

United States Department of the Interior
National Park Service

628

National Register of Historic Places Registration Form

RECEIVED 2280

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.

Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: Blytheville Air Force Base Capehart Housing Historic District
Other names/site number: Eaker Air Force Base Capehart Housing Historic District
Name of related multiple property listing:

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

2. Location

Street & number: Roughly bound by Village Ave on the West, Cypress Drive on the South Hemlock, Westminster, Apricot, and Azalea and Pigeon Streets on the East and Northside on the North
City or town: Blytheville State: Arkansas County: Mississippi
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 X C ___ D

<u>Steph Hunt</u>		<u>7-13-15</u>
Signature of certifying official/Title:		Date
<u>Arkansas Historic Preservation Program</u>		
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	

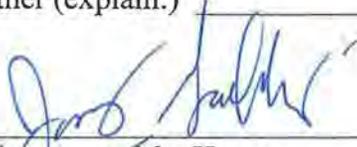
Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

9-28-2015
Date of Action

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

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>429</u>	<u>8</u>	buildings
<u>4</u>	<u> </u>	sites
<u> </u>	<u>1</u>	structures
<u> </u>	<u>1</u>	objects
<u>433</u>	<u>10</u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: multiple dwelling

DEFENSE: air facility

DOMESTIC: single family

Current Functions

(Enter categories from instructions.)

DOMESTIC: multiple dwelling

DOMESTIC: single family

VACANT: Not In Use

COMMERCE/TRADE: business

7. Description

Architectural Classification

(Enter categories from instructions.)

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

OTHER: ranch

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Concrete, Asphalt

Narrative Description

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

Summary Paragraph

The Blytheville Air Force Base Capehart Housing Historic District is an excellent example of military family housing constructed as part of the Capehart Housing Program that uses architectural styles that best fit the region due to climate and landscape. This program was instrumental in using FHA funding criteria to facilitate and ease the construction of this military housing program that used the curvilinear street pattern found being constructed throughout the United States, while also using the Rach style house as the building type for this project in Blytheville, Arkansas, between 1957 and 1962. While a fine example of this type of contemporary design community layout, it also relays the story of the military and the community working together in the areas of Community Planning and Development and Politics/Government. Located between Gosnell and Blytheville, Arkansas, roughly bound by Village Ave on the West, Cypress Drive on the South Hemlock, Westminster, Apricot, and Azalea and Pigeon streets on the East and Northside on the North, the buildings were constructed during two different periods of time, though were all administered under the Capehart Housing Program and the FHA.

The site on which the Blytheville Air Force Base Capehart Housing Historic District is located, is generally set on the northwest side of Blytheville, Arkansas. Surrounding the housing area on three of the four sides is the rest of the former Blytheville Air Force Base, with the fourth side of the housing area abutting the Town of Gosnell, Arkansas. Nearly all of the buildings located in the Airmen housing area, are in a sad state of disrepair since the closure of the air base in 1992. Even though several of the buildings in the northern section of housing, airmen housing, have

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

fallen into disrepair, the buildings still illustrate the building design and subdivision layout associated with FHA subdivision planning and layout dating back to 1934.

As part of the Blytheville Air Force Base Capehart Housing Historic District there are five different designs of buildings found within the boundaries of district. Of the building types all of them were built to have a few variations between three and four-bedroom duplexes. Outside of the duplexes, there are a few single unit homes that were built specifically for officers. A fourth building type consists of various other buildings that were built within the Blytheville Air Force Base Capehart Housing Historic District period of significance, though are not associated with the Capehart Housing Program. The final building type relates to those sites, structures, or objects that are related to the construction of the Capehart Housing Program's development at the Blytheville Air Force Base between 1957 and 1962.

The key character defining features of this subdivision include streets, public space, parking areas, patios, footprints, scale/mass/setback, and much more. The streets in the district are generally defined by wide, dual-drive streets, with three-way intersections. Public spaces are defined by play areas with minimal equipment with the green space either on the periphery or located in the interior of blocks. Like the central park areas in this district, recreational fields were also designed for the neighborhoods. Parking areas were crucial for this community and came in a variety of ways. In the case of Blytheville, parking areas for the home consisted of on street parking and long driveways leading to a single carport. Patios were also key features to Capehart houses especially single family and duplex style homes. "These elements often were additive items that were included to projects to improve the residents' quality of life."¹ The building footprints associated with the duplexes at Blytheville are long, narrow, ranch style duplexes. Another key characteristic of the duplexes and the neighborhood is the scale, mass, and setback. The duplexes located within the district are all low-scale structures, rectangular in mass and occasionally have recessed entries. "The horizontal character of the buildings is an important design feature....the height, plan, mass, fenestration, and roof contribute to the building horizontal character."² These streetscapes are maintained by the uniform setbacks of the properties within the boundary.

Due to the layout of the base housing on the curvilinear street pattern it is not ideal to use directional correspondence to describe building elevations, as elevations on several similar types of building will change depending on what street you are looking at, at the time. Therefore, all descriptions will be described in a counterclockwise fashion with right, left, front and back as directional descriptors. Also, the duplexes will be described as only one half of the entire building as the other half of the duplex is a mirror image of the half of the duplex described below.

¹ R. Christopher Goodwin and Associates, *Neighborhood Design Guidelines for Department of the Air Force Department of the Navy Wherry & Capehart Era Family Housing* (Federick, Maryland: R. Christopher Goodwin and Associates, 2007), 20.

² Ibid, 23.

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Mississippi County,
Arkansas

County and State

Narrative Description

Three-Bedroom Plans (C)

In all cases within the three-bedroom plans, there is a gable roof over the main structure. All of the carport roofs were either flat or slightly slanted to the road to allow for drainage. The foundation for the three-bedroom plans all consists of a slab foundation. In most cases, there is a little bit of variation between these three-bedroom duplexes in order to break up the monotony of the street view. However, upon closer look there is generally a pattern to the location of these types of buildings. The most variation is located on the front and left elevations, with very minor variation on the back elevations.

Front Façade

The front entrance to the building distinguishes the front façade of the three-bedroom plan duplex building by being offset slightly to the right of the center of the elevation. In all but one floor plan for the three-bedroom plan, there are two, one-over-one, single-hung, windows to the right of the front entrance. To the right of the single-hung, windows there is a pair of one-over-one, single-hung, windows, before the elevation terminates at the corner. To the left of the front entrance there is a small, pair of one-over-one, single-hung, windows located above the kitchen sink on the interior. In most cases, near the far right of the small, paired windows, is the beginning of the carport. Located on the front elevation, between the carport and the building, there is generally only a single-entrance door from the carport into the kitchen. Within the carport, which was supported by two small diameter posts, there was only one built structure outside of the carport supports. Located on the left side of the carport is a small storage closet accessed through a single door and a trash closet also accessed by a different door. The trash closet is the space located closest to the roadway.

Right Elevation

The right elevation generally consists on little to no ornamentation.

Back Elevation

Moving left to right across the back elevation of the three-bedroom plans, there is generally a picture window that overlooks the concrete patio from the living room. To the right of the picture window is a single, inward swinging door while to the right of the door are generally two pairs of evenly-spaced, one-over-one, single-hung, windows before the elevation terminates into the other half of the duplex.

Left Elevation

Due to the nature of a duplex the left elevation is a shared wall separating the two halves of the duplex. Therefore, there is no ornamentation or fenestration to describe regarding this elevation.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

Variations

The larger part of the description of these types of duplexes is the variations that implemented during the initial planning of the base and the layout of the Capehart Housing Program project at the Blytheville Air Force Base. Therefore, each elevation will be described again discussing the variation that can be found on each of the three-bedroom plans.³

Variation Front Elevation

Most of the variations found within the three-bedroom plan, are located on the front elevation to create a visually stimulating streetscape. This was done by slightly changing or varying the material colors, while also changing building materials from all brick⁴ to either partial brick with aluminum siding, or cladding entire areas with just aluminum siding. One obvious variation to the floor plans is the recessed entryway creating a small front porch. Other variation located between the front entrance and the carport consists of size and number of windows. The variation on number and size of the windows varies from one to three windows generally located above the kitchen sink. However, when a band of small windows is found, the windows panes are generally small in size and located high on the wall. This window arrangement is generally found in the Westminster plan known as "Standard Type "A." In this plan the windows are located in the dining room and the kitchen is actually protruding both out to the right, while also protruding toward the street. Other variations found to the right of the elevation are found in the area of the carport. In most cases, a single door allows access from the carport to the kitchen. However, as a variation some elevations have a single door and a single, one-over-one, single-hung, window. To the protrusion of the kitchen in "Standard Type "A," the front is no-longer flat or recessed, but other variations located to the left of the front entrance are the number of windows. As a general argument, there are four windows, as described above; however in at least two floor plans, there is a plan with only a single, one-over-one, single-hung, window, and then a pair of one-over-one, single-hung, windows before the termination of the elevation.

Variation Right Elevation

The variations to the right elevation, though small in scale, are also character defining features. In most cases the elevation is flat, with no fenestration. However, the large variation is the

³ Reference material and plan are not available at this time, and it is unknown if any of Swaim and Allen's drawing are available. Therefore, all reference materials for floor plans were provided by Westminster Village of the Mid-South. Upon taking over the property, Westminster Village made rudimentary architectural floor plans for each of the floor plans built on the former air base. All descriptions and names of floor plans are based on the information provided by Westminster Village of the Mid-South. The three-bedroom plans as presented by them include plans: Standard Type "A," Standard Type "C," Deluxe "A," Deluxe "B," Deluxe "C."

⁴ Over the course of the construction of the Capehart Housing project at Blytheville, three different brick colors were chosen for the construction of the duplexes: dark red, light red, with blonde mixed in, and a tan/blonde brick. These three brick colors were used in the single-family houses as well as the four-bedroom duplexes.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

protrusion of the small kitchen in Standard Type "A," or breakfast nook in Deluxe "B and C." Within these protrusions, there is either a small window (Deluxe "C") or a window and a door (Standard Type "A,"). In Deluxe "B," the elevation protrudes, but lacks any and all fenestration.

Variation Back Elevation

The big variations found on the back elevation of the three-bedroom duplexes are located to the right of the patio door. In most cases, there are two sets of paired windows, however in the Westminster floor plan called Standard Type "A," the paired windows have been replaced with a single, one-over-one, single-hung, window.

Four-bedroom Plans (C)

In all cases with in the four-bedroom plans, there is a gable roof over the main structure. All of the carport roofs were either flat or slightly slanted to the road to allow for drainage. The foundation for the four-bedroom plans all consists of a slab foundation. In most cases, there is a little bit of variation between these four-bedroom duplexes in order to break up the monotony of the streetscape. However, upon closer look there is generally a pattern to the location of these types of buildings. The most variation is located on the front and left elevations, with very minor variation on the back elevations. However, there is one floorplan design that defies all other floor plan layouts, where the carport is centrally located rather than located at either end of the building.⁵

Front Façade

Like the three-bedroom plans, the front entrance is being offset slightly to the right of the center of the elevation. In all three floor plans, there are two, one-over-one, single-hung, windows, located to the right of the front entrance. To the right of the two single windows there is a pair of one-over-one, single-hung, windows before the elevation is terminated at the other half of the duplex. To the left of the front entrance there is a small pair of one-over-one, single-hung, windows located above the kitchen sink on the interior. In most cases, near the far right of the small, paired windows, is the beginning of the carport. Within the carport, which was supported by two small diameter posts, there was only one built structure outside of the carport supports. Located on the left side of the carport is a small storage closet accessed through a single door and a trash closet also accessed by a different door. The trash closet is the space located closest to the roadway.

Right Elevation

⁵ Reference material and plan are not available at this time, and it is unknown if any of Swaim and Allen's or Meyer, Hasie, Green, and Associates, drawing are available. Therefore, all reference materials for floor plans were provided by Westminster Village of the Mid-South. Upon taking over the property, Westminster Village made rudimentary architectural floor plans for each of the floor plans built on the former air base. All descriptions and names of floor plans are based on the information provided by Westminster Village of the Mid-South. The three-bedroom plans as presented by them include plans: Standard, Deluxe Type "A," and Carport Central.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

The right elevation has limited ornamentation or fenestration. In most instances, there is no fenestration found along this elevation as is the case in the floor plan Deluxe Type "A." However in the Standard four-bedroom plan, the only fenestration is a single door that opens from the kitchen on to the carport. Since the carport is centrally located in the central carport plan, the right elevation consists of a shared wall between the two duplexes.

Back Elevation

The back elevation on both the Standard and Deluxe Type "A" types are identical with the exception of the protrusion for the kitchen on the Deluxe Type "A." Working left to right across the back of the duplex there is a three-pane picture window, followed by a patio door that allows access from the patio into the living room, and three, evenly-spaced, paired, one-over-one, single-hung, windows before the elevation is terminated at the other half of the duplex.

