

RS1000 4/78

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Ponca City Municipal Airport Hangar

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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



### 2. Location

Street & number: 2231 Waverly Street

City or town: Ponca City State: Oklahoma County: Kay

Not For Publication:  Vicinity: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 \_\_\_ C \_\_\_ D

_____ <b>Signature of certifying official/Title:</b>	_____ <b>Date</b>
_____ <b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ <b>Signature of commenting official:</b>	_____ <b>Date</b>
_____ <b>Title :</b>	
_____ <b>State or Federal agency/bureau or Tribal Government</b>	

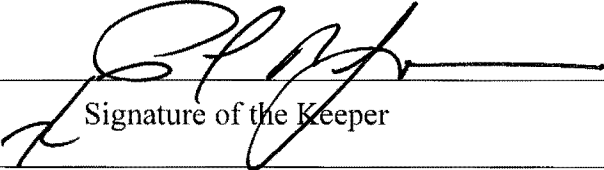
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**4. National Park Service Certification**

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  
9/30/2019 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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/ AIR-RELATED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/ AIR-RELATED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK

### 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.)

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### Summary Paragraph

The Ponca City Municipal Airport Hangar, herein referred to as the Hangar, is significant for serving a local and international community with distinction during the early twentieth century. Located approximately four miles northwest of the Downtown Ponca City Historic District (NRIS #10001010), the Hangar is a distinct local landmark. Constructed between 1930 and 1932, the Hangar embodies the Modern Movement architectural style. The Hangar is rectangular in shape and two stories in height. Each corner of the building is accented by a brick clad tower. The north and south elevations are defined by large, corrugated metal doors. The original doors and some of the windows were replaced in 2011 after a damaging storm. All other materials of the Hangar are consistent with the period of significance, 1932, 1941 and 1953. The building retains its historic configuration.

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## Narrative Description

### Site and Setting

The Ponca City Municipal Airport Hangar is located on a flat, cleared, elongated plot of land northwest of downtown Ponca City. To the hanger's north is the 1953 Ponca City Airport Terminal<sup>1</sup>. To the south of the Hangar is a flat-roofed metal shed garage. An asphalt driveway extends west from the Hangar to Waverly Street. To the immediate north, south, and east of the Hangar is an aircraft taxiway that leads to the runway. The runway has a north-south orientation.

### General Building Characteristics

The Hangar has a low sloping, side-gabled, standing-seam metal roof. Its overall shape is a one-to two-story tall rectangle in a north-south orientation with four, two-story towers. There is one tower in each corner of the building. Each of the corner towers has a flat roof and parapets. Atop the north and south sides of the Hangar is a flat roof equal to the east-west width between the towers and the north-south width of the corner towers. These two portions of flat roof serve as bookends to the low-sloping metal roof. A one-story bay extends to fill the north-south space between the two corner towers on the east side of the Hanger. A second-story addition is positioned above the north end of the east side and has a flat roof. Below the roofline and around the entire building, the exterior finish alternates between vertical metal cladding and red brick.

### Façade

The west-facing façade is nearly symmetrically balanced with the two corner towers protruding toward the west on each of the north and south ends by the depth of the north and south tower sides. The inset wall area between the towers has eight windows on both the first and second stories. The vertically aligned windows are separated by seven, wide, brick pilasters. The width of the brick pilasters is nearly the same width as the windows. One exception to the regular pattern of windows and brick pilasters is a first-story, half-light (divided into four panes), painted metal door that is in the fifth window bay south of the north tower. The brick pilasters extend from the ground to the top of the windows of the second story. Above the second-story windows and the brick pilasters, and up to the edge of the roof, the façade is clad with vertical metal panels. The panels are patterned with narrow vertical lines about every three inches. This metal band extends the full width of the façade between the two towers. The brick panels below the window sill of each story appear to be inset, by the depth of one brick. The windows have painted, steel frames. Each first-story window is four lights wide by four lights tall. The center four lights are in a pivoting frame. Each of the second story windows is four lights wide by three lights tall. A pivoting frame contains the two, top, center lights and the two center lights of the middle row. Each window has an angled brick rowlock sill. The top of each brick-clad pilaster is a course of soldier brick. The overall brick pattern is common bond.

Each face of the brick towers has a vertical brick pilaster on each end with a two-story window between. The width of the window and the pilasters on every visible tower elevation is about equal.

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<sup>1</sup> Upon the completion of the 1953 Air Terminal, the Hangar became obsolete for the public functions it accommodated up until that time. The 1953 Air Terminal is not included in this nomination.

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The window is five glass panes wide by nine glass panes tall. Beginning at the head of the two-story window, the brick of the pilasters narrows by the width of a header brick followed by a similar narrowing at the next 13 courses, followed by another at the next 11 courses, and finally by one more narrowing at the next 10 courses and the height of the cast stone parapet cap, which is about ten inches tall. The effect of the stepped pilasters at the corners, where two perpendicular pilasters abut, is more pronounced. The metal panels above the two-story window head widens with each narrowing of the brick pilasters. The window sill is comprised of a row of angled rowlock brick. The perpendicular north and south sides of the towers that abut the west facing tower facades match the size, details and materials of the tower facades.

The brick pattern for the pilasters is unvaried and consists only of stacked header bricks. Centered on each pilaster is a two-story tall, narrow (four header bricks wide) arched top, multi-light, steel framed window. The sill of the arched window is six soldier bricks wide and two soldier bricks deep, which are placed at an acute angle of about 60 degrees. At the top of the tall, narrow window, the adjacent column of header brick on each side begins to turn to form the arch. The face sides of the brick are cut into wedges to account for the narrower radius nearer the window opening. The top of the arch matches the head of the window between the two pilasters. The sills of the two differently sized and shaped windows are at about the same height from the ground. The brick pattern for the window between the two pilasters is common bond.

### **South Elevation**

The south side elevation has a tower at each of the east and west ends that matches the tower description of the façade. The balance of the elevation is a wide hangar door except for two narrow sections of brick wall at each end of the door and between the adjacent tower. The door is made of corrugated metal with the narrow corrugations on the exterior. There is a metal pipe, angle truss affixed to the door, in a horizontal position, about one-third of the height of the door from the ground. The door and truss are not original to the building and were installed in 2011 after severe winds damaged the building. Above the door is the same metal panel as above the second story windows on the façade. This flat roofed section, one of the book ends to the low sloped center section of the building, partially obscures the gable end of the setback, center low-slope roof.

The east tower windows appear to have been replaced with large, stationary pieces of glass. The window between the plasters is divided into four horizontal pieces of glass and the narrow windows centered within the pilasters are divided horizontally into three pieces of glass with a separate piece for the arched top.

Located at the southwest corner of the building is the only plaque on the building. It reads “THIS AIRPORT DEDICATED JULY 4, 1930 IN MEMORY OF LR. EVERETT A. TAYLOR FIRST OKLAHOMA AVIATOR TO MAKE THE SUPREME SACRIFCE IN THE WORLD WAR.”

### **East Elevation**

The east-facing elevation could be considered the back of the building. However, it faces out to the runway, and some may consider it the façade because of the primary view of the building from the vantage point of the runway. This elevation is like the façade except that it has a one-story, flat

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roofed section that aligns with the east face of the two-story towers at each of the north and south ends. Like the façade, there are eight window bays separated from each other by seven brick pilasters between the two towers, but only for the one-story wall. The second window bay from each of the south and north ends has a door instead of a window. Each door has a simple, metal framed canopy supported by two chains and attached to the brick wall above. The doors are aluminum framed with a full glass light. There is a cast stone parapet cap at the edge of the one-story, flat roof.

The same tall metal band is positioned above the head of the second story windows, similar to the façade, which remain in the wall set back from the elevation face by the depth of the towers. A second-story addition atop the one-story part of this elevation was in place by 1947 (see photograph in Section #11, Page #12). Its presence by this date contradicts information provided by a Sanborn Fire Insurance Company map from 1947, which indicates only the one-story section extending between the two east facing towers. (Section #11, Page #6). This second-story addition extends from the south side of the north tower toward the south for two window bays. The pilaster that typically separates the window bays is simply a panel of brick wall that is aligned with the rest of the brick face of the addition, except for a brick column at the south end. The addition has a noticeably different red brick color from the rest of the original brick of the building. The windows of the addition are a single pane of dark tinted glass with rowlock sills. The soldier course of brick atop the pilasters of the first-story remain below the second story addition; however, the cast stone parapet caps associated with the one-story roof are likely removed with the construction of the second-story addition. The addition is also about three feet shorter than the towers and the rest of the Hangar.

All the windows on the end towers and the first-story have been replaced with large, tinted panes of fixed glass. The second-story windows that remain visible (two of the window openings are covered by the second-story addition) also remain steel framed, multilight units.

### **North Elevation**

The north side elevation is an exact mirror image of the south side elevation with one interesting deviation. The east end tower has a pedestrian door on the west end of the west pilaster. The west end of the pilaster continues to step out toward the west and get wider toward the ground. This simple design idea widens the pilaster enough to accommodate the width of the door at the first story.

### **Interior**

The interior of the Hangar remains large and open, with a concrete floor. It features the original wood roof deck and steel trusses. Extra structural support was added to the east and west walls following a severe storm in 2011.

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**Alterations**

In 2011, a severe storm brought damaging hail and straight-line winds that measured up to 94 miles-per-hour. Both the south and north hangar doors and some windows were damaged beyond repair. In response, the City of Ponca City replaced the damaged windows and bay doors with storm-resistant units. Such alterations have increased the property's resilience to future natural hazards, specifically tornadoes, hail, and high winds. The new doors fit functionally and aesthetically with the historic structure. All other materials of the Hangar remain consistent with the period of significance. The brick veneer walls retain their historic configurations. The windows and openings remain extant.



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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

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

- 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

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**Areas of Significance**

(Enter categories from instructions.)

ECONOMICS  
MILITARY  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1930-1953  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1932  
1941  
1953

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Conoco Oil Co./Builder  
\_\_\_\_\_  
\_\_\_\_\_

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**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 Ponca City Municipal Airport Hangar, herein referred to as the Hangar, is eligible, at the local level, for the National Register of Historic Places under Criterion A under the economics and military areas of significance. The period of significance for the Hangar incorporates the dates of 1932, 1941 and 1953. Construction of the Hangar between 1930 and 1932 symbolized the strong economic relationship between a burgeoning aviation sector and Oklahoma's oil industry. Ponca City acquired the land upon which the Hangar was built in 1930, but managers and engineers from Continental Oil Company (Conoco) oversaw construction until its completion in 1932. The Hangar then exemplified the rapid process in which Ponca City mobilized for World War II. In 1941, the Hangar comprised a key facet of British Flying Training School Number 6, overseen by the Darr School of Aeronautics. Between 1941 and 1944, the school trained over 1,000 British airmen and over 100 American aviators for military service in World War II. In 1953, the Hangar was rendered obsolete after the completion of an expanded runway system and the construction of a new terminal and administrative building. Nonetheless, while most buildings affiliated with the flying school have been demolished or altered, the Hangar retains sufficient integrity of feeling and association with its historic affiliations with the oil industry and the training of British pilots during World War II.

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

### **Historic Context**

Ponca City is located in southeastern Kay County, about 18 miles south of the Kansas state line in north-central Oklahoma. Ponca City and Kay County were once part of the Cherokee Outlet, an area of land guaranteed to the Cherokee Nation by the federal government. In 1893, however, the federal government opened lands within the Outlet for homesteading and Ponca City, originally known as New Ponca, was officially incorporated in December of that year.<sup>2</sup> Since that time, Ponca City's economic fortunes have depended upon a sound transportation infrastructure. As transportation technologies changed, leaders recognized that Ponca City must evolve to remain a significant commercial center in north-central Oklahoma. Unbeknownst to the city's founders, this ambition made Ponca City ideally suited to contribute to the Allied war effort during World War II.

Ponca City grew quickly. But its founders, specifically Burton S. Barnes, recognized that the town's economic potential was limited without access to the railroad. Originally, the Atchinson, Topeka, and Santa Fe Railroad located a station at the town of Cross, one mile away from the Ponca City townsite. Barnes and other residents attempted to convince the railroad to add a stop at Ponca City, but their efforts were initially unsuccessful. It was not until city leaders convinced the station agent

<sup>2</sup> See Alvin O. Turner, "Cherokee Outlet Opening," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (accessed June 24, 2013) and Louis Seymour Barnes, "The Founding of Ponca City," *Chronicles of Oklahoma* 35 (Summer 1957): 154-162. According to Paula Carmack Denson, the town name changed from New Ponca to Ponca City in 1913. Paula Carmack Denson, "Ponca City," *The Encyclopedia of Oklahoma History and Culture*, [www.okhistory.org](http://www.okhistory.org) (accessed September 13, 2018).

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in Cross to move to Ponca City that the town secured regular railroad access. According to Paula Carmack Denson, the first train arrived in Ponca City on September 22, 1894.<sup>3</sup> Ponca City's newfound status as a railroad hub enabled the town to become a commercial center and the principal city of Kay County and north-central Oklahoma.

The importance of modern transportation and economic growth was not lost on Ponca City, which originally garnered a reputation for growing wheat and milling, in addition to cattle ranching. The discovery of oil and natural gas in the early twentieth century shifted the town's economic fortunes toward the fossil fuel industry. In 1905, natural gas was discovered in the area surrounding Kay County. In 1908, E. W. Marland arrived in Ponca City from Pennsylvania, ready to explore the ground. His first wells were largely unsuccessful, but his ninth well struck oil on ground owned by the 101 Ranch (NRIS #75001560). The discovery of oil attracted more newcomers to Ponca City and sparked an economic shift from farming to oil. In 1915, with the oil gushing and the town booming, Marland established a refinery and research center in Ponca City. In 1921, he formally consolidated his various enterprises into Marland Oil Company and, by 1922, the company controlled one-tenth of the world's oil supply and employed one-third of Ponca City's residents.<sup>4</sup>

### Economic Significance

In 1928, Marland Oil Company became part of Continental Oil Company (Conoco) after a hostile takeover by J. P. Morgan. Conoco continued oil exploration, research, and development in the Ponca City area and brought new jobs and construction projects. Among the most notable construction projects undertaken by Conoco, on behalf of Ponca City, was one in support of utilizing a new form of transportation: air travel. As noted by *The WPA Guide to 1930s Oklahoma*, "Development of airplanes and the state's great oil fields were contemporaneous, and some of the first practicable planes were flown by oil company executives."<sup>5</sup> Thus, it should come as no surprise that Conoco was willing to step in to develop Ponca City's fledgling aviation infrastructure.

According to a *Historic Context for Ponca City* report prepared by a Ponca City Historic Preservation Advisory Panel, the first airport in Ponca City was established in 1919. "Although the airport was not much more than landing strip," the *Context* reports, "it served as the foundation for future aviation growth" in the region.<sup>6</sup> At least three airfields were in use at one time or another south of

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<sup>3</sup> Denson writes that town leaders enticed the station agent in Cross to become the agent at Ponca City by offering two town lots and the free moving of his house. Denson, "Ponca City."

<sup>4</sup> John Joseph Matthews, *Life and Death of an Oilman: The Career of E. W. Marland* (Norman: University of Oklahoma, 1951); Bobby D. Weaver, "Marland Oil Company," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed September 11, 2018); and idem., "Marland, Ernest Whitworth," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed September 13, 2018).

<sup>5</sup> "Transportation," in *The WPA Guide to 1930s Oklahoma* (1941; Lawrence: University Press of Kansas, 1986), 52-53.

<sup>6</sup> Ponca City Historic Preservation Advisory Panel, *Ponca City Historic Context*, n.d., 20-21, accessed September 17, 2018, <http://www.okhistory.org/shpo/contexts/Region2PoncaCity.pdf>.

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Ponca City during the 1920s. The town had regular Air Mail service by 1927 and had access to several small airline companies, notably Braniff Airlines, Inc., shortly thereafter.<sup>7</sup>

The decision to build a larger, modern aviation facility northwest of Ponca City originated in the late 1920s. This effort, which culminated in the construction of the Ponca City Municipal Airport Hangar, reinforced the close economic ties between Ponca City and the oil industry, specifically Conoco. By 1930, the City of Ponca City acquired a lease on 160 acres of land northwest of the town limits. On July 4, the site was dedicated in honor of Lieutenant Everett Taylor, one of only two Oklahoma aviators to have lost their lives in Europe during the First World War. By the end of July, city commissioners had promptly leased the site to Conoco at the rate of \$1 per year for three years. According to the *Oklahoman*, Conoco assumed control of the site to ease any potential maintenance burdens on Ponca City. Oversight for building the airport, particularly the Hangar, runways, and all related infrastructure, fell to O. E. Bennett, Conoco's chief engineer, and Col. T. D. Harris, the head of Conoco's transportation department. Although Conoco would oversee construction, the *Oklahoman* reported that the site was expected to keep "its identity as [a] municipal [airport]" upon completion.<sup>8</sup> As it is with many of the Continental/Conoco Oil Company projects, no one specific person is called out for designing their facilities. Credit is always given to the company itself.

The modern, fireproof Hangar was the centerpiece of the town's new airport. Construction began in 1930 and cost between \$40,000 and \$50,000. With a red brick exterior accented by four towers, one in each corner, the Hangar was both a prominent landmark and a busy hub. Within each tower, a series of rooms were to serve as sleeping quarters for pilots, rest rooms for the public, and offices for transportation personnel. A "completely equipped machine shop" occupied the east side of the Hangar. Engineers from Conoco designed an intricate electrical system of switchboards, wind tees, and floodlights to coordinate incoming and outgoing air traffic.<sup>9</sup> Upon the Hangar's completion in 1932, at which time Ponca City assumed control of the airport and officially opened it to the public, eight organizations had reserved office space. They included representatives from United Airlines and Transcontinental and Western Air, Inc., officials from the Weather Bureau and the U.S. Department of Commerce, a soda fountain, and a barber shop.<sup>10</sup>

Though municipal in name, the Ponca City Municipal Airport Hangar was the direct outgrowth of a longstanding economic relationship between the citizens of Ponca City and the oil industry. The Hangar likely would not have been built without the expertise and finances provided by Conoco. The continued importance of oil to Ponca City's economy encouraged further improvements to the Hangar and surrounding grounds throughout the 1930s, including a \$200,000 renovation project in 1939 to accommodate increased air traffic. Much as a railroad station secured Ponca City's place as an economic hub in the late nineteenth century, the Ponca City Municipal Airport Hangar announced

<sup>7</sup> Ibid., 20-21. See also Darr School of Aeronautics Hangar No. 3, National Register of Historic Places (NRIS #6000794), accessed September 17, 2018, [http://nr2\\_shpo.okstate.edu/pdfs/6000794.pdf](http://nr2_shpo.okstate.edu/pdfs/6000794.pdf).

<sup>8</sup> "Oil Company Takes Over Ponca's Port," *Oklahoman*, July 30, 1930, 12. See also "New Ponca City Airport Nearing Completion; Dedication Planned," *Oklahoman*, April 27, 1930, 66 and Ponca City Historic Preservation Advisory Panel, *Historic Context*, 21.

<sup>9</sup> "New Ponca City Airport Nearing Completion." Also see Bennie Turner, "Ponca City Gets New Wings," *Oklahoman*, September 3, 1939, 52.

<sup>10</sup> "City is Due to Take Airport Over Tuesday," *Oklahoman*, February 1, 1932, 18.

