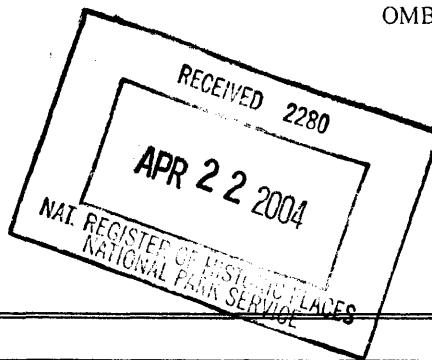


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM



1. Name of Property

historic name Gragg Field Historic District
other names/site number Gragg -Wade Field Airport

2. Location

street & number 700 Airport Road not for publication N/A
city or town Clanton vicinity N/A
state Alabama code AL county Chilton code 021 zip code 35046

3. State/Federal Agency Certification

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

[Signature]
Signature of certifying official/Title

April 14, 2004
Date

Alabama Historical Commission (State Historic Preservation Office)
State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other (explain): _____

Edson A. Beall 6/2/04

[Signature]
Signature of Keeper

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

Number of Resources within Property

Contributing	Noncontributing
<u>3</u>	<u>3</u> buildings
<u> </u>	<u> </u> sites
<u>1</u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>4</u>	<u>3</u> Total

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

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Air Related

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Air Related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER

Materials (Enter categories from instructions)

foundation: CONCRETE

roof: STEEL

walls: STEEL

BRICK

other: _____

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

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation _____

Social History _____

Ethnic Heritage: Black _____

Period of Significance 1934-1948

Significant Dates 1934; 1937; 1948

Significant Person (Complete if Criterion B is marked above) Gragg, Dr. Vincent J., Jr.

Cultural Affiliation N/A

Architect/Builder N/A

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property 2.1 ac.

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>16</u>	<u>536530</u>	<u>3634455</u>	4	_____	_____
2	_____	_____	_____	5	_____	_____
3	_____	_____	_____	6	_____	_____

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

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

11. Form Prepared By

name/title David B. Schneider, Consultant; Christy Anderson, Alabama Historical Commission

organization Schneider Historic Preservation, LLC date 1/14/04

street & number 411 E. 6th Street telephone 256-310-6320

city or town Anniston state AL zip code 36207

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name Chilton County Airport Authority

street & number 700 Airport Road telephone N/A

city or town Clanton state AL zip code 35046

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7. Narrative Description

The Gragg Field Historic District is located northeast of the city of Clanton, Alabama. The district includes four contributing resources: the W.P.A. Hangar (1937), the Tuskegee Army Airfield hangar (1942, relocated 1948), a beacon light tower (1940) and its associated generator building. Noncontributing resources include two frame sheds and a frame garage, all constructed post 1955. The largest of the buildings, the Tuskegee Army Airfield hangar, faces north and is located at the west side of the district. The W.P.A. Hangar is sited to the east and slightly to the rear of the Tuskegee Army Airfield hangar. The generator building and beacon light tower are aligned with the front of the W.P.A. hangar to its east. The noncontributing sheds and garage are grouped between the two hangars.

The site is flat with no trees. A modern terminal building is located to the northwest of the district and a modern maintenance office is located to the northeast. A concrete apron extends northward from the Tuskegee Army Airfield hangar to the airport's runway which runs in a generally east to west direction. Vestiges of an abandoned earthen runway crossing the existing runway in a generally northwest to southeast direction are still visible. A modern chain link fence along the east side of the apron separates the W.P.A. Hangar site from the airport and reflects that building's present use by the county's highway department.

While no formal archaeological survey has been made, potential subsurface remains could provide additional information about the historical development of the district.

W.P.A. Hangar

The W.P.A. Hangar is a two-story brick building with an arched corrugated metal roof. The building faces north and has a one-story concrete block addition (circa 1960) along its east elevation. Constructed in 1937, the hangar measures approximately eighty-four feet wide and sixty-four feet deep. It has a rectangular core with two narrow rectangular door enclosures extending outward from the plane of the front wall.

Sliding eight-leaf metal doors clad with corrugated metal form the north wall and four doors can be concealed within each door enclosure allowing the front of the building to be open the full width of the core. A metal pent runs atop the doors and houses their upper tracks. Lower tracks are set within the concrete floor of the building. The upper portion of the facade corresponding to the roof structure and is clad with corrugated metal.

The west elevation is visually divided into four bays by pilasters that rise to a simple wood boxed cornice. Double industrial metal awning windows within rectangular openings with flat brick lintels and sills are located at each bay of the upper level. The two central bays of the lower level have cargo door and the southern bay has a pedestrian door. The east elevation is similar to the west elevation except that its lower floor is obscured by the concrete block addition. The rear elevation is frame clad with corrugated metal and has no openings.

The interior is open from front to rear. The brick east and west sidewalls support a series of arched metal roof trusses which are exposed. Flooring is poured concrete.

The W.P.A. hangar retains the overall integrity of its original 1937 appearance and fabric. Minimal alterations have occurred and have generally been limited to the construction of the concrete block addition along its east wall. The overall

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condition of the building is fair, with water-related deterioration visible at several areas of the roof. The building is now used as a garage by the Chilton County Highway Department.

Tuskegee Army Airfield Hangar

The Tuskegee Army Airfield hangar is a two-story industrial metal building with a roof consisting of two large arches separated by a narrow gable and clad with corrugated metal. Constructed in 1942 at the Tuskegee Army Airfield, the building was relocated to its present site in 1948. The building faces north and has a one-story concrete block addition with a brick veneer (circa 1960) along the northern bays of its west elevation. Measuring approximately 182 feet wide and 125 feet deep, the hangar has a rectangular core with two narrow rectangular door enclosures extending outward from the plane of the front wall. A one-story shed extension extends the full width of its rear elevation.

Sliding eighteen-leaf metal doors form the north wall and nine doors can be concealed within each door enclosure allowing the front of the building to be open the full width of the core. Individual doors are clad with corrugated metal and each has two fixed 20-light windows at their upper half. The two outermost doors have single pedestrian entrances. A metal pent runs atop the doors and houses their upper tracks. Lower tracks are set within the concrete floor of the building. The upper portion of the facade corresponding to the roof structure is clad with corrugated metal.

The eight northern bays of the ten-bay west elevation have windows at their upper levels and no openings at their lower levels. The windows include six double twelve-light industrial metal awning windows flanked by similar single windows. Similar nine-light windows are located at each of the two bays of the shed extension. The entire elevation is clad with corrugated metal. The one-story addition obscures the two northern bays of the elevation. The east elevation is similar to the west elevation. The upper level of the rear elevation has groupings of five triple nine-light industrial metal awning windows at its outer bays. The first floor level of the shed extension has a series of similar single and triple windows interspersed with pedestrian entrances. The entire elevation is clad with corrugated metal.