Left Elevation

Due to the nature of a duplex the left elevation is a shared wall separating the two halves of the duplex. Therefore, there is no ornamentation or fenestration to describe regarding this elevation. However see the left elevation variation for the description of the Central Carport plan, which does have a left elevation.

Variation Front Elevation

Most of the variations found within the four-bedroom plan, are located on the front elevation to create a visually stimulating streetscape. This was done by slightly changing or varying the material colors, while also changing building materials from all brick⁶ to either partial brick with aluminum siding, or cladding entire areas with just aluminum siding. One obvious variation to the floor plans is the recessed entryway creating a small front porch in the Deluxe Type "A." Other variations found to the right of the elevation are found in the area of the carport. In most cases, a single door allows access from the carport to the kitchen. However, as a variation some elevations have two single doors that lead from the carport into the kitchen. The second door is located inside of the recessed area on the front of the house. As part of the Deluxe Type "A" plan the kitchen protrudes from the rest of the house though the front of the protrusion is in line with the rest of the front elevation that is not recessed. The carport has a variation not yet described in other building types or floor plans. Unlike other storage and trash areas on other types, in the Standard four-bedroom plan, the storage and trash area is located on the outside of the carport and faces into the building whereas all other carport are located in the inside of the plan and face away from the building. It is also in these storage units that the door to the trash area is not

⁶ Over the course of the construction of the Capehart Housing project at Blytheville, three different brick colors were chosen for the construction of the duplexes: dark red, light red, with blonde mixed in, and a tan/blonde brick. These three brick colors were used in the single-family houses as well as the four-bedroom duplexes.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

located next to the storage door, but is always located along the front elevation of the storage areas.

Variation Right Elevation

Only a few variations are found on the right elevation of the four-bedroom type buildings. The major variation is in the Deluxe Type "A" building. Because of the protruding kitchen, it caused the elevation to protrude unlike others where the elevation is flat with only a single entrance from the carport. In the Deluxe Type "A," even though it protrudes, there is no fenestration on this elevation.

Variation Back Elevation

The only variation on the back elevation is found on the protruding kitchen area on the Deluxe Type "A" building which has two, evenly spaced, one-over-one, single-hung, windows.

Variation for the Central Carport

Unlike the other four-bedroom plan types the Central Carport is in no way similar to the others. Working left to right across the front there is a pair of one-over-one, single-hung, windows. To the right of the pair of windows are two, evenly spaced, one-over-one, single-hung, windows before the front porch recesses from the rest of the building. There is a small unornamented area before reaching the front entrance. To the right of the front entrance is a pair of one-over-one, single-hung, windows. The elevation then protrudes back to the original depth where the rest of the elevation is unornamented with no fenestration.

The right elevation in the Central Carport plan contains no fenestration because of its use as a shared wall.

The back elevation consists of a small, one-over-one, single-hung, window followed by a single entranceway into a recessed courtyard. Turning right there is a lack of fenestration before turning left to find the rest of the back elevation. Working left to right the first piece of fenestration is a large, three pane, picture window overlooking the patio. To the right of the picture windows is another entranceway that leads out onto the patio. To the right of the entranceway, there are three, evenly-spaced, pairs of one-over-one, single-hung, windows before the termination of the elevation.

The left elevation is largely a brick veneered exterior wall with no ornamentation.

Officer's Single-family Homes (C)

The Officer's Single-family houses all consist of eight, single-story ranch-style homes. In all cases within the Officer's Single-family Home plans, there is a gable roof over the main

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

structure. All of the carport roofs are gable except for one at 5304 Pine Drive which is slightly slanted to the road to allow for drainage. The foundations for all of the single-family homes were built on a slab foundation. A few of the single-family homes were constructed with screen block located around carports and entranceways. Four of the eight single-family units were constructed in the initial Capehart housing construction while the other four were probably added during the second round of construction. All of these one-story family units have one-over-one, single-hung, windows throughout. Unlike the duplex housing provided on the rest of the base, the single-family units had a large chimney.⁷ On at least two of the eight single-family homes, Buildings at 5301 and 5305 Pine there is what looks like an identical addition added to each of the building on the south side of the chimney. However, the exterior aluminum siding is identical to other aluminum siding found throughout the historic district; therefore it is unknown whether this is indeed an early addition or originally constructed this way. Another feature is that found on these homes is the location of the carports. Due to the layout of the area around Southside Drive and Pine Drive that single-family houses all contain small rectangular living spaces, with a carport that sat perpendicular to the rest of the house but was done in a way that shows that carport on either the left or the right of the main living area, but in the same design.

Other Buildings (NC)

All of the other building located within the district boundaries are non-contributing because they are not associated with the Capehart Housing Program at Blytheville Air Force Base. All but one of these buildings are located between Southside Drive on the North, Chestnut Street on the South, Village Ave on the west and Hemlock on the east. The one building located outside this area is located at the corner of Gardenia and Daffodil. This building was constructed as an Assembly and Maintenance Shop (AS&M), and was original Building #300. Its original construction was brick and tile, however the current exterior cladding consists of stucco, which was installed in the 1980s.

Other Non-contributing buildings found within this area all replaced 1940s-era buildings which included officer housing and WAAC Housing for the Women's Army Air Corp. The Women's Army Air Corps used four buildings within a small area which would have presently sat near the corner of Hemlock and Memorial Drive. The current buildings all stand one-story tall, and have been heavily altered since they were constructed in the late 1950s and early 1960s. Much of the alterations that have been done to these building took place in the 1980s, when a majority of military base buildings had stucco applied to the exterior. Of the buildings that are found within this area most of them were service oriented buildings that included the office of Special Investigation, the Officers Club, and the 97th Strategic Hospital. The hospital was dedicated in April 1958, though at least two additions have been added to this building, while the officers club and Special Investigation buildings were done only a few years later. Other buildings within the area include a pool, near what is believed to be the remnants of an old hospital building

⁷ Within out access to the interior of the homes, it is impossible to attain that there is a fireplace in these homes. However due to the size and the chimneys, one could ascertain that a fireplace is located as part of the chimney.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

behind the Westminster Village office, and memorials to lost soldiers stationed at the Blytheville Air Force Base. Other non-contributing buildings include Buildings 645, 651 and 655. These building are located throughout this area but all have either been altered or are not associated with the Capehart Housing Program.

Sites- Streets and Parks (C)

A few smaller sites as such as parks and streets also need to be considered within this built environment. This system of roadways that allowed for little through traffic is better known as the curvilinear plan and was constructed of concrete streets with curbing and drainage basins. This plan was “a break from the monotony of the grid, and influenced by the natural topography.”⁸ Still, the plan used during the construction of the Capehart Program project at the Blytheville Air Force Base was one that emulated multiple plans during its development. The plan is partially curvilinear, and partially a combined plan with curvilinear and rectilinear pattern. Within the curvilinear pattern, the Blytheville Air Force Base illustrates a few of the key principles which include but are not limited to looped roads, minimal access to main streets, and lots facing into the subdivision. On the other hand it illustrates a few of the principles of a combined plan with curvilinear and rectilinear pattern through the use of central green space or parks that are focal points for the intersection of minor streets.⁹

The parks on the other hand were key characteristics in the overall design and layout of the entire housing project. Two of the larger parks, Green (Airmen Housing Area/Oblong Shaped) and Candyland (Officer Housing Area/Rectangular) were central both road and home layout. Many of the roads within these two areas all lead to these central large green spaces that were used for park space. These green space parks provide “a highly visible and attractive organizing element for neighborhoods of every type.”¹⁰ Within this area developed to provide a dense urban feel for the families living on the base, these “small open spaces are essential to provide relief from the built environment” of closely stacked duplexes.

Of the other two parks that were constructed as part of the plan or near the time the layout had begun, only one of them still exists at the corner of Hemlock and Memorial. The extant park was located to the east of the duplexes located at Apricot and Peartree.¹¹

⁸ Urban Land Institute and National Association of Home Builders, *New Approaches to Residential Land Development: A Study of Concepts and Innovations*, Urban Land Institute—Technical Bulletin No. 40 (Washington D.C.: Urban Land Institute, 1961), 24.

⁹ Virginia McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York: Alfred A. Knopf, 2013), 79-80.

¹⁰ McAlester, 83.

¹¹ Roger Hooker, 97th Bombardment Wing Historian Office, *History of Eaker Air Force Base* (Blytheville, Arkansas: 97th Bombardment Wing Historian Office, 1988), Maps.

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Mississippi County,
Arkansas

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.

Criteria Considerations

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

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

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

Areas of Significance

(Enter categories from instructions.)

Architecture
Community Planning and Development

Period of Significance

1957-1962

Significant Dates

1960
1962

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Swaim & Allen, Associates (Architect and Engineer)
Meyer, Hasie, Green and Associates (Engineer)
Centex Construction Company
H.L. Coble Construction Company

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

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 Blytheville Air Force Base Capehart Housing Historic District in Blytheville, Arkansas, is being nominated to the National Register of Historic Places with local significance under **Criterion A** for its significance in the areas of Community Planning and Development and Military. It is also being listed under **Criterion C** for its Ranch style of architecture. The Blytheville Air Force Base Capehart Housing Historic District is a well-preserved example of a Capehart Housing Project in Blytheville, Arkansas, constructed as part of a national movement to allow families to live along side of service men and women. The housing projects generally did not adhere to the typical military housing layout, which included barracks in grid pattern or rectilinear ground plans, but held to the Post-World War II suburban neighborhood planning idea that focused on winding, curvilinear street development plan, generally brought on by new FHA regulations on home loans. This neighborhood provides an outstanding example of Mid-Century Ranch construction in Northeast Arkansas. Though the neighborhood exhibits features of the Mid-Century Ranch design, the real significance lies in the community planning and development and military side of its construction. Beginning in the late 19th Century with the adaptation of the radial plan for subdivisions, based on the City Beautiful movement, the design and layout seems to have been defined in two plan types: radial and curvilinear. The influences of the radial plan can be found in the centrally located parks for which there is one in each of the officers housing and airmen housing.¹² Through the 1940s and into the 1950s, the use of curvilinear streets brought about by the 1934 Housing Act, which applied new standards and “desirable standards” for subdivisions which, when examined as a single unit, leads to the design of the curvilinear street. With the push by the United States Military in the 1950s and 1960s to increase military family housing, they developed plans that were similar to those found in the suburban communities found outside of the base. These plans were the culmination of the Capehart Housing plans found within the Blytheville Air Force Base Capehart Housing Historic District. The buildings found within the plan differ from military installation to installation and in most cases adhere to the local building stock or space. For Blytheville, the housing design was based on the ranch-style home being built throughout the United States at that time. However, unlike a typical single-family Ranch home, the buildings built at Blytheville Air Force Base were duplexes to allow for a higher occupancy rate.

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

¹² David Ames and Linda McClelland, *National Register Bulletin: Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002), 39.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Early History of Blytheville

Blytheville, originally known as Blythesville, is named for Reverend Henry T. Blythe (1816-1904). Henry T. Blythe was born in Virginia to John and Elizabeth Cobb Blythe in 1816. By 1926, he moved along with his family to Henry County, Tennessee, before setting off by himself to Northern Mississippi in 1834. In 1853, Blythe left Lauderdale County in Tennessee and came to Arkansas where he settled at Crooked Lake in Mississippi County (present-day Armorel). Here Blythe cleared approximately sixty acres, lived at this home-site for twenty years.¹³

Following a second move to the current location of the City of Blytheville, H.T. Blythe had already “developed a plan for the future town of Blythesville.”¹⁴ After entering into a partnership with the Mosely family, the partnerships built a cotton gin and sawmill in order to add income into the partnership. It is unknown when or why the partnership terminated, but as part of the transactions, Mr. Blythe became sole owner of the gin, mill and the 160 acres associated with the development. It is these 160 acres that would be the foundation for the eventual Town of Blythesville and later Town and City of Blytheville.¹⁵ The area was named “Blythesville” (the ‘s’ was later dropped).¹⁶ The location of these 160 acres was great for Mr. Blythe’s planned town, as it sat centrally located Clear Lake and Cooketown. These two areas were the locations of the general population in the area that still lacked the essentials found in other towns. Blythe claimed that Blytheville was able to remain vibrant because his “lot plan” “concentrated business and residences in a location central to existing population areas.”¹⁷

“In 1886, the citizens of Blytheville elected Mr. Blythe to represent them in the State Legislature for one term; during his time in office he introduced several bills of importance to the State at large. He was also influential in the 1901 movement to establish a county courthouse in the Chickasawba District, which gave Mississippi County two county seats, the other being in Osceola. Blythe donated the land for the construction of the first courthouse. Not only was Blythe active in politics but also in religion. In 1862, Blythe was licensed to preach at the Methodist Episcopal Church located at the Sycamore School House (now Founders Park) where services were held until 1875 when they were moved to the newly-constructed Blythe’s Chapel. Blythe preached in the area for the years 1862-63, 1865, and 1867-68.”¹⁸

At the turn of the century, Blytheville’s economy was still heavily dependent on timber, especially cypress and hardwoods, and the local small lumber mills, but especially the Chicago

¹³ Johnathan Abbott and Marcy Thompson, *Reverend H.T. Blythe and the Downtown He Founded* (Blytheville, Arkansas: Main Street Blytheville, 1991), 7-9.