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the continued economic importance of Ponca City to the region in the early twentieth century. For this reason, the Hangar was a source of immense pride to locals.<sup>11</sup>

### **Military Significance**

The successful construction of the Ponca City Municipal Airport Hangar, with its close economic ties to the oil industry, made it ideally suited to meet a number of military demands associated with the Allied war effort during World War II. Situated in largely rural north-central Oklahoma, far from any front lines, the Hangar provided a suitable location to accommodate the needs of America's more pressed allies, specifically Great Britain and the pilots of the Royal Air Force (RAF).

On September 1, 1939, Nazi Germany invaded Poland. Great Britain and France declared war on Germany shortly thereafter, plunging Europe into World War II. In the summer of 1940, Germany undertook a sweeping offensive across northern and western Europe. France fell by June, leaving Great Britain alone in the struggle against Nazi aggression. By August, German aerial forces (known as the Luftwaffe) were attacking British ships in the English Channel. Shortly thereafter, German bombers initiated the Battle of Britain by targeting civilian and military installations in London and other major cities in preparation of a planned invasion. By December 1940, constant aerial bombardment by Germany had stretched Great Britain's resources to the bone.<sup>12</sup>

The appearance of Great Britain on the brink of defeat alarmed many in the United States, which had expressed reluctance to involve itself in European affairs. During the 1930s, as militaristic regimes gained power and influence in Germany, Italy, and Japan, President Franklin D. Roosevelt signed a series of Neutrality Acts that were designed to keep the United States free from any foreign entanglements that might lead to war.<sup>13</sup> As Europe descended into war in 1939, however, Congress amended the Neutrality Acts to allow for the "sale and supplies of armaments to beleaguered nations as long as those nations purchased the supplies in cash and then transported the supplies in their own ships."<sup>14</sup> This policy, known as "cash and carry," was designed specifically to enable Great Britain to purchase supplies and carry them on their own ships. As pressure from Nazi Germany mounted, however, Prime Minister Winston Churchill warned President Roosevelt that "[t]he moment approaches when we shall no longer be able to pay cash for shipping and other supplies."<sup>15</sup> In response, on December 29, 1940, President Roosevelt called upon Americans to aid Great Britain. Shortly thereafter, in January 1941, Congress passed the Lend-Lease Act, which, among other

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<sup>11</sup> For example, see Turner, "Ponca City Sprouts New Wings."

<sup>12</sup> "The German Threat to Britain in World War Two,"

[www.bbc.co.uk/history/worldwars/wwtwo/invasion\\_ww2\\_01.shtml](http://www.bbc.co.uk/history/worldwars/wwtwo/invasion_ww2_01.shtml). <accessed May 2, 2018>

<sup>13</sup> "FDR Signs Neutrality Act," <https://www.history.com/this-day-in-history/fdr-signs-neutrality-act> <accessed May 2, 2018> Also see "The Neutrality Act of 1935."

[http://www.digitalhistory.uh.edu/disp\\_textbook.cfm?smtID=3&psid=4057](http://www.digitalhistory.uh.edu/disp_textbook.cfm?smtID=3&psid=4057).

<sup>14</sup> Tom Killebrew, *The Royal Air Force in American Skies: The Seven British Flight Schools in the United States During World War II* (Denton: University of North Texas Press, 2015), 30.

<sup>15</sup> Quoted in *ibid.*, 30.

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things, allowed the United States to provide Great Britain with necessary aircraft and facilities to train future pilots in its war against Nazi Germany.<sup>16</sup>

Passage of the Lend-Lease Act in January 1941 indicated increased U.S. involvement on the side of Great Britain and other allies in World War II. Such involvement could be felt in all corners of the United States, including in Ponca City. For example, in February 1941, a group of local women formed a War Relief Society to raise funds and send care packages to beleaguered civilians and soldiers in Great Britain.<sup>17</sup> Of greater significance to Ponca City was the possibility that the airport, with its fully modern hanger and ample runway space, could serve as a potential training site for British and, if necessary, American pilots. On May 7, 1941, the *Oklahoman* announced that Ponca City was selected as the site for one of six schools in the United States where RAF cadets would train. The newspaper reported that Ponca City residents “co-operated wholeheartedly with the project.”<sup>18</sup>

On August 4, 1941, Ponca City Mayor Frank Overstreet signed a contract with the Darr School of Aeronautics to establish the training site. The contract granted trainees full access to the municipal airport, including the Hangar and adjacent runways. In addition, Ponca City agreed to acquire additional land north and east of the airport to construct additional hangars, barracks, and other buildings. This collection of buildings, situated northeast of the Ponca City Municipal Airport Hangar, became the Darr School of Aeronautics and was the primary site for training operations. The school comprised seventeen buildings, including three hangars. Today, this site is known as Darr Industrial Park and only one building, Darr School of Aeronautics Hangar No. 3 (NRIS #6000794) retains sufficient historical integrity to be listed on the National Register of Historic Places.<sup>19</sup>

On August 13, the *Ponca City News* reported that renovations and additions to the training site, known officially as British Flying Training School No. 6 (BFTS No. 6), had begun. Such developments had to be completed quickly because the first group of RAF cadets arrived by the end of August. Their arrival marked the beginning of a 33-month-long tenure of British cadets training in Ponca City.<sup>20</sup> By December 1941, when the United States formally entered World War II following Japan’s attack on Pearl Harbor, BFTS No. 6 could accommodate up to 200 students. By the end of 1942, the school was training up to 400 students at a time.<sup>21</sup>

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<sup>16</sup> Samuel Flagg Bemis, *A Diplomatic History of the United States* (New York: Hold, Rinehart and Winston, 1965), 861-863.

<sup>17</sup> “War Relief Society Is Formed in Ponca,” *Oklahoman*, February 2, 1941, 66.

<sup>18</sup> “British Airmen to Train in State,” *Oklahoman*, May 7, 1941, 12.

<sup>19</sup> Darr School of Aeronautics Hangar No. 3, National Register of Historic Places (NRIS #6000794). See also Brad A. Bays, et al., *Thematic Survey of Oklahoma’s World War II Training Fields, 1941-1945*, submitted to Oklahoma State Historic Preservation Office (2017), accessed September 17, 2018, <http://www.okhistory.org/shpo/thematic/ww2airfields.pdf>.

<sup>20</sup> Killebrew, *Royal Air Force in American Skies*, 169-172. See also “So Long, Cousins,” *The Daily Oklahoman*, April 23, 1944, 12-C.

<sup>21</sup> Darr School of Aeronautics Hangar No. 3 (NRIS #6000794).

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The Darr School of Aeronautics had full access to Ponca City's airport, including the Hangar, but the contract with the city stipulated that training operations could not infringe upon the airport's existing services, including airmail service and business conducted by Conoco. According to research conducted for the nomination of the Darr School of Aeronautics Hangar No. 3 (NRID #6000794), only advanced flight students utilized the Ponca City Municipal Airport Hangar.<sup>22</sup> The distinction of being a part of, yet separate from, the everyday operations of BFTS No. 6 allowed the Hangar to be a unique physical nexus through which RAF cadets and Ponca City residents interacted. For example, Bertie Ginsburg was a RAF cadet posted to the flying school in November 1943. On weekdays, Ginsburg trained on PT 17 Stearman biplanes and T-6 single-engine turboprops. On weekends, he joined a host Ponca City family for dinner.<sup>23</sup> RAF squadron leader H. F. Suren, who helped oversee the training of the first 100 cadets at the school, reinforced the perception that Ponca City was making a positive contribution to the war effort by being quoted as saying, "Oklahomans are the friendliest people in the world." In the same article, the *Oklahoman* noted that the flags of both nations, Great Britain and the United States, flew over the school to symbolize the wartime alliance.<sup>24</sup>

The presence of the flight school also provided Ponca City residents a firsthand glimpse of the dangers of war. Accidents were common and, in some cases, had tragic consequences. For example, on July 5, 1943, a trainee crashed just four miles outside of city limits, dying in the accident.<sup>25</sup> Yet residents also learned of the strong bonds between cadets that were forged in the face of such dangers. As Sargent Danny Freeman told the *Oklahoman*, "In the R.A.F. there are no lines—British or Dutch, Jew or Gentile—we're in to learn flying and fighting."<sup>26</sup>

In total, seven RAF cadets died at BFTS No. 6 and were buried at the Independent Order of Odd Fellows (IOOF) cemetery in Ponca City. Three American pilots and five civilian workers also died at the school. In all, 1,113 RAF pilots and 125 American pilots trained at the school between 1941 and 1944.<sup>27</sup>

In early February 1944, Oklahomans received word that several training facilities within the state, including BFTS No. 6, were scheduled to close.<sup>28</sup> Closure of British Flying Training School No. 6 was originally slated for June 1944, but this date was moved up to April upon the graduation of the school's most advanced class. Any remaining cadets were transferred to other training facilities. Thus, on April 15, 1944, the "[l]ast graduating class of the British Flying Training School...marched smartly before a few hundred Ponca City friends." Within the ranks of this final graduating class were 19 American and 61 British pilots.<sup>29</sup>

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<sup>22</sup> Ibid.

<sup>23</sup> Martin Sugarman, "Six of Our Jewish Glider Pilots: Last voices of Our Eagles who Landed." *Jewish Historical Studies* vol. 46, 2014. 205-6.

<sup>24</sup> "He Likes Us," *Oklahoman*, November 9, 1941, 22.

<sup>25</sup> "British Pilots Killed In Ponca City Crash," *Oklahoman*, July 6, 1943, 1.

<sup>26</sup> "R.A.F Boys from Ponca City Demonstrate Game at Taft Stadium," *Oklahoman*, October 17, 1942, 10.

<sup>27</sup> Mike Igglesden, "The British Flying Training Schools in the U.S.A.," <http://www.bbc.co.uk/history/ww2peopleswar/stories/17/a7189617.shtml> <accessed April 27, 2018>.

<sup>28</sup> "Shutdown Set for Cimarron Training Field," *Oklahoman*, February 2, 1944, 1.

<sup>29</sup> "RAF-Ponca City School Closed," *Oklahoman*, April 16, 1944, 10.



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Following the closure of BFTS No. 6, the Ponca City Municipal Airport struggled to remain an important aviation hub in the region. The school's closure placed the future of the numerous hangars, barracks, and other buildings—valued at \$350,000—in doubt.<sup>30</sup> At first, the grounds served as a storage site for hundreds of surplus training aircraft.<sup>31</sup> Upon the end of World War II in Europe in April 1945, the federal government began selling this extra equipment. An article in the *Oklahoman* from May 1945 announced the sale of over 300 training aircraft from sites across the state, including the Ponca City Municipal Airport. The price for these airplanes ranged from \$3,900 to \$8,500.<sup>32</sup> In early 1946, the *Oklahoman* reported that the sale of surplus aircraft “during the last half of January” amounted to over \$254,000.<sup>33</sup>

The sale of surplus training airplanes to civilians immediately following World War II indicated a growing interest in recreational aviation. Officials in Ponca City looked to take advantage of this enthusiasm. During the summer of 1946, Ponca City secured a contract with Piper Aircraft Corporation, based out of Pennsylvania. According to the contract, the former site of BFTS No. 6 was to become an assembly plant for Piper recreational aircraft. According to the *Oklahoman*, the plant was expected support 1,000 employees and churn out 1,200 airplanes a year.<sup>34</sup>

Despite the hope that recreational flight could reinvigorate Ponca City's place in the aviation sector, the partnership between the city and Piper proved short-lived. For one thing, few Americans could afford to purchase a recreational plane or take the time to learn how to fly one. Even the head of Piper Aircraft admitted in June 1947, “The ordinary man who works in a bank, for instance, can't afford to fly.”<sup>35</sup> By January 1948, Piper announced that it was closing the assembly plant in Ponca City, telling the *Oklahoman*, “The bottom just fell out of the small plane business....Sales just dried up.”<sup>36</sup>

By the time that Piper's assembly plant closed in February 1948, it had proved to be a massive disappointment to Ponca City. At its height, the plant hired only 300 employees who, along with a sister plant in Pennsylvania, built only 45 to 50 planes per day. By the time that Piper announced the closure of the Ponca City plant, it was only employing 80 people and producing a mere 4 planes a day.<sup>37</sup> Overall, the assembly plant in Ponca City manufactured 1,435 airplanes.<sup>38</sup>

News that the Ponca City Municipal Airport Hangar would be rendered obsolete came in January 1952, when Ponca City and the Civilian Aeronautics Association (CAA) announced an allocation of federal and local funds to improve the airport's runways and build a new terminal and administrative

<sup>30</sup> “RAF-Ponca City School Closed.”

<sup>31</sup> Darr School of Aeronautics Hangar No. 3 (NRIS #6000794).

<sup>32</sup> “Cimarron Planes Given Price Tags,” *Oklahoman*, May 1, 1945, 8.

<sup>33</sup> “Surplus Plane Sales Mounting,” *Oklahoman*, February 13, 1946, 22.

<sup>34</sup> “Ponca City Air Firm Will Employ 1,000,” *Oklahoman*, August 25, 1946, 66. See also “Ponca City Sets Sights on Plant,” *Oklahoman*, June 5, 1946, 31 and “Piper Plane Firm Signs Contract for Ponca City Plant,” *Oklahoman*, July 4, 1946, 17.

<sup>35</sup> Mather Eakes, “Planes for All a Pipe Dream, Manufacturer of Cubs Says,” *Oklahoman*, June 4, 1947, 1.

<sup>36</sup> “Light Plane Firm to Close Plant at Ponca City,” *Oklahoman*, January 4, 1948, 1.

<sup>37</sup> *Ibid.*

<sup>38</sup> “Piper Closes Ponca Plant,” *Oklahoman*, March 7, 1948, 9.

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building.<sup>39</sup> The funds ultimately totaled more than \$528,000, including \$220,000 issued in municipal bonds. By December of that year, the runway expansion and rehabilitation project passed federal inspection, enabling the airport to resume operations.<sup>40</sup> The new terminal and administration building, located directly north of the Hangar, was completed the next year. On September 7, 1953, Ponca City hosted a “day-long, dedication” ceremony that brought 5,000 people out to view the newly-expanded airport. The formal dedication of the new terminal and administrative building came at 3:00 PM. According to the *Oklahoman*, “waves of military planes swept over the scene” in an homage to the airport’s previous history as a military training site.<sup>41</sup> Equally fitting was the fact that the president of Conoco, L. F. McCollum, gave the dedication address to mark the next phase in the history of Ponca City’s airport.

Although it is no longer a primary transportation hub in the region, the Ponca City Municipal Airport Hangar remains a physical representation of two partnerships that have played an integral role in the history of Ponca City. First, it represents a historic partnership between municipal and corporate leaders to create a modern airport that ensured Ponca City’s importance as a commercial center in north-central Oklahoma. Second, it stands out as a local example of the international alliance between the United States and Great Britain during World War II. This connection between RAF cadets and Ponca City residents persisted well after the war ended. In 1991, for example, former RAF pilots returned to Ponca City to celebrate the fiftieth anniversary of the opening of BFTS No. 6. Vincent Henry Twomey, one of only six survivors from the first graduating class at the school, recalled that he arrived in Ponca City having never flown before but left having become one of Great Britain’s most trained flyers.<sup>42</sup>

The Ponca City Municipal Airport Hangar stands as a reminder of the sacrifice of Twomey and so many other British and American fighter pilots during World War II. A 2017 *Thematic Survey of Oklahoma’s World War II Training Fields* identified 13 airfields and a total of 47 structures across Oklahoma that accommodated and trained aviators during the war. Yet, of the resources documented, only 8 structures—the Ponca City Municipal Airport Hangar included—were found eligible for National Register consideration.<sup>43</sup> Moreover, Darr School of Aeronautics Hangar No. 3 is the only other structure affiliated with BFTS No. 6 that remains intact. The Ponca City Municipal Airport Hangar represents a unique and significant intersection of Ponca City’s economic history and Great Britain’s military history, thus qualifying it for the National Register of Historic Places under Criterion A.

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<sup>39</sup> “CAA Approves Funds for Ponca City Airport,” *Oklahoman*, January 29, 1952, p. 23.

<sup>40</sup> “Airlines Resume Ponca City Runs,” *Oklahoman*, December 4, 1952. 47.

<sup>41</sup> “Ponca Dedicates Enlarged Airport,” *Oklahoman*, September 7, 1953, 62. See also *Ponca City History, 1953*, <http://www.poncacity.com/history/pages/1950/1953.htm>. Accessed September 17, 2018.

<sup>42</sup> “Former Royal Air Force Pilots Relive Ponca city Memories,” *Oklahoman*, October 11, 1991, 60.

<sup>43</sup> Bays, et al., *Thematic Survey of Oklahoma’s World War II Training Fields*.

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**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):** \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** Less than an acre

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: 36.727965 Longitude: -97.101709

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

The boundary includes roughly three acres within the Ponca City Municipal Airport, beginning at the north elevation and extending 140 feet north to the center line of the existing turn in the tarmac; extending 120 feet east of the east elevation to the eastern edge of the adjacent tarmac including the grs island between the building and the tarmac; extending 140 feet south of the south elevation to the center line of the existing turn in the tarmac; extending west 50 feet from the west elevation to the road/parking area including the grass islands between the building and

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the parking area. All of this to create a “box” around the building and associative tarmac with the coordinates of 36.728514, -97.101077; 36.727396, -97.101056; 36.727365, -97.102069; 36.728487, -97.102085.

**Boundary Justification** (Explain why the boundaries were selected.)

The Ponca City Airport Hangar is what remains of the contemporaneous Darr School of Aeronautics. The boundaries were selected based on the associative tarmac to the south, east, and north specifically for this facility. Other portions of the tarmac are associated with other facilities at the airport. The runway, with modern alterations and updates, is not eligible and was also used by other airplanes, not just those associated with the Municipal Airport Hangar.

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**11. Form Prepared By**

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telephone: 405-601-6814  
date: August 30, 2018

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**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.)

