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NATIONAL REGISTER

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Bowman Field Historic District other names/site number n/a

2. Location

street & number Taylorsville Road and Peewee Reese Boulevard city, town Louisville state Kentucky code KY county Jefferson code 111 zip code 40205

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private/public, building/district/site/structure/object, and counts for contributing/noncontributing resources.

Name of related multiple property listing: n/a Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet. Signature of David L. Morgan, State Historic Preservation Officer, dated 10-10-88.

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet. Signature of commenting or other official, dated NA.

5. National Park Service Certification

I, hereby, certify that this property is: entered in the National Register. determined eligible for the National Register. determined not eligible for the National Register. removed from the National Register. other, (explain:)

Signature of the Keeper Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

transportation: air-related

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Current Functions (enter categories from instructions)

transportation: air-related

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**7. Description**

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Architectural Classification

(enter categories from instructions)

Modern movement: Art Moderne

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Materials (enter categories from instructions)

foundation concretewalls brickconcreteroof metalother limestone, metal

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**Describe present and historic physical appearance.**

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The Bowman Field Historic District includes three adjacent buildings related by history, function, and physical proximity. They are the airport Administration Building (1929; 1936-37), the Curtiss Flying Service Hangar (1929), and the Army Air Corps Hangar (1931-32). Although these buildings, along with their surrounding greenspace and service areas, comprise only a small portion of the present total acreage of Bowman Field, they constitute the airfield's historic core. In succeeding years few additional permanent structures have been built, and none of them exhibit the influence of high-style architecture. Excluded from the nominated area are two buildings: a modern office building located just south of the Army Air Corps Hangar, and a recently-completed (1986) aircraft maintenance shop sited on the south side and adjacent to the Curtiss Flying Service Hangar. Two frame bungalows associated with the early development of the airport have also been excluded, since their integrity has been compromised by alterations.

The Bowman Field Historic District is located in the southwest corner of the airport, close to and visible from Taylorsville Road. (See map.) The airport is sited in a predominantly residential section of eastern Louisville, Kentucky, approximately one quarter-mile west of the Watterson Expressway (Interstate 264). The airfield is adjoined on the north by Seneca Park and a municipal golf course, and on the east by a private golf course. To the south and west are residential neighborhoods developed for the most part after World War II. Since many urban airports are located in industrial areas, this verdant setting is unusual and contributes to the ambience of the Bowman Field Historic District.

The buildings of the Bowman Field Historic District are related not only by historical function and physical proximity, but by their Art Deco/Art Moderne styling and through the use of masonry materials such as brick, stone and concrete. All have been carefully maintained, and despite minor, reversible alterations, retain a high degree of integrity of setting, design, workmanship, feeling, and association.

The dominant landmark of Bowman Field is its terminal, more commonly known as the Administration Building, appropriately styled in aerodynamic Moderne. As constructed in 1929, it was a fairly modest two-story structure with one-story wings, housing administrative and communications offices, weather station, and restaurant. During 1936 and 1937 it was nearly tripled in size. This was accomplished by demolishing the east wing and retaining the west and central sections to serve as west wings of the new building. The Administration Building faces an elliptical landscaped island surrounded by a driveway and paved parking area.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G n/a

Areas of Significance (enter categories from instructions)

transportation  
social history  
architecture

Period of Significance

1929 - 1937

Significant Dates

1929, 1931-32,  
1936

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Wischmeyer and Arrasmith, Architects,  
Administration Building; J. F. Russell and  
Company, Curtiss Flying Service Hangar

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Bowman Field Historic District, a rare surviving example of the pioneering era of aviation, constitutes the historic core of the Bowman Field airport. The district includes three adjacent properties--the Administration Building, the Curtiss Flying Service Hangar, and the Army Air Corps Hangar--located near the airport's southwest corner. The complex, officially dedicated in 1923, is significant under Criterion A in the area of transportation as one of the oldest existing airports in Kentucky. The Administration Building is also notable under Criterion A for its association with the federal Works Progress Administration program of the Depression era which contributed an important legacy of public buildings and facilities across the Commonwealth during the years 1933 to 1939. The complex typifies early airport design and construction methods with few alterations and thus is significant under Criterion C in the area of architecture. The Administration Building (1929; 1936), a fine example of the Moderne style, possesses additional significance under Criterion C as a work of the noted Louisville-based architecture firm of Wischmeyer and Arrasmith, known for their transportation-related structures. Overall its design exemplifies the dignity and restraint that characterize much of the public architecture of the 1930's. The period of significance for the Bowman Field complex begins in 1929, the construction date of the Curtiss Flying Service Hangar, and ends in 1937, the date of completion of the expansion of the Administration Building.