¹⁴ *Ibid.*, 10.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

¹⁷ *Ibid.*, 13.

¹⁸ Kara Oosterhous, *West Main Street Residential Historic District* (Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2010), 8-18.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Mill and Lumber Company. The town was trying to overcome its sleepy backwoods nature when it was hit by land speculators, rooming houses, honky-tonks, and corrupt businessmen.¹⁹ In an effort to stabilize and diversify the economy and to improve living conditions changes were made. Four big events greatly impacted the growth, development, and the economy of Blytheville: the arrival of the railroad, the construction of a levee system, the implementation of a drainage system, and emergence of a military presence in Blytheville starting in the 1940s.²⁰

“In 1879, Congress created the Mississippi River Commission to evaluate and address the frequent flooding of the land. Levee work began in 1882; however, in 1882-1883 Blytheville and the surrounding areas endured horrific flooding from the Mississippi River on the east to the Big Lake on the west. This big flood only reinforced the importance of a system of levees. The first levee in the county was built in 1887 from Bear Bayou to Craighead Point, a distance of 20 miles. In 1893, the Legislature passed an act creating the St. Francis Levee District with a task to control flooding of the Mississippi River. The district encompassed nine counties in Eastern Arkansas. In a few years a levee was built along the Mississippi River. The building of the levee paved the way for drainage. In 1902, Robert E. L. Wilson and others filed a petition in the county court to organize a drainage district to construct a ditch from west of Osceola to the Tyronza River. This was followed in a couple of years by a petition to dig a canal from Grassy Lake to Tyronza Bayou which led to later drainage projects that eventually drained the county making it possible for better roads and more farming. Land that had once been rich in timber was now stripped, which contained rich delta soil conducive for raising cotton and other crops.”²¹

These improvements and other events led to the rapid development of Blytheville. By 1901, the town was growing west of Reverend Blythe’s original settlement. As previously mentioned, lumber mills were a big business in Mississippi County. Once the lumber and mill operators had used all the natural resources for their business enterprise it left land speculators to sell the land left barren and scarred after being stripped of all of the hardwoods by enticing people to the county by selling the barren land for no money down. Much of the area located around Blytheville was still largely flat, farmable ground through the beginning of the 1940s.

Army Air Force History in Blytheville

The military has a long history in Arkansas. The area surrounding Fort Smith, Arkansas, has had military occupation since 1817. It was influential in the peace between the Cherokee and the Osage,²² during the Mexican War as a supply outpost and during the Civil War. Other areas such

¹⁹ *Ibid*, 14.

²⁰ *Ibid*.

²¹ Oosterhous, 8-19.

²² Jeremy Lynch, “Fort Smith National Historic Site,” *The Encyclopedia of Arkansas History & Culture*. <http://encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=4522>. (accessed September 1, 2010).

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

as Arkansas Post were gaining notoriety during the Civil War for the Confederate built Fort Hindman, which was later destroyed by Union Troops in January 1863. Though Arkansas has had a long history of military occupation, it was not until World War II that Arkansas's role became even more prevalent as the US military branches, especially the Army Air Force, in all corners of the state. The Army Air Force would construct seven new Army Air fields throughout Arkansas: Newport, Blytheville, Helena, Pine Bluff, Camden, Stuttgart, and Walnut Ridge.

Following the end of World War I, the United States military, including the Army Air Force went through a drastic demobilization. Between 1919 and 1938, all of the armed services went through lean budgetary years. However, "through various means and to various degrees they survived the lean years of the early 1920s and the Great Depression"²³ only to grow stronger and leaner in the 1930s. As part of that stronger and leaner mentality that grew out of the 1920s and 1930s, the airplanes that were manufactured were heavier and more powerful. This led to less new construction and more upgrades of existing facilities with more limited funding. However, in 1926 with the passage of the Air Corps Act of 1926 funding for ground facilities expanded greatly from \$500,000 in FY28 to nearly \$5.4 million in FY30. It is also during this time, that standardized hangars would begin to be used as part of the "Five-Year Plan." Early on in organizing this standardized plan attempt, all hangars had to "measure about 110 x 120 or 240 ft."²⁴ It was also during this period that the plans for the "1929-A and -B, and 1930-A, -B, -D, and -E designs all had a gable roof and substantial piers at all four corners."²⁵ It is also at this time that a new standardized layout of base and airfields was designed by the Building and Grounds Office to replace the World War II standard.²⁶ Though the Five-Year Plan was slow to take off, the final two years of the Five-Year Plan brought two new bases and extensive improvements to three existing bases.²⁷ Yet, it was the beginning of a slow process in rebuilding the air arm of the US Army.

"The Second World War marks an immensely important period in the history of the U.S. Air Force. During the 6 short years of declared war in Europe, from 1939-1945, the U.S. Army Air Corps evolved from a second-tier air service, operating as an underappreciated subsidiary of the army, to a premiere air power of the World."

Until mid 1939, the United States made a conscious decision that it would maintain its neutrality as Germany began to rearm itself for what would be the occupation of Czechoslovakia in March of 1939 and then attack on Poland in September of 1939. Between September 1939 and March 1940, a period known as the "phony war" because there were no major hostile acts or no land operations attempted during this period²⁸, the United States government was already beginning

²³ Julie Webster, *Historical and Architectural Overview of Military Aircraft Hangars* (Champaign, IL: United States Army Construction Engineering Research Laboratory, 2001), 3-1.

²⁴ *Ibid.*, 3-9.

²⁵ *Ibid.*

²⁶ *Ibid.*

²⁷ *Ibid.*, 3-11.

²⁸ "Phony War." *Encyclopædia Britannica*. 2010. Encyclopædia Britannica Online.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

to “[anticipate] a major emergency, [and began] to [press] for further rearmament.”²⁹ It was during this time that it became “quite clear to American political and military leadership that the Army Air Corps was substantially under-strength in comparison to other global powers.”³⁰ The Chief of the Air Corps had stated in January 1939 that the United States Air Corps was fifth or sixth rate. When Germany invaded Poland in September 1939, the Air Corps had only about 800 first line combat aircraft and 25,000 men, while the German Air Force had 4,000 planes and 500,000 men.

It is at this time, that troop preparation was beginning to increase. It was also beginning to increase in the Air Corps as well. By the time tanks rolled through Poland in 1939, the US Congress had already authorized the expansion of the Air Corps to a 24-group strength of 6,000 planes. As Adolf Hitler’s *blitzkrieg* crumbled much of France in mid-1940, President Roosevelt called for an additional 50,000 planes per year. Aircraft production soared from 3,611 in 1940 to peak at 96,270 per year in 1944. All told, the U.S. produced some 296,000 airplanes for WWII.³¹

In order to fulfill this need Congress responded with the First Aviation Objective of 54 combat groups. However, by the time it passed Congress there was a Second Aviation Objective, which called for 84 combat groups. In order to achieve these levels both of personnel and equipment, the Army Air Corps was supported by new funding levels.³²

Although World War II began for the United States in December of 1941, Franklin D. Roosevelt and the Department of War had been preparing for war since early 1939. By the summer of 1940, the Army Air Corps planned for an enormous expansion of combat aircraft training facilities. By September 1940, the President’s Advisory Commission to the Council of National Defense had begun collecting information about potential sites for locating air-training facilities.

A number of factors dictated where the AAF would locate any given training airfield. Climate, topography, population, access to railroads, distance from coasts and ease of land acquisition all came into play. In Arkansas, the efforts of the Governor, and U.S. Senators and Representatives were also instrumental.

The immensity of scale and rapidity of completion of WWII facilities nationwide is very difficult to overstate. All over the nation, land was acquired for the construction of industrial, military and support facilities meant to train and arm a vast armed force necessary to fight a land, sea and air war on two fronts. The construction of Air Corps airfields illustrates the spectacular feat of construction and organization on the American home front. In 1939, the Army Air Corps had

<<http://www.britannica.com/EBchecked/topic/457343/Phony-War>>. (accessed Sep. 01, 2010).

²⁹ Lenore Fine and Jesse A. Remington, *The Corps of Engineers: Construction in the United States* (Washington D.C.: Center for Military History, U.S. Army, 2003), 108.

³⁰ Webster, 4-1.

³¹ Harold Johnson, “The Massive Buildup,” *Wings of Honor*, <http://www.wingsofhonor.org/Pages/Task.aspx> (accessed June 11, 2012).

³² *Ibid.*, 4-2.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

seventeen airfields in the entire United States. By late 1945, the AAF had nearly *eight hundred* airfields in the continental United States. Many of these airfields were immense. The future Blytheville Army Air Forces Advanced Flying School in Arkansas covered 2,670 acres.³³

As the United States moved closer to combat readiness, so did many of the towns located throughout Arkansas including Fort Smith (Camp Chaffee), North Little Rock (Camp Robinson) and Oakhaven (Southwestern Proving Grounds).³⁴ These areas were either already escalating their preparedness or were being pushed to be completed in early 1942 especially with the need for munitions which would be arriving via the Southwestern Proving Ground in Hempstead County, Arkansas. With the need for munitions, there was also going to be a need for pilots to fight in combat or escort bomber runs. This area was also beginning to escalate its production as early as June of 1940 as part of the larger 273-combat group plan.

By 1940, the State of Arkansas had a non-college civilian pilot training unit in Pine Bluff, with at least the hope of another unit in the Hot Springs, Arkansas, area.³⁵ Yet, there was also a larger contingent of college-level pilot courses being taught throughout the state in 1940. Colleges such as Henderson State, Hendrix, Ouachita, and the University of Arkansas already had at least 10 students taking the course, which included "72 hours of ground instruction and from 35 to 45 hours in the air - sufficient to qualify students for private pilot's licenses."³⁶

The military also took notice of the program by early 1941, as military engagement into World War II became imminent. By July 6, 1941, the War Department had already approved a proposal for a pilot training program in Helena.³⁷ The new training school would be able to administer to 100 men with the expectation that enrollment would reach 200 cadets. This flying school would also have "two auxiliary fields [that] will be made available in a radius of from five to seven miles of the base."³⁸

This system of creating airplane-training facilities throughout the United States, with one or two auxiliary fields, was typical of the pre-World War II build up. It became an even bigger system

³³ Kurt Landon, *History of the Blytheville Army Air Field, Blytheville, Arkansas: Preliminary Surveys and from Activation of Field on 10 June 1942 to 1 September 1944* (Washington D.C.: US Army Air Corps., 1944), 2. In newspaper articles from 1942 claim that the actual amount of acres commandeered by the United States military was 2,761 acres by way of 32 landowners. In the actual report, Landon speaks generally about the amount of acreage and that there were upwards of 40 property owners effected.

³⁴ Arkansas was home to its share of WWII facilities. A short, incomplete list of the largest includes the Naval Ammunition Depot outside Camden, Jacksonville Ordnance Works outside Jacksonville, Southwestern Proving Ground near Hope, civilian operated Primary Flying Schools at Camden, Helena, and Pine Bluff, Basic Flying Schools at Newport and Walnut Ridge, and Advanced Flying Schools at Blytheville and Stuttgart. Each of these flying schools had from three to five auxiliary airfields. The Army operated huge training camps at Camp Chaffee near Fort Smith and Camp Robinson near North Little Rock. Adams Field at Little Rock served as an Air Transport Command (ATC) Air Freight Terminal, was home to the 12th Ferrying Service Detachment, and hosted AAF Glider Training in 1943.

³⁵ "Air Training Unit for Pine Bluff," *Arkansas Gazette*, 28 June 1940, 1.

³⁶ "180 Arkansas Students in Pilots Courses," *Arkansas Gazette*, 1 August 1940, 5.

³⁷ "Pilot School at Helena Approved," *Arkansas Gazette*, 6 July 1941, 2.

³⁸ *Ibid.*

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

once the war was brought to the shores of Hawaii on December 7, 1941, with the attack on Pearl Harbor.

Arkansas would become “one of the army’s major centers for the basic training of aviation cadets.”³⁹ To meet these goals set out by the Army Air Corps, for training new pilots, the Air Corps would have to have more new airfields.