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**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: Ponca City Airport Hangar  
 City or Vicinity: Ponca City  
 County: Kay County State: Oklahoma  
 Photographer: Preservation and Design Studio, S. Werneke  
 Date Photographed: January and March 2018

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

Number	Subject	Direction
0001	West-facing façade	East
0002	West-facing façade (left) and south side elevation (right)	Northeast
0003	South side elevation	North
0004	South side elevation (left) and east (back) elevation (right)	Northwest
0005	East (back) elevation (left) and north side elevation (right)	Southwest
0006	North side elevation	South
0007	North side elevation (left) and west-facing façade (right)	Southeast
0008	Interior open space, original wood plank roof, steel-framed windows, and steel truss structure	North

**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.



**United States Department of the Interior**  
National Park Service

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Location Map



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**The Big Picture: 2018 Ponca City Municipal Airport Aerial**

Credit: Google Earth 2018

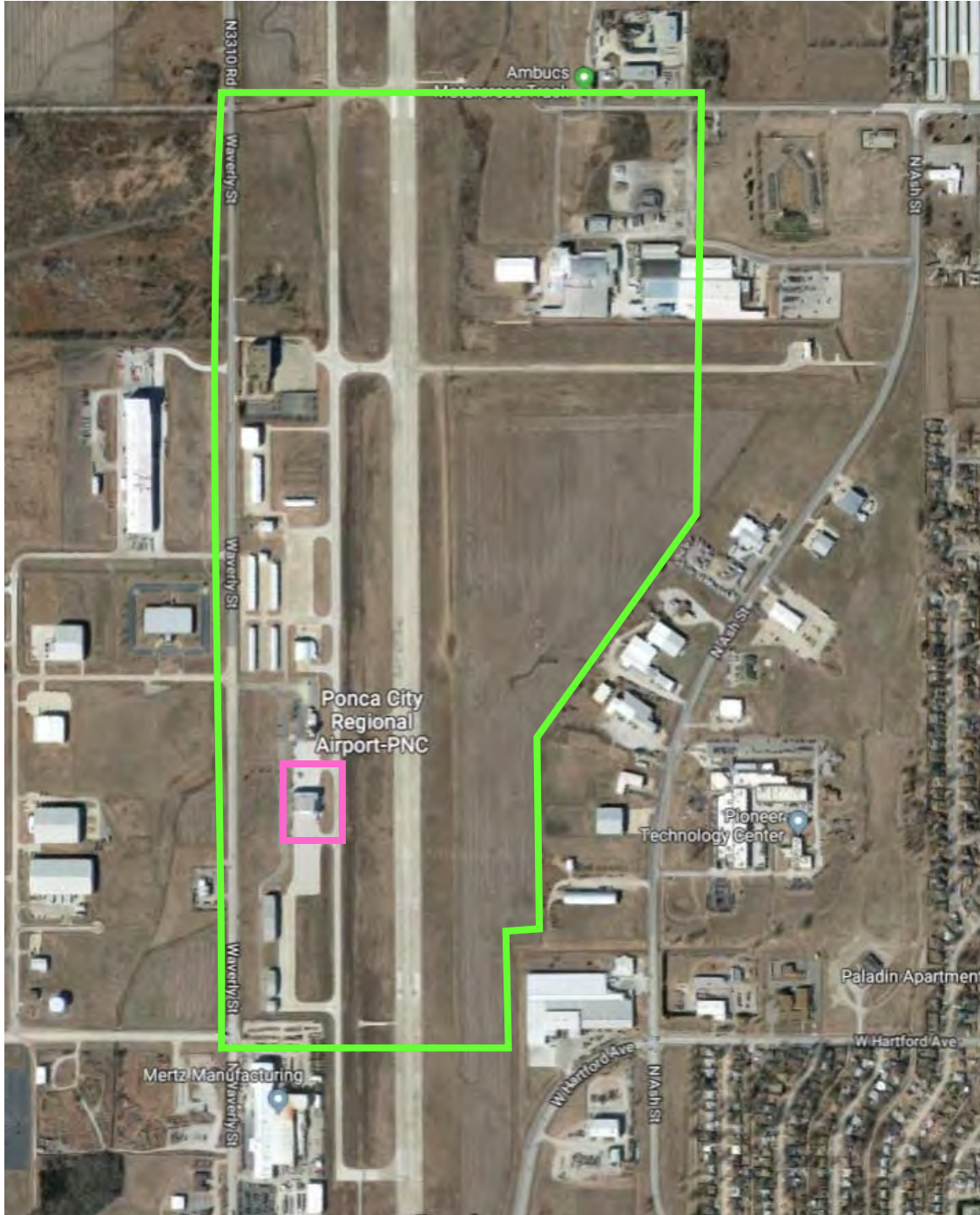
Current aerial imagery indicates that the Ponca City Municipal Airport is located on the east side of Waverly Street immediately south of the Ponca City Airport Terminal. The Airport is approximately three miles, northwest of the Downtown Ponca City Historic District (NRIS #10001010).

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**A Closer Picture: 2018 Ponca City Municipal Airport Aerial**  
Google Earth 2018

The green boundary identifies the boundaries of the property owned by the City of Ponca City for the Regional Airport. The pink boundary identifies the original Ponca City Airport Hangar. There are no boundaries separate from the overall airport property specifically associated only with the hangar building.

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

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**Close-Up: 2018 Ponca City Municipal Airport Aerial**

Credit: Google Earth 2018

Current aerial imagery indicates that the Ponca City Airport Hangar is located on the east side of Waverly Street immediately south of the Ponca City Airport Terminal. To the north and the east are airplane taxiways. The outlined area in the pink box includes the total property boundaries established for the purpose of the National Register nomination.

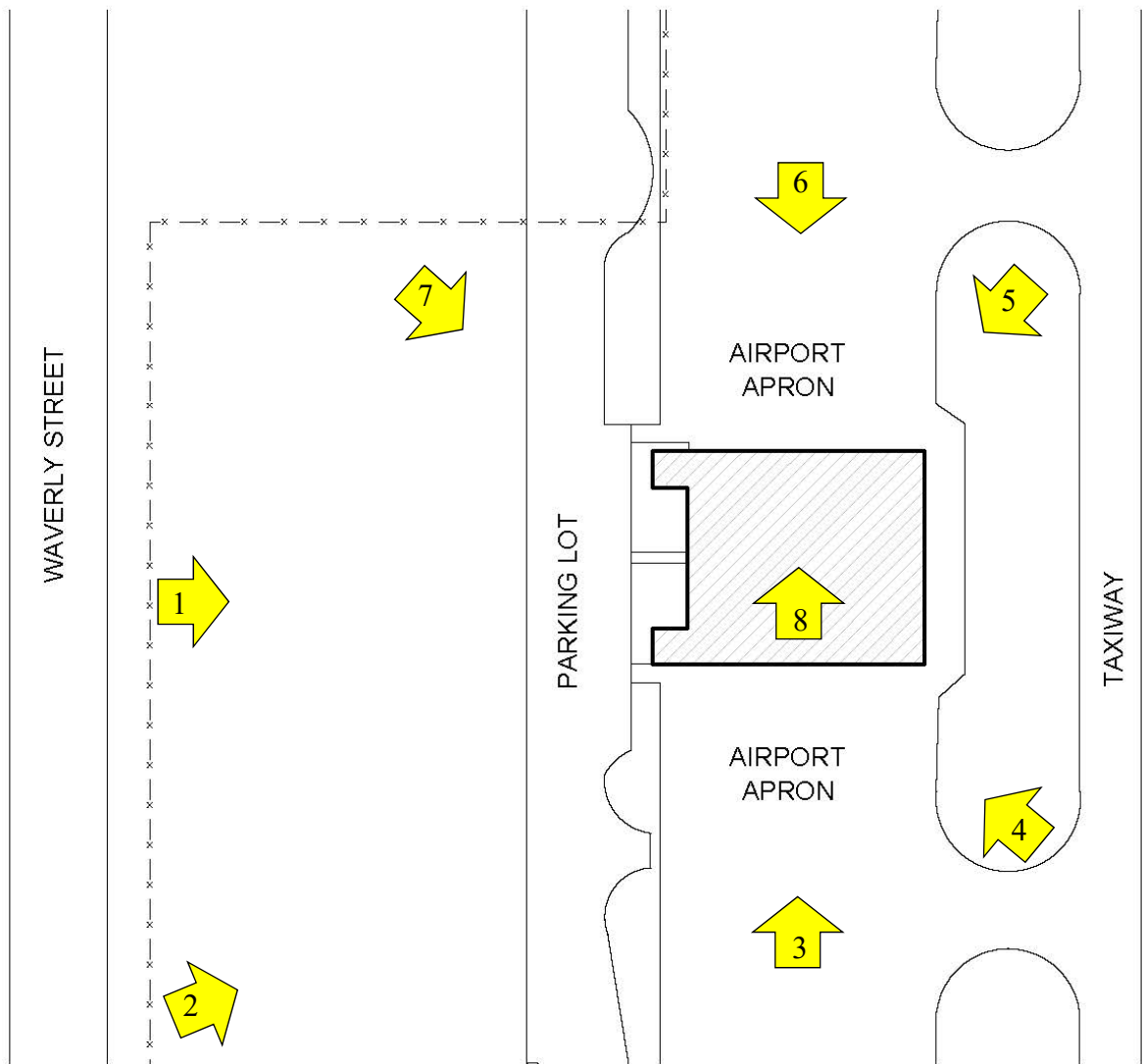
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

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Photograph Key

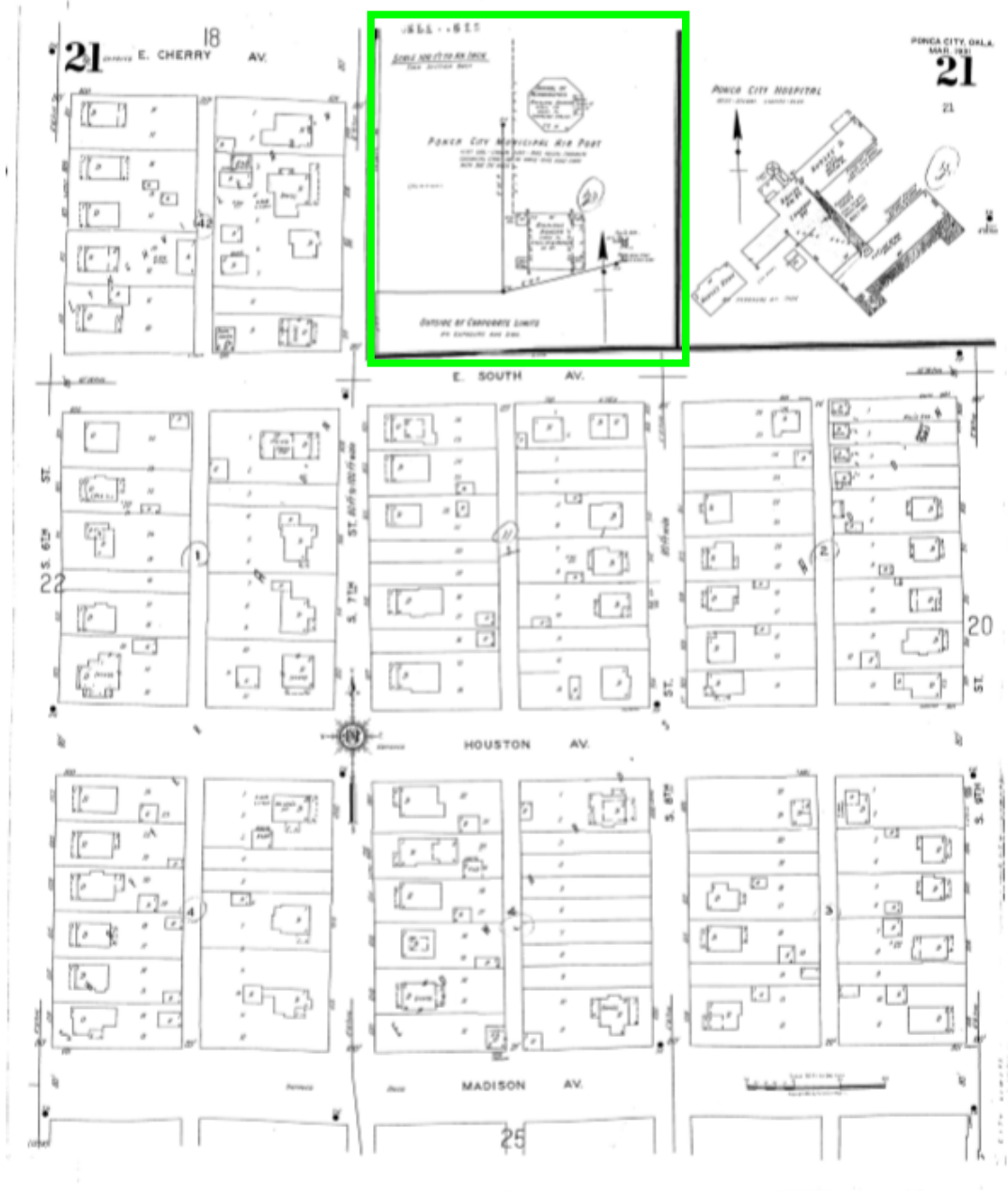


United States Department of the Interior  
National Park Service

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**Big Picture: 1947 Sanborn Maps (Sheet # 21)**

Credit: Sanborn Fire Insurance Co.

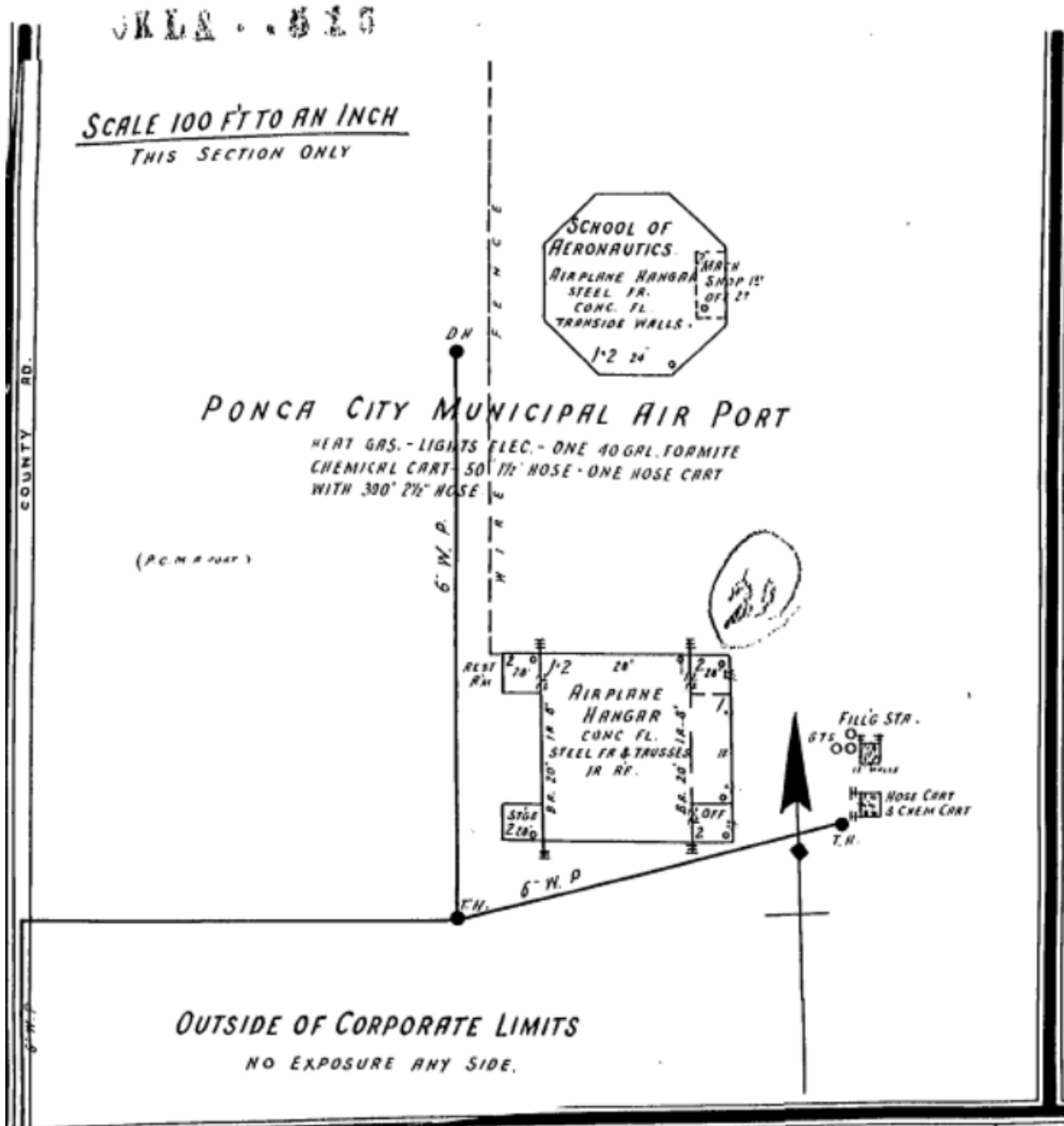
This Sanborn map from 1947 shows that the Ponca City Municipal Airport existed outside the bounds of the residential areas. The green outline in the top center of the page indicates the detailed information related to the Ponca City Municipal Airport.

United States Department of the Interior  
National Park Service

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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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Section number 11 Page 6



Close-Up: 1947 Sanborn Maps (Sheet # 21)

Credit: Sanborn Fire Insurance Co.

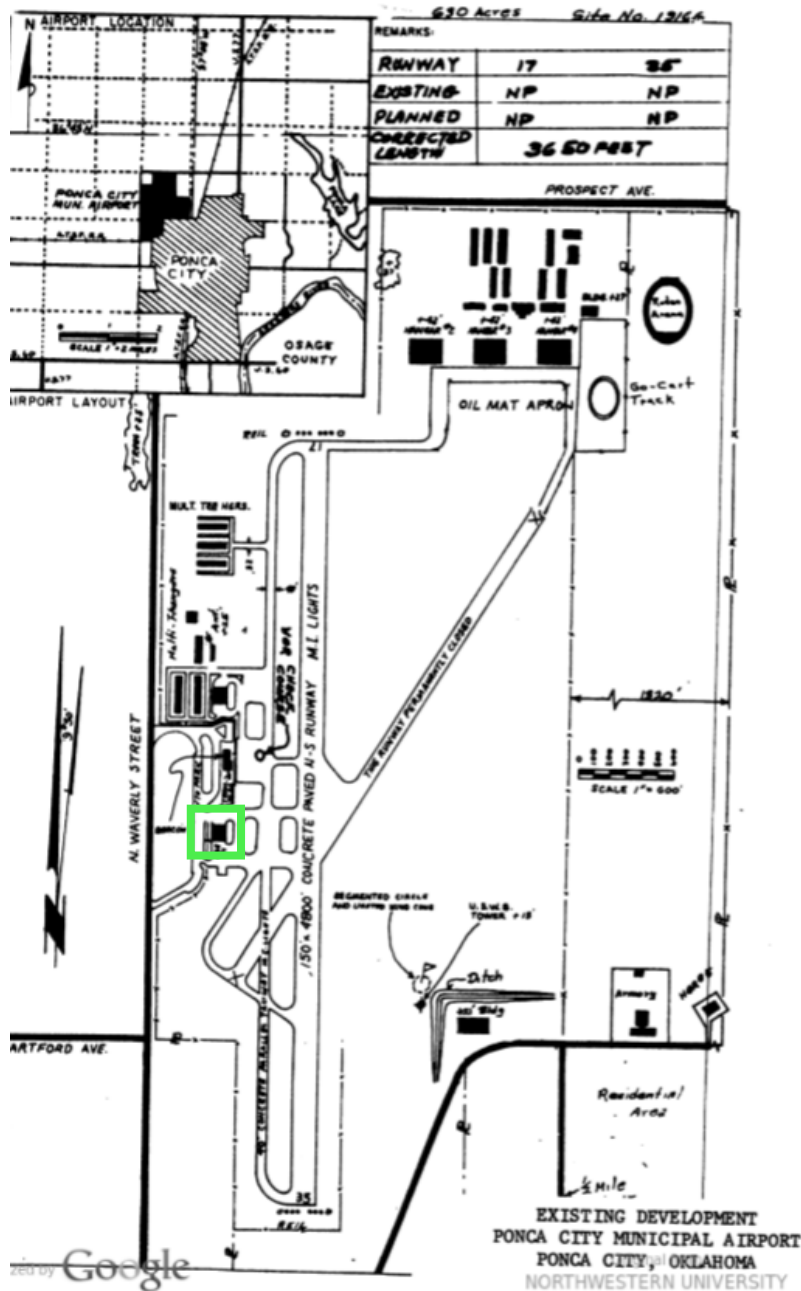
This Sanborn map from 1947 shows the Ponca City Municipal Airport and the Darr School of Aeronautics, which hosted the British Royal Airforce. The structure and footprint match the current appearance of the Hangar. Specifically, the building is described as having concrete floors, steel frame and trusses, and an iron roof. The center of the building is documented as one- to two-stories tall, and the four corners are indicated as two-stories (28 feet) tall.