The interior is open from front to rear with the exception of two steel posts at the front and rear walls along the mid-center line which support an intermediate supporting beam below which is attached a sliding crane. A series of eight steel posts along the east and west sidewalls and the intermediate beam support a series of arched metal roof trusses which are exposed. Exterior walls are exposed steel framing with exposed exterior corrugated metal siding. The rear shed extension has been partitioned into a series of smaller rooms. Flooring is poured concrete.

Tuskegee Army Airfield Hangar retains the overall integrity of its original 1942 appearance and fabric. The building was moved in 1948 and has lost the integrity of its original location, but retains integrity for its present location. Minimal alteration has occurred and has largely been limited to the construction of the concrete block addition along its west wall. The overall condition of the building is good. The building remains in use as a hangar.

Beacon Light Tower and Generator Shed

The beacon light tower and its associated generator building were constructed in 1940. The tower has an open steel frame supporting a small square platform atop which rests a beacon light. The generator shed is a small one by one bay frame building with a side gable V-crimped metal roof with two metal ventilators. The building faces north and has a single pedestrian entrance at its north elevation and single wood six-over-six double hung sash window at remaining elevations. Exterior walls are clad with V-crimped metal. Both the beacon light tower and its associated generator shed retain the

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overall integrity of their original 1940 appearance and fabric. Both structures are in generally fair condition with deterioration of exterior finishes resulting from deferred maintenance.

Noncontributing Buildings

Three noncontributing buildings constructed after 1955 for the county highway department are located between the two hangars. A small frame shed clad with corrugated metal and with a front-facing gable roof is located immediately west of the W.P.A. hangar. A somewhat larger frame shed clad with plywood and with a side gable roof is located immediately east of the Tuskegee Army Airfield hangar. A frame garage clad with plywood and with a front-facing gable roof is located to the north of the plywood shed. All three buildings are in deteriorated condition.

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8. Statement of Significance

The Gragg Field Historic District is significant under National Register criteria A. The district is historically significant in the area of transportation for its role in the aviation history of Chilton County, Alabama and in the area of social history for its associations with the activities of the Works Progress Administration in Chilton County and in Alabama. The Tuskegee Army Airfield hangar, relocated to the site in 1948, is also significant in the area of African-American history as one of only three documented surviving buildings associated with the Tuskegee Army Airfield, the secondary flight training facility for the Tuskegee Airmen. Although it has been relocated, it meets the requirements of Criteria Consideration B due to the significance of the Tuskegee Airman to both the nation's and Alabama's history. Each of the other two hangars has also been moved to different airports. The hangar has also gained significance for its association with Gragg Field, where it has been located and has been an integral part of the aviation history of Chilton County since 1948. The field's two hangars are also representative examples of airplane hangars dating from 1937 and 1942. Relatively few documented examples of pre-World War II hangars survive in Alabama. The period of significance for Gragg Field in from 1934, when construction was started at the site through 1948, when the Tuskegee Army Airfield hangar was relocated to the site.

Historical Narrative

On 18 December 1933, Dr. Vincent J. Gragg, Jr., Luther Little and Mack Wyatt, who had been appointed by the Chilton County Commissioners Court to serve on a committee to investigate the possibility of establishing an airport for the county, reported to the commissioners they had acquired an option to purchase sixty acres of land from E.W. Miller for \$2,250.¹ Dr. Gragg stated that if the court would buy the land "it would remain in the County and that the Government would improve and prepare said field."² The option was exercised and the Chilton County Airport was created. Work commenced in 1934 and was largely funded by an allotment of \$20,722 from the Civilian Works Administration of Alabama. The Civil Works Administration had been created in November 1933 to provide emergency jobs for four million unemployed Americans through the winter.³ Funding for the Chilton County Airport provided for labor in "surfacing, ditching, draining, cleaning, timber, building approaches and runways, and otherwise improving the property and making it suitable for use as an airport" with twenty percent of the total to be "later available for the erection of hangars and other necessary buildings."⁴ The project resulted in the employment of 229 men in addition to the other C.W.A. workers the county had previously allotted to the project. More than ninety additional workers were employed for work clearing timber and improving drainage on adjacent properties.

In November, 1934 the commissioners voted to secure a thirty-foot right-of-way to provide an access road to the site and also approved a resolution to hire laborers from the "relief rolls of the Alabama Relief Administration."⁵ While the field still lacked a hangar and construction was not yet complete, three aircraft were based there by the end of 1934 including Dr. Gragg's K-5 Kinner Bird and a Porterfield Waco owned by Leo Thompson.⁶

On September 2, 1935, the County Commission voted to name airport "Gragg Field" in honor of the untiring efforts [Dr. Gragg] has made in behalf of this project." The commission's resolution continued that it "was through his cooperation with state and national aviation leaders that Chilton County was first offered this opportunity to share in a nation wide aviation promotion project."⁷ Dr. Vincent Jones Gragg, Jr. (3 Oct. 1876- 17 Feb. 1947) was a respected local physician and pioneer aviator. In addition to his role in creating the airport, Dr. Gragg was also largely responsible for organization of Central Alabama Hospital in 1921 and served as Mayor of Clanton for three terms from 1921 through 1926.⁸

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In November 1935, the airport committee made a request that the county purchase an additional thirty-two acres of land as part of an agreement with the United States government for a \$29,000 grant.⁹ The grant was intended to further improve the airport with the construction of a hangar. The commission agreed to do so, but only if the town of Clanton would share in the cost of the purchase. In December, Dr. Gragg announced an alternate proposal whereby the local Kiwanis Club would repay the county for the cost of the land over a five year period. The commissioners voted in favor of the proposal.¹¹

Construction work continued throughout 1936. County Commissioners minutes record requests by Dr. Gragg to use county road building equipment for grading projects at the site.¹¹ Gragg was appointed General Supervisor of the project, an unpaid position, on April 25, 1936 and was given the authority to hire and fire workers and also to hire an engineer when survey work was required.¹² In July, Dr. Gragg announced that he believed that the "Government will soon begin on the hangar which will amount to about \$14,582 provided the County will participate in same."¹³ The field was also designated in 1936 as Site #27 on the Memphis to Tampa lighted Airway "serving as an auxiliary landing strip, it provided a lighted coded beacon for user aircraft at the time."¹⁴

The hangar was completed the following year. A major public celebration was planned for July 3rd and 4th. The program of events included airplane rides, parachute jumps, a flying formation by 106th Aviation Squadron of the Alabama National Guard, a street dance, a model airplane contest, and a light plane race. Faye Lucille Cox received headline billing: "Daring Woman Parachute Jumper to Dive from This Plane at 1000 Ft."¹⁵ Despite rain on the second day, the event was hailed as one of the largest public celebrations ever held in the county.