By the middle of May, Arkansas had already had two contract schools in Pine Bluff and Helena for training cadets, with a third one under construction in Camden. At this same time the filing of condemnation proceedings were taking place to acquire land north of Stuttgart, Arkansas, as well as area between Tuckerman and Newport and then another site near Lake Village, to be used for new army flying schools.⁴⁰ On February 28, 1942, a new Primary Flight School was authorized at Camden and on March 14, 1942, a new Basic Flight School was authorized at Dyersburg, Tennessee, and on March 30, 1942, an Advanced Twin-Engine School at Blytheville, Arkansas.

Though official notice to the public was made on March 31, 1942, that an Advanced Flying School (Base) was going to be built in the Blytheville/Gosnell, Arkansas, area,⁴¹ the initial correspondence regarding such a site, was long standing between the military and the Chamber of Commerce in Blytheville. In months prior to January 1942, “the Blytheville (Arkansas) Chamber of Commerce has been soliciting the interest of the War Department in establishing an air field in this vicinity.”⁴² By January 19, 1942, “Col. A. Hornsby, then commanding officer at Gunter Field, flew over the section and studied various neighboring locations both from the air and from the ground.”⁴³ After scanning the nearby farmland from above and on the ground the lone suitable location was found to be located just to the east of Gosnell, Arkansas.⁴⁴ Only five days later, a meeting was convened by multiple officers and a few of the city leaders.⁴⁵ With the inspection of the Gosnell site complete, the officers returned to Memphis, Tennessee, and adjourned the meeting the following day, citing that the Gosnell site was “suitable and desirable as a station for a twin engine school of [*sic*] the Corps and recommended its acquisition.”⁴⁶ The official telegram authorizing the establishment of the twin engine flying field was received on March 31, 1942.⁴⁷

Construction of the base was started on May 10, 1942, and was scheduled to be completed by

³⁹ “Arkansas to be Center of Flier Training,” *Arkansas Gazette*, 15 May 1942.

⁴⁰ *Ibid.*

⁴¹ Landon, 2. And “Air School Approved for Blytheville,” *Arkansas Gazette*, 31 March 1942.

⁴² Landon, 1.

⁴³ *Ibid.*

⁴⁴ *Ibid.* The report states that the site was chosen based on the fact that the soil was “suitable only at the Gosnell Site.”

⁴⁵ *Ibid.* The Officers that were at the meeting consisted of Col. A Hornsby, Lt. Col. W.L. Medding, Major E.R. Todd, and Capt. R.W. Young. The local citizens involved in the meeting consisted of E.R. Jackson, Mayor of Blytheville, C.H. Wilson and J.M. Brooks, President and Secretary of the Blytheville Chamber of Commerce, William Richards, US Corps of Engineers office, Memphis, Tennessee, and E. B. David, a state highway patrolman.

⁴⁶ *Ibid.*

⁴⁷ *Ibid.*, 2.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

December 31, 1942. It is noted that "since there were various unavoidable delays, construction was not actually completed until April 8, 1943."⁴⁸ As part of the construction of the new base, the runways, taxiways and apron were all constructed of Portland cement concrete. "The runways are four in number, each being 5,000 feet in length and 150 feet wide, with a crown of 6 inches." However, it is the permanency of these runways that allowed for the reactivation of the base in 1955-56. The runways constructed in 1942-1943 are still visible on the current site, though they were enlarged during reactivation. It is also through this initial construction that 323 buildings were erected on the base field. Of the original 323 buildings built as part of the World War II build-up, only a few remain on the site.

Yet, by August 1942, the base was partially operational. On August 7, 1942, the gates of the training school were opened to cadets. However, though there were cadets on the base, it was not fully operational because it lacked necessities for flying, such as gasoline. During the first week of August, the instructors were being schooled on how to facilitate their classes. In order for the schooling to take place the instructors had to fly training as well. Consequently, every two times a flight took off from the base it had to report to Memphis, Tennessee to fill-up on gasoline.⁴⁹ Gasoline did not arrive on site until April 6, 1942, with the first class, 42-K, also arriving on April 6, 1942 and began flying on April 7.

With the advanced flying school located under the Southeastern Training Command pilot training program, the base became the training center for the BT-13 and AT-10. The BT-13 aircraft was the second stage in the three stage training process. Most American pilots that went through training were at least trained on the BT-13. However the AT-10 was the training craft used by pilots being trained on the twin engine aircraft, generally heavy bombers.⁵⁰

With the base up and operational, it remained a pilot training base. With the end World War II nearing, the need for airmen dropped substantially in the waning years. "After the war, Blytheville was used almost exclusively as a processing point for military members being discharged."⁵¹ The final military discharge occurred prior to the October 1945 deactivation of the base only three years and five months after it was constructed.

With the deactivation of the base, the entire property was declared surplus by the War Assets Administration in 1945. However, while declaring it surplus, the City of Blytheville maintained the air field and other property associated with former training facility. The City of Blytheville used the air field as a municipal airport, while other areas were leased as industrial space.⁵² Between "1947 to 1954, the site was the home of trailer, furniture and paint manufacturing; a

⁴⁸ *Ibid*, 12.

⁴⁹ *Ibid*, 24.

⁵⁰ Deana Snowden, *Mississippi County, Arkansas: Appreciating the Past; Anticipating the Future* (Little Rock, Arkansas: Mississippi County Community College Foundation, 1986), 41.

⁵¹ United States Air Force, *Eaker Air Force Base: Telephone Directory Included* (Washington D.C.: United States Air Force, n.d.)6.

⁵² "Based Okayed But Many Details Remain: Base Approval Ends 3-Year Effort," *Blytheville Courier News*, 1 April 1953, 1.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

church and cemetery; a temporary school; a skating rink; a bar; an airport; and private housing.⁵³

Years Between Activation

Consequently, even while the City of Blytheville was leasing manufacturing space and using the Municipal Airport, the City Council and the Chamber of Commerce was actively trying to reactivate the base as a permanent installation. It is noted in a 1952 newspaper article that the "first indication that the Air Force had its eye on Blytheville came in August 1950. A three-man Air Force team inspected the \$10,000,000 field built in 1942 as a twin-engine training base, and city officials believed it might be used by a civilian flight contractor for training USAF cadets."⁵⁴ However, after much was made of the Air Force looking at the property, the idea was turned down by the Air Force, saying it had no plans to reactivate the base.⁵⁵ Yet, the City of Blytheville and the Chamber of Commerce were not deterred and continued to push for the reactivation of the base.

By 1952, the Chamber of Commerce was already setting up an exploratory committee for fund raising, in order to raise \$100,000.00 to purchase land so that the base could be reactivated.⁵⁶ This new spark of enthusiasm came about after several "high ranking officers of the Tactical Air Command came to Blytheville on what they termed "a shopping tour."⁵⁷ Upon learning of this "shopping tour," the city sent letters of support to the Air Force to pledge full support for any reactivation plans. When the original plan for the base went to Congress for approval, the appropriation bill it was attached to was turned down, thus cutting spending on the possible reactivation of the base by almost \$5 million. With a need for more runway space and limited funds to purchase the property in need, the Chamber of Commerce launched a campaign to collect and purchase land for \$100,000. It was not until April 1, 1953, that the city and the Chamber of Commerce received the final word that the base would be reactivated with contracts already being let for construction.⁵⁸

The base reactivation was not without a few problems once word was received from the Air Force, especially for those still actively using the base. There were four different groups occupying space on the base ground when the announcement was made for reactivation. Of the four tenants still operating from the base, none were more affected by the reactivation than the Gosnell School District, which was using buildings built for schools during the 1940s while the training base was active. This reactivation caused some difficulty in trying to find space and

⁵³ Snowden, 41. The cemetery has been located on the base for years prior to the activation of the training base. The church and temporary school were built as part of the training base in 1942-43.

⁵⁴ "Based Okayed But Many Details Remain: Base Approval Ends 3-Year Effort," *Blytheville Courier News*, 1 April 1953, 1.

⁵⁵ *Ibid.*

⁵⁶ "Two Major Items Facing Council," *Blytheville Courier News*, 11 November 1952, 1.

⁵⁷ "Based Okayed But Many Details Remain: Base Approval Ends 3-Year Effort," *Blytheville Courier News*, 1 April 1953, 1.

⁵⁸ *Ibid.*, 1 and 7.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

construct a new school outside of the base. This problem was solved when the district became eligible for federal funds.⁵⁹ Of the other three groups, Planters Flying Service moved its operations to Manila, Arkansas, to a flying field built as part of the World War II training base. The Veterans Housing located in a few apartments on the base, stated they would remain in their current location until they were told to leave. The Civil Air Patrol planned on trying to work out a deal with the Air Force to stay though at the time of the article there were no definite contracts worked out in early 1953.⁶⁰ Even with the announcement from the Air Force that the base would be reactivated, the community was still unsure about whether the city was putting the reactivation above trying to lure industry to the site. Through many arguments in June 1954, the reactivation of the base from the City's point of view was still being pushed forward.⁶¹

With all perceived problems worked out and reassurance by the Air Force that the reactivation was going to happen, the base was set for reactivation. The cynics of the base activation through June were finally calmed down in September 1954 when the Air Force announced in Washington, D.C., that the Blytheville Air Force Base would be a permanent installation with construction starting immediately. This announcement was sent back to Senators McClellan and Fulbright.

By the end of 1954 and into 1955 the base was beginning to buzz with the sounds of construction equipment. One of the first construction projects was the building of the Guard Houses. Only fifteen days after the initial announcement the base would be permanent, the Guard House was nearly already completed. By January 7, 1955, the base was already bidding out seven more construction projects, with ten projects already completed at an estimated cost of \$5.7 million. The road system found throughout the base was already under construction and it is noted that while large progress had been made on the road system, it was not finished. However, it was good enough that bad weather no longer created delays due to poor road conditions.⁶²

The next problem that arose due to the activation of the base was the lack of housing. This was already evident by April 27, 1955. At this time, the problem of housing was not that it already existed, but that it would exist in six to twelve months once some 2,060 civilian and military personnel arrived at the base. Yet, the lack of housing was not really a new phenomenon. Much the same problem occurred during the construction of Army Air Force training facilities in the 1940s and with the military build-up occurring at the outset of the Cold War.

Wherry and Capehart Building Programs

Many of the problems faced during the military build-up at the outset of the Cold War, were caused by the build-up during World War II. With the military caught off guard during base

⁵⁹ "Reactivation Means Shift of 4 Groups," *Blytheville Courier News*, 1 April 1953, 1. The eventual location of the School would be located across the street from the eventual Capehart Housing gate.

⁶⁰ *Ibid*, 1 and 7.

⁶¹ "C. of C. Keeps Present Base-Industry Policy: New Plant Bid Forces Decision; USAF Disinterested in City Bared," *Blytheville Courier News*, 2 June 1954, 1

⁶² Hooker, 28-29.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

construction during World War II, and the need to push recruits through the training bases and off to either Europe or the Pacific, almost all of the buildings built during World War II were what the military called Temporary (T) type buildings. Many of the buildings constructed were mass barracks designed in part due to the military long standing tradition of enlisting "single men who did not require family housing"⁶³ and consisted of very few units of family housing. Therefore, with the onset of the military build-up caused by the largest peacetime force ever seen in the military, caused by the Soviet Union and the Korean Conflict, there were still very few family housing opportunities for troops until 1949.

With the budget conscious American public, the budget wary military tried looking to other ideas for financing and constructing new military housing, as opposed to the "traditional military construction method, whereby [the] USACE⁶⁴ would use congressional appropriations to build housing."⁶⁵ The original solution to the military housing crisis came in the form of the Wherry Program. The Wherry Program, named after U.S. Senator Kenneth S. Wherry (R-Nebraska), "who in 1949 proposed a bill that would allow the Federal Housing Administration (FHA) to provide mortgage insurance to private developers to construct military housing on installations."⁶⁶ The Wherry Program was signed into law as an amendment to the *National Housing Act of 1934* by President Harry Truman in 1949. As part of this amendment, and in order to receive the FHA loan, the Secretary of Defense had to stipulate certain criteria to the FHA loan holder. The two main stipulations were that the Secretary of Defense had to certify that a housing shortage existed, along with verifying that the Department of Defense was not planning to close the installation.⁶⁷

Under this program, the Department of Defense generally leased land to the developer, and then the soldier rented the house from the developer. The rent schedules were set by the FHA to be paid by the soldiers Basic Allowance for Quarters (BAQ) pay. The pay schedule allowed enough money for the developer to pay off the mortgage while also allowing for general maintenance.⁶⁸ Yet, the Wherry Program had a few inherent problems of its own. At the outset of the program the housing allowance for each unit was \$8,100. Developers were then going back to the FHA and saying they needed \$8,100 for a certain number of units, only to spend less than the \$8,100.⁶⁹ Still by 1954, rumors of the housing fraud for these housing units ran rampant in Washington, D.C. Therefore, a federal investigation was launched and found that the problem was not local but was a national scandal centered around the FHA and the Section 608 Program. With the release of the scandal information the head of the FHA was terminated and the Wherry

⁶³ Matthew Godfrey and others, *Privatizing Military Family Housing: A History of the U.S. Army's Residential Communities Initiative, 1995-2010* (Washington D.C.: Government Printing Office, 2012), 7-8.