United States Department of the Interior  
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**Wider View: 1975 (Sheet #3)**  
Credit: 1975 Environmental Impact Study

This map shows the “existing development” of the Ponca City Municipal Airport as of 1975. The map also shows the property in relation to the concentrated developed of Ponca City (in the upper left-hand corner). The green box identifies the location for the Hangar.

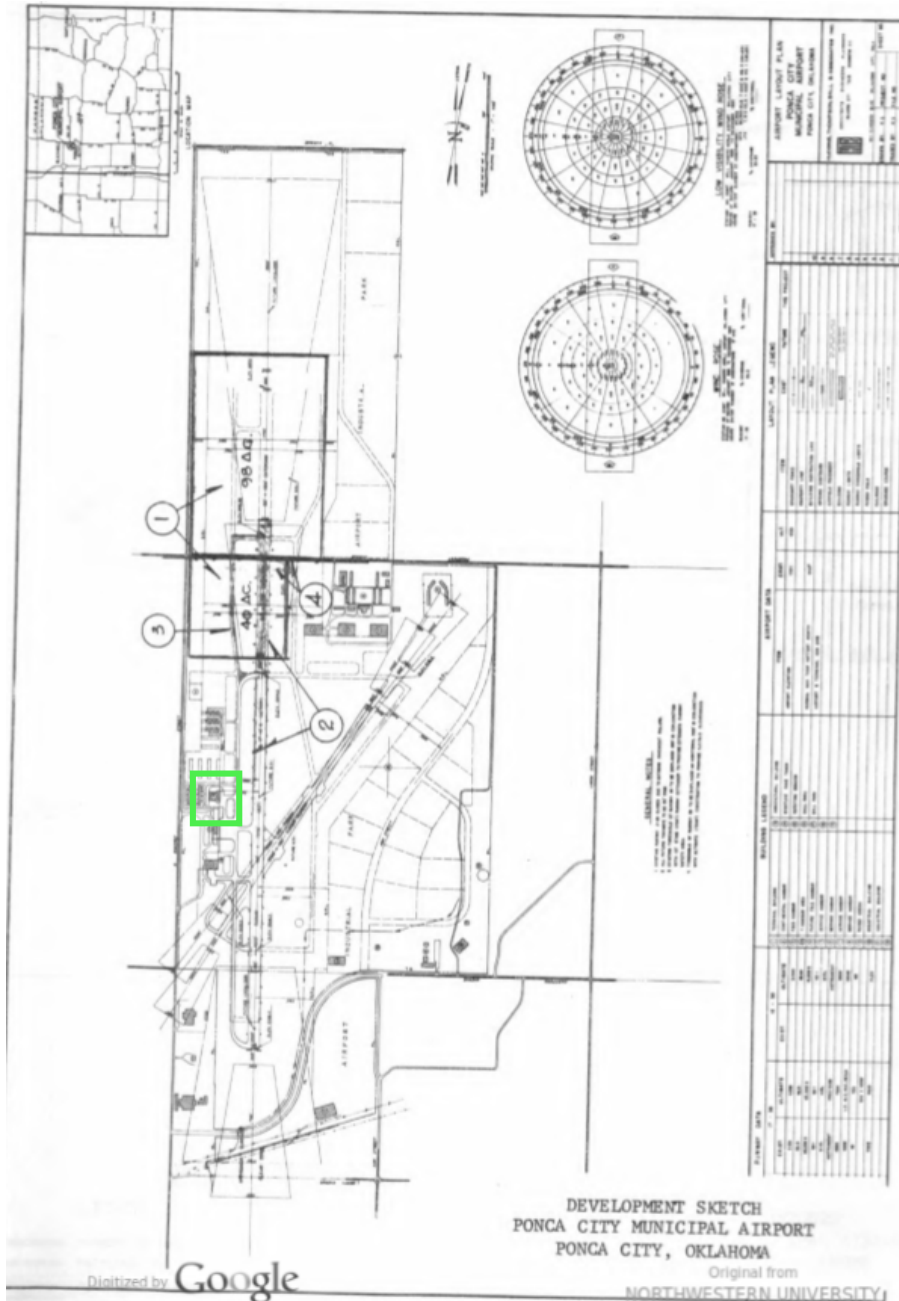


United States Department of the Interior  
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Ponca City Municipal Airport Hangar
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**The Big Picture: 1975 (Sheet #3)**

Credit: 1975 Environmental Impact Study

This 1975 EIS maps shows a detailed proposal of development for the Ponca City Municipal Airport. It reveals the city planned to extend its industrial hub on the southeast side of the airport before purchasing more land northward. It also shows that the original Ponca City Municipal Airport Hangar would be remain intact through the planned construction.

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**Historic Image #1: Circa 1940**

Historic Aerials

Historic aerial photograph of Ponca City Municipal Airport after the Darr Airport is established and before the modern terminal, circa 1955, was built. The outlined area is the historic Ponca City Municipal Airport Hangar.

**United States Department of the Interior**  
National Park Service

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Ponca City Municipal Airport Hangar

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**Historic Image #2: Circa 1945**

Credit: Ponca City Municipal Airport

A group of future pilots stands outside the Ponca City Municipal Airport Hangar. The hangar's northeast corner can be seen on left side of the photograph.

United States Department of the Interior  
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SITE OF THE WASP SECOND NATIONAL REUNION



Aerial view of part of the area and buildings on the north side of the Ponca City Municipal Airport acquired by Piper Aircraft Corporation for the first regional assembly plant ever inaugurated for personal aircraft. From August 25 to August 27, this airport will be one of the main centers of activity for the WASPs gathered to take part in the Second National Reunion.

**Historic Image #3: 1947**

Credit: WASP Newsletter, September 1947, page 6

Focused almost exclusively on the north portion of the airport complex, the Ponca City Municipal Airport is visible in the far upper right. As an important site for World War II activities, the airport welcomed the second-ever national conference of WASP (Women Airforce Service Pilots) veterans.

United States Department of the Interior  
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**Historic Image #4: 1947**

Credit: Ponca City Municipal Airport

After World War II, the Darr Flying School was shut down. However, this image documents that there remained a significant number of World War II-era airplanes on location.

**United States Department of the Interior**  
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Ponca City Municipal Airport Hangar

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**Historic Image #5: Circa 1955**

Credit: Ponca City Municipal Air Port Postcard

This 1950's colorized post card image of the Ponca City Municipal Airport documents that it was being used for recreation flyers, instead of military flyers.

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Ponca City Municipal Airport Hangar

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N/A

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**Historic Image #6: 1975**

Credit: Oklahoma Historical Society

This 1975 photo from the Jim Cloud Photography collection documents the view toward the north. The green outline locates the original Ponca City Airport Hangar. The doors are open, and the hangar is in operation.

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0001



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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0002

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0003

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0006

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Kay County, Oklahoma
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N/A
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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0007

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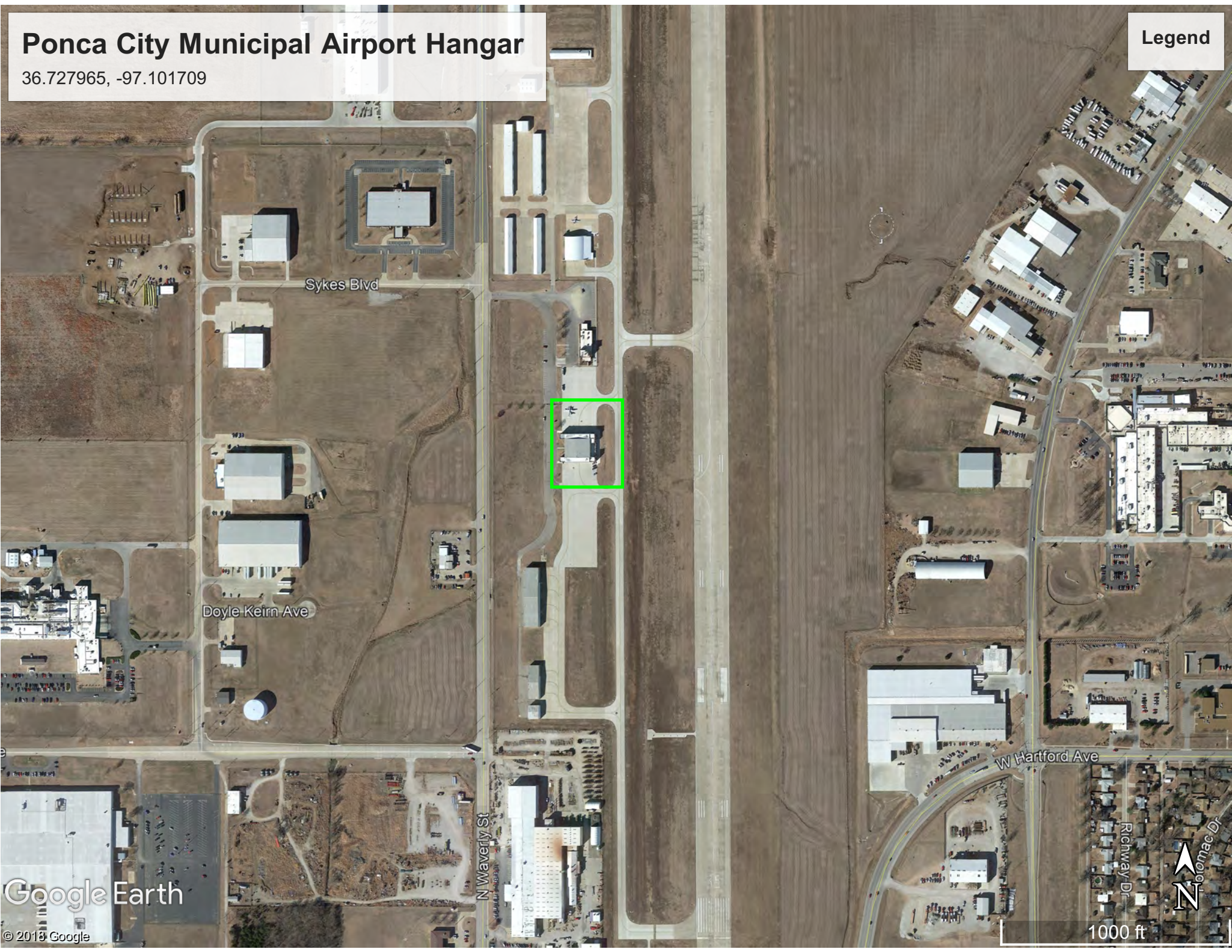


OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0008

# Ponca City Municipal Airport Hangar

36.727965, -97.101709

Legend



Google Earth

© 2018 Google



1000 ft

















**Greenwood**  
CONCRETE FROM THE GROUND UP



N600SC

Associates



National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Resubmission

Property Name: Ponca City Municipal Airport Hangar

Multiple Name:

State & County: OKLAHOMA, Kay

Date Received: 8/15/2019      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 9/30/2019      Date of Weekly List:

Reference number: RS100004173

Nominator: SHPO

Reason For Review:

Accept       Return       Reject      9/30/2019 Date

Abstract/Summary Comments: The Ponca City Municipal Airport Hangar is locally significant under National Register Criterion A in the areas of Economics and Military History. Constructed between 1930 and 1932, the hangar reflects the expanding economic growth of the small agricultural service community of Ponca City as the community became a focal point for the regional oil boom during the early twentieth century. Largely constructed in cooperation with local oil trade companies to service their expanding commercial needs, the facility would later become a significant military training center for World War II British aviators.

Recommendation/ Criteria: Accept NR Criterion A

Reviewer Paul Lusignan      Discipline Historian

Telephone (202)354-2229      Date 09/30/2019

DOCUMENTATION: see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

EXHIBIT "A"

PROPERTY OWNER FORM

Name of Property: Ponca City Municipal Airport Hanger

Location of Property (Street/City/County): 22341 Waverly Street  
Ponca City, Kay County

I, Catherine Montgomery, AIA, hereby certify that the following constitutes the complete list of owners of record for the property named above. This information was obtained from the Kay County Assessor's Office

Name: City of Ponca City

Address: 516 East Grand Avenue

City: Ponca City

State: OK

Zip Code: 74604



\_\_\_\_\_  
(Signature of Nomination Preparer)

Typed Name and Title: Catherine Montgomery, AIA President

Date: May 9, 2018

Note: If nomination affects multiple property owners, please contact the SHPO's Architectural Historian at 405/522-4478 for details on how to document all property owners.

EXHIBIT "B"  
ELECTED OFFICIALS FORM

Name of Property:

Location of Property (Street/City/County):

1. For the above referenced property, provide both:

Mayor's Name (if within a city or town):

Address:

City/State/Zip Code:

AND

Name of Chairman, Board of County Commissioners:

Address:

City/State/Zip Code:

2. The above named property is located in Oklahoma Senate District(s):

The State Senator(s)' name(s) and address(es) is (are):

3. The above named property is located within Oklahoma State House of Representatives District(s):

The State Representative(s)' name(s) and address(es) is (are):

Note: The above information is used for satisfying federal requirements for notification that properties are being considered for nomination to the National Register of Historic Places and for courtesy notices of listing in the National Register.



# Oklahoma Historical Society

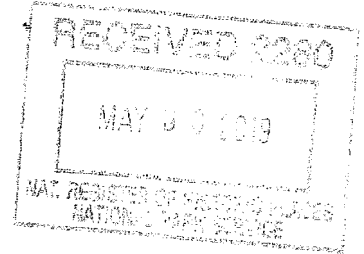
Founded May 27, 1893

## State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

May 28, 2019

Joy Beasley  
Keeper and Chief National Register and  
National Historic Landmark Programs  
National Park Service  
1849 C Street NW, Mail Stop 7228  
Washington D.C. 20240



Dear Ms. Beasley:

We are pleased to transmit thirteen National Register of Historic Places nominations for Oklahoma properties. The nominations are for the following properties:

Enid Downtown Historic District (Update and Boundary Increase), Enid, Garfield County  
Charlotte Marland House, 919 East Grand Avenue, Ponca City, Kay County  
First Presbyterian Church, 1505 East Grand Avenue, Ponca City, Kay County  
Jack and Helen Cleary House, 13 Hillcrest Drive, Ponca City, Kay County  
Marland Estate, Inc. Gatehouse, 747 North 14<sup>th</sup> Street, Ponca City, Kay County  
Ponca City Milling Company Elevator, 114 West Central Avenue, Ponca City, Kay County  
Ponca City Municipal Airport Hanger, 2231 Waverly Street, Ponca City, Kay County  
Ponca City Power Plant, 1420 North Union Street, Ponca City, Kay County  
Temple Emanuel, 1201 East Highland Avenue, Ponca City, Kay County  
First Church of Christ, Scientist, 302 North 7<sup>th</sup> Street, Muskogee, Muskogee County  
Hotel Muskogee, 26 West Broadway Street, Muskogee, Muskogee County  
Capitol Hill Commercial Historic District, Oklahoma City, Oklahoma County  
Stonegate Elementary School, 2525 Northwest 112<sup>th</sup> Street, Oklahoma City, Oklahoma County

All members of the Historic Preservation Review Committee (state review board) were present for the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of each nominated property participated in the recommendation's formulation.

We look forward to the results of your review. If there any further questions regarding the nominations, please do not hesitate to contact me.

Sincerely,

Lynda Ozan  
Deputy State Historic  
Preservation Officer

\*Enclosures

4173

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Ponca City Municipal Airport Hangar

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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

### 2. Location

Street & number: 2231 Waverly Street

City or town: Ponca City State: Oklahoma County: Kay

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 \_\_\_ C \_\_\_ D

<u>[Signature]</u>	<u>May 24, 2019</u>
Signature of certifying official/Title:	Date
_____ 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

Ponca City Municipal Airport Hangar  
Name of Property

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---

#### 4. National Park Service Certification

I hereby certify that this property is:

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

---

Signature of the Keeper

Date of Action

---

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Returned

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Ponca City Municipal Airport Hangar  
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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/ AIR-RELATED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/ AIR-RELATED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Returned



Ponca City Municipal Airport Hangar  
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---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK

### 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 Ponca City Municipal Airport Hangar, herein referred to as the Hangar, is significant for serving a local and international community with distinction during the early twentieth century. Located approximately four miles northwest of the Downtown Ponca City Historic District (NRIS #10001010), the Hangar is a distinct local landmark. Constructed between 1930 and 1932, the Hangar embodies the Modern Movement architectural style. The Hangar is rectangular in shape and two stories in height. Each corner of the building is accented by a brick clad tower. The north and south elevations are defined by large, corrugated metal doors. The original doors and some of the windows were replaced in 2011 after a damaging storm. All other materials of the Hangar are consistent with the period of significance, 1930 to 1953. The building retains its historic configuration.

Ponca City Municipal Airport Hangar  
Name of Property

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---

## Narrative Description

### Site and Setting

The Ponca City Municipal Airport Hangar is located on a flat, cleared, elongated plot of land northwest of downtown Ponca City. To its north is the 1953 Ponca City Airport Terminal<sup>1</sup>. To the south of the Hangar is a flat-roofed metal shed garage. An asphalt driveway extends west from the Hangar to Waverly Street. To the immediate north, south, and east of the Hangar is an aircraft taxiway that leads to the runway. The runway has a north-south orientation.

### General Building Characteristics

The Hangar has a low sloping, side-gabled, standing-seam metal roof. Its overall shape is a one-to two-story tall rectangle in a north-south orientation with four, two-story towers. There is one tower in each corner of the building. Each of the corner towers has a flat roof and parapets. Atop the north and south sides of the Hangar is a flat roof equal to the east-west width between the towers and the north-south width of the corner towers. These two portions of flat roof serve as bookends to the low-sloping metal roof. A one-story bay extends to fill the north-south space between the two corner towers on the east side of the Hangar. A second-story addition is positioned above the north end of the east side and has a flat roof. Below the roofline and around the entire building, the exterior finish alternates between vertical metal cladding and red brick.

### Façade

The west-facing façade is nearly symmetrically balanced with the two corner towers protruding toward the west on each of the north and south ends by the depth of the north and south tower sides. The inset wall area between the towers has eight windows on both the first and second stories. The vertically aligned windows are separated by seven, wide, brick pilasters. The width of the brick pilasters is nearly the same width as the windows. One exception to the regular pattern of windows and brick pilasters is a first-story, half-light (divided into four panes), painted metal door that is in the fifth window bay south of the north tower. The brick pilasters extend from the ground to the top of the windows of the second story. Above the second-story windows and the brick pilasters, and up to the edge of the roof, the façade is clad with vertical metal panels. The panels are patterned with narrow vertical lines about every three inches. This metal band extends the full width of the façade between the two towers. The brick panels below the window sill of each story appear to be inset, by the depth of one brick. The windows have painted, steel frames. Each first-story window is four lights wide by four lights tall. The center four lights are in a pivoting frame. Each of the second story windows is four lights wide by three lights tall. A pivoting frame contains the two, top, center lights and the two center lights of the middle row. Each window has an angled brick rowlock sill. The top of each brick-clad pilaster is a course of soldier brick. The overall brick pattern is common bond.

Each face of the brick towers has a vertical brick pilaster on each end with a two-story window between. The width of the window and the pilasters on every visible tower elevation is about

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<sup>1</sup> Upon the completion of the 1953 Air Terminal, the Hangar became obsolete for the public functions it accommodated up until that time. The 1953 Air Terminal is not included in this nomination.

Ponca City Municipal Airport Hangar  
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equal. The window is five glass panes wide by nine glass panes tall. Beginning at the head of the two-story window, the brick of the pilasters narrows by the width of a header brick followed by a similar narrowing at the next 13 courses, followed by another at the next 11 courses, and finally by one more narrowing at the next 10 courses and the height of the cast stone parapet cap, which is about ten inches tall. The effect of the stepped pilasters at the corners, where two perpendicular pilasters abut, is more pronounced. The metal panels above the two-story window head widens with each narrowing of the brick pilasters. The window sill is comprised of a row of angled rowlock brick. The perpendicular north and south sides of the towers that abut the west facing tower facades match the size, details and materials of the tower facades.

The brick pattern for the pilasters is unvaried and consists only of stacked header bricks. Centered on each pilaster is a two-story tall, narrow (four header bricks wide) arched top, multilight, steel framed window. The sill of the arched window is six soldier bricks wide and two soldier bricks deep, which are placed at an acute angle of about 60 degrees. At the top of the tall, narrow window, the adjacent column of header brick on each side begins to turn to form the arch. The face sides of the brick are cut into wedges to account for the narrower radius nearer the window opening. The top of the arch matches the head of the window between the two pilasters. The sills of the two differently sized and shaped windows are at about the same height from the ground. The brick pattern for the window between the two pilasters is common bond.

### South Elevation

The south side elevation has a tower at each of the east and west ends that matches the tower description of the façade. The balance of the elevation is a wide hangar door except for two narrow sections of brick wall at each end of the door and between the adjacent tower. The door is made of corrugated metal with the narrow corrugations on the exterior. There is a metal pipe, angle truss affixed to the door, in a horizontal position, about one-third of the height of the door from the ground. The door and truss are not original to the building and were installed in 2011 after severe winds damaged the building. Above the door is the same metal panel as above the second story windows on the façade. This flat roofed section, one of the book ends to the low sloped center section of the building, partially obscures the gable end of the setback, center low-slope roof.

The east tower windows appear to have been replaced with large, stationary pieces of glass. The window between the plasters is divided into four horizontal pieces of glass and the narrow windows centered within the pilasters are divided horizontally into three pieces of glass with a separate piece for the arched top.

### East Elevation

The east-facing elevation could be considered the back of the building. However, it faces out to the runway, and some may consider it the façade because of the primary view of the building from the vantage point of the runway. This elevation is like the façade except that it has a one-story, flat roofed section that aligns with the east face of the two-story towers at each of the north and south ends. Like the façade, there are eight window bays separated from each other by seven brick pilasters between the two towers, but only for the one-story wall. The second window bay

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from each of the south and north ends has a door instead of a window. Each door has a simple, metal framed canopy supported by two chains and attached to the brick wall above. The doors are aluminum framed with a full glass light. There is a cast stone parapet cap at the edge of the one-story, flat roof.

The same tall metal band is positioned above the head of the second story windows, similar to the façade, which remain in the wall set back from the elevation face by the depth of the towers. A second-story addition atop the one-story part of this elevation was in place by 1947 (see photograph in Section #11, Page #12). Its presence by this date contradicts information provided by a Sanborn Fire Insurance Company map from 1947, which indicates only the one-story section extending between the two east facing towers. (Section #11, Page #6). This second-story addition extends from the south side of the north tower toward the south for two window bays. The pilaster that typically separates the window bays is simply a panel of brick wall that is aligned with the rest of the brick face of the addition, except for a brick column at the south end. The addition has a noticeably different red brick color from the rest of the original brick of the building. The windows of the addition are a single pane of dark tinted glass with rowlock sills. The soldier course of brick atop the pilasters of the first-story remain below the second story addition; however, the cast stone parapet caps associated with the one-story roof are likely removed with the construction of the second-story addition. The addition is also about three feet shorter than the towers and the rest of the Hangar.

All the windows on the end towers and the first-story have been replaced with large, tinted panes of fixed glass. The second-story windows that remain visible (two of the window openings are covered by the second-story addition) also remain steel framed, multilight units.

### **North Elevation**

The north side elevation is an exact mirror image of the south side elevation with one interesting deviation. The east end tower has a pedestrian door on the west end of the west pilaster. The west end of the pilaster continues to step out toward the west and get wider toward the ground. This simple design idea widens the pilaster enough to accommodate the width of the door at the first story.

### **Interior**

The interior of the Hangar remains large and open, with a concrete floor. It features the original wood roof deck and steel trusses. Extra structural support was added to the east and west walls following a severe storm in 2011.

### **Alterations**

In 2011, a severe storm brought damaging hail and straight-line winds that measured up to 94 miles-per-hour. Both the south and north hangar doors and some windows were damaged beyond repair. In response, the City of Ponca City replaced the damaged windows and bay doors with storm-resistant units. Such alterations have increased the property's resilience to future natural hazards, specifically tornadoes, hail, and high winds. The new doors fit functionally and aesthetically with the historic structure. All other materials of the Hangar remain consistent with

Ponca City Municipal Airport Hangar  
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the period of significance. The brick veneer walls retain their historic configurations. The windows and openings remain extant.

Returned

Ponca City Municipal Airport Hangar  
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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Returned

### 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

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**Areas of Significance**

(Enter categories from instructions.)

ECONOMICS  
MILITARY  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1930-1953  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1930-1932  
1941-1944  
1953

**Significant Person**

(Complete only if Criterion B is marked above)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

UNKNOWN  
\_\_\_\_\_  
\_\_\_\_\_

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**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 Ponca City Municipal Airport Hangar, herein referred to as the Hangar, is eligible, at the local level, for the National Register of Historic Places under Criterion A under the economics and military areas of significance. The period of significance for the Hangar runs from 1930 to 1953. Construction of the Hangar between 1930 and 1932 symbolized the strong economic relationship between a burgeoning aviation sector and Oklahoma's oil industry. Ponca City acquired the land upon which the Hangar was built in 1930, but managers and engineers from Continental Oil Company (Conoco) oversaw construction until its completion in 1932. The Hangar then exemplified the rapid process in which Ponca City mobilized for World War II. In 1941, the Hangar comprised a key facet of British Flying Training School Number 6, overseen by the Darr School of Aeronautics. Between 1941 and 1944, the school trained over 1,000 British airmen and over 100 American aviators for military service in World War II. In 1953, the Hangar was rendered obsolete after the completion of an expanded runway system and the construction of a new terminal and administrative building. Nonetheless, while most buildings affiliated with the flying school have been demolished or altered, the Hangar retains sufficient integrity of feeling and association with its historic affiliations with the oil industry and the training of British pilots during World War II.

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

### Historic Context

Ponca City is located in southeastern Kay County, about 18 miles south of the Kansas state line in north-central Oklahoma. Ponca City and Kay County were once part of the Cherokee Outlet, an area of land guaranteed to the Cherokee Nation by the federal government. In 1893, however, the federal government opened lands within the Outlet for homesteading and Ponca City, originally known as New Ponca, was officially incorporated in December of that year.<sup>2</sup> Since that time, Ponca City's economic fortunes have depended upon a sound transportation infrastructure. As transportation technologies changed, leaders recognized that Ponca City must evolve to remain a significant commercial center in north-central Oklahoma. Unbeknownst to the city's founders, this ambition made Ponca City ideally suited to contribute to the Allied war effort during World War II.

Ponca City grew quickly. But its founders, specifically Burton S. Barnes, recognized that the town's economic potential was limited without access to the railroad. Originally, the Atchinson,

<sup>2</sup> See Alvin O. Turner, "Cherokee Outlet Opening," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (accessed June 24, 2013) and Louis Seymour Barnes, "The Founding of Ponca City," *Chronicles of Oklahoma* 35 (Summer 1957): 154-162. According to Paula Carmack Denson, the town name changed from New Ponca to Ponca City in 1913. Paula Carmack Denson, "Ponca City," *The Encyclopedia of Oklahoma History and Culture*, [www.okhistory.org](http://www.okhistory.org) (accessed September 13, 2018).



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Topeka, and Santa Fe Railroad located a station at the town of Cross, one mile away from the Ponca City townsite. Barnes and other residents attempted to convince the railroad to add a stop at Ponca City, but their efforts were initially unsuccessful. It was not until city leaders convinced the station agent in Cross to move to Ponca City that the town secured regular railroad access. According to Paula Carmack Denson, the first train arrived in Ponca City on September 22, 1894.<sup>3</sup> Ponca City's newfound status as a railroad hub enabled the town to become a commercial center and the principal city of Kay County and north-central Oklahoma.

The importance of modern transportation and economic growth was not lost on Ponca City, which originally garnered a reputation for growing wheat and milling, in addition to cattle ranching. The discovery of oil and natural gas in the early twentieth century shifted the town's economic fortunes toward the fossil fuel industry. In 1905, natural gas was discovered in the area surrounding Kay County. In 1908, E. W. Marland arrived in Ponca City from Pennsylvania, ready to explore the ground. His first wells were largely unsuccessful, but his ninth well struck oil on ground owned by the 101 Ranch (NRIS #75001560). The discovery of oil attracted more newcomers to Ponca City and sparked an economic shift from farming to oil. In 1915, with the oil gushing and the town booming, Marland established a refinery and research center in Ponca City. In 1921, he formally consolidated his various enterprises into Marland Oil Company and, by 1922, the company controlled one-tenth of the world's oil supply and employed one-third of Ponca City's residents.<sup>4</sup>

### Economic Significance

In 1928, Marland Oil Company became part of Continental Oil Company (Conoco) after a hostile takeover by J. P. Morgan. Conoco continued oil exploration, research, and development in the Ponca City area and brought new jobs and construction projects. Among the most notable construction projects undertaken by Conoco, on behalf of Ponca City, was one in support of utilizing a new form of transportation: air travel. As noted by *The WPA Guide to 1930s Oklahoma*, "Development of airplanes and the state's great oil fields were contemporaneous, and some of the first practicable planes were flown by oil company executives."<sup>5</sup> Thus, it should come as no surprise that Conoco was willing to step in to develop Ponca City's fledgling aviation infrastructure.

According to a *Historic Context for Ponca City* report prepared by a Ponca City Historic Preservation Advisory Panel, the first airport in Ponca City was established in 1919. "Although the airport was not much more than landing strip," the *Context* reports, "it served as the foundation for

<sup>3</sup> Denson writes that town leaders enticed the station agent in Cross to become the agent at Ponca City by offering two town lots and the free moving of his house. Denson, "Ponca City."

<sup>4</sup> John Joseph Matthews, *Life and Death of an Oilman: The Career of E.W. Marland* (Norman: University of Oklahoma, 1951); Bobby D. Weaver, "Marland Oil Company," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed September 11, 2018); and idem., "Marland, Ernest Whitworth," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed September 13, 2018).

<sup>5</sup> "Transportation," in *The WPA Guide to 1930s Oklahoma* (1941; Lawrence: University Press of Kansas, 1986), 52-53.

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future aviation growth” in the region.<sup>6</sup> At least three airfields were in use at one time or another south of Ponca City during the 1920s. The town had regular Air Mail service by 1927 and had access to several small airline companies, notably Braniff Airlines, Inc., shortly thereafter.<sup>7</sup>

The decision to build a larger, modern aviation facility northwest of Ponca City originated in the late 1920s. This effort, which culminated in the construction of the Ponca City Municipal Airport Hangar, reinforced the close economic ties between Ponca City and the oil industry, specifically Conoco. By 1930, the City of Ponca City acquired a lease on 160 acres of land northwest of the town limits. On July 4, the site was dedicated in honor of Lieutenant Everett Taylor, one of only two Oklahoma aviators to have lost their lives in Europe during the First World War. By the end of July, city commissioners had promptly leased the site to Conoco at the rate of \$1 per year for three years. According to the *Oklahoman*, Conoco assumed control of the site to ease any potential maintenance burdens on Ponca City. Oversight for building the airport, particularly the Hangar, runways, and all related infrastructure, fell to O. E. Bennett, Conoco’s chief engineer, and Col. T. D. Harris, the head of Conoco’s transportation department. Although Conoco would oversee construction, the *Oklahoman* reported that the site was expected to keep “its identity as [a] municipal [airport]” upon completion.<sup>8</sup>

The modern, fireproof Hangar was the centerpiece of the town’s new airport. Construction began in 1930 and cost between \$40,000 and \$50,000. With a red brick exterior accented by four towers, one in each corner, the Hangar was both a prominent landmark and a busy hub. Within each tower, a series of rooms were to serve as sleeping quarters for pilots, rest rooms for the public, and offices for transportation personnel. A “completely equipped machine shop” occupied the east side of the Hangar. Engineers from Conoco designed an intricate electrical system of switchboards, wind tees, and floodlights to coordinate incoming and outgoing air traffic.<sup>9</sup> Upon the Hangar’s completion in 1932, at which time Ponca City assumed control of the airport and officially opened it to the public, eight organizations had reserved office space. They included representatives from United Airlines and Transcontinental and Western Air, Inc., officials from the Weather Bureau and the U.S. Department of Commerce, a soda fountain, and a barber shop.<sup>10</sup>

Though municipal in name, the Ponca City Municipal Airport Hangar was the direct outgrowth of a longstanding economic relationship between the citizens of Ponca City and the oil industry. The Hangar likely would not have been built without the expertise and finances provided by Conoco. The continued importance of oil to Ponca City’s economy encouraged further improvements to the Hangar and surrounding grounds throughout the 1930s, including a \$200,000 renovation project in

<sup>6</sup> Ponca City Historic Preservation Advisory Panel, *Ponca City Historic Context*, n.d., 20-21, accessed September 17, 2018, <http://www.okhistory.org/shpo/contexts/Region2PoncaCity.pdf>.

<sup>7</sup> *Ibid.*, 20-21. See also Darr School of Aeronautics Hangar No. 3, National Register of Historic Places (NRIS #6000794), accessed September 17, 2018, [http://nr2\\_shpo.okstate.edu/pdfs/6000794.pdf](http://nr2_shpo.okstate.edu/pdfs/6000794.pdf).

<sup>8</sup> “Oil Company Takes Over Ponca’s Port,” *Oklahoman*, July 30, 1930, 12. See also “New Ponca City Airport Nearing Completion; Dedication Planned,” *Oklahoman*, April 27, 1930, 66 and Ponca City Historic Preservation Advisory Panel, *Historic Context*, 21.

<sup>9</sup> “New Ponca City Airport Nearing Completion.” Also see Bennie Turner, “Ponca City Gets New Wings,” *Oklahoman*, September 3, 1939, 52.

<sup>10</sup> “City is Due to Take Airport Over Tuesday,” *Oklahoman*, February 1, 1932, 18.

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1939 to accommodate increased air traffic. Much as a railroad station secured Ponca City's place as an economic hub in the late nineteenth century, the Ponca City Municipal Airport Hangar announced the continued economic importance of Ponca City to the region in the early twentieth century. For this reason, the Hangar was a source of immense pride to locals.<sup>11</sup>

### Military Significance

The successful construction of the Ponca City Municipal Airport Hangar, with its close economic ties to the oil industry, made it ideally suited to meet a number of military demands associated with the Allied war effort during World War II. Situated in largely rural north-central Oklahoma, far from any front lines, the Hangar provided a suitable location to accommodate the needs of America's more pressed allies, specifically Great Britain and the pilots of the Royal Air Force (RAF).

On September 1, 1939, Nazi Germany invaded Poland. Great Britain and France declared war on Germany shortly thereafter, plunging Europe into World War II. In the summer of 1940, Germany undertook a sweeping offensive across northern and western Europe. France fell by June, leaving Great Britain alone in the struggle against Nazi aggression. By August, German aerial forces (known as the Luftwaffe) were attacking British ships in the English Channel. Shortly thereafter, German bombers initiated the Battle of Britain by targeting civilian and military installations in London and other major cities in preparation of a planned invasion. By December 1940, constant aerial bombardment by Germany had stretched Great Britain's resources to the bone.<sup>12</sup>

The appearance of Great Britain on the brink of defeat alarmed many in the United States, which had expressed reluctance to involve itself in European affairs. During the 1930s, as militaristic regimes gained power and influence in Germany, Italy, and Japan, President Franklin D. Roosevelt signed a series of Neutrality Acts that were designed to keep the United States free from any foreign entanglements that might lead to war.<sup>13</sup> As Europe descended into war in 1939, however, Congress amended the Neutrality Acts to allow for the "sale and supplies of armaments to beleaguered nations as long as those nations purchased the supplies in cash and then transported the supplies in their own ships."<sup>14</sup> This policy, known as "cash and carry," was designed specifically to enable Great Britain to purchase supplies and carry them on their own ships. As pressure from Nazi Germany mounted, however, Prime Minister Winston Churchill warned President Roosevelt that "[t]he moment approaches when we shall no longer be able to pay cash for shipping and other supplies."<sup>15</sup> In response, on December 29, 1940, President Roosevelt called upon Americans to aid Great Britain. Shortly thereafter, in January 1941, Congress passed the

<sup>11</sup> For example, see Turner, "Ponca City Sprouts New Wings."

<sup>12</sup> "The German Threat to Britain in World War Two,"

[www.bbc.co.uk/history/worldwars/wwtwo/invasion\\_ww2\\_01.shtml](http://www.bbc.co.uk/history/worldwars/wwtwo/invasion_ww2_01.shtml). <accessed May 2, 2018>

<sup>13</sup> "FDR Signs Neutrality Act," <https://www.history.com/this-day-in-history/fdr-signs-neutrality-act> <accessed May 2, 2018> Also see "The Neutrality Act of 1935."

[http://www.digitalhistory.uh.edu/disp\\_textbook.cfm?smtID=3&psid=4057](http://www.digitalhistory.uh.edu/disp_textbook.cfm?smtID=3&psid=4057).

<sup>14</sup> Tom Killebrew, *The Royal Air Force in American Skies: The Seven British Flight Schools in the United States During World War II* (Denton: University of North Texas Press, 2015), 30.

<sup>15</sup> Quoted in *ibid.*, 30.

