, Objects, Total.

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

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.)

TRANSPORTATION- air-related

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER-airport hangar

Materials
(Enter categories from instructions.)

Foundation CONCRETE
Walls BRICK
Roof METAL, ASPHALT
Other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

Adams County, Nebraska

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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.)

- 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.)

Property is:

- A Owned by a religious institution or used for religious purposes.
B Removed from its original location.
C A birthplace or a grave.
D A cemetery.
E A reconstructed building, object, or structure.
F A commemorative property.
G Less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1930-1955

Significant Dates

1930

c. 1945

c. 1951

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 #

Primary location for additional data:

- X State Historic Preservation Office
Other State agency
Federal agency
Local Government
University
X Other Adams County Historical Society
Name of repository: Society

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

Adams County, Nebraska

County and State

10. Geographical Data

Acreage of property Less than one

UTM References (place additional UTM references on a continuation sheet).

	Zone	Easting	Northing		Zone	Easting	Northing
1.	14	548589	4494010	3.			
2.				4.			
				[]	See continuation sheet		

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title	<u>Diane Bartels</u>	date	<u>August 31, 2004</u>
organization	<u>Nebraska Aviation Council</u>	telephone	<u>402/489-3059</u>
street & number	<u>1801 Mindoro Dr.</u>	state	<u>NE</u> zip code <u>68506</u>
city or town	<u>Lincoln</u>		
name/title	<u>Bill Callahan</u>	date	<u>February 24, 2005</u>
organization	<u>Nebraska State Historic Preservation Office</u>	Telephone	<u>402/471-4788</u>
street & number	<u>1500 R Street</u>	state	<u>NE</u> zip code <u>68501</u>
city or town	<u>Lincoln</u>		

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

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

name/title	<u>City of Hastings</u>	telephone	<u>402/461-2330</u>
street & number	<u>220 N. Hastings</u>	state	<u>NE</u> zip code <u>68901</u>
city or town	<u>Hastings</u>		

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined 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, (15 USC 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

Adams County, Nebraska

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Section 7 Page 1

The Hastings Municipal Airport Hangar-Building No. 1 (Hangar) is part of the Hastings Municipal Airport, located on the north-west edge of Hastings Nebraska, the Adams county seat. Hastings (2000 Pop. 24,064) is located in eastern south-central Nebraska, approximately 100 miles southeast of Lincoln, the state capital and fifty miles north of the Kansas border. The area is characterized by flat, relatively treeless plains, and the landscape is dominated by row-crop agriculture. The Hastings Municipal Airport consists of one 6,450' runway and one 4,500' runway. Both runways are paved. The Hangar is located on the southeast edge of a cluster of metal non-historic hangars and associated airport support buildings. This cluster of buildings is found on the south side of the airport north of 12th Street, which is a major east-west thru street in Hastings.

Located adjacent to 12th Street and facing the city, the Hangar is the most noticeable Hastings Airport building, and is a visual landmark in the community. The modestly-scaled administrative center of the Airport is located on 12th Street east of the Hangar across a concrete apron. The administrative complex is comprised of two buildings: a modern frame residential building and a frame WPA administration building. The entire complex of airport support buildings with the exception of the administrative complex is surrounded by a high, barb-topped chain link fence. Vehicular access to all but the administrative buildings is through a secured gate off 12th Street.

Constructed in 1930, the Hastings Municipal Airport Hangar-Building No. 1 is a, relatively simple two-story brick building that encloses a large open space. The Hangar is situated on an east-west axis, and the primary façade faces east. The east façade is topped by a stepped, parged-over brick parapet wall that has been painted white. "HASTINGS MUNICIPAL AIRPORT" is painted on the parapet wall in large black letters. The main hangar door is located on the east facade. The hangar door is made up of eight large panels that slide on tracks into large pockets on the north and south sides of the primary facades. The pockets are part of two brick "towers" that flank the hangar door on the north and south sides. On the interior of the Hangar, these "towers" create a two-story storage/office space. The storage/office space on the south facade are lit by three six-pane windows on each floor. An identical window arrangement is found on the north façade, however the lower middle window has been blocked up.