⁶⁴ United State Army Corps of Engineers (USACE)

⁶⁵ Godfrey, 9.

⁶⁶ *Ibid.* This was a key incentive for the developers to have, because if they were unable to pay off the loan for some reason, the FHA would eventually pay off the loan for them.

⁶⁷ *Ibid.*

⁶⁸ *Ibid.*

⁶⁹ *Ibid.*

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Program was not renewed in 1954.⁷⁰

Mississippi County,
Arkansas

County and State

Yet, the housing problem was not alleviated before the fall of the Wherry Program, and something needed to be done to alleviate the need for housing. Therefore, Congress implemented another program to take the Wherry Program's place called the Capehart Program, after the author of the bill Senator Homer Capehart (R-Indiana).

As part of the fix to the housing crisis, the Capehart Program was set up similar to the Wherry Program, in that FHA continued to provide mortgage insurance to a private developer. The difference between the two programs was that once the developer (or sponsor) was provided mortgage insurance, the developer had to form a separate corporation for each projects it received funds. Unlike the Wherry Program, where the developer built and maintained the housing, in the Capehart Program the developer handed over the properties once construction was completed. The corporation that was created "contracted with private lenders for a 25-year mortgage, 100 percent insured by the FHA, capped at \$13,500 per unit (which increased to \$16,500 in 1956 and 19,800 in 1960)."⁷¹ Once the corporation handed the properties over to the corresponding military service, the service "assumed control over the mortgage and the housing became government quarters."⁷² This program was not without its problems as well and only existed between 1955 and 1962, before the Congress refused to extend the program.⁷³

Throughout both the Wherry and Capehart Housing Programs, the emphasis of the development was placed on the designs by architect-engineers and the FHA regulations that need to be met to receive FHA funding.⁷⁴ In relying on these two factors, the design of the Capehart Housing Program projects, were greatly influenced. The FHA guidelines set in 1934-35 strictly governed subdivision guidelines. "However, due to the sluggish economy of the 1930s, along with the prohibition of nonessential construction during World War II, these guidelines did not widely influence the form of suburbs until after the war ended."⁷⁵ However, with the developing need for more housing, developers held strong to the guidelines set by the FHA to receive funding. Therefore, there was "a desire to avoid direct through traffic [and] produced changes in

⁷⁰ Dr. William C. Baldwin, *Four Housing Privatization Programs: A History of the Wherry, Capehart, Section 801, and Section 802 Family Housing Programs in the Army* (Washington D.C.: US Army Corps of Engineers, 1996), n.p. <<http://www.acq.osd.mil/housing/docs/four.htm>>

⁷¹ Godfrey, 10. and Dr. William C. Baldwin, *Four Housing Privatization Programs: A History of the Wherry, Capehart, Section 801, and Section 802 Family Housing Programs in the Army* (Washington D.C.: US Army Corps of Engineers, 1996), n.p. <<http://www.acq.osd.mil/housing/docs/four.htm>>

⁷² *Ibid.*

⁷³ *Ibid.*, 10-11.

⁷⁴ This was not the case in the original plan for Wherry Housing which did not call for architect-engineered design plans. Because they were designed by architect-engineers, many of the proposals from the private sponsors specified only numbers of units and general design guidelines. After many of the plan failed to meet rent schedules or FHA Guidelines, this initial plan was tabled until Congress specified that architect-engineers needed to be hired by the branch of service. The sponsor then paid the branch of service for all architect and design fees associated with the project.

⁷⁵ McAlester, 68-69.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

neighborhood design.”⁷⁶ With the guidelines thoroughly imbedded in the design and implementation of subdivisions, “developers gradually became adept at providing few entrances into a subdivision and designing an almost completely internal street system that made it difficult for a nonresident to locate a specific house, much less find his[/her] way back out to the main street.”⁷⁷

This system of roadways that allowed for little through traffic is better known as the curvilinear plan. This plan was “a break from the monotony of the grid, and influenced by the natural topography.”⁷⁸ Still, the plan used during the construction of the Capehart Program project at the Blytheville Air Force Base was one that emulated multiple plans during its development. The plan is partially curvilinear, and partially a combined plan with curvilinear and rectilinear pattern. Within the curvilinear pattern, the Blytheville Air Force Base illustrates a few of the key principles which include but are not limited to looped roads, minimal access to main streets, and lots facing into the subdivision. On the other hand it illustrates a few of the principles of a combined plan with curvilinear and rectilinear pattern through the use of central green space or parks that are focal points for the intersection of minor streets.⁷⁹ Prior to the formal development of the Capehart Housing project at Blytheville, the Department of Defense issued *The DoD Criteria for Family Housing* in January 1955. It is here that the Assistant Secretary of Defense “urged that planning focus “not on the individual house, but on the community as a whole.”⁸⁰ When it came down to building the individual housing units within the Capehart Housing project, there was a focus on single-family and duplex housing “in order to allow for larger park areas within the community and to break up the unrelieved repetition of the house units over a very wide area.”⁸¹ As part of the 1955 recommendations pertaining to duplexes, there was a push for privacy, therefore there was a push to have bedrooms at opposite ends from one another. In some of the designs created for Capehart Housing units, garages or carports were used to separate the living spaces. Though this was generally accepted in Capehart Housing it was not generally implemented in the Capehart Housing found at the Blytheville Air Force Base.⁸² It is also noted that there was a “concern over the safety of small children, another key issue in a community of growing families, [which] led to enclosed play areas and wide greenbelts between backyards.”⁸³ The use of wide green belts is an aspect of the Capehart Housing Program that is readily observed at the Blytheville Air Force, where large green spaces are located within the

⁷⁶ *Ibid.*, 69.

⁷⁷ *Ibid.*, 80.

⁷⁸ Urban Land Institute and National Association of Home Builders, *New Approaches to Residential Land Development: A Study of Concepts and Innovations*, Urban Land Institute—Technical Bulletin No. 40 (Washington D.C.: Urban Land Institute, 1961), 24.

⁷⁹ McAlester, 79-80.

⁸⁰ United States Environmental Center, “*For Want of a Home...* ”: *A Historic Context for Wherry and Capehart Military Family Housing* (Aberdeen Proving Ground, Maryland: United States Environmental Center, 1998), 61.

⁸¹ Department of Defense, *Criteria for Family Housing Under Public Law 765, 83rd Congress*, Office of the Assistant Secretary of Defense, Properties and Installations, January 1955.

⁸² As noted in Section 7 there is one building type that implements this design principle, though it is in the minority compared to other design on this installation.

⁸³ United State Environmental Center, 62.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

clusters of housing built along curvilinear street. With regard to the design of the housing units, it is noted that regionality was focused on while designing for installations. "It suggested that one-story houses be constructed in mild and hot climate, and two-story homes be built in colder climates where the protection of foundations and utilities were a key concern."⁸⁴ This is a key design factor on the Blytheville Air Force Base as all of the Capehart Housing were constructed as a one-story Ranch Duplex rather than a two-story building. Though it is possible to dig a solid foundation in the Mississippi River Delta, it is not typical construction feature of Ranch style construction techniques in Arkansas throughout the 1950s through present. The Duplexes built for the Blytheville Air Force Base through the Capehart Housing Program were all architect designed and adhere to the typical Ranch characteristics which include side-gabled roofs and moderately wide eave overhangs that are generally boxed in. Other characteristics include the combination of wooden and brick exterior cladding, though in order to create variations in designs of each duplex on the base, other duplexes are cladentirely in brick, while also containing large picture windows that are found on the back rear elevation of the duplex overlooking a small patio, which are also key characteristics in Ranch style homes.

The noted in the paragraph above was the use of the curvilinear streets on the base. One could ascertain that the reason the streets and the subdivision that were being built this way, was because they were specifically targeting families, possibly with children. Since the alignment of the streets cause slower traffic this plan provided a needs safety measure for families as children would be traveling along or playing near these roadways. It is noted by several service members that were stationed on the base that it was not uncommon for groups of children to be playing in or near the street.

Development of the Housing at Blytheville Air Force Base, Set on the Curvilinear Plan

With the base largely under construction and the need for family housing already seen as a problem both in Blytheville already as well as across the United States, the first mention of the Capehart housing can be found in the *Blytheville Courier News* from August 17, 1955. Within this article it states that Major Knoll had been informed that surveying and sighting for the possibility of 300 units of housing has been let for drafting plans and design. He also states that this information was all the information that he had at the time. What is known is that of the 300 units discussed, the military had already stated that once the base was at full strength it would need roughly 900 units of housing.⁸⁵ Between August 1955 and August 1956, little was discussed about the possibility of base housing units. It was not until August 29, 1956, that the announcement was made that the base had received funding for a \$4 million housing plan for 360 units. It was noted that...

"Bidding on the project ranged from a low of \$4,176,000 by Centex Construction Company, Dallas, to a high of \$5,097,000 by R.G. Farnsworth Construction Company, New Orleans. Bids will now be sent to Air Force Headquarters in

⁸⁴ *Ibid.*

⁸⁵ "Housing Still a Top Problem at Base Here," *Blytheville Courier News*, 17 August 1955, 1.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Washington for final evaluation and awarding of contracts. Approval of the bid is expected within 30 days and construction to begin soon after. Completion of the units is expected within one year...Units will be built on land in the northwest corner of the base, near the Gosnell School. Of the 360 units, 120 will be for officers, with the remainder for airmen. Each unit will be a duplex, with the exception of four single units. Maximum cost of each construction can not be more than \$16,500 according to the provision of the Capehart Housing program.”⁸⁶

As previously discussed the maximum amount available through the FHA loan program was \$16,500. Yet, while the plans and cost were already being calculated, it would be another half a year before the property was purchased for the construction of housing. As was customary for the Capehart Housing Program, the construction of the base housing and the purchase of the property were done via a developer, who had to develop a new corporation for each project it undertook as part of the Capehart Housing Program. The deed for the property and the construction of the housing was undertaken by “Blytheville Air Force Base Housing Inc., a Delaware Corporation which will administrate the housing units and act as a collection agency.”⁸⁷ It is also noted that the bank that lent the money, \$4,576,000, to the Blytheville Air Force Base Housing Inc., was the Central Bank of New York City, under a 35-year lease to be used for the 92 acres of housing at the base.⁸⁸

With the deed for the property signed, construction on the housing units was set to begin, with the official ground breaking scheduled for February 8, 1957. Centex Construction Company of Dallas, Texas,⁸⁹ was hired as the general contractor for the housing units, while local Little Rock architects Swaim and Allen were hired to handle the architectural and engineering services for the 360 units that were to be built. Of the 360 units, 144 were for officers and 216 units were for airmen. The airmen housing was set to be constructed using two and three-bedroom duplexes, while officers housing was set to be constructed using two, three and four-bedroom duplexes.⁹⁰ It is interesting to note that once the building plans and contracts were let, the Tactical Air Command (TAC) announced that is Capehart Housing project was the first of its kind on a TAC base.⁹¹

Between February 8 and June 19, 1957, construction of the Capehart Housing was moving steadily toward completion as the base was already reporting that a quarter of the 360 units were under construction. Yet, while the base was under multiple construction projects including a new

⁸⁶ “4 Million Housing Plan at Base: Contracts Due to be Let In 30 Days,” *Blytheville Courier News*, 29 August 1956, 1.

⁸⁷ “\$4 Million Deed,” *Blytheville Courier News*, 2 Feb 1957, 1.

⁸⁸ *Ibid.*

⁸⁹ Centex Construction was located at 4602 Greenville Street, Dallas, Texas. “Advertisement for Centex Construction Company,” *Blytheville Courier News*, 2 Oct 1957, 14.

⁹⁰ “\$5 Million Base Housing Program,” *Blytheville Courier News*, 5 Feb 1957, 1.

⁹¹ At the ground breaking on February 8, 1957, it was noted as being a muddy day as Major General Edward J. Timberlake, commander of the Ninth Air Force, and Base Commander T.R. Ford broke ground for the project. “The General’s a Mudder,” *Blytheville Courier News*, 8 Feb 1957, 1.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

hospital, new heating plant, a new officer's club and the Capehart Housing units, the Blytheville Air Force Base switched from the Tactical Air Command to the Strategic Air Command (SAC) on November 9, 1957. By this time the SAC members were able to see the finishing touches on the Capehart Housing units as they came to completion, because only two weeks later, the first families were able to move into the newly erected housing units. In the article entitled "First Capehart Family," it states that...