By mid-1937, Gragg Field was complete and included the new hangar and two runways. The unpaved, natural grass runways included a 3,100 foot strip running in a northeast to southwest direction and a 2,850 foot strip in a northwest to southeast direction. Each runway was five hundred feet wide.¹⁶ The first air mail flight from Gragg Field occurred on May 19, 1938.¹⁷

Charles Wade established a civilian pilot training program in 1939.¹⁸ Wade was a member of the Clanton Aero Club which had been a major promoter of the airport and in later years served as the airport's manager. The Civilian Pilot Training Program was originally authorized as a trial program under the Civil Aeronautics Act of 1938 which President Franklin Roosevelt announced would provide a much needed boost to civilian aviation and would provide pilot training for 20,000 college students per year. While the program was a civilian effort, its potential value in providing the pilots for the military was obvious. The program provided tuition for 72 hours of ground school and 35 to 50 hours of flight training. In Alabama, thirteen experimental units of the Civilian Pilot Training Program were created. Nine of these programs were associated with universities and four, including Clanton, were not.¹⁹

On March 4, 1940, Chilton County signed an agreement with the Civil Aeronautics Authority which granted "the United States of America the license, right, and privilege to install and maintain beacon lights, boundary lighting and other lighting and marking facilities and equipment for the guidance and operation of aircraft."²⁰ A newspaper account of a fatal airplane crash in 1940 stated that had "the beacon been finished that is under construction at Gragg Field it would have undoubtedly saved the lives of these three men. According to authorities at the Field, this much needed addition to the airport will be ready within the next week."²¹ The new beacon was part of a national system of rotating beacon lights established to aid air navigation. Beacons were built at ten mile intervals along major air routes. Each beacon was set on a

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fifty foot steel tower and had a one million candlepower rotating light. Two additional color-coded 100,000 candlepower course lights were also installed to indicate if there was an adjacent airfield or not.²²

By 1941, the airport had ten aircraft based there. During World War II, the field was used as an auxiliary training field by the Army Air Force operating from the nearby Gunter and Tuskegee air bases. It also served as "dead storage" for civilian aircraft that had been grounded as a result of the war. Thirty-five airplanes were based at Gragg Field during the war, most of which were military training aircraft.²³

In August 1942, the County Commission entered into an agreement with L. E. Duffey to operate the airport. Dr. Gragg was appointed Keeper of the Airport in October and was directed to charge five dollars per month for each person storing a plane at the field.²⁴ A certificate of incorporation for Central Airways, Inc., to be based at Gragg Field, was issued on March 16, 1946. In April, Central Airways proposed to operate the airport. While it is unclear whether or not their proposal was accepted at that time, a three-year lease was executed on June 9, 1947.²⁵

On January 27, 1948, the county commissioners entered into an agreement with the War Assets Administration to "acquire Hangar #3, Building T-132 located at Tuskegee Army Airfield, Tuskegee, Alabama."²⁶ The county was required to assume responsibility for the building on March 1 and to relocate it by May 1 unless otherwise granted a time extension. The acquisition was announced in the January 29th edition of the Chilton County News, which stated that "the county had secured a large airplane hangar from the Tuskegee Army Air Base...with comparatively little cost to the county."²⁷ It was also announced that the older W.P.A. hangar or a portion of the new hangar would be used "for a county maintenance shop to store, repair and service county road machinery."

In 1952, an additional thirty-two acres of land were added to the field bringing its size to one hundred and twenty acres. A 4,000 foot, one hundred foot wide paved runway was constructed in 1955. Fifteen aircraft were based at the field in 1955. Between 1956 and 1965 that number of airplanes based at the field doubled. However, the opening of the new Shelby County Airport, began to reduce traffic at Gragg Field. Gragg Field continues to be an important regional airport.

W.P.A. Hangar

The W.P.A. Hangar at Gragg Field is one of several similar buildings constructed in Alabama by the Works Progress Administration. The Works Progress Administration (W.P.A.) was created by President Franklin D. Roosevelt in 1935 to create jobs to counteract the massive unemployment and economic devastation caused by the Depression. Between 1935 and 1943, more than eleven billion dollars was spent by the W.P.A. resulting in eight million jobs and the construction of public buildings and facilities across the country. Among its many projects, the W.P.A. constructed landing areas "reasonably necessary for use in air commerce or in the interests of national defense" as well as hangars, control towers and other facilities.²⁸ By 1939, the W.P.A. employed more than 60,000 workers across Alabama and had completed more than 7,500 miles of paved roads, numerous bridges, and 282 public buildings.²⁹

In 1933-1934, an advisory committee of leading businessmen, led by Sumpter Smith and Col. Theodore Swann, planned and directed a statewide airport construction program in Alabama utilizing funding from the Civil Works Administration. The program was expanded in 1935 under the Alabama Aviation Commission as part of the W.P.A.'s airport program and continued until 1942. Forty-two projects were completed in twenty-three Alabama communities that included Alexander City, Anniston, Birmingham, Brewton, Clanton, Columbiana, DeSoto Park, Demopolis, Dothan, Enterprise, Eufaula,

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Fayette, Gadsden, Huntsville, Jasper, Mobile, Monroeville, Montevallo, Montgomery, Muscle Shoals, Troy and Winfield.³⁰

Of the W.P.A. hangars constructed in Alabama, surviving examples include the hangar at Gragg Field and hangars at Columbiana and Montevallo. The Columbiana hangar was constructed of slip-formed field stone (rubble rock) but has been extensively altered expanded with modern metal additions. The hangar at Montevallo was originally constructed as part of an airfield that was apparently never used. Also a brick hangar, it was converted for use as a gymnasium for the Alabama Girls' Industrial School (now the University of Montevallo) some time later.³¹ The hangar at Gragg Field remains as an excellent and intact example of the hangar's built by the W.P.A. across Alabama.

The Tuskegee Hangar

Tuskegee Army Airfield Hangar is one of only three documented surviving buildings associated with the Tuskegee Army Air field, the secondary flight training facility for the Tuskegee Airmen. Although it has been relocated, it meets the requirements of Criteria Consideration B due to the significance of the Tuskegee Airman to both the nation's and Alabama's history. The hangar has also gained significance for its association with Gragg Field, where it has been located and has been an integral part of the aviation history of Chilton County since 1948.

Tuskegee Army Airfield (T.A.A.F.) was the secondary flight training facility for the Tuskegee Airmen, so-named because of their involvement in the "Tuskegee Experiment." The Tuskegee Experiment was a U.S. Army Air Corps program to train African-American pilots, navigators, bombardiers and their supporting personnel during World War II. Despite the military's assertion that African-Americans were only qualified for menial labor, civil rights activists and the African-American press were able to persuade the military to create an all-black unit. The U.S. Army Air Corps announced the creation of the 99th Pursuit Squadron in January 1941. Training for the squadron's pilots included fifteen weeks of primary ground training at the Tuskegee Institute and secondary flight training at Tuskegee Army Airfield.