The history of aviation in Louisville dates back to the 1910's, an era when flight was still a novelty in the city, and airplanes were rarely seen. The city's first aviation meet, sponsored by the Elks Club, took place at Churchill Downs in 1911. During the course of this rather inauspicious event, one of the two participating planes failed to get off the ground. Other early aviation developments in Kentucky preceded Bowman Field. In 1918, a military airport named Godman Field was established at nearby Camp Knox (now called Fort Knox). In September of 1919, an airport was established at Louisville's Hubbard Field, but remained in operation for only a year or two.

Bowman Field, however, made a much more lasting contribution to the city's aviation history. The land on which the airport sits was part of a larger tract purchased in the

See continuation sheet



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The Administration Building is a symmetrical five-part composition, with a three-story central block flanked by slightly recessed two- and one-story wings, resulting in a stepped-ziggurat-like design. The central section, polygonal in form, is topped by an octagonal glass-enclosed control tower, currently not in use. A polygonal oriole of glass block projects from the second story of the north elevation. The Administration Building utilizes concrete construction and is faced with fired brick of variegated dark-red hues, laid in common bond with narrow joints and a vertical stretcher course at the water table. The building's doorways feature fluted and molded limestone surrounds typical of 1930's Moderne architecture as well as elliptical metal signs with the legend "Bowman Field" displayed in neon. The limestone cornice is accented by plaques that serve as capitals to the pilasters below. These plaques bear winged propeller motifs in low relief. Windows are multi-pane metal casements set between the pilasters; those in the south elevation of the central block are tall and round-arched. A series of small octagonal windows can be seen in the third story. A small bronze plaque on the south elevation reads "Built with funds and labor provided by the Works Progress Administration, 1936."

The interior of the Administration Building retains much of its original 1930's flavor. Its monumental three-story central atrium features colossal fluted pilasters whose capitals bear stylized metalwork friezes. The atrium is surrounded by a semi-circular mezzanine with Deco-inspired wrought-iron railing. A similar railing can also be seen in the main staircase, which leads from the main floor to the mezzanine. An octagonal oak bench in the center of the atrium once served as the pedestal for a bronze commemorative sculpture that is presently displayed in a glass case along the west wall. Other original details include paneled wood wainscoting and rough plaster walls and ceilings. A photo mural, depicting a scene from the airport's early days, adorns the west wall. Another mural on the north wall of the mezzanine level has been obscured by repainting. The building's two original ticket counters, located on the west wall of the atrium, are no longer in use; they have since been walled in but are still in place behind the new partition.

Alterations to the Administration Building, as previously indicated, have been minimal. The casement windows of the control tower have been replaced with plate glass, and several modern fixed single-pane windows have been installed in the east wing. Air conditioning units have been installed in the walls and over the doorways of the west wing, and a handicapped ramp has been added to the north elevation. A restaurant that opened recently in the east wing added new neon signs in the style of the originals, as well as an intricate wrought-iron railing of Deco-inspired design. Inside, most of the ancillary rooms of the Administration Building have been modernized by the addition of false wood paneling and lowered ceilings.

Both of the airplane hangars included in the Bowman Field Historic District are typical

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of aviation-related structures of the 1920's and early 1930's in their use of metal construction, masonry veneer, and restrained Moderne-inspired detailing. The earlier of the two, the Curtiss Flying Service Hangar, was built concurrently with the Administration Building in 1929. It stands just east of the Administration Building across a paved aircraft parking apron. The hangar is built of steel faced with light-yellow smooth-surface brick in common bond and features pilasters that culminate in concrete capitals featuring stylized geometric designs. A one-story office block extends along the building's north side. Its doorway features a molded surround and flanking cartouches executed in concrete. The hangar's pitched roof and west and east gables are covered in corrugated metal. The gables were originally faced with stucco which deteriorated and fell off after its underlayment rusted; replacement of this material constituted the most significant change to the exterior of the building, one that has lessened its integrity only slightly. The interior of the Curtiss Flying Service Hangar is a vast open space used for the storage and service of aircraft. Original features include overhead pulleys, casement windows, and rolling metal doors.

The Army Air Corps Hangar, built 1931-32, is located opposite the Curtiss Flying Service Hangar on the west side of the airfield. It is a massive double-gabled structure divided by a partition wall and adjoined on the north and south by lower one-story wings. Like the Curtiss Flying Service Hangar, it is built of steel and faced with yellow brick, which in this case has since been painted ivory, and features rolling metal doors and metal casement windows. Although the hangar is functional rather than stylistic in design, the series of narrow pilasters gracing east elevation suggest the Art Moderne style. The Army Air Corps Hangar, like the Curtiss Flying Service Hangar, still serves its original purpose and has been little altered. The most significant change involved in-fill of the casement windows along the north and south wings with square concrete blocks surrounding small windows, an unobtrusive cosmetic alteration.

To date no archaeological investigation of the Bowman Field Historic District has yet taken place. However, it is probable that archaeological remains exist in the vicinity of the district, and this possibility should be considered in any development of the property.

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As the 1930's began, the physical expansion of Bowman Field continued. On December 26, 1931, construction of a new hangar for the 325th Observation Squadron (Reserve) of the Army Air Corps began. Another milestone was reached during that year when American Airways began regularly scheduled passenger service, providing access to points east, west, and south. The Air Board secretary's annual report for that year claimed a 50% increase in activity over the previous year and indicated that 574 Army, 890 commercial and private planes, and 1484 passengers had used the airport. During 1933 the Air Corps Hangar was used in Army war games as the base for pursuit aircraft defending Fort Knox against "attacking" bombers from Ohio. During these exercises defensive alert networks were developed which would be used successfully in the Far Eastern theater during World War II.

In 1934 a second commercial carrier, Eastern Airlines, established service at Bowman Field. The subsequent increase in activity strained the airport's facilities and created demands for new space. On March 17, 1936, expansion of the Administration Building began. This construction project, which more than doubled the terminal's usable space, was supervised by Wischmeyer and Arrasmith and carried out under the auspices of the federal Works Progress Administration (WPA) at a cost of \$57,000. The expanded Administration Building was dedicated on June 19, 1937. Although the Great Depression appears to have had little negative impact on the growth of the airport, it did result in the demise of the Curtiss Flying Service's Bowman Field office. Its facilities were later leased by the Louisville Flying Service.

In January of 1937, the Ohio Valley was inundated by the worst flood in recorded history. The "Great Flood," as it came to be called, crested at 80 feet above pool stage, leaving much of low-lying Louisville under water and paralyzing its transportation networks. Because of its location on high ground, Bowman Field played a pivotal role in flood relief not only for Louisville but for central and western Kentucky as well. Municipal offices were temporarily set up in the Administration building, and urgent relief supplies including medicine and food were flown into the airport by special flights of several airlines. Unfortunately, the soggy condition of Bowman Field's sod during the flood restricted flight operations to daylight hours. Partly because of the flood experience, the Airport Board petitioned the federal government to construct concrete runways at Bowman Field. This project was carried out during the following year under WPA auspices. New lighting and a modern radio navigation system were added at the same time.

During the late 1930's, the war in Europe prompted the United States government to expand its military airport facilities in anticipation of possible future conflicts. In 1940, the government included Bowman Field in this expansion program. In that year additional acreage was purchased by the local Air Board to accommodate a new base for the Army Air Forces on the airport's eastern side. Hundreds of temporary barracks and offices were built there as well as a permanent hangar and paved parking area. Principal wartime

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activities at Bowman Field included the training of air evacuation flight nurses and combat glider pilots. After the war was over, this airport extension was turned over to the Air Board. In the late 1940's the Louisville Flying Service moved to the former Air Corps Reserve Hangar and the Curtiss Flying Service Hangar was leased to the Central American Airways Flying Service.

During the postwar era, Bowman Field shared in the unprecedented growth of commercial aviation. A third carrier, Trans World Airlines, established service in makeshift quarters at an already-overcrowded Bowman Field. This situation was alleviated in November of 1947 when all scheduled airline operations were transferred to Standiford Field, a former military airfield on the city's south side. Since then, Standiford has functioned as Louisville's primary airport while Bowman Field has remained the city's general aviation facility. Although its military flight operations are minimal, it continues to serve private and corporate aircraft and offers civilian pilot training and related services.

In 1957 Bowman Field was recognized by the Federal Aviation Administration as the nation's busiest general aviation airport. In that year, its local aircraft movements, consisting of takeoffs and landings of locally based aircraft for flights in the general area of the airport, totaled 175,266, a figure that remained more or less constant over the next three years. Although the airport's traffic has diminished somewhat since then, it continues to be actively used. Ironically, the relegation of Bowman Field to the status of secondary airport in the city of Louisville has played a major role in its preservation. Had it remained the city's primary air facility, its early buildings would almost certainly have been demolished in favor of newer and larger ones.

In recent years many early airports like Bowman Field have been replaced with newer and larger facilities, or in some cases have been altered beyond recognition. Because of that, Bowman Field remains an increasingly rare artifact. Although awareness of its historical and architectural significance has gradually increased, to date there has been no official recognition of the importance of Bowman Field. It is to be hoped that listing of this unique complex in the National Register will serve as an impetus for its preservation.

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**Aviation/Transportation Context (1 of 3)**

Comparatively little research has yet been done on the history of aviation in Kentucky during the first two decades of the twentieth century. Most early airports were informal operations that did not keep records and few aviation agencies in the state have records that pre-date the mid-1920's. Aviation historian Edward Peck, who resides in the Louisville area, believes that virtually all the state's early, or more specifically,



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pre-World War II airports date from the 1920's or later, when the initiation of air mail service provided an impetus for their development. Only three airports are known to have been established prior to 1920; Godman Field (1918), Hubbard Field (1919), and Bowman Field. Of these, Bowman Field is the only one still in active use on its original site. Godman Field was relocated, and Hubbard Field ceased operations after a year or two, leaving behind no permanent buildings. So little is yet known about Hubbard Field that even its exact location is in question. Apart from Bowman Field and Godman Field, few, if any, other early airports have survived. For example, two airports were established in the city of Lexington prior to 1940, namely Halley Field in the mid-1920's and Cool Meadow Airport in the 1930's. Both have ceased to exist and their acreage has been redeveloped for other uses. Another early aviation facility was established in the town of Middlesboro sometime during the 1920's. Although historical records are scarce, Mr. Peck believes that it, too, was relocated from its original site. Given the rarity of historic airport facilities in the state, it is not surprising that the Kentucky Heritage Council's survey database includes no aviation-related structures other than Bowman Field.

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WPA Context (2 of 3)

The Airport Administration Building also possesses significance for its association with the federal Works Progress Administration (WPA). The WPA was the largest and most expensive relief program of President Franklin D. Roosevelt's "New Deal." It was initiated in 1935 to supersede two previously-created agencies, the Civil Works Administration (CWA) and the Federal Emergency Relief Administration (FERA). The WPA's purpose was to create national work projects to absorb the needy employable. By the time it closed out operations in 1943 had spent eleven billion dollars and employed as many as three million workers at one time. In Kentucky, the WPA's Louisville office channeled more than \$162 million through thousands of state projects and had as many as 72,000 state residents on its payroll at its peak in September, 1938.

In Kentucky, as in most places across the country, much of the WPA's efforts were directed toward heavy construction projects. The WPA built 14,000 miles of roads, 73,000 bridges culverts and viaducts; and more than 900 new buildings. These buildings included a new library in Ashland, a jail in Paris, a post office and school in Prestonsburg, a city hall in South Fort Mitchell, a courthouse in Princeton, and a stadium in Bellevue. The WPA also provided assistance to airport facilities in nineteen communities across the state. WPA-sponsored airport projects included refurbishing an existing facility at Owensboro and grading a landing strip at Beattyville.

The architecture of WPA buildings was stylistically diverse but tended toward conservatism and solidity instead of stylishness or innovation. As a group, WPA buildings

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reflected popular styles of the day. A number of WPA buildings, such as South Fort Mitchell's City Hall, utilized the Colonial Revival style. Others, such as Prestonsburg's Post Office, typified an eclectic Neo-Classicism. Still others, like the Bourbon County Jail in Paris, were built in the Art Moderne style. Although Bowman Field's Administration Building exemplifies the latter, it is somewhat of an anomaly since the portion construction under WPA auspices duplicates the design of the original, 1929 section. Nonetheless, the Administration Building's restrained design places it squarely within the overall WPA tradition.

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Architectural Context (3 of 3)

The buildings of Bowman Field typify the Art Moderne style, which evolved in the 1930's as a refinement and simplification of the earlier Art Deco mode. Although the two styles are sometimes viewed as one and the same, the distinctions between them, though occasionally blurred, are real. Art Deco, which originated in Europe in the 1920's, was a style that found expression primarily in architecture and the decorative arts. It was a style characterized by rich, stylized, sometimes idiosyncratic ornament inspired by sources as diverse as the art of ancient Egypt and the culture of pre-Columbian America. In its high-style manifestations it favored luxurious and expensive materials, both natural and man-made.

Art Moderne, on the other hand, was a more democratic style that sought expression in industrial design as well as architecture, in objects of everyday life rather than those intended for display. Born in America during the early 1930's, it was inspired by the machine age and its love of progress and of speed was expressed in its fascination with the aerodynamic curve or streamline. Other characteristics of Art Moderne buildings were horizontality and, especially in later examples, minimal use of ornament. Rounded corners and stepped-ziggurat-like forms (tall buildings) favored materials included masonry and many kinds of glass, including the new opaque Vitrolite and clear glass block. Noted buildings in the Art Moderne style include an important group of New York "skyscrapers" of the early 1930's such as the McGraw-Hill headquarters. On a smaller scale, it found its way to the business districts of America during the "Modernize Main Street" movement, during which ground-floor facades of older commercial buildings were renovated with such period touches as Vitrolite and curved-glass shop windows.

The style also found favor with the designers of transportation facilities such as Greyhound Bus Terminals, the Norfolk and Western Railroad terminal at Portsmouth, Ohio, and the Administration Building at Bowman Field. Because of its streamlined, functional characteristics, it was readily adopted for industrial buildings and structures, most notably the monumental concrete dams constructed by the Tennessee Valley Authority during the Great Depression. A few institutional buildings, such as Bertram Goodhue's Nebraska

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State Capitol and Holabird and Root's North Dakota State Capitol, were also constructed in the Art Moderne style. Art Moderne was also utilized to a limited extent by the designers of private residences, particularly on the West Coast. The Art Moderne style, embraced by American designers such as Raymond Loewy and Norman Bel Geddes, was further disseminated by the New York World's Fair of 1936 and the 1933 Century of Progress exhibition in Chicago. The style remained popular throughout the 1930's until it was gradually eclipsed by the new and austere International Style. But the influence of Art Moderne continued to be felt in architecture until well into the 1940's.

The Administration Building at Bowman Field is in many ways typical of the Art Moderne style of the early 1930's. Its symmetrical, five-part stepped massing recalls the comparative formality of the Art Deco era and thus is characteristic of the Moderne style in its early stages, prior to the rise in popularity of the streamlined forms of the late 1930's and early 1940's. The building's restrained design, articulated by form rather than superfluous detail, is also characteristic of the style, as are its flat roof, flush cornice, and low-relief ornament. The building's stepped pilasters and ribbed and moulded doorway surrounds are also typical Moderne details. The grandly-scaled round-arched windows of the facade are a somewhat surprising touch, more typical of the Colonial Revival than the Moderne. But the juxtaposition of self-consciously "modern" with period revival was utilized by many builders during the 1920's and 1930's, and is evident in the design of a number of public buildings of the era. Interior features of the Administration Building are also typical of the Art Moderne style, especially the semi-circular mezzanine and colossal fluted pilasters.

Relatively few distinguished examples of the Art Deco and Art Moderne styles exist in Louisville because the economic problems wrought by the Great Depression and the flood of 1937 slowed the pace of the city's development during that era. However, several buildings of the inter-war period have been listed in the National Register of Historic Places as individual properties, and others are included as contributing elements in historic districts. Among those listed individually are the former Sears and Roebuck Co. store at 800 W. Broadway (928; 1946), the offices of the South Central Bell telephone company at 521 W. Chestnut (1930), the Jones-Dabney Varnish Co. office building at 1495 S. Eleventh St. (1935), a municipal firehouse at 35 W. Jefferson St. (1936-37), and the former Bernheim Distillery Bottling Plant (1937) at 822 S. Fifteenth St. Of these, the first, second and fourth typify the Art Deco style, while the Jones-Dabney and Bernheim buildings are among the city's few examples of streamlined Moderne. Thus the Bowman Field Administration Building is significant not only as a notable and well-preserved interpretation of the Art Moderne mode, but as an example of a locally rare style.

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## Verbal Boundary Description

Beginning at a point approximately 220 feet north of the north line of Taylorsville Road, at the point of intersection of the southwesterly corner of a lawn with a walkway; then proceeding in a northeasterly direction around the perimeter of this lawn to its southeast corner; then in a southerly direction parallel with the east wall of the Curtiss Flying Service Hangar to said building's southeast corner and its point of intersection with a paved aircraft parking apron; then proceeding in a southwesterly direction around the perimeter of this apron to its point of intersection with a fence; then following this fence in a northerly direction to its point of intersection with the curb of a paved driveway on the south side of the Administration Building; then proceeding in a westerly direction along this curb to a paved roadway; then continuing in a westerly direction across the roadway and following said curb to its point of intersection with the south line of a parking lot, approximately 100 feet; then proceeding in an easterly direction along the south line of this parking lot to its intersection with a fence, a distance of approximately 44 feet; then proceeding northerly along this fence approximately 65 feet to its intersection with a sidewalk; then proceeding northerly along the east line of this sidewalk a distance of approximately 48 feet; then in a westerly direction approximately 30 feet to a fence; then in a northwesterly direction along this fence approximately 30 feet to its intersection with a paved drive; then north 40 feet to the edge of a paved runway approach; then proceeding in a northwesterly direction along this approach, parallel with the west elevation of the Army Air Corps Hangar, approximately 150 feet; then in an easterly direction along the north edge of a paved service area, parallel with the north elevation of said hangar, approximately 115 feet; then proceeding in a southerly direction, parallel with the east elevation of the Army Air Corps Hangar, 220 feet to the edge of a driveway; then proceeding westerly across this driveway for approximately 20 feet to a fence; then proceeding southerly along this fence approximately 7 feet to the edge of a lawn; then proceeding easterly around the perimeter of this lawn a distance of approximately 96 feet to the edge of a paved roadway; then proceeding east across the roadway a distance of 15 feet; then continuing in an easterly direction along said fence approximately 50 feet to a walkway; then proceeding in an easterly direction along this walkway, across a paved aircraft parking apron, to its point of intersection with the southwest corner of a lawn: the place of beginning.

## Boundary Justification

The boundary of this nominated area has been arbitrarily drawn to include contributing resources and exclude non-contributing ones, while following man-made features such as fence lines and roadways whenever possible. Included within it are the district's three buildings as well as historic open spaces (lawns) to the east and west of the Administration Building, a landscaped island facing the Administration Building, and historic service areas (runway approaches, aircraft parking aprons) adjacent to the two

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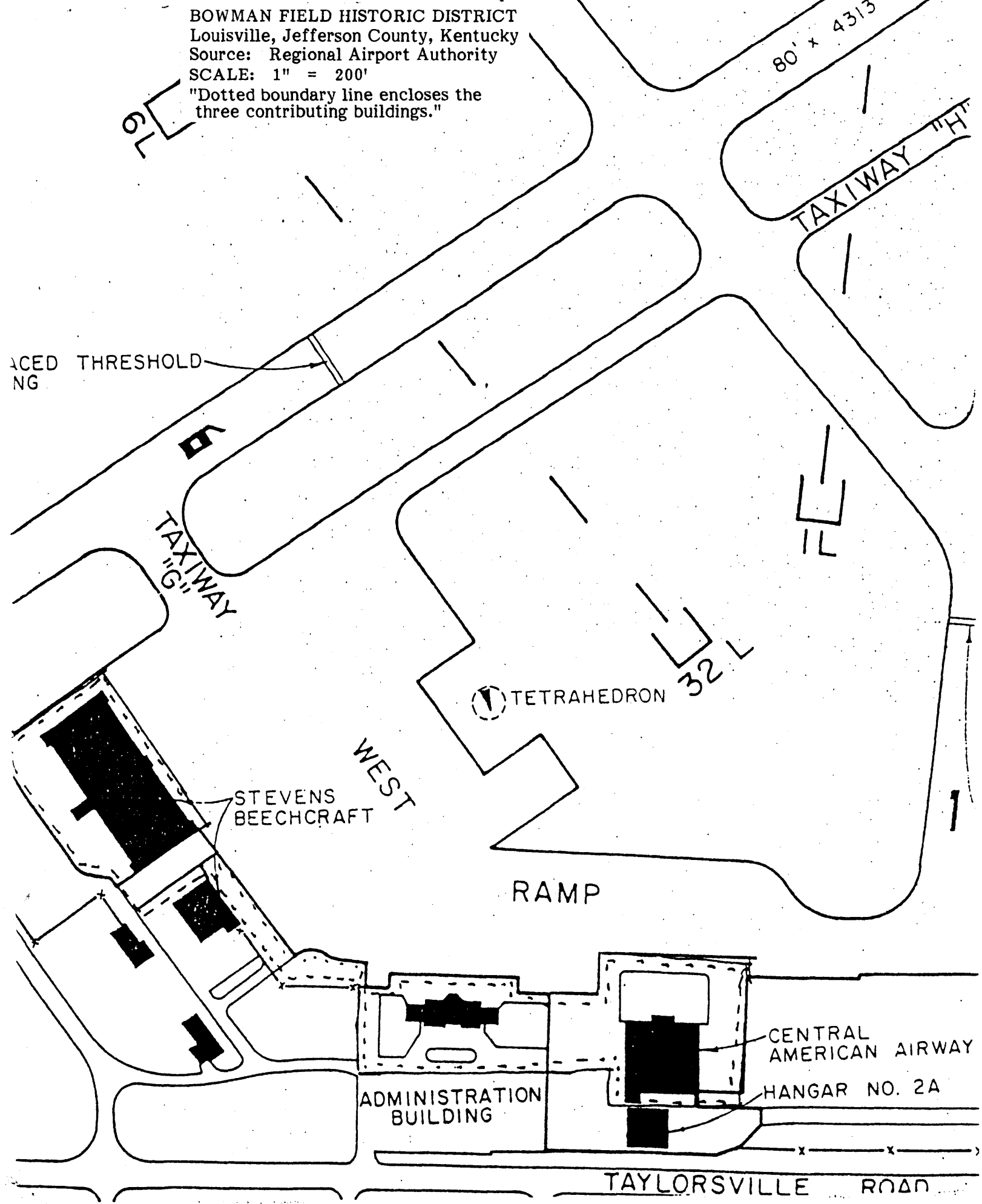
hangars. Excluded are two new buildings that do not contribute to the district's significance. Also excluded is a large parking area south of the Administration Building. Areas adjacent to the district are described in Section 7.

UTM References:

A = 16/616940/4231300  
B = 16/616940/4231120  
C = 16/616640/4231220  
D = 16/616520/4231400  
E = 16/616640/4231440  
F = 16/616720/4231320

BOWMAN FIELD HISTORIC DISTRICT  
Louisville, Jefferson County, Kentucky  
Source: Regional Airport Authority  
SCALE: 1" = 200'

"Dotted boundary line encloses the  
three contributing buildings."



PLACED THRESHOLD

TAXIWAY "G"

80' x 4313  
TAXIWAY "H"

32 L

TETRAHEDRON

WEST

STEVENS BEECHCRAFT

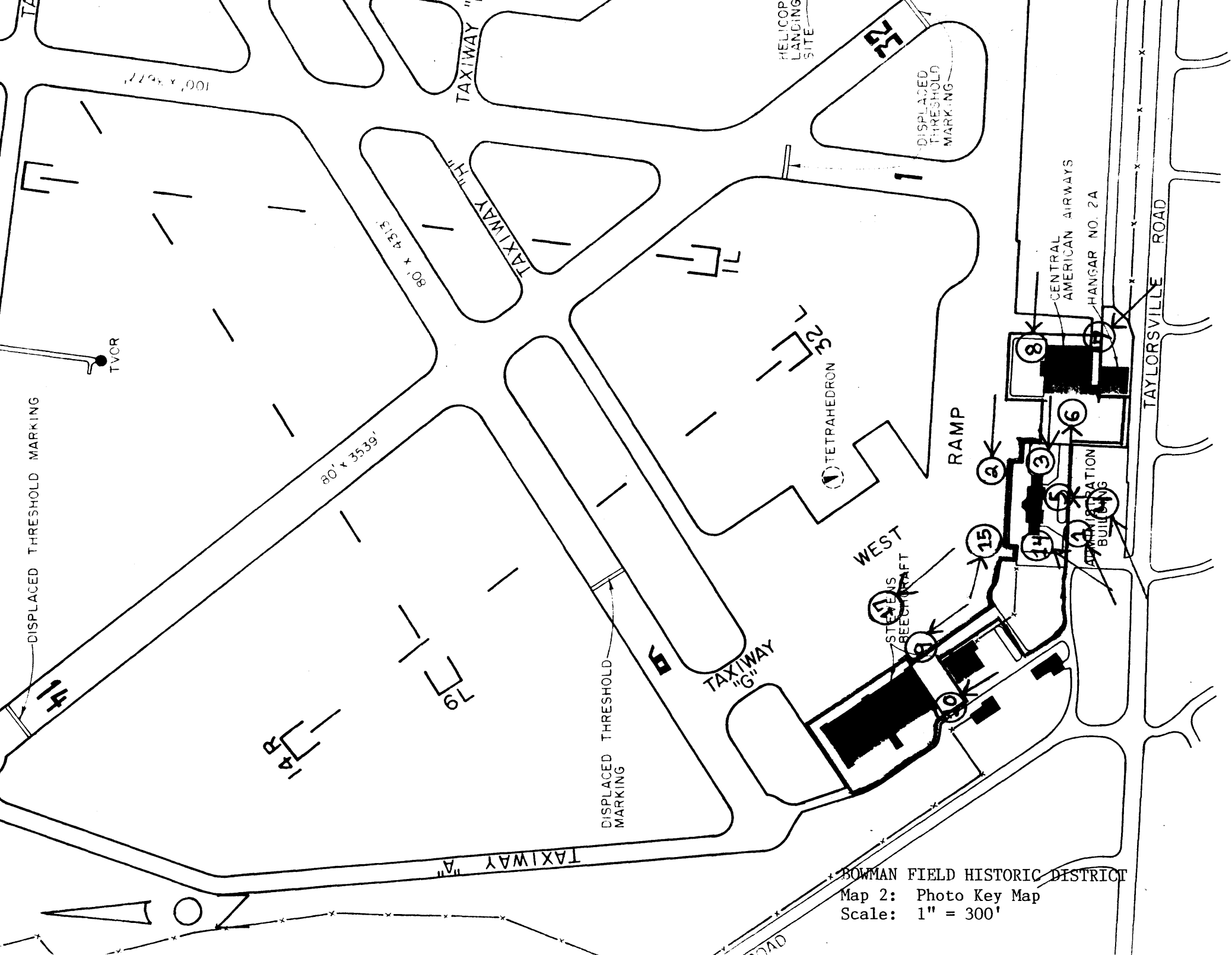
RAMP

ADMINISTRATION BUILDING

CENTRAL AMERICAN AIRWAY

HANGAR NO. 2A

TAYLORSVILLE ROAD



BOWMAN FIELD HISTORIC DISTRICT  
 Map 2: Photo Key Map  
 Scale: 1" = 300'



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Continuation Sheet**

Bowman Field Historic District, Jefferson County, Kentucky

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For Photos 1 thru 12:

Group Nomination: Bowman Field Historic District  
 Location: Taylorsville  
 Road, Louisville, Kentucky  
 Photograph: Margo Warminski  
 Negative Location: Kentucky Heritage Council, Frankfort  
 Date Taken: July, 1988

<u>Photo No.</u>	<u>View or Elevation</u>
1	South elevation of Administration Building looking northeast
2	North elevation of Administration Building looking southwest
3	East elevation of Administration Building looking west
4	Overall view looking northeast
5	Winged propeller detail, Administration Building looking north
6	West elevation of Curtiss Flying Service Hangar looking east.
7	East and south elevation of Curtiss Flying Service Hangar looking north-west
8	North elevation of Curtiss Flying Service Hangar looking southwest
9	East and south elevations of Army Air Corps Hangar looking northwest
10	West elevation of Army Air Corps Hangar looking north
11	Central atrium of Administration Building looking down from mezzanine
12	Railing, mezzanine of Administration Building atrium

For Photos 13 thru 19: The photographer is unknown

13	1929 photo of rendering of the original Administration Building, north elevation
14	C. 1938 - south and west elevations of recently enlarged Administration Building looking northeast
15	C. 1930 - Original Administration Building, north and west elevations, with Curtiss Flying Service Hangar in background
16	C. 1938 - Administration Building atrium
17	1932 - Dedication of Army Air Corps Hangar
18	C. 1930 - Air Mail Pilot Marvin O'Dell; Louisville - Cleveland route
19	C. 1944-45 - Bowman Field at height of World War II development