"Lt. Col. Robert F. Price and family moved into one of the recently completed Capehart Housing units at Blytheville Air Force Base....They were the first, but others families will be moving in as more units are completed. Two families were expected to move today."⁹²

With the completion of the base housing starting to finish up, little information was released in the next couple of months about the housing or the operational status of the base. What is known is that even with the 360 units becoming completed, the housing was still vastly seen as too little. It was stated that "despite accelerated efforts by Blytheville builders, many Air Force families lived in surrounding towns-some as far as Kennett and a handful who could find suitable housing no closer than West Memphis."⁹³ It is not until April 1958 that word about the future of the base is revealed by General John K. Hester. In a presentation at the base, he noted that very little flying would be happening at the base for at least the next 8 to 24 months because there would be a maximum push to construct or enlarge facilities. He noted that the overall strength of the base when complete would be near 2,300, with 1,800 airmen, 340 officers, and 200 civilians. This would be good news for the newly constructed Capehart housing units because during this construction for the rest of the base, the Capehart Housing units would be maintained at an 80% occupancy rate in order to keep the base semi-operational.⁹⁴

Though the Capehart Housing units were partially completed in late 1957, the rest of the units came online in early 1958. Though these units kept the small operational force housed while the base was under construction, it too was becoming strained by late 1958 and would become another housing problems by early 1959 when the base would be fully operational as a SAC base. With the opening of the base to full operation, it had the foresight to investigate the availability of housing before the rest of the airmen and officers arrived to the installation. It is noted that even with the 360 Capehart units already built, the base would need another 1,500 units. As part of this investigation all owners of rental property within ten miles, had to call the Chamber of Commerce to answer questions about their property. This was done because SAC policy dictates that all personnel must be within 10 miles or 20 minutes of the installation.⁹⁵ Once the entire investigation into the areas housing was calculated, the Air Force deemed there to be another housing shortage, though had a plan for how it would alleviate the housing shortage. Some 360 families would move into the newly built Capehart Housing, 204 families

⁹² "First Capehart Family," *Blytheville Courier News*, 21 Nov 1957, 1.

⁹³ "AF Sees Housing Shortage Here," *Blytheville Courier News*, 15 Dec 1958, 1.

⁹⁴ "2,300 Eventual Base Strength," *Blytheville Courier News*, 8 April 1958, 1.

⁹⁵ "Housing Search Is On Here," *Blytheville Courier News*, 25 Sept 1958, 1.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

would move into SAC standard housing in the community, and SAC hoped to have another 590 Capehart Housing units which it was requesting from the Department of Defense.⁹⁶

This new revelation that more housing had or was being requested by the SAC to the Department of Defense shows just how concerned SAC was about having a housing shortage on or near the installation. At the time the new announcement was made about trying to acquire more Capehart Housing units, the base commander "commented: any lesser degree of construction could be detrimental to the ability to accomplish the mission through wide dispersment [*sic*] of families away from the community."⁹⁷ With this first announcement about the possibility of constructing more housing on base, a larger announcement was made one month later clarifying that the base hopes to receive the go ahead on a \$7.5 million housing project using the Capehart Housing Program. Though the Department of Defense original stated it would only allow 250 units to be constructed on the Blytheville Air Force Base, however after reconsidering that plan, it went ahead and recommended the Capehart Housing program at Blytheville for 470 units, on top of the 360 units that were already constructed, to Congress for approval.⁹⁸ Congress approved the additional 470 units on March 26, 1959.⁹⁹

Even with the additional 470 Capehart Housing units the original 360 were not without their own troubles, though not of their own doing. On April 4, 1959, a jet (F9F-6 Cougar) on a routine training exercise out of the Memphis Naval Air Station at Millington, TN, lost power due to an engine flame-out. Once the engine flamed-out, the jet was on the north side of the air base, and was unable to make contact with the control tower and unable to land. He then turned his aircraft to a westerly heading and ejected at 3,000 feet. The jet then continued westerly for a while before making a shallow turn to the left and once again entering the Blytheville Air Force Base airspace before crashing into the Capehart Housing area. The crash destroyed three Capehart houses, damaged seven other Capehart housing units before eventually killing a four-year-old girl, Mary Claire Black, in the process. Mary Claire Black was the daughter of SSgt and Mrs. John M. Black. This report was picked up by multiple news organizations throughout the United States, especially news organizations near other military installations. After the tragedy, cleanup began for this section of the Capehart Housing.

With tragedy still on the minds of many in the area, the base was continuing to move on from the incident. While multiple other construction projects continued to go on throughout the base including paving of the runway. It would be late March 1960 before bids were taken on the new 470 housing units¹⁰⁰, though an engineer for the project was named. The engineer for the

⁹⁶ "AF Sees Housing Shortage Here," *Blytheville Courier News*, 15 Dec 1958, 1.

⁹⁷ *Ibid.*

⁹⁸ "SAC Faces Housing Shortage," *Blytheville Courier News*, 15 Jan 1959, 1.

⁹⁹ "Capehart Units OK'ed," *Blytheville Courier News*, 26 March 1959, 1.

¹⁰⁰ It is interesting to note that only 470 units were going to be built under this contract. According to a report done for the United States Air Force and Navy, the Blytheville Air Force Base applied two more times in 1960, once for 590 units and another time for 430 units. These other two request for Capehart Housing were never funded, thus never built according to the report. (Kristen Peeler and others, *Housing an Air Force and a Navy: The*

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

additional Capehart Housing units was Meyer, Hasie, Green, and Associates of Lubbock, Texas, and Blytheville.¹⁰¹ Following the Late March bids, construction on the 470 units was set to begin in late June 1960. The contractor for the 470 units was Coble Construction, Greensboro, North Carolina.¹⁰² Though the addition of another 470 units of housing seems like a large undertaking causing need for more land, it was not the case. The additional 470 units would be laid-out within the 92 acres purchased in the original construction, with the main portion of the new construction happening at the south end of the allotment, the east side of the initial plot and lastly a plot of open land centrally located within the original construction. The official ground breaking for this new set of housing happened on July 12, 1960, with members of both the military and local and state leaders present.

The influence that the base had on the surrounding community was being felt after the start of construction of the new base housing. Due to the intense construction of homes on the base, the Gosnell School had to expand in order to have enough space for students once the base was fully operational. Yet, even though the housing on the base was stressing the local public services, like the schools, it was causing more development throughout Blytheville and Gosnell from the private sector. In one article, Winrock Enterprises announced that because of the expansion of the base and base housing, it was “beginning work on a subdivision, which will result in some 250 new homes”¹⁰³ for the area.

By October 1960 plans were to have the first section of new housing open by the summer 1960 in Area D. Area D is said to be located “near” the hospital, though it is farther than one might think. Area D is actually the southernmost Capehart housing. Area A was the second section of housing scheduled to be finished which is located in the officer housing north of Candyland Park, but south of the large grassy area between Daisy Drive and Grapevine. These new housing units were subject to the same stringent FHA guideline setting curvilinear street patterns and greenspace openings, which the original housing units also had to deal with during planning and construction. Though the planning and design of the original and new housing was set to slow traffic and create greenspace for families, the main goal of the FHA guidelines in 1934 was to create great neighborhoods, which was the case in these base housing projects at Blytheville, even before the second round of Capehart Housing units was even complete. This is shown in the wonderful interactions and neighborhood gatherings and contest set up by various people. For instance, in December 1960 the Blytheville Air Force Base had a Christmas decorating contest

Wherry and Capehart Housing Solutions to the Postwar Family Housing Shortage 1949-1962 Volume III- Appendices B Through M (Frederick, Maryland: R. Christopher Goodwin & Associates, Inc., 2007), D-7.

¹⁰¹ At this time, the contract for the second round of housing is still under debate. Newspaper articles claim that the engineer is J.W. Meyer, a local Blytheville engineer, who was taken in as an associate once the contract was awarded while other sources claim the second round of architectural and engineering was still the work of Swaim and Allen, of Little Rock. At this period of time, I give more prudence to the newspaper articles claiming Meyer’s firm as the engineer, rather than the secondary sources (K. Peeler) claiming Swaim and Allen. “Capehart Bids To be Opened,” *Blytheville Courier News*, 23 March 1960, 1.

¹⁰² It should be noted that in numerous articles reflecting both the bidding process and the stories following, the name (initials) of the construction firm changes from article to article. At points it is H.C., or H.L. or M.L. Therefore it is generally referred to as the Coble Construction firm.

¹⁰³ “City of Blytheville Grows with NCPC,” *Blytheville Courier News*, 4 Oct 1960, 4.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

between families.¹⁰⁴ In 1964, the Non-commissioned Officers Wives Club (NCO) created Operation Santa Claus, where parents could sign up to have Santa Claus come visit the young members of the families between December 9-23 to make sure of who was “naughty and nice this year.”¹⁰⁵ Other gatherings that happened due to the closeness of families and the neighborhood plan were joyous but much more somber occasions as was the case for many as they had farewell cookouts within the open greenspace in the backyard, for those families that was either being transferred or retiring from military service.¹⁰⁶ Though the neighborhood design created great moments for the families that lived within this housing area, not all of closeness was caused by the layout of the neighborhood, these families all had something else special, a close knit military family that knows the same pains and problems that everyone else is going through. These folk in this tight-knit community are always by your side. This really became the case when 112 more units were opened between June 15 and July 15, 1961. For the families already on base, their military family was getting larger with the official opening of these 112 units on July 8, 1960. With another 158 units set to open in September 1961.

Though the base’s housing problem was being alleviated by the Capehart Housing Program, the political ramifications of the large expansion of the housing were on the horizon. Due to the large influx of families in the area, a political fight was brewing between the Capehart Housing’s closest municipality Gosnell, Arkansas, and Blytheville over who would annex in the Capehart Housing into their community officially. Even before the completion of the entire second round of Capehart Housing units both Gosnell and Blytheville had petitioned the County to annex the Blytheville Air Force Base into their towns. At the first hearing about the Annexation the county judge accepted the petition by the City of Blytheville, while denying the petition of Gosnell. As part of this, the Gosnell City Attorney appealed the ruling, though it was later upheld.¹⁰⁷

With the annexation of the base out of the way, the rest of the Capehart Housing units were completed in 1962. With the increase in families in the area, the housing units became somewhat of a chaotic location. At one point, one of the duplexes was maxed out on the allowable space per occupant, when a total of 22 people lived in one duplex housing unit. The Ho family had 12 people living in one side of the duplex while the Strickland family had 10 family members living in the other side of the duplex.

Over the next 40 years the Capehart Housing units at Blytheville saw many ups and downs including damage to units after storms ripped off roofs in the Capehart housing area to the painting of the exterior of the housing units. Still, into 1973 the base tried to acquire another 100 Capehart Housing units, but the program was terminated in the mid-1960s. The base even went

¹⁰⁴ Top honors for the Christmas Decorating contest were Major Edwin Bippes, for best officers’ quarters, while S.Sgt Lester Honstetter and S.Sgt Sam McConathy shared the honor for best decorated duplex in the non-commissioned officer quarters. “Three Families Shared,” *Blytheville Courier News*, 29 Dec 1960, 1.

¹⁰⁵ “Santa Claus to Visit Capehart Homes,” *Blytheville Courier News*, 28 Nov 19, 2.

¹⁰⁶ “AF Couples Honored at Cookout,” *Blytheville Courier News*, 13 Aug 1961, 5.

¹⁰⁷ “Banks Okays Annexation of Air Base,” *Blytheville Courier News*, 20 Dec 1961, 1. and “Base Annexation Final,” *Blytheville Courier News*, 2 June 1962, 1.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

through a renaming period, where it became Eaker Air Force Base in 1988. Yet, by the beginning of the 1990s, Operation Desert Storm, the liberation of Kuwait, had ended and the Cold War was beginning to wind down with the dissolving Soviet Union in 1991. Still even before these events, SAC was already contemplating base closures as early as 1988. Yet, due to the end of these events, Blytheville (Eaker) Air Force Base was set for closure through Base Realignment and Closure (BRAC) in 1991. The base would eventually be officially closed in 1992. Following the base's closure, it became a general aviation location, while the housing sat empty. It was not until the Westminster Village of the Mid-south bought the property and began using the Capehart Housing units as a retirement village that life came back to the community. At the current date there are a few members of the military that spent their service time living in these units that have come back to retire in their former community.

The housing provided as part of the Capehart Housing Program provides an opportunity to explain military history to those that come to see what is left of Blytheville (Eaker) Air Force Base, while also giving the new residents and those that come to see family members living in the Westminster Village a piece of history to call their own. With the families serving in all areas of military and social life throughout the Blytheville Air Force Base area, it is easy to see the history start to fade, as Blytheville Air Force base is beginning to be lost in the record books. Thus keeping the Capehart Housing unit only continues to maintain the military heritage that the area around Blytheville since 1942. Therefore, the Blytheville Air Force Base Capehart Housing Historic District near Blytheville, Arkansas, is being nominated to the National Register of Historic Places under **Criterion A** for its significance in the areas of Community Planning and Development and Military. It is also being listed under **Criterion C** for its Ranch style of architecture.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

9. Major Bibliographical References

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

Abbott, Johnathan, and Marcy Thompson. *Reverend H.T. Blythe and the Downtown He Founded*. Blytheville, Arkansas: Main Street Blytheville, 1991.