Tuskegee Institute was selected to provide training for the new squadron primarily because it had the existing facilities and instructors needed to provide the first stages of the unit's training, including an airfield known as Moton Field. In 1940, the institute graduated the first African-American pilots to be trained under the Civilian Pilot Training Program. Moton Field, now designated as the Tuskegee Airmen National Historic Site at Moton Field, continued to serve as a training facility for the Civilian Pilot Training Program throughout the war.

Construction of the T.A.A.F. began on 23 July 1941 under the direction of McKissack & McKissack, an African-American general contractor. When crews began to arrive at the base that fall, only one runways had been completed, as had one wooden building which served as both a classroom and offices. Despite such challenges, the squadron was able to overcome racial prejudice and segregation and went on to distinguish themselves in battle over the skies of Europe. More than 900 pilots graduated from the program. Of those 450 were sent oversees serving in the 99th Pursuit Squadron (later the 99th Fighter Squadron), the 100th Fighter Squadron, the 301st Fighter Squadron, and the 302nd Fighter Squadron. 150 Tuskegee Airmen lost their lives. The Tuskegee Airman proved to the skeptical military leadership that African-American's were capable of flying and maintaining combat aircraft. The example they set was instrumental in President Truman signing Executive Order 9981 on July 26, 1948, ending racial segregation in the U.S. military.

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Tuskegee Army Airfield was deactivated in 1946 and its buildings and equipment deemed surplus. Chilton County acquired Hangar #3, Building T-132, and subsequently relocated it to the Gragg Field. One of three similar hangars, the others were relocated from Tuskegee to the Troy Alabama Municipal Airport and to Dannelly Field in Montgomery.

Notes:

- ¹ Chilton County Probate Court, Deed Book 258, p. 366.
- ² Minutes of the Chilton County Commissioner's Court, 18 December 1933.
- ³ "Work begins on new county airport in 1934," The Clanton Advertiser, Special Edition reprinting a 1934 article from the Clanton Union-Banner, January 1, 2000, p. 3.
- ⁴ Ibid.
- ⁵ Minutes of the Chilton County Commissioner's Court, November 16, 1934.
- ⁶ Connell, Bell, & Ellis, Inc., Chilton County Airport Master Plan (Huntsville, AL: Connell, Bell, & Ellis, Inc., 1977), p. 2.7.
- ⁷ Minutes of the Chilton County Commissioner's Court, September 2, 1935.
- ⁸ "Rites for Dr. V. J. Gragg Held Here Wednesday," The Union-Banner, February 20, 1947, p.1.
- ⁹ Minutes of the Chilton County Commissioner's Court, November 4, 1935.
- ¹⁰ Minutes of the Chilton County Commissioner's Court, December 21, 1935.
- ¹¹ Minutes of the Chilton County Commissioner's Court, January 6, 1936.
- ¹² Minutes of the Chilton County Commissioner's Court, April 24, 1936.
- ¹³ Minutes of the Chilton County Commissioner's Court, July 1, 1936.
- ¹⁴ Connell, p. 2.7.
- ¹⁵ "Thousands Expected Here July 3,4 to attend the gala opening of Gragg field," Chilton County News, July 1, 1937, p. 1; "Huge Crowd Witnesses Gragg Field Air Show," Chilton County News, July 8 1937, p. 1.
- ¹⁶ U.S. Department of Commerce, Bureau of Air Commerce, Descriptions of Airports and Landing Fields in the United States (Washington, D.C.: U.S. Government Printing Office, 1937), pp. 2-3.
- ¹⁷ "First Air Mail to Leave Clanton at Gragg Field at 2:55 today," May 19, 1938, cited in The Heritage of Clanton County (Clanton, AL: Heritage Publishing Consultants, Inc. 2000), n.p.
- ¹⁸ Connell, p. 2.7.
- ¹⁹ Alabama Department of Archives and History, Montgomery, Alabama, Asa Roundtree Collection (LPR-60).
- ²⁰ Minutes of the Chilton County Commissioner's Court, March 4, 1940.
- ²¹ Undated 1940 newspaper article reprinted as "Old Central Alabama News, News From The Year 1940," Page 13 Down South Magazine and Mercantile Advertiser, Thorsby, Alabama, p. 12.
- ²² Asa Roundtree Collection.
- ²³ Connell, p. 2.8.
- ²⁴ Minutes of the Chilton County Commissioner's Court, October 6, 1942.
- ²⁵ Minutes of the Chilton County Commissioner's Court, March 16, 1946, April 1, 1946, and June 9, 1947.
- ²⁶ Minutes of the Chilton County Commissioner's Court, January 27, 1948.
- ²⁷ "County Gets Big Hangar from WAA", Chilton County News, January 29, 1948.
- ²⁸ "Civilian Pilot Training Program (CPTP)," U.S. Centennial of Flight Commission, 2003.
- ²⁹ "State Progresses 50 Years in 41 Months of WPA Work," Montgomery Advertiser, January 16, 1939.
- ³⁰ Asa Roundtree Collection.
- ³¹ National Register nomination, Alabama Girls' Industrial School (University of Montevallo) Historic District.

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10. Geographic Data

Verbal Boundary Description

The nominated property includes 2.1 acres of a larger tract recorded in the Tax Assessor's Office for Chilton County as parcel number 14-10-09-31-0-001-15.00. The subparcel is indicated on the accompanying scaled siteplan titled "Historic District Siteplan."

Boundary Justification

The boundary includes the four contributing resources located at Gragg Field and excludes the noncontributing terminal building, maintenance office, and agricultural shed. The present runways for Gragg Field, although in their original alignment have been altered since 1955 and no longer retain integrity. The boundary therefore has been determined by projecting lines parallel to the north and west elevations of the Tuskegee Army Airfield hangar, the east footprint of the beacon light tower, and the south property line along Airport Road.