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Lend-Lease Act, which, among other things, allowed the United States to provide Great Britain with necessary aircraft and facilities to train future pilots in its war against Nazi Germany.<sup>16</sup>

Passage of the Lend-Lease Act in January 1941 indicated increased U.S. involvement on the side of Great Britain and other allies in World War II. Such involvement could be felt in all corners of the United States, including in Ponca City. For example, in February 1941, a group of local women formed a War Relief Society to raise funds and send care packages to beleaguered civilians and soldiers in Great Britain.<sup>17</sup> Of greater significance to Ponca City was the possibility that the airport, with its fully modern hanger and ample runway space, could serve as a potential training site for British and, if necessary, American pilots. On May 7, 1941, the *Oklahoman* announced that Ponca City was selected as the site for one of six schools in the United States where RAF cadets would train. The newspaper reported that Ponca City residents “co-operated wholeheartedly with the project.”<sup>18</sup>

On August 4, 1941, Ponca City Mayor Frank Overstreet signed a contract with the Darr School of Aeronautics to establish the training site. The contract granted trainees full access to the municipal airport, including the Hangar and adjacent runways. In addition, Ponca City agreed to acquire additional land north and east of the airport to construct additional hangars, barracks, and other buildings. This collection of buildings, situated northeast of the Ponca City Municipal Airport Hangar, became the Darr School of Aeronautics and was the primary site for training operations. The school comprised seventeen buildings, including three hangars. Today, this site is known as Darr Industrial Park and only one building, Darr School of Aeronautics Hangar No. 3 (NRIS #6000794) retains sufficient historical integrity to be listed on the National Register of Historic Places.<sup>19</sup>

On August 13, the *Ponca City News* reported that renovations and additions to the training site, known officially as British Flying Training School No. 6 (BFTS No. 6), had begun. Such developments had to be completed quickly because the first group of RAF cadets arrived by the end of August. Their arrival marked the beginning of a 33-month-long tenure of British cadets training in Ponca City.<sup>20</sup> By December 1941, when the United States formally entered World War II following Japan’s attack on Pearl Harbor, BFTS No. 6 could accommodate up to 200 students. By the end of 1942, the school was training up to 400 students at a time.<sup>21</sup>

<sup>16</sup> Samuel Flagg Bemis, *A Diplomatic History of the United States* (New York: Hold, Rinehart and Winston, 1965), 861-863.

<sup>17</sup> “War Relief Society Is Formed in Ponca,” *Oklahoman*, February 2, 1941, 66.

<sup>18</sup> “British Airmen to Train in State,” *Oklahoman*, May 7, 1941, 12.

<sup>19</sup> Darr School of Aeronautics Hangar No. 3, National Register of Historic Places (NRIS #6000794). See also Brad A. Bays, et al., *Thematic Survey of Oklahoma’s World War II Training Fields, 1941-1945*, submitted to Oklahoma State Historic Preservation Office (2017), accessed September 17, 2018, <http://www.okhistory.org/shpo/thematic/ww2airfields.pdf>.

<sup>20</sup> Killebrew, *Royal Air Force in American Skies*, 169-172. See also “So Long, Cousins,” *The Daily Oklahoman*, April 23, 1944, 12-C.

<sup>21</sup> Darr School of Aeronautics Hangar No. 3 (NRIS #6000794).

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The Darr School of Aeronautics had full access to Ponca City's airport, including the Hangar, but the contract with the city stipulated that training operations could not infringe upon the airport's existing services, including airmail service and business conducted by Conoco. According to research conducted for the nomination of the Darr School of Aeronautics Hangar No. 3 (NRID #6000794), only advanced flight students utilized the Ponca City Municipal Airport Hangar.<sup>22</sup> The distinction of being a part of, yet separate from, the everyday operations of BFTS No. 6 allowed the Hangar to be a unique physical nexus through which RAF cadets and Ponca City residents interacted. For example, Bertie Ginsburg was a RAF cadet posted to the flying school in November 1943. On weekdays, Ginsburg trained on PT 17 Stearman biplanes and T-6 single-engine turboprops. On weekends, he joined a host Ponca City family for dinner.<sup>23</sup> RAF squadron leader H. F. Suren, who helped oversee the training of the first 100 cadets at the school, reinforced the perception that Ponca City was making a positive contribution to the war effort by being quoted as saying, "Oklahomans are the friendliest people in the world." In the same article, the *Oklahoman* noted that the flags of both nations, Great Britain and the United States, flew over the school to symbolize the wartime alliance.<sup>24</sup>

The presence of the flight school also provided Ponca City residents a firsthand glimpse of the dangers of war. Accidents were common and, in some cases, had tragic consequences. For example, on July 5, 1943, a trainee crashed just four miles outside of city limits, dying in the accident.<sup>25</sup> Yet residents also learned of the strong bonds between cadets that were forged in the face of such dangers. As Sargent Danny Freeman told the *Oklahoman*, "In the R.A.F. there are no lines—British or Dutch, Jew or Gentile—we're in to learn flying and fighting."<sup>26</sup>

In total, seven RAF cadets died at BFTS No. 6 and were buried at the Independent Order of Odd Fellows (IOOF) cemetery in Ponca City. Three American pilots and five civilian workers also died at the school. In all, 1,113 RAF pilots and 125 American pilots trained at the school between 1941 and 1944.<sup>27</sup>

In early February 1944, Oklahomans received word that several training facilities within the state, including BFTS No. 6, were scheduled to close.<sup>28</sup> Closure of British Flying Training School No. 6 was originally slated for June 1944, but this date was moved up to April upon the graduation of the school's most advanced class. Any remaining cadets were transferred to other training facilities. Thus, on April 15, 1944, the "[l]ast graduating class of the British Flying Training School...marched smartly before a few hundred Ponca City friends." Within the ranks of this final graduating class were 19 American and 61 British pilots.<sup>29</sup>

<sup>22</sup> Ibid.

<sup>23</sup> Martin Sugarman, "Six of Our Jewish Glider Pilots: Last voices of Our Eagles who Landed." *Jewish Historical Studies* vol. 46, 2014. 205-6.

<sup>24</sup> "He Likes Us," *Oklahoman*, November 9, 1941, 22.

<sup>25</sup> "British Pilots Killed In Ponca City Crash," *Oklahoman*, July 6, 1943, 1.

<sup>26</sup> "R.A.F Boys from Ponca City Demonstrate Game at Taft Stadium," *Oklahoman*, October 17, 1942, 10.

<sup>27</sup> Mike Igglesden, "The British Flying Training Schools in the U.S.A.," <http://www.bbc.co.uk/history/ww2peopleswar/stories/17/a7189617.shtml> <accessed April 27, 2018>.

<sup>28</sup> "Shutdown Set for Cimarron Training Field," *Oklahoman*, February 2, 1944, 1.

<sup>29</sup> "RAF-Ponca City School Closed," *Oklahoman*, April 16, 1944, 10.

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Following the closure of BFTS No. 6, the Ponca City Municipal Airport struggled to remain an important aviation hub in the region. The school's closure placed the future of the numerous hangars, barracks, and other buildings—valued at \$350,000—in doubt.<sup>30</sup> At first, the grounds served as a storage site for hundreds of surplus training aircraft.<sup>31</sup> Upon the end of World War II in Europe in April 1945, the federal government began selling this extra equipment. An article in the *Oklahoman* from May 1945 announced the sale of over 300 training aircraft from sites across the state, including the Ponca City Municipal Airport. The price for these airplanes ranged from \$3,900 to \$8,500.<sup>32</sup> In early 1946, the *Oklahoman* reported that the sale of surplus aircraft “during the last half of January” amounted to over \$254,000.<sup>33</sup>

The sale of surplus training airplanes to civilians immediately following World War II indicated a growing interest in recreational aviation. Officials in Ponca City looked to take advantage of this enthusiasm. During the summer of 1946, Ponca City secured a contract with Piper Aircraft Corporation, based out of Pennsylvania. According to the contract, the former site of BFTS No. 6 was to become an assembly plant for Piper recreational aircraft. According to the *Oklahoman*, the plant was expected support 1,000 employees and churn out 1,200 airplanes a year.<sup>34</sup>

Despite the hope that recreational flight could reinvigorate Ponca City's place in the aviation sector, the partnership between the city and Piper proved short-lived. For one thing, few Americans could afford to purchase a recreational plane or take the time to learn how to fly one. Even the head of Piper Aircraft admitted in June 1947, “The ordinary man who works in a bank, for instance, can't afford to fly.”<sup>35</sup> By January 1948, Piper announced that it was closing the assembly plant in Ponca City, telling the *Oklahoman*, “The bottom just fell out of the small plane business....Sales just dried up.”<sup>36</sup>

By the time that Piper's assembly plant closed in February 1948, it had proved to be a massive disappointment to Ponca City. At its height, the plant hired only 300 employees who, along with a sister plant in Pennsylvania, built only 45 to 50 planes per day. By the time that Piper announced the closure of the Ponca City plant, it was only employing 80 people and producing a mere 4 planes a day.<sup>37</sup> Overall, the assembly plant in Ponca City manufactured 1,435 airplanes.<sup>38</sup>

News that the Ponca City Municipal Airport Hangar would be rendered obsolete came in January 1952, when Ponca City and the Civilian Aeronautics Association (CAA) announced an allocation of federal and local funds to improve the airport's runways and build a new terminal and

<sup>30</sup> “RAF-Ponca City School Closed.”

<sup>31</sup> Darr School of Aeronautics Hangar No. 3 (NRIS #6000794).

<sup>32</sup> “Cimarron Planes Given Price Tags,” *Oklahoman*, May 1, 1945, 8.

<sup>33</sup> “Surplus Plane Sales Mounting,” *Oklahoman*, February 13, 1946, 22.

<sup>34</sup> “Ponca City Air Firm Will Employ 1,000,” *Oklahoman*, August 25, 1946, 66. See also “Ponca City Sets Sights on Plant,” *Oklahoman*, June 5, 1946, 31 and “Piper Plane Firm Signs Contract for Ponca City Plant,” *Oklahoman*, July 4, 1946, 17.

<sup>35</sup> Mather Eakes, “Planes for All a Pipe Dream, Manufacturer of Cubs Says,” *Oklahoman*, June 4, 1947, 1.

<sup>36</sup> “Light Plane Firm to Close Plant at Ponca City,” *Oklahoman*, January 4, 1948, 1.

<sup>37</sup> *Ibid.*

<sup>38</sup> “Piper Closes Ponca Plant,” *Oklahoman*, March 7, 1948, 9.

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administrative building.<sup>39</sup> The funds ultimately totaled more than \$528,000, including \$220,000 issued in municipal bonds. By December of that year, the runway expansion and rehabilitation project passed federal inspection, enabling the airport to resume operations.<sup>40</sup> The new terminal and administration building, located directly north of the Hangar, was completed the next year. On September 7, 1953, Ponca City hosted a “day-long, dedication” ceremony that brought 5,000 people out to view the newly-expanded airport. The formal dedication of the new terminal and administrative building came at 3:00 PM. According to the *Oklahoman*, “waves of military planes swept over the scene” in an homage to the airport’s previous history as a military training site.<sup>41</sup> Equally fitting was the fact that the president of Conoco, L. F. McCollum, gave the dedication address to mark the next phase in the history of Ponca City’s airport.

Although it is no longer a primary transportation hub in the region, the Ponca City Municipal Airport Hangar remains a physical representation of two partnerships that have played an integral role in the history of Ponca City. First, it represents a historic partnership between municipal and corporate leaders to create a modern airport that ensured Ponca City’s importance as a commercial center in north-central Oklahoma. Second, it stands out as a local example of the international alliance between the United States and Great Britain during World War II. This connection between RAF cadets and Ponca City residents persisted well after the war ended. In 1991, for example, former RAF pilots returned to Ponca City to celebrate the fiftieth anniversary of the opening of BFTS No. 6. Vincent Henry Twomey, one of only six survivors from the first graduating class at the school, recalled that he arrived in Ponca City having never flown before but left having become one of Great Britain’s most trained flyers.<sup>42</sup>

The Ponca City Municipal Airport Hangar stands as a reminder of the sacrifice of Twomey and so many other British and American fighter pilots during World War II. A 2017 *Thematic Survey of Oklahoma’s World War II Training Fields* identified 13 airfields and a total of 47 structures across Oklahoma that accommodated and trained aviators during the war. Yet, of the resources documented, only 8 structures—the Ponca City Municipal Airport Hangar included—were found eligible for National Register consideration.<sup>43</sup> Moreover, Darr School of Aeronautics Hangar No. 3 is the only other structure affiliated with BFTS No. 6 that remains intact. The Ponca City Municipal Airport Hangar represents a unique and significant intersection of Ponca City’s economic history and Great Britain’s military history, thus qualifying it for the National Register of Historic Places under Criterion A.

<sup>39</sup> “CAA Approves Funds for Ponca City Airport,” *Oklahoman*, January 29, 1952, p. 23.

<sup>40</sup> “Airlines Resume Ponca City Runs,” *Oklahoman*, December 4, 1952. 47.

<sup>41</sup> “Ponca Dedicates Enlarged Airport,” *Oklahoman*, September 7, 1953, 62. See also *Ponca City History, 1953*, <http://www.poncacity.com/history/pages/1950/1953.htm>. Accessed September 17, 2018.

<sup>42</sup> “Former Royal Air Force Pilots Relive Ponca city Memories,” *Oklahoman*, October 11, 1991, 60.

<sup>43</sup> Bays, et al., *Thematic Survey of Oklahoma’s World War II Training Fields*.

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Ponca City Municipal Airport Hangar  
Name of Property

Kay County, Oklahoma  
County and State

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Ponca City Municipal Airport Hangar  
Name of Property

Kay County, Oklahoma  
County and State

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Ponca City Municipal Airport Hangar  
Name of Property

Kay County, Oklahoma  
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**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: \_\_\_\_\_

Returned

Historic Resources Survey Number (if assigned) \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** Less than an acre

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: 36.727965 Longitude: -97.101709

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

The boundary includes less than one acre within the Ponca City Municipal Airport, beginning 1 foot north of the northeast corner of the Hangar, extending 125 feet south to the southeast corner thus travelling west for 175 feet to the southwest corner thus travelling north for 125 feet to the northwest corner thus extending 175 feet to the original starting point.

Ponca City Municipal Airport Hangar  
Name of Property

Kay County, Oklahoma  
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**Boundary Justification** (Explain why the boundaries were selected.)

The Ponca City Airport Hangar is what remains of the contemporaneous Darr School of Aeronautics training and storage buildings. The essence of the era and the functional purpose of the Hangar are embodied by the boundaries identified.

---

**11. Form Prepared By**

name/title: C. Montgomery AIA, President; K. Gaston, Architectural Historian; K. Molina, Environmental Historian; M. Pearce PhD., Historian  
organization: Preservation and Design Studio, PLLC  
street & number: 616 NW 21<sup>st</sup> Street, Suite 114  
city or town: Oklahoma City state: Oklahoma zip code: 73103  
e-mail cm@panddstudio.com  
telephone: 405-601-6814  
date: August 30, 2018

Returned

---

**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.)

Ponca City Municipal Airport Hangar  
 Name of Property

Kay County, Oklahoma  
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**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: Ponca City Airport Hangar  
 City or Vicinity: Ponca City  
 County: Kay County State: Oklahoma  
 Photographer: Preservation and Design Studio, S. Werneke  
 Date Photographed: January and March 2018

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

Number	Subject	Direction
0001	West-facing façade	East
0002	West-facing façade (left) and south side elevation (right)	Northeast
0003	South side elevation	North
0004	South side elevation (left) and east (back) elevation (right)	Northwest
0005	East (back) elevation (left) and north side elevation (right)	Southwest
0006	North side elevation	South
0007	North side elevation (left) and west-facing façade (right)	Southeast
0008	Interior open space, original wood plank roof, steel-framed windows, and steel truss structure	North

Returned

**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.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Ponca City Municipal Airport Hangar
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Section number 10 Page 1

Location Map

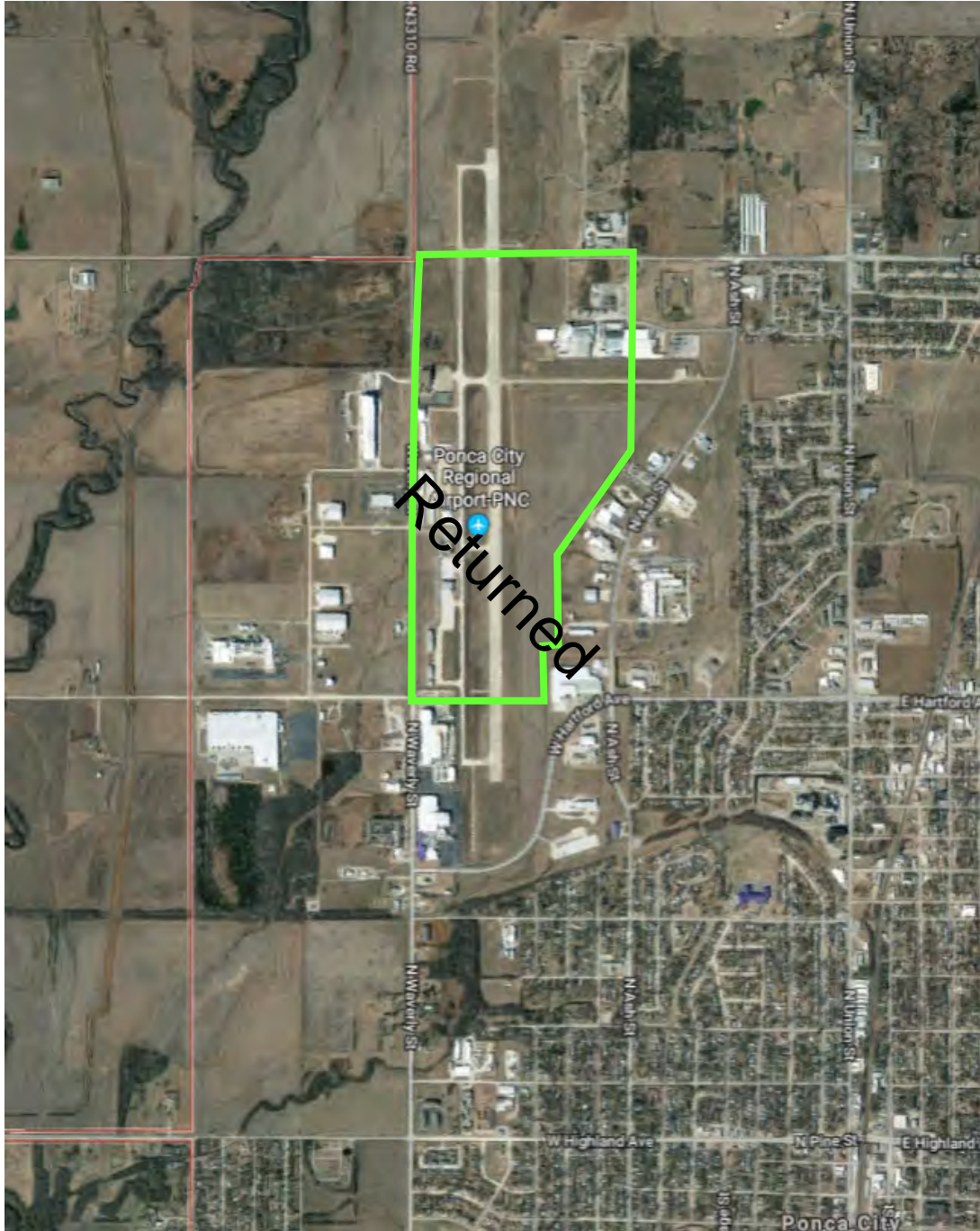


United States Department of the Interior  
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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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N/A
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Section number 11 Page 1



**The Big Picture: 2018 Ponca City Municipal Airport Aerial**

Credit: Google Earth 2018

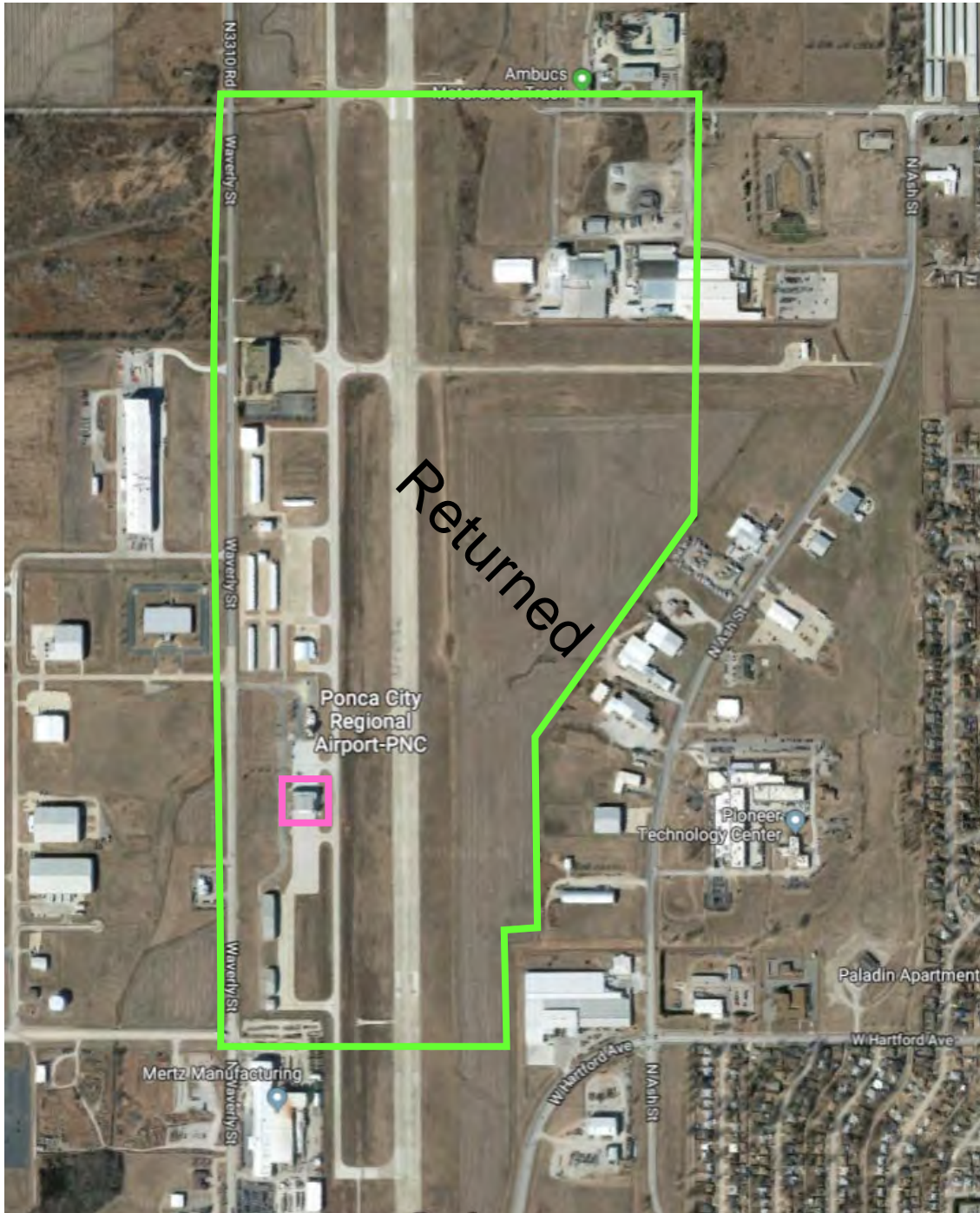
Current aerial imagery indicates that the Ponca City Municipal Airport is located on the east side of Waverly Street immediately south of the Ponca City Airport Terminal. The Airport is approximately three miles, northwest of the Downtown Ponca City Historic District (NRIS #10001010).

United States Department of the Interior  
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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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N/A
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Section number 11 Page 2



**A Closer Picture: 2018 Ponca City Municipal Airport Aerial**  
Google Earth 2018

The green boundary identifies the boundaries of the property owned by the City of Ponca City for the Regional Airport. The pink boundary identifies the original Ponca City Airport Hangar. There are no boundaries separate from the overall airport property specifically associated only with the hangar building.

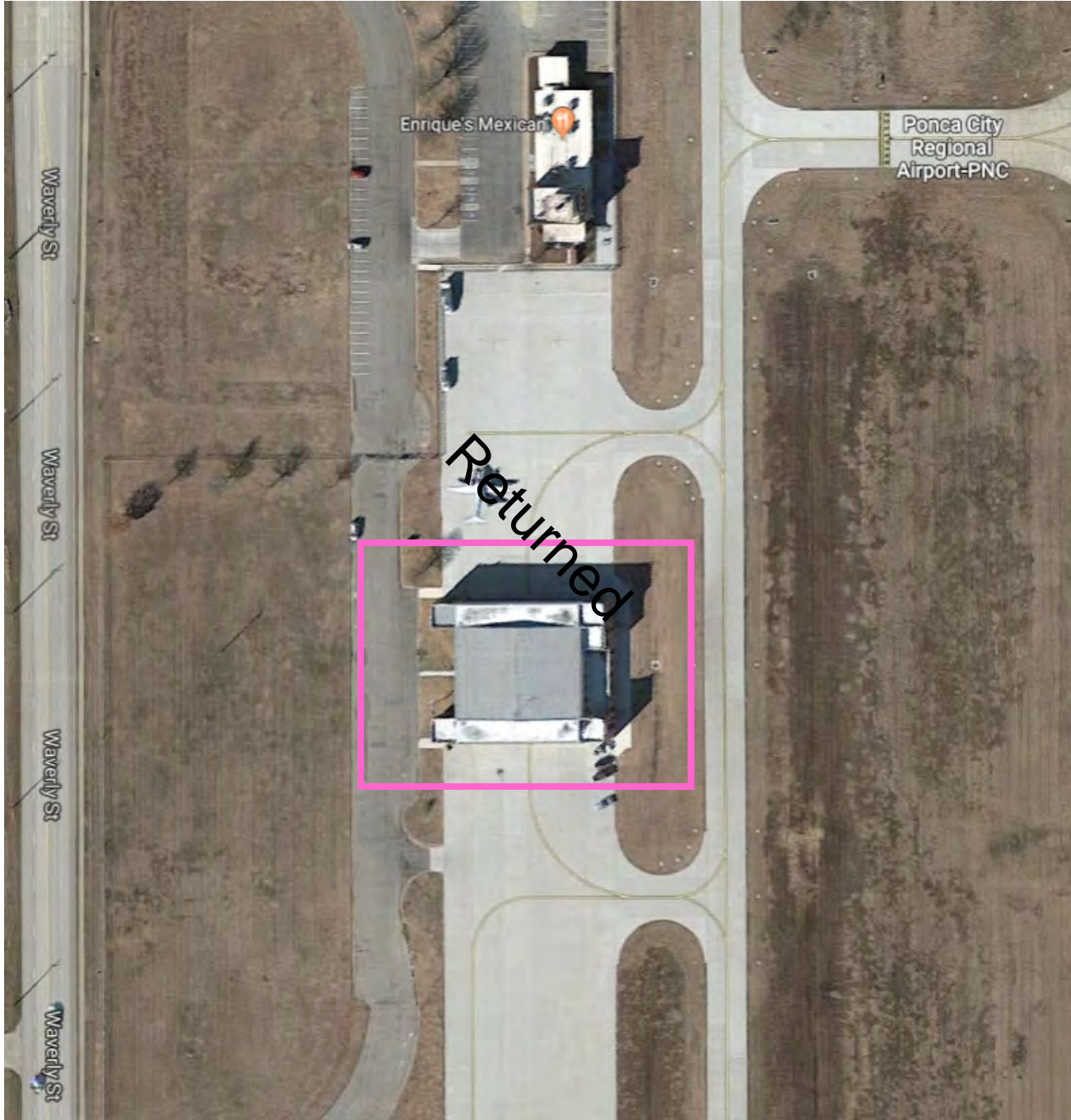


United States Department of the Interior  
National Park Service

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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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N/A
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Section number 11 Page 3



**Close-Up: 2018 Ponca City Municipal Airport Aerial**

Credit: Google Earth 2018

Current aerial imagery indicates that the Ponca City Airport Hangar is located on the east side of Waverly Street immediately south of the Ponca City Airport Terminal. To the north and the east are airplane taxiways. The outlined area in the pink box includes the total property boundaries established for the purpose of the National Register nomination.

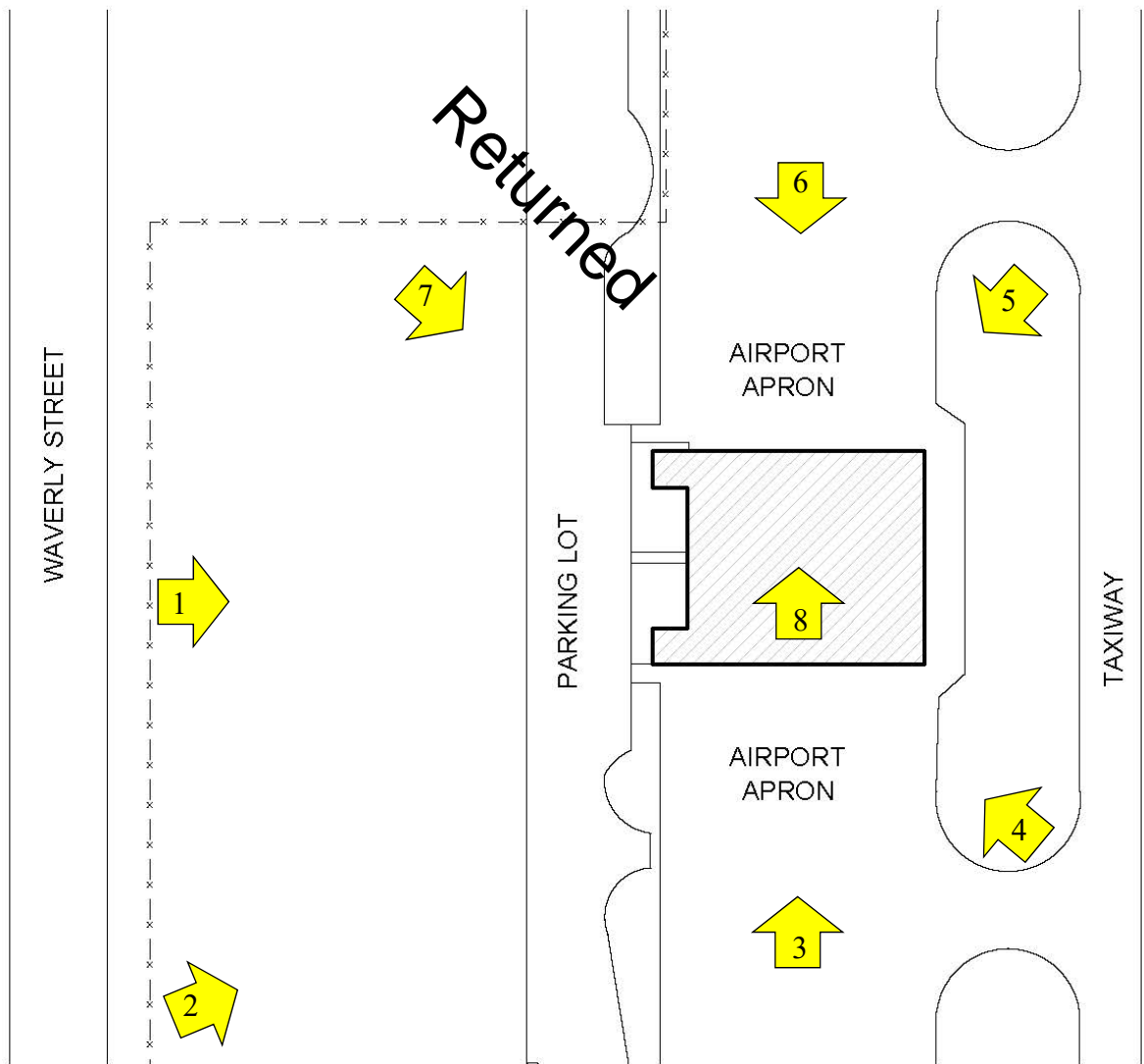
United States Department of the Interior  
National Park Service

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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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Photograph Key

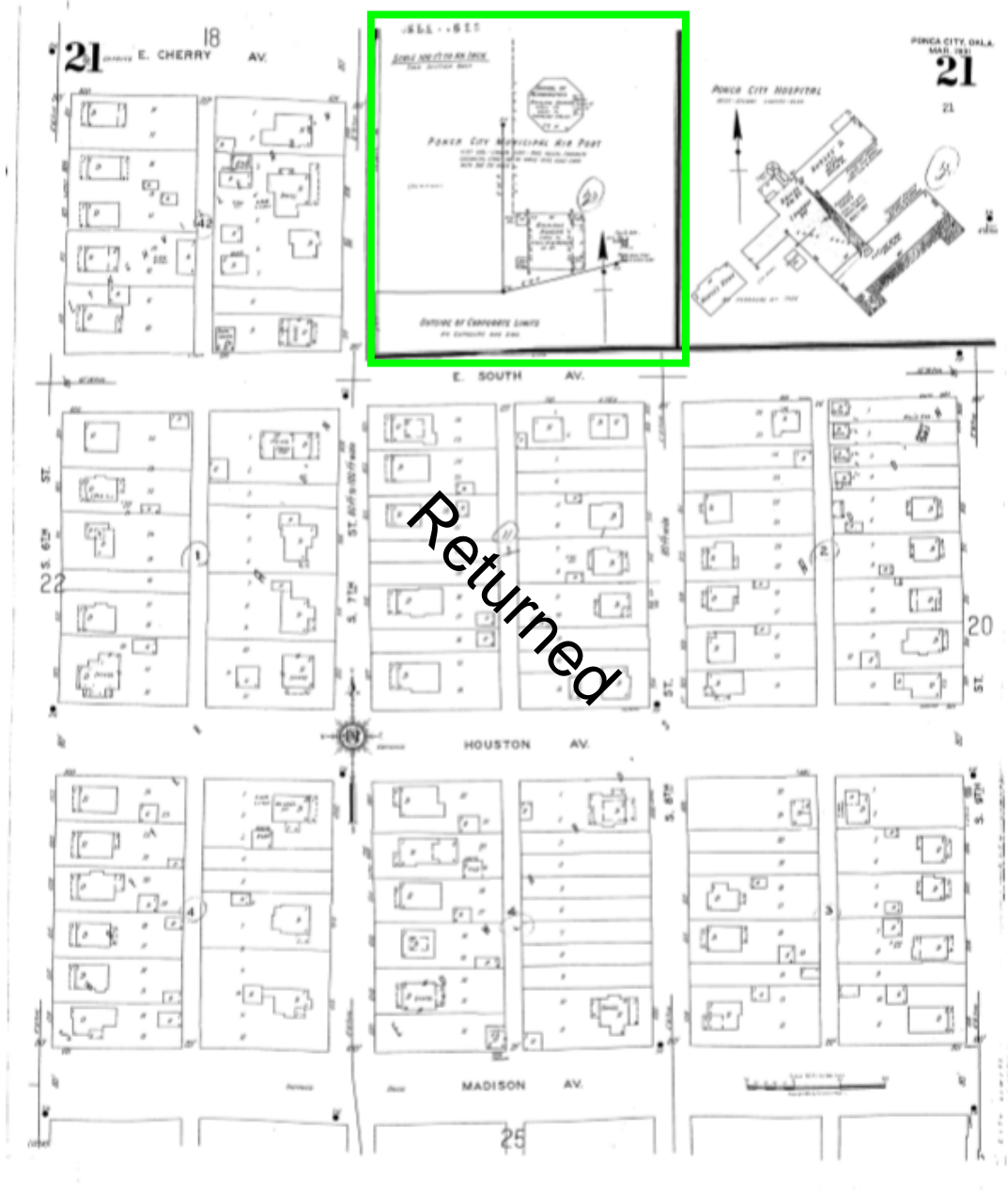


United States Department of the Interior  
National Park Service

Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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N/A
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### National Register of Historic Places Continuation Sheet

Section number 11 Page 5



**Big Picture: 1947 Sanborn Maps (Sheet # 21)**

Credit: Sanborn Fire Insurance Co.

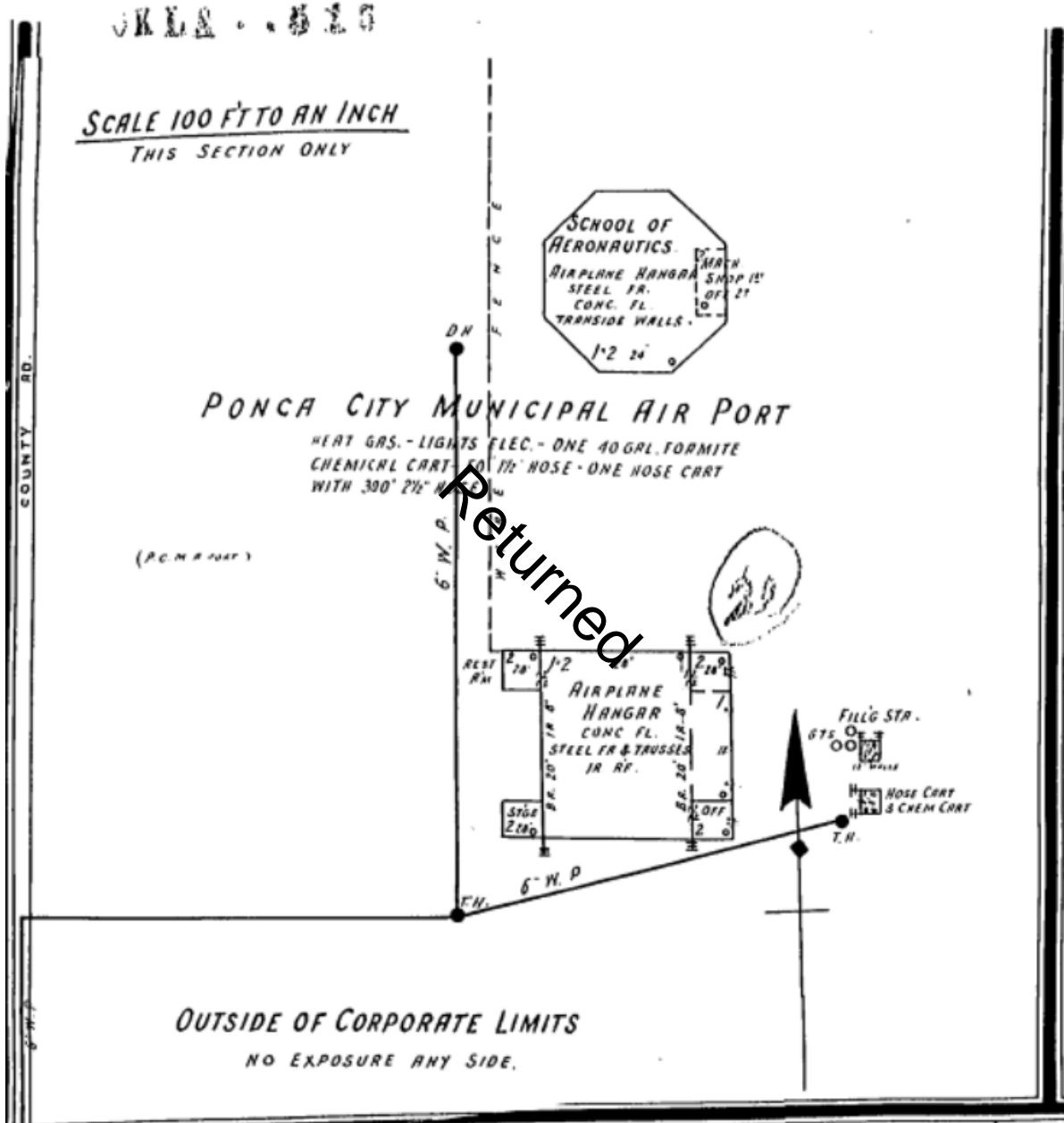
This Sanborn map from 1947 shows that the Ponca City Municipal Airport existed outside the bounds of the residential areas. The green outline in the top center of the page indicates the detailed information related to the Ponca City Municipal Airport.

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National Park Service

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Ponca City Municipal Airport Hangar
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Close-Up: 1947 Sanborn Maps (Sheet # 21)

Credit: Sanborn Fire Insurance Co.

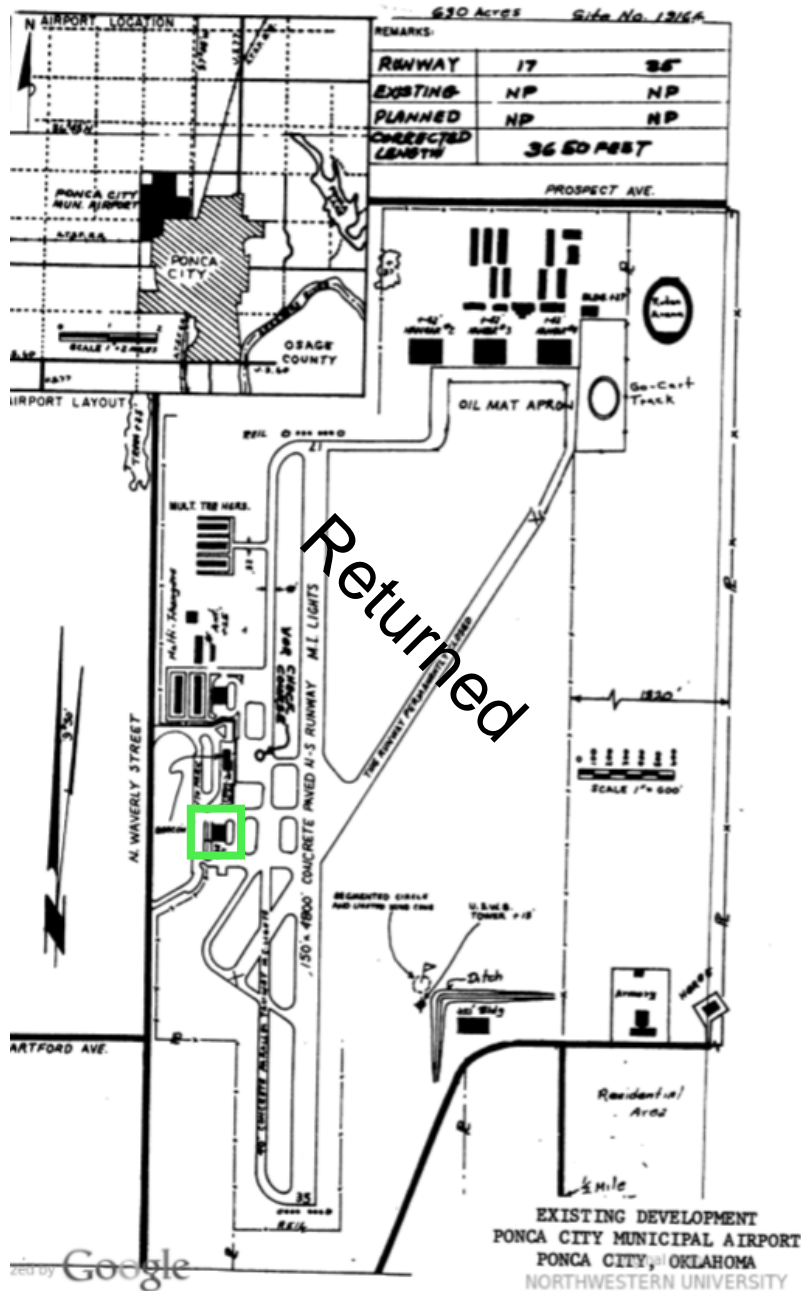
This Sanborn map from 1947 shows the Ponca City Municipal Airport and the Darr School of Aeronautics, which hosted the British Royal Airforce. The structure and footprint match the current appearance of the Hangar. Specifically, the building is described as having concrete floors, steel frame and trusses, and an iron roof. The center of the building is documented as one- to two-stories tall, and the four corners are indicated as two-stories (28 feet) tall.

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National Park Service

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**Wider View: 1975 (Sheet #3)**  
Credit: 1975 Environmental Impact Study

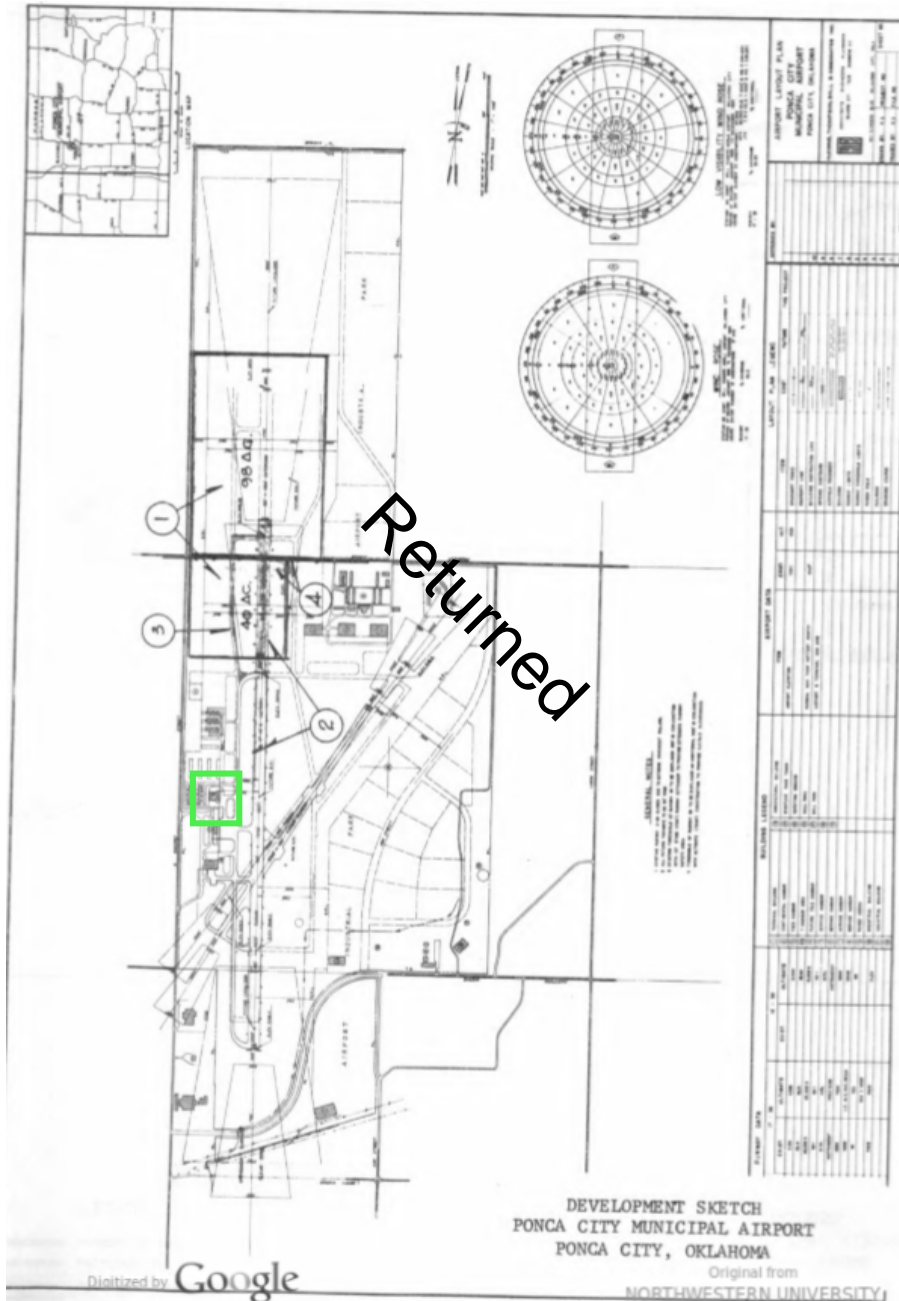
This map shows the “existing development” of the Ponca City Municipal Airport as of 1975. The map also shows the property in relation to the concentrated developed of Ponca City (in the upper left-hand corner). The green box identifies the location for the Hangar.

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National Park Service

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**The Big Picture: 1975 (Sheet #3)**

Credit: 1975 Environmental Impact Study

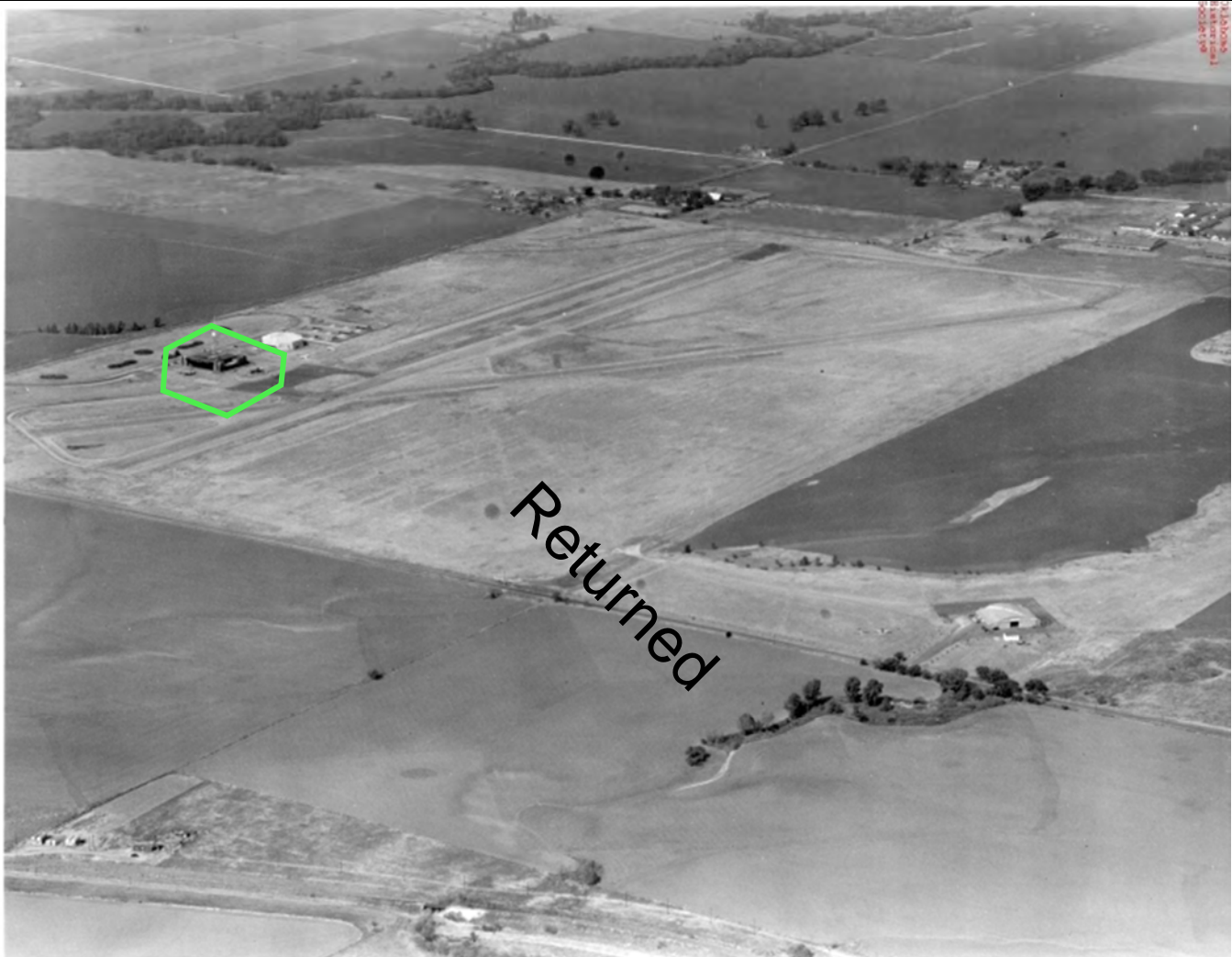
This 1975 EIS maps shows a detailed proposal of development for the Ponca City Municipal Airport. It reveals the city planned to extend its industrial hub on the southeast side of the airport before purchasing more land northward. It also shows that the original Ponca City Municipal Airport Hangar would be remain intact through the planned construction.

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**Historic Image #1: Circa 1940**  
Historic Aerials

Historic aerial photograph of Ponca City Municipal Airport after the Darr Airport is established and before the modern terminal, circa 1955, was built. The outlined area is the historic Ponca City Municipal Airport Hangar.

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**Historic Image #2: Circa 1945**

Credit: Ponca City Municipal Airport

A group of future pilots stands outside the Ponca City Municipal Airport Hangar. The hangar's northeast corner can be seen on left side of the photograph.



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Ponca City Municipal Airport Hangar
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SITE OF THE WASP SECOND NATIONAL REUNION



Aerial view of part of the area and buildings on the north side of the Ponca City Municipal Airport acquired by Piper Aircraft Corporation for the first regional assembly plant ever inaugurated for personal aircraft. From August 25 to August 27, this airport will be one of the main centers of activity for the WASPs gathered to take part in the Second National Reunion.

**Historic Image #3: 1947**

Credit: WASP Newsletter, September 1947, page 6

Focused almost exclusively on the north portion of the airport complex, the Ponca City Municipal Airport is visible in the far upper right. As an important site for World War II activities, the airport welcomed the second-ever national conference of WASP (Women Airforce Service Pilots) veterans.

United States Department of the Interior  
National Park Service

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Ponca City Municipal Airport Hangar

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Kay County, Oklahoma

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**Historic Image #4: 1947**

Credit: Ponca City Municipal Airport

After World War II, the Darr Flying School was shut down. However, this image documents that there remained a significant number of World War II-era airplanes on location.

**United States Department of the Interior  
National Park Service**

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Ponca City Municipal Airport Hangar
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**Historic Image #5: Circa 1955**  
Credit: Ponca City Municipal Air Port Postcard

This 1950's colorized post card image of the Ponca City Municipal Airport documents that it was being used for recreation flyers, instead of military flyers.

United States Department of the Interior  
National Park Service

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**Historic Image #6: 1975**  
Credit: Oklahoma Historical Society

This 1975 photo from the Jim Cloud Photography collection documents the view toward the north. The green outline locates the original Ponca City Airport Hangar. The doors are open, and the hangar is in operation.

**United States Department of the Interior  
National Park Service**

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Ponca City Municipal Airport Hangar
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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0001

**United States Department of the Interior  
National Park Service**

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Kay County, Oklahoma
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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0002

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National Park Service**

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Ponca City Municipal Airport Hangar
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Kay County, Oklahoma
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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0003

**United States Department of the Interior  
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Kay County, Oklahoma
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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0004



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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0005

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0006

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0007

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OK\_KayCounty\_PoncaCityMunicipalAirportHangar\_0008

# Ponca City Municipal Airport Hangar

36.727965, -97.101709

Legend



Google Earth

© 2018 Google

N Waverly St

Sykes Blvd

Doyle Keirn Ave

W Hartford Ave

Richway Dr



1000 ft

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination  
Property Name: Ponca City Municipal Airport Hangar  
Multiple Name: \_\_\_\_\_  
State & County: OKLAHOMA, Kay

Date Received: 5/30/2019      Date of Pending List: 6/19/2019      Date of 16th Day: 7/5/2019      Date of 45th Day: 7/15/2019      Date of Weekly List: \_\_\_\_\_

Reference number: SG100004173

Nominator: SHPO

Reason For Review:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Appeal           | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request     | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver           | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission     | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|   | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      7/15/2019 Date

Abstract/Summary Comments: The nomination for the Ponca City Municipal Airport Hangar is being returned for technical reasons.  
See attached comments.

Recommendation/ Criteria: RETURN

Reviewer: Paul Lusignan  Discipline: Historian  
Telephone: (202)354-2229 Date: 07/15/2019

DOCUMENTATION:      see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

**PONCA CITY MUNICIPAL AIRPORT HANGAR**  
**Kay County, OK**

**National Register Return Comments**

---

The nomination for the Ponca City Municipal Airport Hangar is being returned for technical reasons, as cited below. The resource appears to be eligible for listing and the nomination review will be completed upon correction of the noted items and resubmission of the nomination to the National Park Service.

**Verbal Boundary Description/Justification:**

The maps showing the proposed nomination boundaries (Map 11.2, 11.3, and page 48) do not appear to correspond to the verbal boundary description in the narrative, which starts with a boundary point "1 foot north of the northeast corner of the Hangar,..." The verbal boundary description would appear to describe a boundary limited to the foot print of the building (+1 foot) excluding any adjacent functional areas or setting. Boundaries limited to the footprint of a resource are frowned upon unless extenuating circumstances justify such a limited area (new infill construction, loss of integrity of setting, etc. ) Such does not appear to be the case with the Ponca City Hangar, which still exists on the historic tarmac adjacent to runways. A more appropriate boundary should include at least some portion of the historic setting sufficient to convey the historic character of the property and its functional operation as a working component of the airport. If other factors necessitate a more limited boundary those factors should be clearly noted in the boundary description and justification. The maps and VBD should coincide exactly.

**Significant Dates:**

Significant dates are restricted to single years rather than extended periods. If no specific date makes sense the extended periods should simply be covered under the larger period of significance. In this case delete 1930-32 and 1941-44 and replace with *1932, 1941, and 1953.*

**Architect/Builder:**

Given the references to the construction of the Hangar (*Oklahoman*) provided in the nomination it seems odd that no mention was provided of the architect or engineering firm responsible for the design. Please clarify or double check, including a study of any extant building plates or plaques in the building, if possible.

If there are any additional questions or concerns please contact me directly at 202-354-2229, or [paul\\_lusignan@nps.gov](mailto:paul_lusignan@nps.gov)



Paul Lusignan  
Historian  
National Register of Historic Places



**Oklahoma Historical Society**  
**State Historic Preservation Office**

*Founded May 27, 1893*

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

August 13, 2019

Joy Beasley  
Keeper and Chief National Register and  
National Historic Landmark Programs  
National Park Service  
1849 C Street NW, Mail Stop 7228  
Washington D.C. 20240



Dear Ms. Beasley:

Enclosed is the resubmission of the National Register of Historic Places nomination for the following Oklahoma property:

Ponca City Municipal Airport Hanger, 2231 Waverly Street, Ponca City, Kay County

\*Please note that Page 1 of the nomination and the photos have not changed, therefore a new disk containing the photos has not been included in this submittal.

We hope this resubmittal satisfies the results of the initial review.

We look forward to the results of your review. If there any further questions regarding the nominations, please do not hesitate to contact me.

Sincerely,

Lynda Ozan  
Deputy State Historic  
Preservation Officer

\*Enclosures