Arkansas Gazette

Ames, David, and Linda McClelland. *National Register Bulletin: Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002.

Baldwin, Dr. William C. *Four Housing Privatization Programs: A History of the Wherry, Capehart, Section 801, and Section 802 Family Housing Programs in the Army*. Washington D.C.: US Army Corps of Engineers, 1996.
<<http://www.acq.osd.mil/housing/docs/four.htm>>

Blytheville Courier News

Department of Defense. *Criteria for Family Housing Under Public Law 765, 83rd Congress*, Office of the Assistant Secretary of Defense, Properties and Installations, January 1955.

Fine, Lenore, and Jesse A. Remington. *The Corps of Engineers: Construction in the United States*. Washington D.C.: Center for Military History, U.S. Army, 2003.

Godfrey, Matthew, and others. *Privatizing Military Family Housing: A History of the U.S. Army's Residential Communities Initiative, 1995-2010*. Washington D.C.: Government Printing Office, 2012.

Goodwin, R. Chistopher and Associates. *Neighborhood Design Guidelines for Department of the Air Force Department of the Navy Wherry & Capehart Era Family Housing*. Federick, Maryland: R. Chistopher Goodwin and Associates, 2007.

Hooker, Roger. 97th Bombardment Wing Historian Office, *History of Eaker Air Force Base*. Blytheville, Arkansas: 97th Bombardment Wing Historian Office, 1988.

Johnson, Harold. "The Massive Buildup," Wings of Honor,
<http://www.wingsofhonor.org/Pages/Task.aspx> (accessed June 11, 2012).

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Landon, Kurt. *History of the Blytheville Army Air Field, Blytheville, Arkansas: Preliminary Surveys and from Activation of Field on 10 June 1942 to 1 September 1944*. Washington D.C.: US Army Air Corps., 1944.

Lynch, Jeremy. "Fort Smith National Historic Site," *The Encyclopedia of Arkansas History & Culture*. <http://encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=4522>. (accessed September 1, 2010).

McAlester, Virginia. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf, 2013.

Oosterhous, Kara. *West Main Street Residential Historic District*. Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2010.

Peeler, Kristen, and others, *Housing an Air Force and a Navy: The Wherry and Capehart Housing Solutions to the Postwar Family Housing Shortage 1949-1962 Volume III- Appendices B Through M*. Frederick, Maryland: R. Christopher Goodwin & Associates, Inc., 2007.

"Phony War." *Encyclopædia Britannica*. 2010. Encyclopædia Britannica Online. <<http://www.britannica.com/EBchecked/topic/457343/Phony-War>>. (accessed Sep. 01, 2010).

Snowden, Deana. *Mississippi County, Arkansas: Appreciating the Past; Anticipating the Future*. Little Rock, Arkansas: Mississippi County Community College Foundation, 1986.

United States Air Force, *Eaker Air Force Base: Telephone Directory Included*. Washington D.C.: United State Air Force, n.d.

United States Environmental Center, "For Want of a Home...": *A Historic Context for Wherry and Capehart Military Family Housing*. Aberdeen Proving Ground, Maryland: United States Environmental Center, 1998.

Urban Land Institute and National Association of Home Builders. *New Approaches to Residential Land Development: A Study of Concepts and Innovations*, Urban Land Institute –Technical Bulletin No. 40. Washington D.C.: Urban Land Institute, 1961.

Webster, Julie. *Historical and Architectural Overview of Military Aircraft Hangars*. Champaign, IL: United States Army Construction Engineering Research Laboratory, 2001.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): WA1225

10. Geographical Data

Acreage of Property 277

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Mississippi County,
Arkansas

County and State

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 232630 | Northing: 3982923 |
| 2. Zone: 16 | Easting: 232679 | Northing: 3985143 |
| 3. Zone: 16 | Easting: 233251 | Northing: 3985130 |
| 4. Zone: 16 | Easting: 233203 | Northing: 3983850 |
| 5. Zone: 16 | Easting: 233096 | Northing: 3983853 |
| 6. Zone: 16 | Easting: 233067 | Northing: 3982893 |

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

At the southwest corner of the Blytheville Air Force Base Capehart Housing Historic District located southwest of the corner of Village Avenue and Cypress Drive, go to UTM 16 S. 232631 E. 3982942. Go north to UTM point 16 S. 232696 E. 3985136. Then go west to UTM point 16 S. 233246 E. 3986136. Then turn south to UTM point 16 S. 233222 E. 3983850. Then turn west to UTM point 16 S. 233097 E. 3983815. Then turn south again to UTM point 16 S. 233062 E. 3982924. Then return to the original UTM point at UTM 16 S. 232631 E. 3982942.

Boundary Justification (Explain why the boundaries were selected.)

The boundary contains all of the remaining land and buildings historically associated with the Capehart Housing Program at Blytheville (Eaker) Air Force Base.

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Mississippi County,
Arkansas

County and State

11. Form Prepared By

name/title: Travis Ratermann (Survey Historian)
organization: Arkansas Historic Preservation Program
street & number: 323 Center St. Suite 1500
city or town: Little Rock state: Arkansas zip code: 72201
e-mail Travis@arkansasheritage.org
telephone: 501-324-9874
date: August 20, 2015

Additional Documentation

Submit the following items with the completed form:

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

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Blytheville Air Force Base Capehart Housing Historic District

City or Vicinity: Blytheville

County: Mississippi

State: Arkansas

Blytheville Air Force Base Capehart
Housing Historic District

Name of Property

Mississippi County,
Arkansas

County and State

Photographer: Travis Ratermann

Date Photographed: September 14, 2014

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

Photo #1 (AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located at the northwest corner of the base, along Village Avenue. Camera facing south.

Photo #2 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located along Redbird Avenue. Camera facing south.

Photo #3 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing looking up Robin Avenue, from Greene Park Circle. Camera facing Northeast.

Photo #4 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located near the middle of the housing development along Daisy Drive, from Westminster Avenue. Camera facing west.

Photo #5 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located along Apricot Drive. Camera facing south.

Photo #6 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located along Palm Circle. Camera facing south.

Photo #7 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located along Palm Circle. Camera facing southwest.

Photo #8 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Street view of the housing located along Pine Drive. Camera facing east.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Photo #9 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the housing located along Village Avenue, from Memorial Drive. Camera facing south.

Photo #10 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the housing located along Cypress Drive. Camera facing east.

Photo #11 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the housing located along Hemlock Avenue. Camera facing north.

Photo #12 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the open space along Memorial Drive. Camera facing west.

Photo #13 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the housing located along Westminster Avenue. Camera facing south.

Photo #14 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Street view of the housing located along Westminster Avenue. Camera facing north.

Photo #15 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Detail photograph of a Standard Type "C" duplex. Camera facing south.

Photo #16 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Detail photograph of a four bedroom Standard duplex. Camera facing southeast.

Photo #17 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Detail photograph of an Officer's private home. Officers were not required to live in a duplex. Camera facing south.

Photo #18 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Detail photograph of a Standard Type "A" duplex. Camera facing southwest.

Photo #19 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing
Historic District_0001)

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

Detail photograph of a four bedroom duplex with the carport in the middle. Camera facing south.

Photo #20 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of a Deluxe Type "A" duplex. Camera facing southeast.

Photo #21 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of a Standard Type "A" duplex. Camera facing south.

Photo #22 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of non-contributing, non-residential building constructed within the residential area. Camera facing south.

Photo #23 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of a Deluxe Type "C" duplex. Camera facing north.

Photo #24 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of a housing type. Camera facing south.

Photo #25 (AR_AR_MississippiCounty_Blytheville Air Force Base Capehart Housing Historic District_0001)

Detail photograph of Candyland Park, which is one of the two parks. Camera facing east.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State



Figure 1. Four Bedroom Deluxe Type "A" Floorplan.

Blytheville Air Force Base Capehart
Housing Historic District
Name of Property

Mississippi County,
Arkansas
County and State



Figure 2. Four Bedroom Standard Floorplan

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

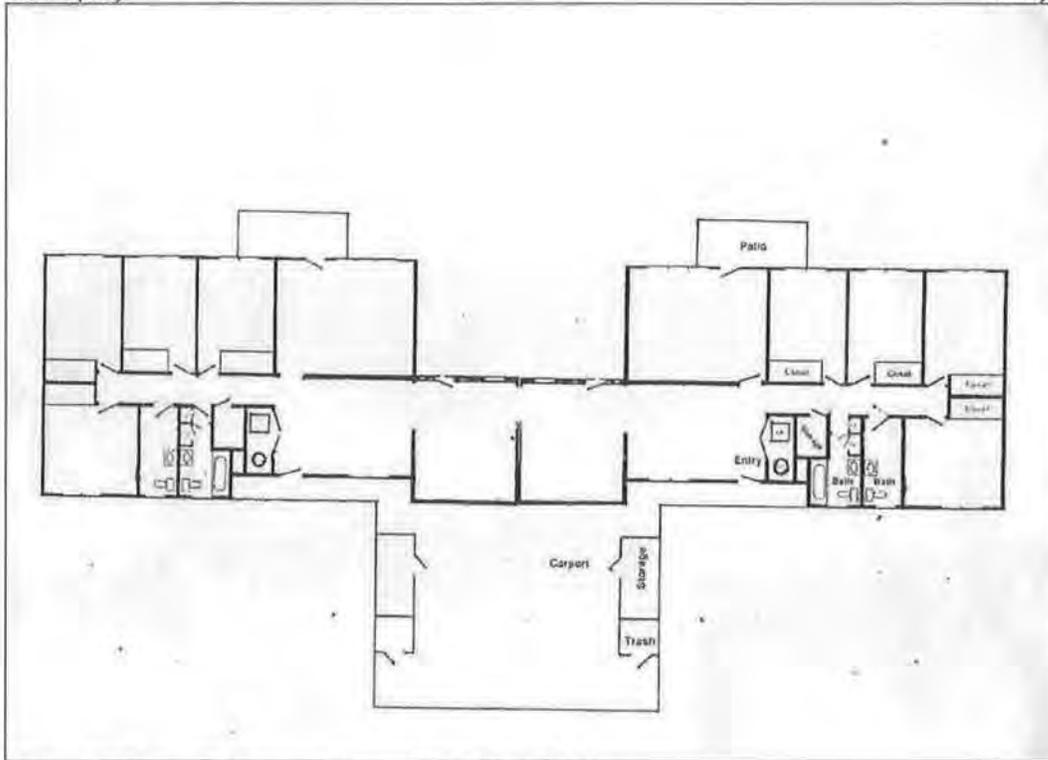


Figure 3. Four Bedroom, Carport in the Middle.

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State



Figure 4. Three Bedroom Standard Type "A".

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

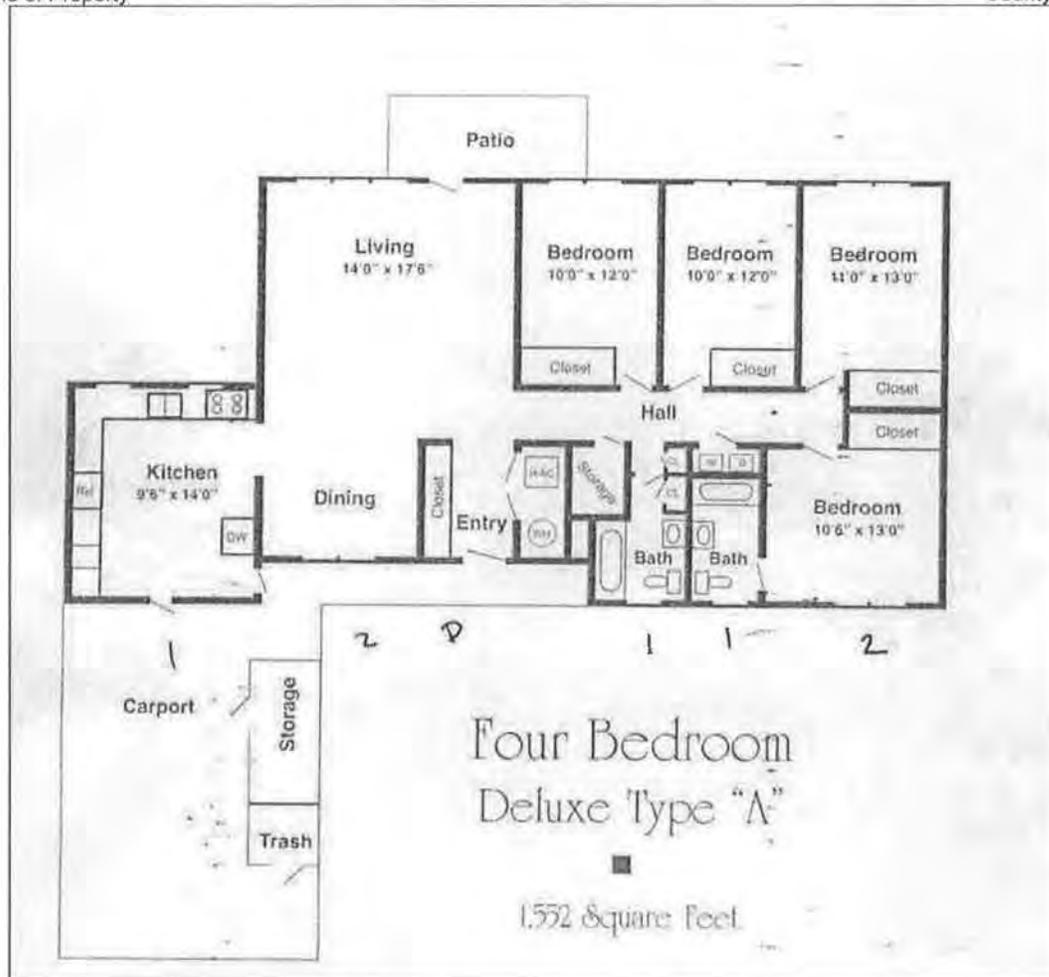


Figure 5. Four Bedroom Deluxe Type "A".