The bottom-half of the Hangar doors are solid metal, with industrial sash windows on the top half. The Hangar interior is amazingly well lit by natural light. The natural light is allowed into the building by the hangar door windows (when the doors are closed) and large, full-height industrial sash windows located on the north and south sides of the building west of the corner "towers." There are four of these windows on the south façade facing 12th Street and three on the north elevation facing the rest of the airport. These windows are operable and allow for considerable cross-ventilation. The rear (west) elevation has an unpainted brick stepped parapet otherwise identical to the east façade parapet wall.

Two relatively small additions are located on the rear elevation of the Hangar. Documentation is somewhat scarce, but the first small addition is circa 1945. It is a brick, one story addition well in keeping with the overall character of the Hangar. The second addition is c. 1951. Constructed of concrete block, this addition is attached to the brick addition on the north side and wraps around the Hangar itself, blocking up the original westernmost full-height window on the north side. This addition faces east with a large, four-panel sliding door. Three of the four panels are pierced by nine-pane windows. Both additions are more than fifty years old and both are located on the rear of the building. The design of both additions is in character with the main Hangar, and they have very little effect on the Hangar's historic integrity from 1930.

Aside from the stepped parapet with its "HASTINGS MUNICIPAL AIRPORT" sign, the most prominent visual element of the Hangar is its interior space. Formed of necessity, the interior is essentially a large open space. The arched roof is supported by a graceful interior steel truss which in turn supports a striking series of wooden joists which run the length of the building. Wood sheeting and an asphalt/composite covering top the structure. The roof allows the Hangar to maintain a very large and open interior space allowing the storage of a number of general aviation aircraft. The floor of the building is poured concrete. A number of single-bulb lights are attached to the steel truss structure.

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Hastings Municipal Airport Hangar-Building No. 1

Name of Property

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History and Significance

Criterion A

The Hastings Municipal Airport Hangar-Building No. 1 (Hangar) is eligible for listing in the National Register of Historic Places under Criteria A and C. The Hangar is associated with the development of general aviation in central Nebraska generally and Hastings specifically. Additionally, the Hangar classically embodies the distinct characteristics of aircraft hangar design from 1930 and has excellent historic integrity. The type of facility exemplified by the Hangar, never common, is increasingly rare due to functional obsolescence or severe deferred maintenance.

The earliest known reference to a "Hastings Airfield" appeared in the July 1, 1919 issue of the Hastings Tribune. It referred to "the use of 40 acres on the Kerr estate as a landing field for the use of the flying circus." Aviation fever was alive and well in the skies above Hastings as "barnstormers" (many of whom had flown in WWI) in their Curtiss Jennies thrilled crowds in Hastings and across the Great Plains.

Anticipating the appearance of Charles Lindbergh in late August 1927, the Hastings City Council moved to establish a permanent airfield in the city, naming a committee to negotiate a lease and handle other necessary matters. According to the August 31, 1927, edition of the Hastings Tribune, "the spirit of Hastings arose from all parts of the city this morning to greet the Spirit of St. Louis." The shriek of the siren at the fire house alerted everyone, and Lucky Lindy could be seen clearly as he banked his airplane to read the word "Hastings" painted on the top of the Dutton Building. Unfortunately, Lindbergh's message to the people of Hastings, complete with red streamers, was caught in the tail of his aircraft and lost forever.

According to Adams County: The Story 1872-1972, the "biggest enthusiasm of 1928 was over aviation." On July 5, 1928, the Hastings Chamber of Commerce received a letter from federal officials indicating interest in Hastings as a possible location for an airmail center. Mayor William M. Nelson reported that city control of the facility was required for an airmail station. Furthermore, it was necessary to install gasoline pumps and other necessary equipment, and to construct aircraft hangars. As a result, Hastings Airport, Inc. was organized to promote the city as an airmail center. By mid July, articles of incorporation had been drawn up and 400 shares at \$25/share were offered to the public.

On July 25, 1929, the City Council sub-leased the old landing field near Ingleside (about two miles west of town) to D.F. Payne and Dale Meyers, experienced flyers who wanted to make their headquarters in Hastings. On September 9, Payne and Meyers announced the formation of the Payne Air School. The school enrolled its first student on September 23 and at the close of the year boasted an enrollment of 23 students. Meanwhile, the City Council soon had 12 tracts of land offered to them for the construction of a new municipal field. Land prices varied from \$127 to \$200 per acre and sizes ranged from 65-200 acres. All were on approved roads and near the city.

On September 9, 1929, the first Nebraska Air Tour, comprising a group of twenty-seven airplanes flying from Omaha, landed at the "old" Hastings airfield. They were formally greeted by Mayor Joe M. Davis and a committee from the Chamber of Commerce. The purpose of the tour was to encourage local communities to build municipal landing fields. Their vision was the use of commercial aviation as a regular mode of transportation for mail and passengers across the continent. The Nebraska Air Tour saw the development of municipal airfields as creating not just a landing field where "chance airmen would drop down to take up passengers" but as an opportunity for economic development.

On September 25, 1929, civic leaders called for a special \$50,000 airport bond election to be held on November 19, 1929. Among the campaign messages was that to be considered for federal programs, the airport must be financed, owned, and operated by the city. The bonds would cost \$.25 per year per \$1000 assessed valuation.

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Hastings Municipal Airport Hangar-Building No. 1

Name of Property

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An editorial in the September 26, 1929, edition commended the City Council for their progressive spirit in approving the \$50,000 bond issue for the municipal airport. It gave "evidence of their awareness of the unmistakable drift of affairs in aviation." Continuing, the editor noted railroad and highway transportation had made Hastings a regional distribution center for a large area, and stated: "Aviation is not a plaything. It will be our next means of practical transportation."

To help pass the bond issue, the American Legion invited the general public to the City Auditorium for an Armistice Day program. Representatives from the American Legion, Jr. and Sr. Chambers of Commerce and city officials stood in mud and water at the "old" airport to greet pilots flying in to speak to the Hastings audience about the importance of passing the bond to build a municipal airport.

Additionally, the Chambers of Commerce and Legionnaires made phone calls to voters and arranged transportation to the polls. Businesses encouraged employees to vote during work, scheduling voters in small groups so the businesses could remain open.

One of the most unique bond-issue campaign strategies was the "talking mailbox." Located on the corner of Second and Hastings, a large speaker horn in a specially constructed mailbox greeted people as they approached. Addressing many by name, a man's voice asked them to lend support to the passage of the airport bonds. Unbeknownst to the passers-by, a man overlooking the "talking mailbox" was at a window in a nearby building. The US Post Office and the Lincoln Telephone & Telegraph Company collaborated in this effort.

On election day, November 19, 1929 the Hastings Tribune reported "Hastings is the first of out-state cities to vote (on) so large a bond issue for a municipal airport(the) outcome will influence other Nebraska cities." On November 20, the Tribune headline read "Hastings Invites Air Development." The airport bond issue had passed by a margin of 191 votes out of 3,615 votes cast. Ultimately, the Junior Chamber of Commerce was recognized by the national Junior Chamber organization for taking a leading role in this major civic project.

On January 13, 1930, the city sold the \$50,000 bonds for the municipal airport at a \$400 discount to the U.S. Trust Company in Omaha. They would draw 4 1/2 percent interest.

Wasting no time, by February 24, 1930, a special committee appointed by the City Council reviewed the dozen sites offered to the City and made their recommendation to the full Council. Hastings Municipal Airport would be north of Twelfth Street and west of Marian Road on 160 acres of the Thomas Shattuck farm near Hastings' western edge. The city paid Shattuck \$22,000 for the land, house, barn, windmill, and fences.

By mid-March 1930, the site had become a hub of activity with runways being "laid out and smoothed." The city engineer ordered woven wire for fencing the entire tract and announced plans to remove portions of the old existing farm fence still standing. He also ordered ornamental gates (non-extant) for an airport front entrance and fenced off a space in the southwest corner of the airfield for automobile parking.

The Payne Air School transferred to the new location and installed a fuel pump. The Great Plains Aircraft Corporation announced plans to start using the field as headquarters for their aviation school and airplane sales business. Great Plains owned two airplanes, a Great Lakes and a Gypsy Moth, and were distributors for both lines.

On March 21, 1930, Don Flint, sales manager of the Sidles Aircraft Corporation in Lincoln, and Russell Campbell, representative of the Curtiss-Wright Company, landed in a Travel Air four-place monoplane. They became the first flying visitors to land at the new field.

By June 27, 1930, the Hastings Municipal Airport Hanger-Building No. 1 was under construction by the Great Plains Aircraft Corp. Great Plains needed a large hangar for their operations which could accommodate six planes, including a

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Hastings Municipal Airport Hangar-Building No. 1

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Ford Tri-motor. Additionally, a five-passenger Stinson-Detroiter monoplane with a 300 HP Wright Whirlwind engine had been ordered by Dr. E.C. Foote and would be delivered upon completion of the Hangar. The Stinson would be the first privately owned airplane to be hangared in Hastings.

Earlier, however, representatives of Great Plains Aircraft appeared before the City Council, reporting an exhaustion of capital. Great Plains reported to the City Council that they would have to borrow to complete the \$18,000 hangar project. On June 24 the Hastings Tribune reported that the "City Will Help Finance Hangar." An \$8,000 loan from the city airport fund would help build an 80' x 120' brick hangar.

In a vividly reported demonstration of the popularity of civil aviation in the community, the Second Nebraska Air Tour flew into Hastings on Saturday, June 28, 1930. It was billed as the "most comprehensive display of aircraft ever assembled in this vicinity." The newspaper banner read: "Fliers Bring Gospel of Modern Air Travel." It was reported there was a steady stream of cars along Twelfth Street. Thousands of people came early to watch the 35 airplanes land at their new municipal airport. Harry Wimer, operations manager of Great Plains Aircraft Company, directed aircraft parking, and members of the Chambers of Commerce welcomed the pilots and their passengers. By noon, the entire fleet was lined up along both sides of the runway. Pilots commented on the "unusual smoothness" of the runway. The paper reported that as soon as the wheat was harvested, the runway length would be tripled. The Tribune also spoke of the almost overnight transformation at the airport since the First Air Tour had visited Hastings less than ten months before.

By September 26, 1930 workmen were pouring the concrete floor of Hangar- Building No. 1 and only the sewer and water connections inside the building remained to be completed. Harry Wimer, the Great Plains Aircraft manager, moved into his new offices in the hangar that day and announced that a concrete apron would be placed directly in front of the hangar to facilitate the handling of planes.

On January 17, 1931 in a New Year wrap-up, the Hastings Tribune published photos of three significant buildings constructed in Hastings during 1930. One photo was of Hangar-Building No. 1 with a biplane parked in the open door. It had been less than ten months since Great Plains had asked the right to erect that hangar. In the next month they would be granted a five-year lease at the Hastings Municipal Airport.

With support from the community and city government and with the visions of aviators and other forward-thinking people during the infancy of aviation, dreams were made a reality in Hastings. Included with those visionaries would be Evelyn Sharp, "Nebraska's Queen of the Air." As a little girl Sharp watched barnstormers fly their Jennies above Hastings, and was eventually a principal stockholder in the Great Plains Aircraft Corporation. Sharp went on to great fame as Nebraska's most famous "aviatrix" and female World War II pilot. Sharp's interest in Great Plains Aircraft, the builder of the Hangar-Building No. 1, helps exemplify the significance and defining character of that building to the history of aviation in Hastings.

Criterion C

Aircraft hangars are buildings built primarily to protect aircraft from the elements. Some hangars, especially more modern buildings, have space designed for aircraft maintenance and/or office space. Hangars are characterized by open, clear spans and level floors and are sufficiently tall to allow for the entry of the aircraft tail. Hangars may be further identified by relatively large, usually sliding doors to allow for the entry of aircraft. In many cases, older aircraft hangars have limited or no windows.

According to the general aviation NEHBS, several types of historic general aviation hangars may be found in Nebraska. The most ubiquitous are T-hangars, so called because they resemble the letter T in plan. T-hangars are generally of frame construction and usually have some type of metal wall covering. Like all hangars, T-hangars have large double doors that slide horizontally on tracks that extend beyond the building envelope above the doors. T-hangars may be built

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Hastings Municipal Airport Hangar-Building No. 1

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to shelter only one or several aircraft. They generally have no additional space for maintenance or office space. This property type is sometimes difficult to date, because the earliest T-hangars were built well before WWII, and the type is still occasionally used today. However, the NEHBS of general aviation facilities found no T-hangars earlier than 1948 or later than 1975. Most were constructed in the 1950's and 60's. Though no T-hangars were considered individually eligible in the general aviation NEHBS, several contribute to the significance of eligible historic districts at municipal airports in Beatrice, David City, Fremont, Stuart-Atkinson, Trenton and Evelyn Sharp Field in Ord.

Quonset hangars are also fairly common in Nebraska. Quonsets lend themselves fairly well to aircraft storage. As is typical and, indeed, necessary, quonset hangar doors tend to be large, sliding doors that open horizontally on tracks that extend beyond the building envelope. Large quonsets may accommodate work areas. Interestingly, small, modified quonsets have been found (at McCook Municipal Airport) that are converted into T-hangars. Three separate quonsets or sections of quonsets form a T: two sections flanking a perpendicular third section. The NEHBS of general aviation facilities found no quonset hangars dated earlier than 1945 or later than 1965. Though no quonset hangars were considered individually eligible in the NEHBS of general aviation facilities, several are considered to contribute to the significance of eligible historic districts at the Beatrice and Imperial Municipal Airports and at Evelyn Sharp Field in Ord.

As in the agricultural sector, large, metal pole buildings now dominate hangar design at smaller general aviation facilities. Found in various sizes, this type of construction may be found at Nebraska airports dating from the 1950's until the present. Extremely versatile, eminently cost-effective and perfectly suited to aircraft storage, metal buildings form the bulk of hangars identified in the aviation NEHBS. None are considered individually eligible, though several from the early 1950's are considered to contribute to potential historic districts at municipal airports in David City, Fremont, and Imperial. One frame building clad in galvanized metal constructed in the mid 1940's is found at a potential historic district at the Beatrice Municipal Airport.

The Hastings Municipal Airport Hangar-Building No. 1 (Hangar) is the oldest hangar identified in a 2000-01 NEHBS survey of general aviation facilities, and only one of two known brick hangars in the state (the other is a c. 1940 hangar in Chadron, in the northwest corner of the state). The Hangar typifies the general characteristics of an aircraft storage facility, if on a somewhat more grand scale. The typical open space of the Hangar is somewhat larger than all but military hangars of the era (note the Fairmont Army Airfield, Fillmore County, NR 2002). The sliding doors of the Hangar are segmented pocket doors with windows as opposed to the more commonly found solid, single-element metal doors on tracks. The Hangar has office/storage space and plenty of room for aircraft maintenance and repair. The Hangar also has many windows, increasing the light level inside the building and aiding aircraft repair and maintenance, relative to other hangars of the era and even after.

Conclusion

The current environment of the Hastings Municipal Airport reflects the upgrades and new construction necessary to service the region's aviation community. The level of new construction at the airport precludes it's eligibility as an historic district, though the WPA administration building is most likely eligible for the Register individually.

In 1998-99, in cooperation with the Adams County Historical Society, the City of Hastings and Adams County, the Nebraska State Historic Preservation Office (NESHPO) undertook a Nebraska State Historic Buildings Survey of Adams county. Of 953 properties inventoried county-wide, one-hundred eight individual properties and six historic districts were determined to be potentially eligible for the National Register of Historic Places. The Hastings Municipal Airport Hangar-Building No. 1 was the only aviation-related property determined to be eligible for the Register.

In 2000-2001, in cooperation with the Nebraska Department of Aeronautics, the Nebraska State Historic Preservation Office (NESHPO) undertook a Nebraska State Historic Buildings Survey of general aviation facilities in Nebraska.

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Continuation Sheet**

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

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Statewide, nineteen airports were field-surveyed; an additional thirteen airports were subjects of telephone surveys. Of 133 properties inventoried state-wide, nine individual properties and five historic districts encompassing twenty-five buildings and structures were determined to meet National Register eligibility requirements. The Hangar was the only 1930s-era hangar inventoried in the aviation NEHBS and is the oldest building in the inventory considered individually eligible for the Register.

The Hastings Municipal Airport Hangar-Building No. 1 is a significant property associated with the development of general aviation in the south-central region of Nebraska. Hastings has long been a regional transportation nexus. At one time Hastings was served by seven different railroads, including the Union Pacific and Burlington railroads. The historic Potash and Detroit-Lincoln-Denver highways intersected at Hastings. The Hastings Municipal Airport has long thrived as a regional airport throughout its history, as evidenced by the construction of the Hangar.

The Hastings Municipal Airport Hangar-Building No. 1 embodies the distinct characteristics of a significant type and period of construction. The Hangar is the oldest known of its type in the state, and has excellent physical integrity. The two small additions on the rear of the building date from the 1940's and early 1950's, and do not detract from the overall historic integrity of the building. Additionally, the Hangar is a very rare and perhaps unique example of an aircraft storage facility from the 1930's, and is one of only two known historic brick aircraft hangars in the state. Indeed, the Hangar's contextual importance and rarity gives it statewide significance.

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**National Register of Historic Places
Continuation Sheet**

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

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Hastings *Tribune*-9/26/29

Hastings *Tribune*-11/19/29

Hastings *Tribune*-11/20/29

Hastings *Tribune*-6/24/30

Hastings *Tribune*-6/28/30

Hastings *Tribune*-1/17/31

Mead & Hunt Inc. *Adams County Nebraska Historic Buildings Survey*. (Lincoln, Nebraska. Nebraska State Historic Preservation Office, September 1999)

Mead & Hunt Inc. *Nebraska Historic Buildings Survey-General Aviation in Nebraska*. (Lincoln, Nebraska. Nebraska State Preservation Office & Nebraska Department Aeronautics, May 2001)

Verbal Boundary Description

An imaginary line ten feet from the footprint of the Hastings Municipal Airport Hangar-Building No. 1 and its additions as of this writing.

Boundary Justification

The boundary includes the land historically associated with the property.

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National Park Service

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Continuation Sheet**

Hastings Municipal Airport Hangar-Building No. 1

Name of Property

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Section Photos Page 1

Photographs

All photographs taken by Stacy Stupka-Burda and Bill Callahan, Nebraska State Historic Preservation Office on February 3, 2004 except for Photo 4 and supplemental Photo 3. Photo 4 was taken by Callahan on March 15, 2005. Supplemental Photo 3 is from <http://terraserver-usa.com/>. All negatives are located in the Nebraska State Historic Preservation Office.

Photograph	Description of Photograph	View
1 of 9	East facade	West
2 of 9	South and East facades	Southwest
3 of 9	East and North facades (hangar door closed)	Northwest
4 of 9	East and North facades (hangar door open)	Northwest
5 of 9	East and North facade	NNW
6 of 9	West and North facades	Northeast
7 of 9	West façade	East
8 of 9	Interior view	Southwest
9 of 9	Interior view	Northwest

Supplemental Photos

Photograph	Description of Photograph	View
1 of 3	Interior view	North
2 of 3	Interior view	South
3 of 3	Aerial view	Azimuth

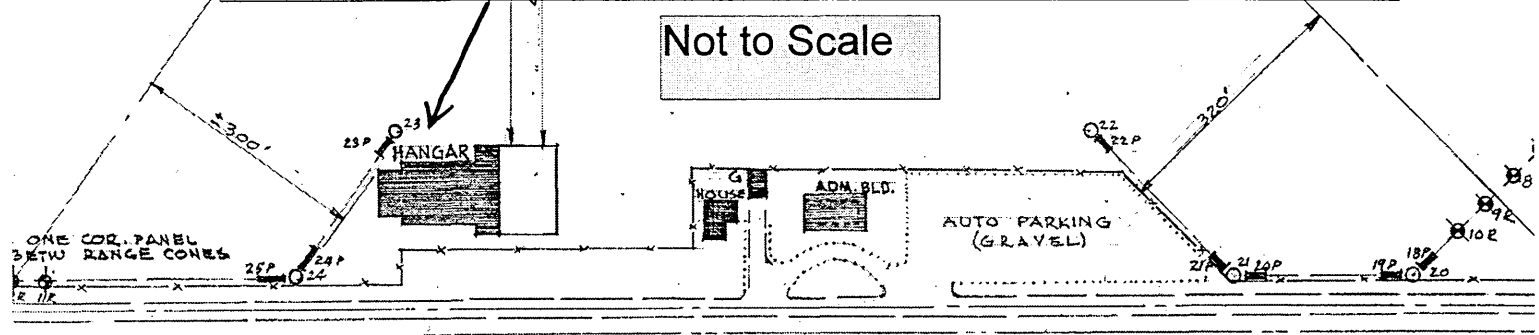
ALTERNATE LOCATION EAST-WEST LDG. STRIP

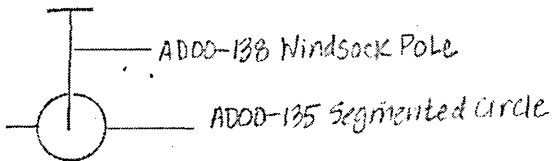
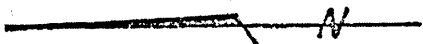
950'

EAST-WEST LDG. STRIP

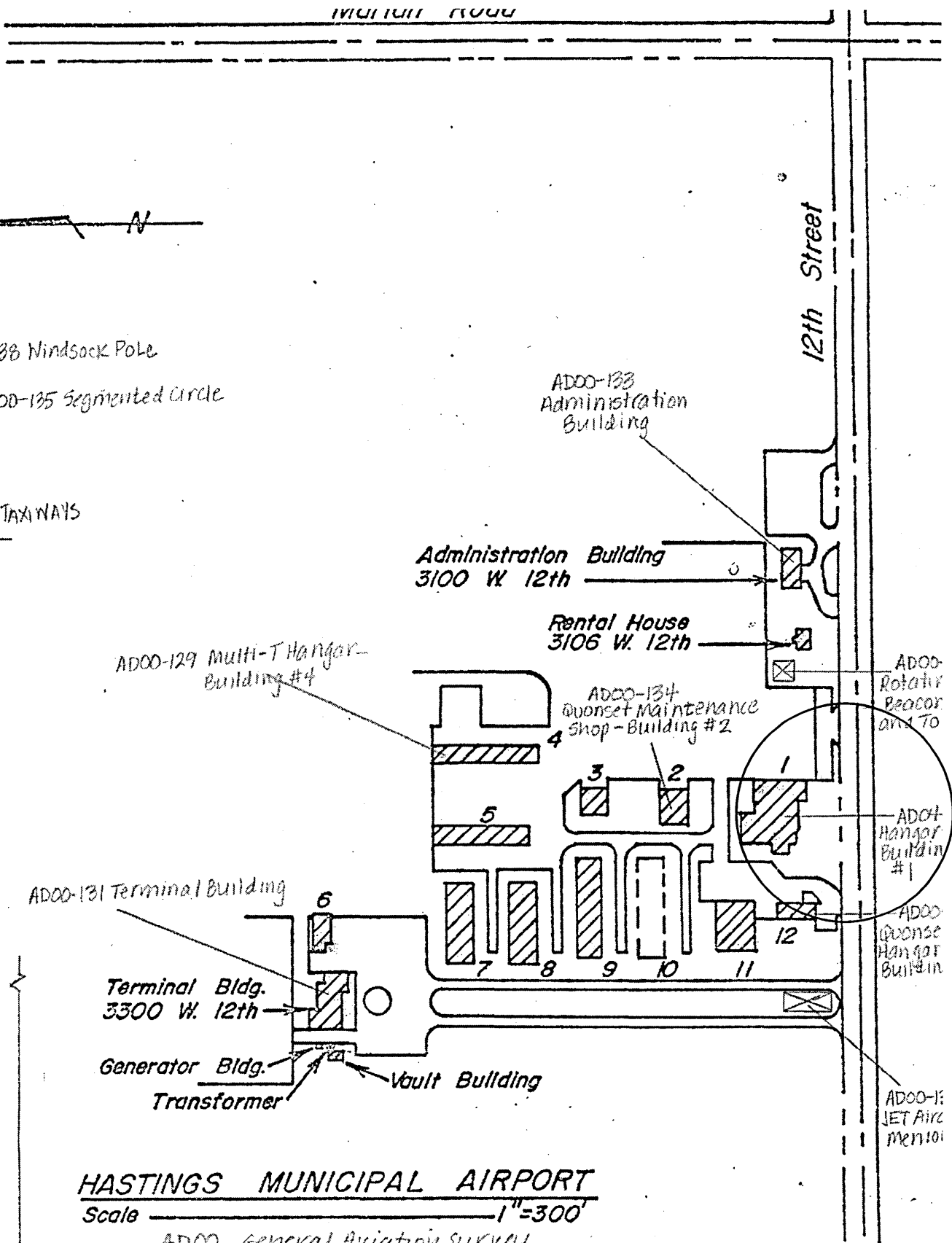
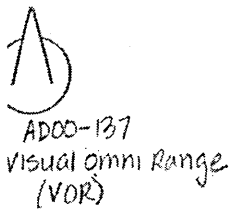
Hastings Municipal Airport Hangar-Building No. 1 1943

Not to Scale





RUNWAYS + TAXIWAYS



HASTINGS MUNICIPAL AIRPORT

Scale $1" = 300'$

ADD General Aviation Survey
mead + Hunt, 2001
NOT TO SCALE