Photographs:

1. Gragg Field Historic District
2. Fairfield, Jefferson County, Alabama
3. David B. Schneider
4. June 2003
5. 411 E. 6th St., Anniston AL 36207

6. Site, T.A.A.F. Hagar at Right, camera facing SE
7. Photo #1

6. W.P.A. Hangar, camera facing SE
7. Photo #2

6. Beacon Light Tower, camera facing SE
7. Photo #3

6. Beacon Light Building, camera facing SE
7. Photo #4

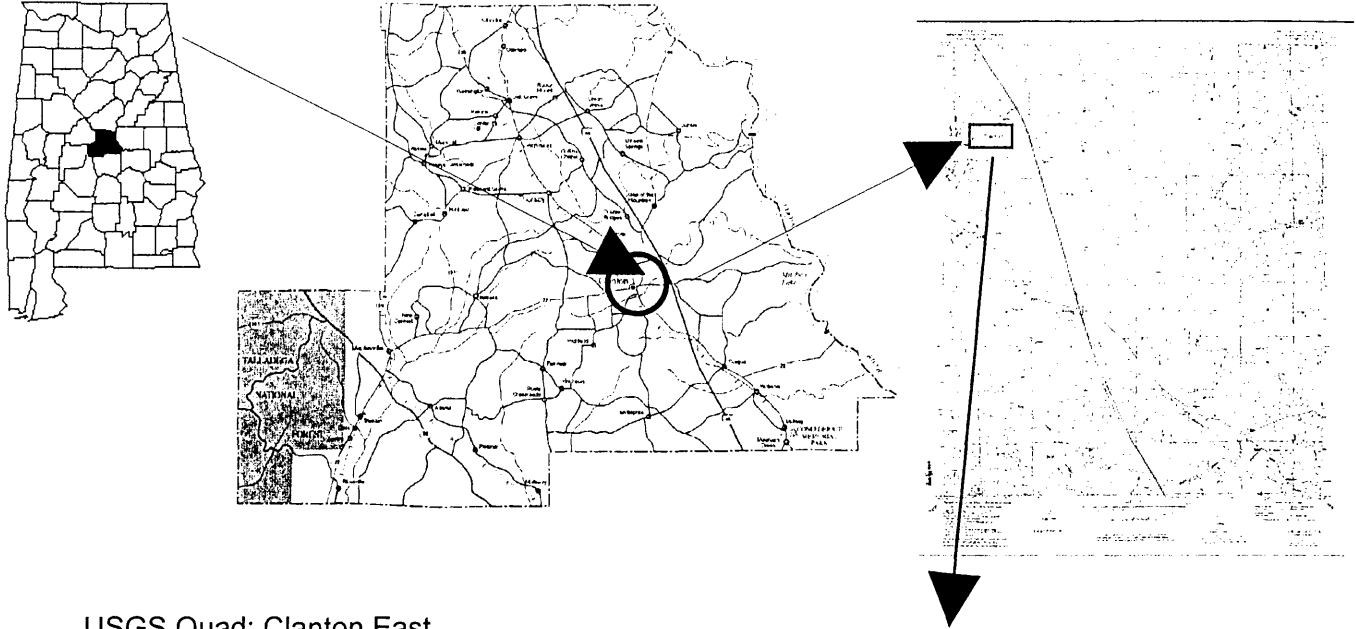
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National Register of Historic Places Continuation Sheet

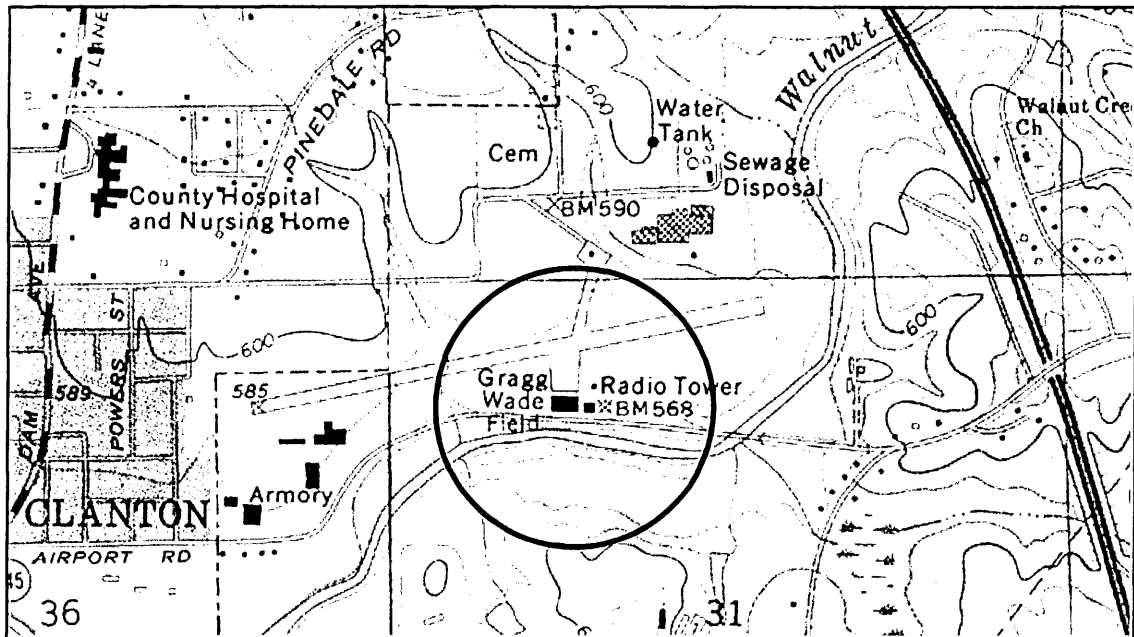
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Gragg Field Historic District
Chilton County, AL



USGS Quad: Clanton East



UTM: 16 / 536530 / 3634455

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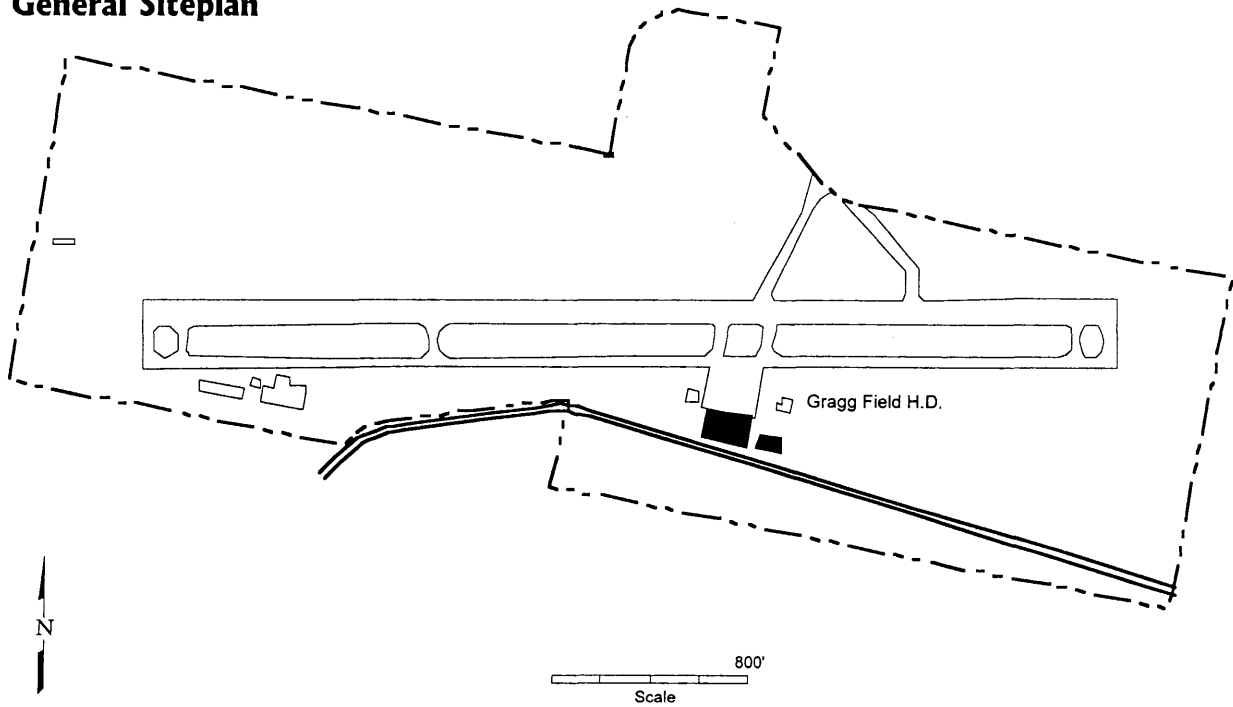
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Gragg Field Historic District
Chilton County, AL

General Siteplan



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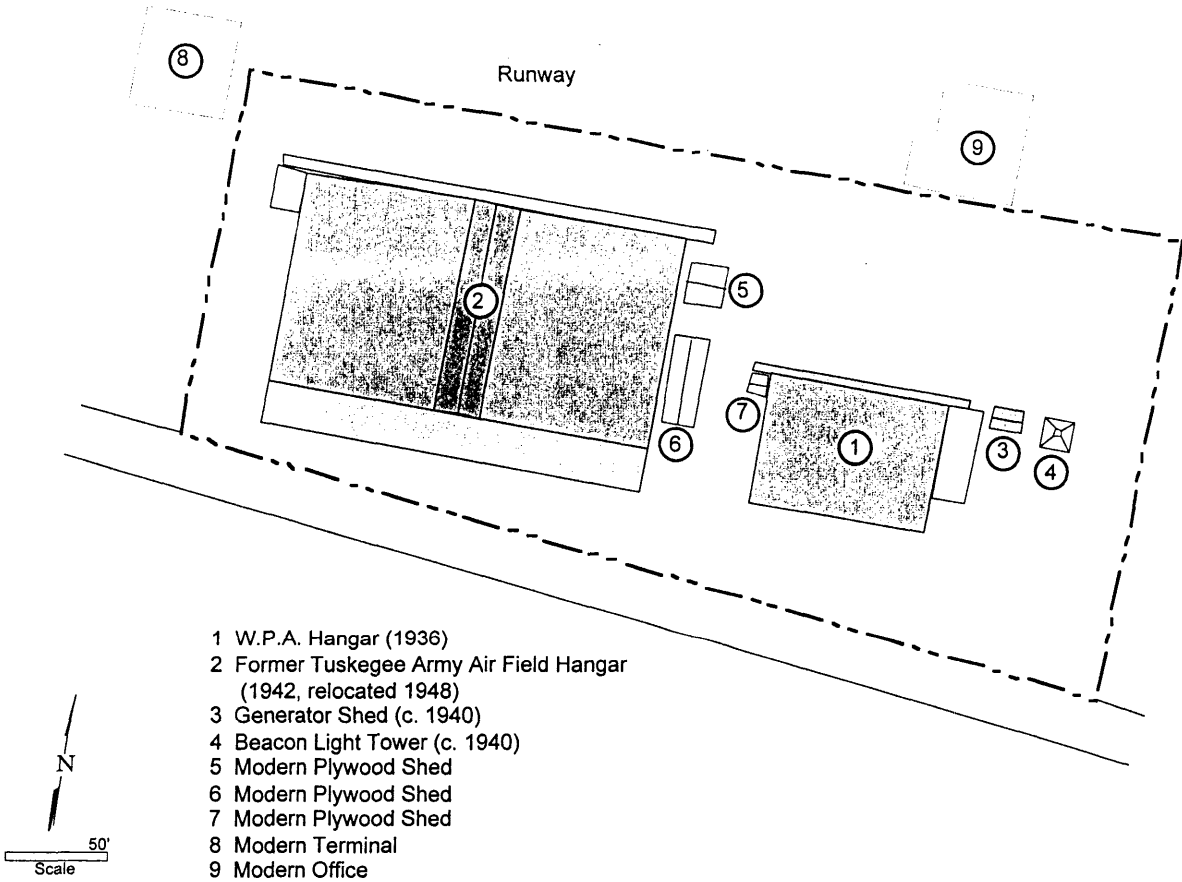
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Gragg Field Historic District
Chilton County, AL

Historic District Siteplan



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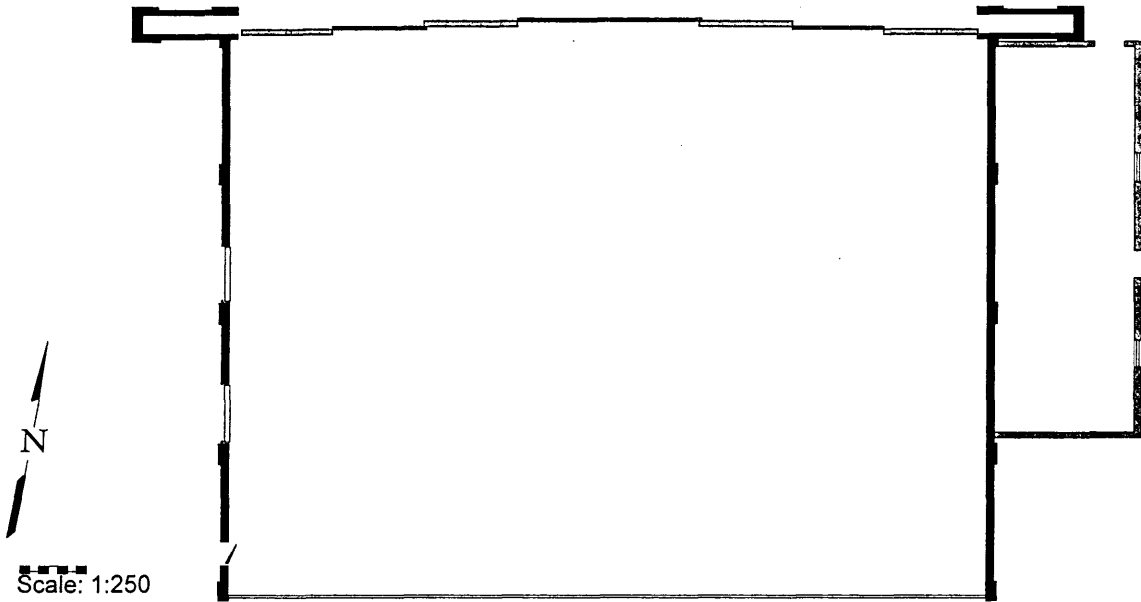
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Gragg Field Historic District
Chilton County, AL

W.P.A. Hangar Floorplan



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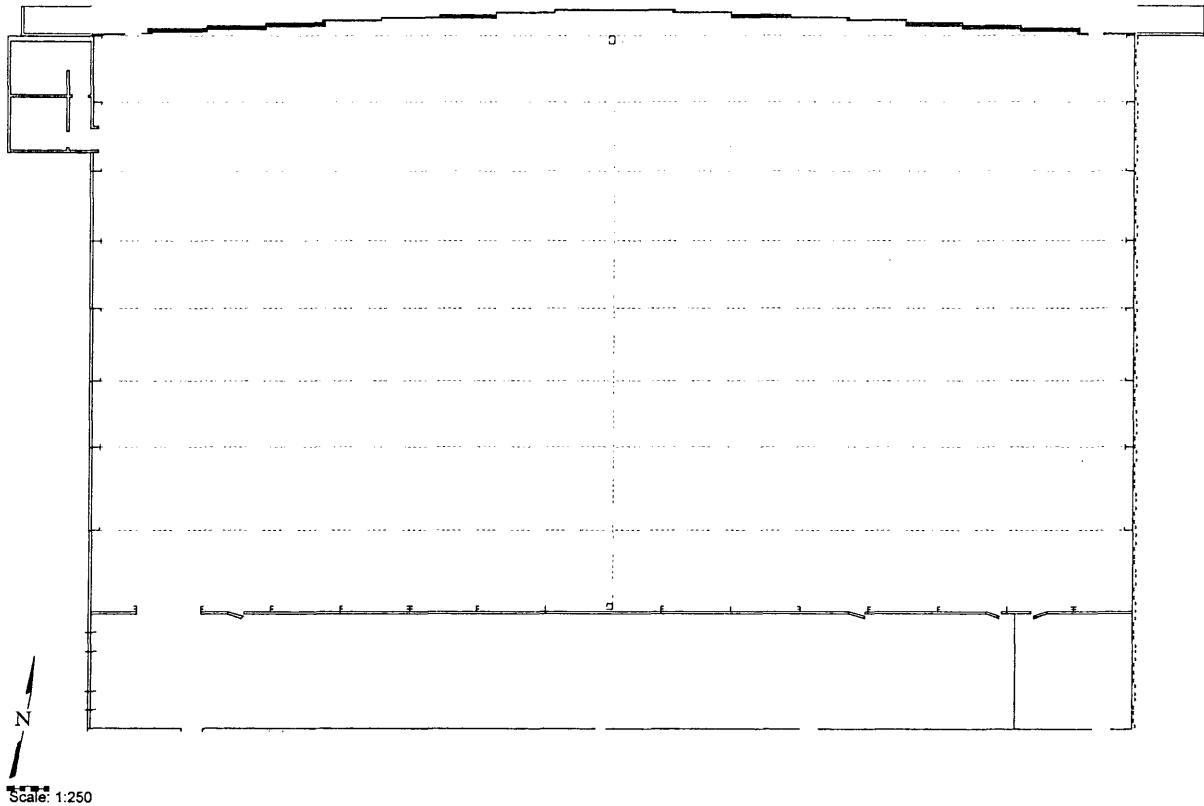
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Gragg Field Historic District
Chilton County, AL

T.A.A.F. Hangar Floorplan



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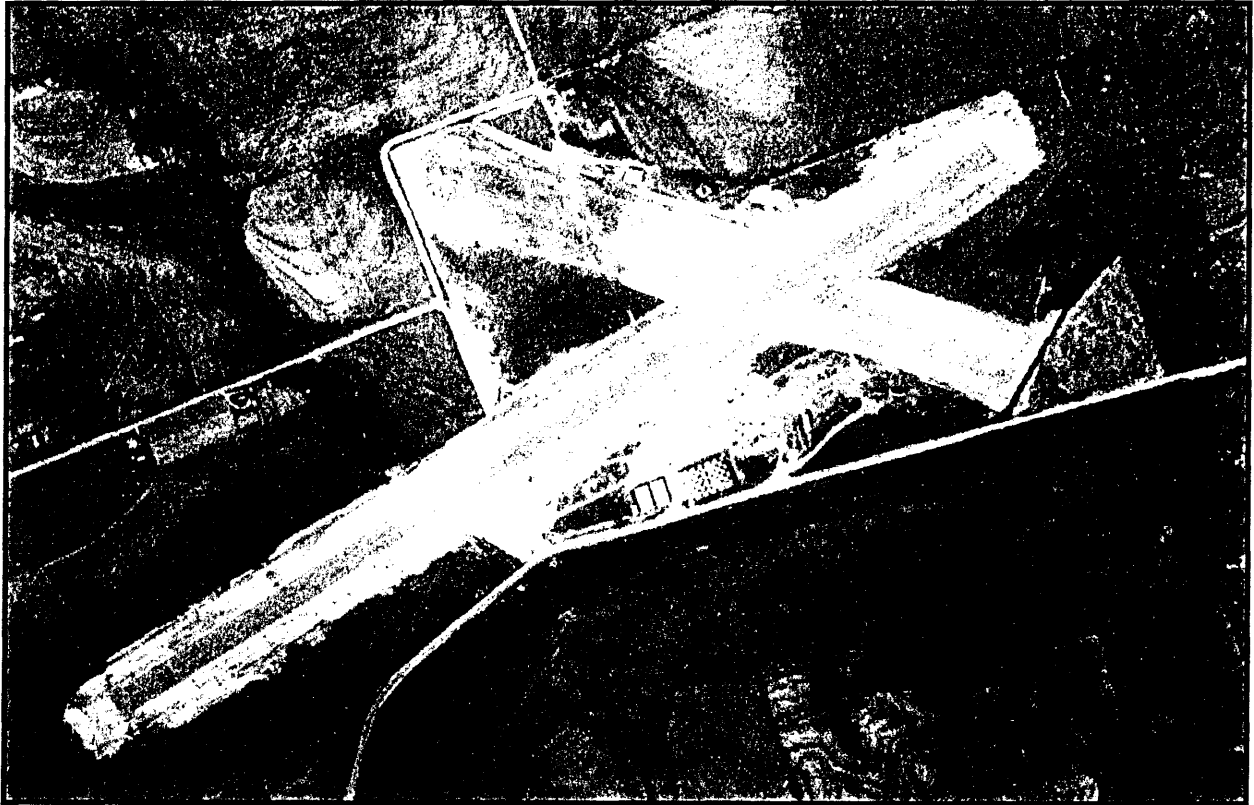
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Gragg Field Historic District
Chilton County, AL

Historic Photograph, Gragg Field



Gragg Field, Aerial View, circa 1950
Note the checkerboard pattern painted atop the T.A.A.F. hangar.
Chilton County Airport Authority

United States Department of the Interior
National Park Service

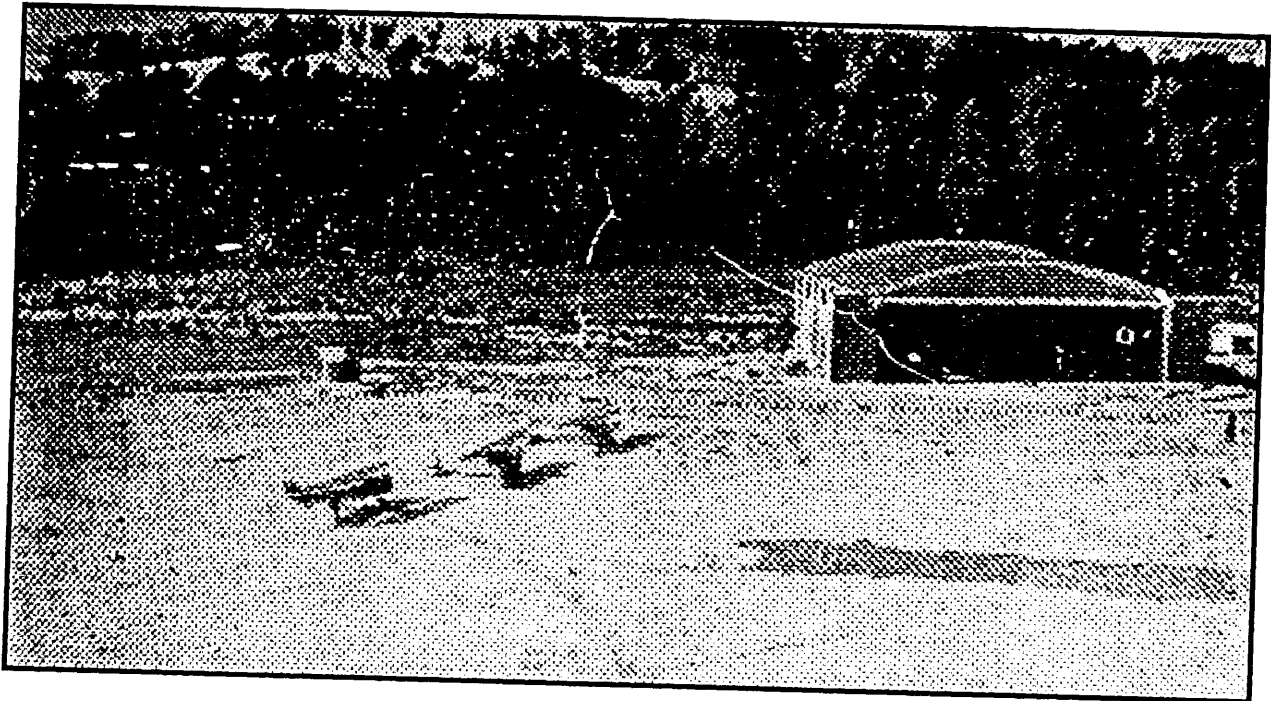
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Gragg Field Historic District
Chilton County, AL

Historic Photograph, Gragg Field



Gragg Field
Chilton County News, July 1, 1937

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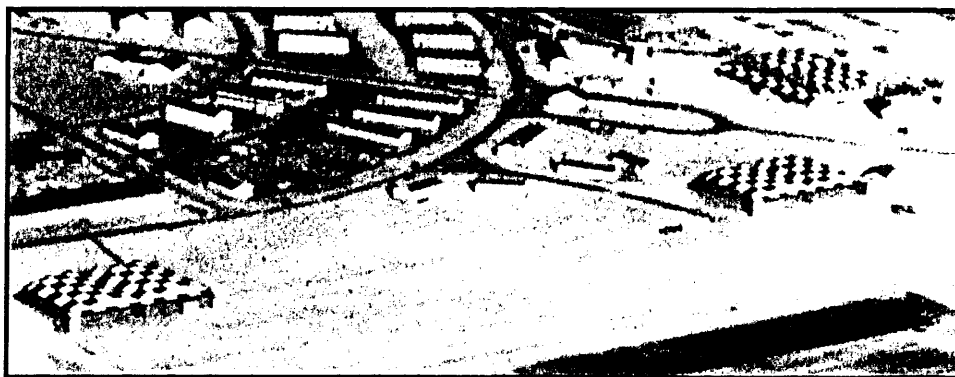
Gragg Field Historic District
Chilton County, AL

Historic Photograph, T.A.A.F. Hangar



Tuskegee Army Airfield, 1942
Chilton County Airport Authority

Detail showing
three hangars.



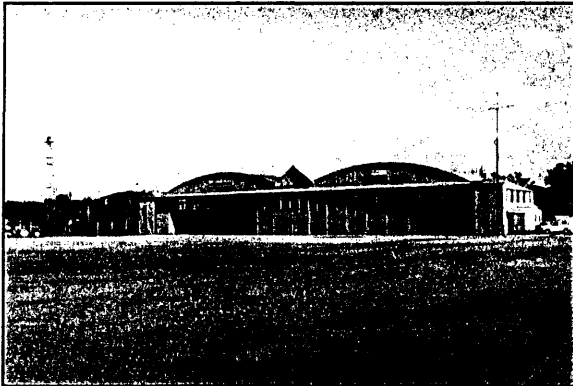
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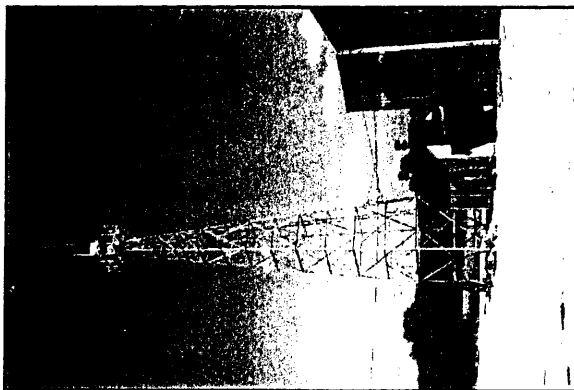


Photographs:

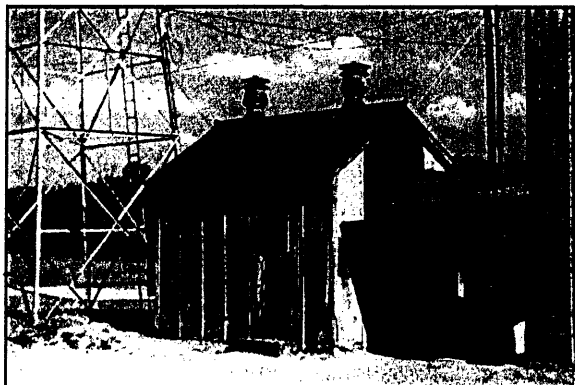
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6. Beacon Light Tower, camera facing SE
7. Photo #3



6. Beacon Light Building, camera facing SE
7. Photo #4