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

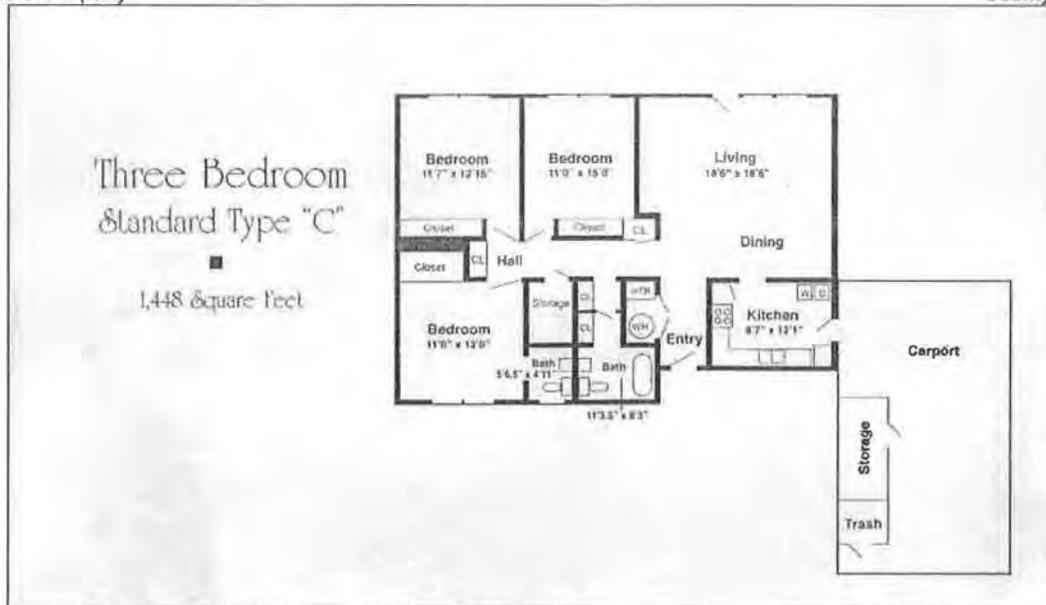


Figure 6. Three Bedroom Standard Type "C".



Figure 7. Three Bedroom Deluxe Type "A".

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

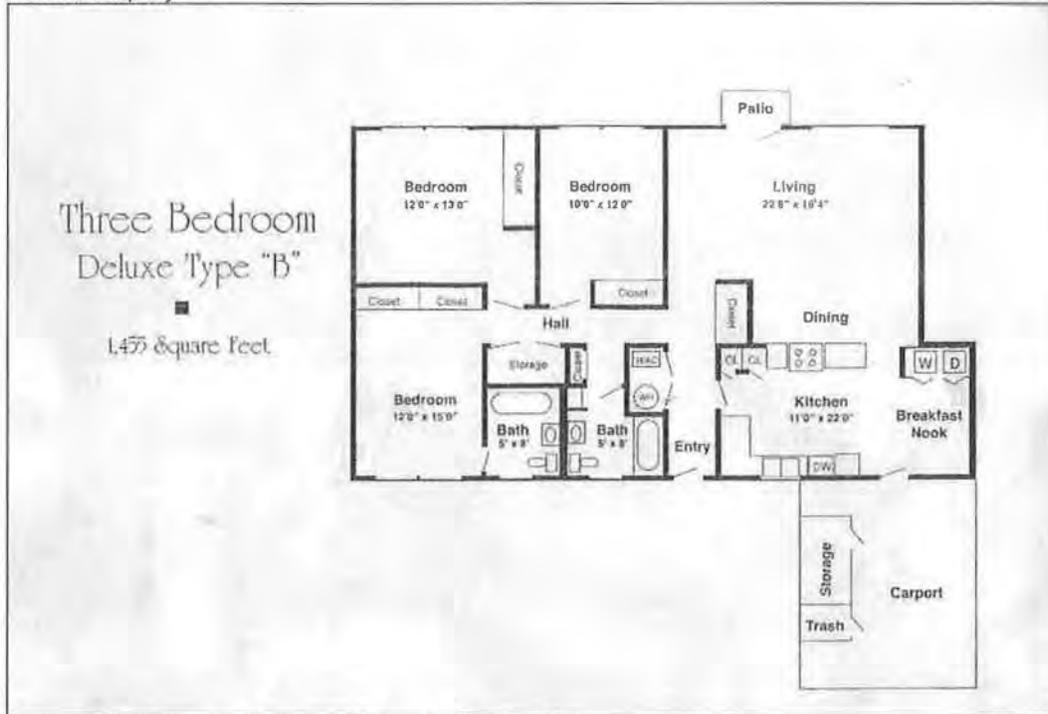


Figure 8. Three Bedroom Deluxe Type "B".

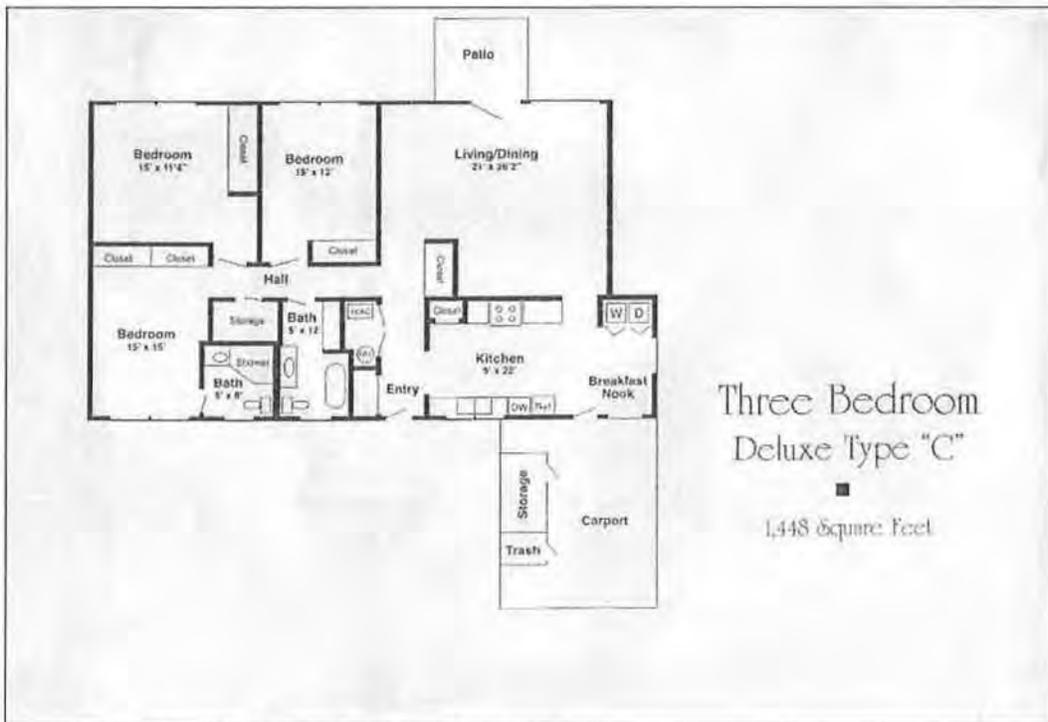


Figure 9. Three Bedroom Deluxe Type "C".

Blytheville Air Force Base Capehart
Housing Historic District

Mississippi County,
Arkansas

Name of Property

County and State

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Blytheville Air Force Base Capehart Housing Historic District, Blytheville, Mississippi County, Arkansas



Google earth
UTM



A. 16 232630 3982923

B. 16 232679 3985143

C. 16 233251 3986130

D. 16 233203 3983850

E. 16 233096 3983853

F. 16 233067 3982893

NAD83









SPEED
LIMIT
25









PALM CIR



DELTA
MENTAL
HEALTH

SPEED
25







MEMORIAL
HEMLOCK AVE

30



















644

5128

DELTA
MENTAL
HEALTH
DR. JERRY CUNNINGHAM

CLOSED







5538

CANDYLAND PARK CIR

PLUM

Candyland Park



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Blytheville Air Force Base Capehart Housing Historic Distric
NAME: t

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Mississippi

DATE RECEIVED: 8/14/15 DATE OF PENDING LIST: 9/09/15
DATE OF 16TH DAY: 9/24/15 DATE OF 45TH DAY: 9/29/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000628

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9-28-2015 DATE

ABSTRACT/SUMMARY COMMENTS:

Good, High integrity Capehart - Wherry District

RECOM./CRITERIA Accept AHC

REVIEWER J. Gibbs DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/~~N~~ see attached SLR Y/~~N~~

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program



323 Center Street, Suite 1500
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184
tdd: 711

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer

May 28, 2015

Mr. Tucker Nunn, Director
Main Street Blytheville
PO Box 83
Blytheville, AR 72316

Re: Blytheville Air Force Base Capehart Housing Historic District –
Blytheville, Mississippi County

Dear Mr. Nunn:

We are pleased to inform you that the above referenced property will be considered by the State Review Board of the Arkansas Historic Preservation Program, an agency of the Department of Arkansas Heritage, for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of the preservation. Listing in the National Register of Historic Places provides recognition and assists in preserving our nation's heritage.

Listing of this property provides recognition of the community's historic importance and assures protective review of the federal projects that might adversely affect the character of the historic property.

Listing in the National Register does not mean that limitations will be placed on the property by the federal government. Public visitation rights are not required of property owners. The federal government will not attach covenants to the property or seek to acquire it.

We have enclosed a copy of the National Register nomination for your review. If you have any comments on the proposed nomination, please submit a letter with your comments, concerns, or concurrence to the Arkansas Historic Preservation Program at least 24 hours prior to the date of the State Review Board meeting.

You are invited to attend the State Review Board meeting at which the nomination will be considered. The board will begin meeting at 10:00 a.m. Wednesday, August 5, in Room 170 of the Tower Building at 323 Center Street in Little Rock.

If you have any questions regarding the State Review Board meeting feel free to call Ralph Wilcox, Callie Williams or Travis Ratermann at (501) 324-9880.

Sincerely,

Frances McSwain
Director



THE DEPARTMENT OF ARKANSAS
HERITAGE

RECEIVED 2280

AUG 14 2015

Nat. Register of Historic Places
National Park Service

August 5, 2015

Asa Hutchinson
Governor

Stacy Hurst
Director

J. Paul Loether
Deputy Keeper and Chief
National Register and National Historic Landmark Programs
National Register of Historic Places
1201 Eye St. NW, 8th Fl.
Washington D.C. 20005

-
- Arkansas Arts Council
 -
 - Arkansas Natural Heritage Commission
 -
 - Delta Cultural Center
 -
 - Historic Arkansas Museum
 -
 - Mosaic Templars Cultural Center
 -
 - Old State House Museum
-

RE: Blytheville Air Force Base Capehart Housing Historic District— Blytheville, Mississippi County, Arkansas

Dear Mr. Loether:

We are enclosing for your review the Blytheville Air Force Base Capehart Housing Historic District Nomination. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Travis Ratermann of my staff at (501) 324-9874. Thank you for your cooperation in this matter.

Sincerely,

Stacy Hurst
State Historic Preservation Officer

SH:tar

Enclosure



Arkansas Historic
Preservation Program



323 Center Street, Suite 1500
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184
tdd: 711

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer