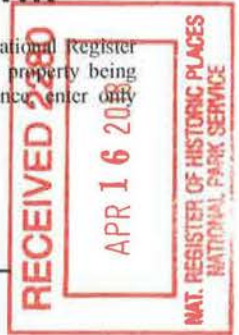


United States Department of the Interior  
National Park Service

SG 2479

# 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: Goodwin Field Administration Building

Other names/site number: South Arkansas Regional Airport Terminal / UN0528

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: 418 Airport Drive

City or town: El Dorado State: Arkansas County: Union

Not For Publication:  NA Vicinity:  NA

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

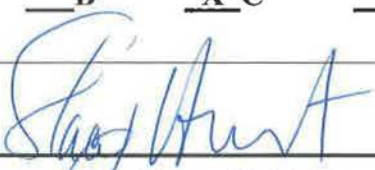
I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

	<u>3-16-18</u>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Arkansas Historic Preservation Program</u>	
<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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In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

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**Signature of commenting official:** \_\_\_\_\_ **Date** \_\_\_\_\_

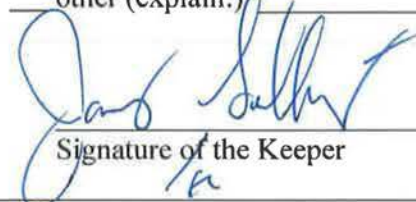
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**Title :** \_\_\_\_\_ **State or Federal agency/bureau or Tribal Government** \_\_\_\_\_

**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

8.2.2018  
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
-

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Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing

Noncontributing

1

buildings

sites

structures

objects

1

0

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

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Modern Movement: Moderne

Modern Movement: International Style

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

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

### Narrative Description

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

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### Summary Paragraph

The Goodwin Field Administration Building is located at the South Arkansas Regional Airport. The cast concrete, two-story building with a control tower functions as the administration and terminal building for the airport. The building exhibits late Art Moderne architectural elements transitioning to the International Style. Distinctive features of the building include the smooth horizontal walls with minimal ornamentation; flat roofs; rounded projecting eaves; ribbons of wraparound windows; a window filled with glass blocks; and nautical elements including round windows, porthole doors, and exterior metal railings. The building was completed in 1950. Alterations to the building include replacement windows, a 2005 addition along the north facade constructed for passenger screening, loss of the exterior signage, and interior modifications and updates. The Goodwin Field Administration Building retains integrity for listing in the National Register of Historic Places as the building retains most of its original character-defining features and the majority of alterations are sympathetic with the original design of the building. The proposed property listing includes only one resource, the Goodwin Field Administration Building.

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## Narrative Description

### *Site/Setting Description*

The South Arkansas Regional Airport is comprised of 1,540 acres situated approximately 8 miles west of downtown El Dorado, the seat of government for Union County in southwest Arkansas. The airport, owned by the City of El Dorado, currently has two runways of 6,600 feet and 5,100 feet in length. The airport provides hangar and fueling services and Southern Airways Express offers passenger service with 18 roundtrip flights each week to Dallas/Fort Worth International Airport.<sup>1</sup> The Goodwin Field Administration Building, projecting a modern design of cast-concrete construction, is located at the northern terminus of a two-lane road at 418 Airport Drive, El Dorado, Arkansas. The paved, oval drive to the south of the building provides vehicular access and parking for employees and passengers. The concrete apron for airplane parking is situated to the north of the terminal building while the current two runways extend to the northeast/southwest and northwest/southeast and intersect north of the building. The building has hangars and other support structures situated to its east, west, and southwest. In the immediate vicinity of the administration building is a small service building approximately 85 feet to the west. Approximately 170 feet west of the administration building is a hangar built in the early 1980s. A second hangar building was constructed approximately 115 feet to the east of the administration building between 2012 and 2015. Mowed areas surround the runways and airport buildings.

### *General Building Description*

The two-story, tiered, cast concrete, rectangular Goodwin Field Administration Building is supported by a poured concrete foundation and features flat roofs covered with composition roofing partially covered in gravel. The second story rises from the central portion of the building while the control tower is supported by a drum extending from the second story roof. The west portion of the building, one story with a metal railing on three elevations of its flat roof, was designed as a café with an observation deck on its roof. The east portion of the building is comprised of a one-story, flat roof section with a parapet wall. According to the former airport manager, the building remained unpainted until the 1960s (Gary Harrell, personal communication, October 3, 2017).

The Goodwin Field Administration Building is an example of a late Art Moderne-style building with influences of the International Style. The Art Moderne style, often associated with the Art Deco style, was popular during the two decades prior to World War II. Use of the International Style also began in the 1920s and variants of this style continue in use to the present time. The Art Moderne and International styles share common characteristics exhibited by the building such as smooth exterior walls, spare use of decorative elements, flat roofs, and large windows that wrap around corners. Nautical elements such as the porthole doors, exterior metal railings, and the use of round windows and voids found on the Administration Building are characteristics associated with the Art Moderne style.

### *South Façade (Passenger Entry from Parking Lot) – First Story*

The asymmetrical south façade of the Goodwin Field Administration Building serves as the passenger entry point to the terminal building as it is oriented to the oval-shaped vehicular parking lot. A shed-roof metal canopy supported by metal posts with cast-concrete piers shelters the pedestrian entry and vehicles for dropping off passengers. The canopy, constructed circa 2005, does not connect to the original building

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<sup>1</sup> South Arkansas Regional Airport, 2010, accessed October 26, 2017, <http://www.flyeld.com/index.html>.

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although a metal gutter fills the void between the canopy and projecting eave over the entry. The centrally located double-leaf pedestrian entry, filled with commercial aluminum-frame glass doors, large sidelights, and transoms, was originally filled by a row of four doors. The entry is located in a one-story projection from the façade wall plane. The screening wall to the right (east) of the entry obscures an entry filled with a porthole door that provides access to the original baggage claim room (currently the airport manager's office). Continuing to the east are four windows set below the flat, projecting eave. This projecting eave extends along the south façade, east elevation, and a portion of the west elevation. The projecting eave serves as a horizontal decorative element and provides shelter to the passenger entry and windows. To the left (west) of the south façade's passenger entry is a solid screening wall punctuated by three small ventilation openings. Similar to the wall to the east of the passenger entry, this screening wall obscures three single-leaf entries to original service areas: the transformer vault; machine room; and kitchen for the café. Two of the entries have replacement metal doors while the former transformer vault retains its heavy metal door with large hinges.<sup>2</sup>

### ***East Elevation – First Story***

The east elevation of the Goodwin Field Administration Building's first story contains a large window filled with a replacement multi-light fixed-sash. The overall visual design of the replacement, multi-light sash is similar to the multi-light metal sashes originally used for the building.

### ***West Elevation – First Story***

The Goodwin Field Administration Building's west elevation of the first story features a single-leaf entry filled with a replacement door and transom. The entry originally opened into the café in the northwest corner of the building. To the right (south) of the entry are two windows and between the windows is a narrow perpendicular screening wall that features three open round voids similar to portholes. This decorative wall screened the original exterior café entrance from the service entries that are hidden behind the screening wall along the south façade (vehicular passenger entry) elevation.<sup>3</sup> The flat, projecting eave is set just above and shelters the pedestrian entry and two windows. To the left (north) of the pedestrian entry is a large window with multi-light fixed sash that wraps around to the north façade (passenger entry from airplane parking apron).

### ***North Façade (Passenger Entry from Airplane Parking Apron) – First Story***

The north façade of the Goodwin Field Administration Building serves as the passenger entry/exit to the terminal to/from airplanes parked on the apron. Originally this elevation exhibited a horizontal wall plane filled with large windows and entries into the structure. A one-story, flat-roof addition was constructed in 2005 along the north façade to address security concerns following the September 11, 2001 attacks. The addition was constructed to serve as a waiting area after passengers passed through security. The successor of John B. Abbott's architectural firm (the architect for the administration building), CADM (Connelly, Abbott, Dunn and Monroe) Architecture, Inc., of El Dorado, Arkansas, designed the addition. Hargett Construction Company, Inc. served as the contractor for the addition's construction. The addition is centrally situated along the north façade. The addition integrates elements of the original building such as the oculus window on the west elevation, the large window in the slightly curving wall of the waiting area,

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<sup>2</sup> John Abbott, Architect, and Brueggeman, Swaim, and Allen, Associates, Plans for Construction of Administration Building Goodwin Field, El Dorado Arkansas, Project No. 9-03-015-801, 1947.

<sup>3</sup> Abbott et. al, 1947.

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the flat projecting eave that extends over the curved window and the addition's north entry, and the smooth exterior walls lacking in ornamentation. The addition's north elevation features a double-leaf entry filled with commercial aluminum-frame doors, sidelights, and a transom. The entry is sheltered by a flat-roof metal canopy that extends to the airplane apron and also continues along the east side of the addition and the north elevation of original block of the building. West of the projecting addition, the north façade of the main block features a wall of windows filled with a multi-light fixed sash. East of the addition the north elevation of the original block features large windows filled with a replacement multi-light sash that shares visual characteristics with the window's original multi-light metal sashes. Also along this wall are three service doors that provide access to individual offices.

### ***Second Story***

The building features an observation deck along the roof of the west portion of the building and a flat-roof area along the east portion of the building's first floor. Both the west and east flat roofs are covered in rolled compositional roofing material. The south façade elevation of the flat-roof second story features a narrow vertical window filled with glass blocks indicating the location of the interior stairway. To the right (east) is a large wraparound window that extends to the east elevation. The window is filled with a replacement fixed multi-light sash similar to the first story. The east portion of the second story's south façade is recessed from the west portion of the second story.

The second story's east elevation features a second large window that wraps around to the north façade. The window is filled with a replacement multi-light fixed sash.

The west elevation of the second story's tiered section features a single-leaf entry filled with a three-light porthole door. This entry opens onto the observation deck.<sup>4</sup> That portion of the west elevation's wall not constructed of cast concrete is comprised of corrugated asbestos siding. To the right (south) of the entry is an oculus window denoting the location of the interior stairway. To the left (north) of the entry is a large window with a multi-light fixed sash that wraps around to the north façade.

The second story's north elevation is a continuous window wall filled with a multi-light fixed replacement sash. Below the windows the wall is clad in metal panels. The east portion of the second story is recessed from the north elevation's wall plane but the windows continuously wrap around to both the east and west elevations. The flat-roof eave projection with rounded corners encompasses the second story.

### ***Control Tower***

The control tower rests atop a drum comprised of eight sides situated centrally on the roof of the second story. The walls of the drum, clad in corrugated asbestos siding, are blank except for a single-leaf entry on the west elevation that opens onto the roof of the second story. The roof of the drum is encompassed by a metal railing. The lower walls of the control tower are clad in the same corrugated asbestos siding. The upper walls of the eight-sided control tower are comprised of windows filled with large fixed single-light sashes. The windows are canted outward at the top as the flat roof projects beyond the lower walls of the control tower. Recessed in the southwest corner of the control tower is a single-leaf entry that opens onto the narrow deck surrounding the control tower. The deck is encompassed by the metal railing. The entry, with a single-light transom, is filled with a metal door.

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<sup>4</sup> *Ibid.*



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***Interior – First Floor***

The floor plan of the Goodwin Field Administration Building's first story is little changed from its original blueprints dating to 1947 other than the north façade's 2005 addition. The south façade's vehicular passenger entry retains its vestibule and the large lobby and ticket concourse areas in the central portion of the building. A stairway with a single landing is located to the immediate left (west) of the south vestibule. The eastern portion of the first floor retains original spaces, including four office spaces along the north wall (a ticket/customer service counter has been added in front of these offices) and the baggage claim room (currently the manager's office) and restrooms along the south wall. The west portion of the building's first story plan has been slightly altered with the former café divided into a hallway and two rooms, including the pilot's lounge. The original kitchen and pantry along the southwest portion of the first story are currently utilized for storage. The mechanical room and restrooms continue their original functions, although the restrooms are currently not in use. The original transformer vault, with its exposed cast-concrete walls, is used for storage. The west portion of the 2005 addition along the north façade contains a waiting area for passengers with the double-leaf exterior entry providing access to the airplane parking apron. The east portion of the addition is comprised of two restrooms and a room serving as a corridor between the airline office and the exterior of the building.<sup>5</sup>

As a public building in continuous use over the past 67 years, the interior spaces of the Goodwin Field Administration Building have been updated for safety concerns and to meet the expectations of today's travelers. The last renovation of the first floor took place in 1995 according to a wall plaque. The floors of the public spaces are either tiled or carpeted. The majority of walls are covered in stucco while those in the 2005 addition are painted. The addition and renovated restrooms have drop ceilings of acoustical tile, while the ceilings in the public spaces of the original terminal building appear to be cast concrete with possibly a skim coat that are painted. Two original light fixtures are located in the south vestibule and the central portion of the original concourse. The central portion of the light fixture serves as a round vent. The light fixture surrounding the vent points upward to a concave space above the fixture providing indirect light. The fixed aluminum frame, multi-light sashes filling the windows are sympathetic replacements to the original multi-light metal frame sashes that may have included awning or hopper windows. Glass blocks continue to fill a narrow window in the stairway along the south façade elevation. A former exterior window along the north façade elevation was incorporated into the 2005 addition. This former exterior window has been filled with glass block.

Spaces on the first story of the Goodwin Field Administration Building that retain original finishes include the former kitchen with its two original porthole doors and tile flooring; two restrooms near the original kitchen that retain original marble stalls and tile floors; and the unfinished mechanical room and transformer vault.

***Interior – Second Floor***

The original blueprints for the second story of the Goodwin Field Administration Building indicate most of the second story was open and "Unassigned Space." A hallway at the top of the stairs provided access to another stairway behind a door that leads to the control tower. To the north of the hallway were two offices

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<sup>5</sup> Abbott et. al, 1947; Arkansas Historic Preservation Program files, Proposed Floor Plan of Goodwin Field Administration Building with Proposed Construction (Addition), undated, no attribution, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas.



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that included the terminal's manager's office.<sup>6</sup> The second story of the Goodwin Field Administration Building was remodeled in 2006 with CADM Architecture, Inc., serving as the architect for the project and Hargett Construction Company, Inc., as the contractor. This remodeling of the second floor is distinct from the 2005 addition project.

A single-leaf entry on the west wall of the hallway is filled with a three-light porthole door. This entry provides access to the roof deck. The walls of the hallway are stucco, and the floor is covered in textured tile. The two offices indicated on the original blueprints are no longer extant, and the northwest portion of the second floor is a large open room with windows along three walls. Most of the second floor has a drop ceiling with acoustical tile and the floors are carpeted. The original higher ceiling is visible along the edge of the exterior walls as the drop ceilings are set back from these walls. The walls are covered in stucco. A conference room is located in the north portion of the eastern section of the second story. The southern portion of the Goodwin Field Administration Building's second story has been subdivided into smaller spaces including a hallway, restroom, and numerous other rooms.

### *Interior – Control Tower*

The Goodwin Field Administration Building's control tower is reached via a narrow, metal staircase that extends from the second floor to the floor of the drum. The walls of the staircase are covered in stucco. The interior of the drum has a low ceiling, cast-concrete floor, and exposed steel beams serving as the structure's framework. The lower portion of the drum's walls are clad in corrugated asbestos siding while the upper walls are cast concrete. The narrow metal staircase continues upward to the control tower. The control tower is currently unused and empty. It is unclear if it was ever utilized. A metal railing extends along two sides of the stairwell. The floor of the control tower is unfinished cast concrete, and the lower walls are comprised of cast concrete and/or stucco. The upper wall is comprised of sheets of plate glass that are canted outward from the lower wall. Steel I-beams support the flat concrete roof. A single-leaf entry filled with a metal door is located at the southwest corner of the control tower. The entry provides access to the narrow deck with a metal railing that encompasses the control tower.

### **INTEGRITY**

The Goodwin Field Administration Building was carefully examined to determine if it retains integrity for listing in the National Register of Historic Places. The building is located in its original **location**. No major changes have been introduced to the immediate **setting** of the administration building. Two aircraft hangars have been constructed to either side in the last 35 years but both are over 100 feet from the building. The airplane parking apron has been enlarged but continues to provide unobstructed views of the runways from the building. The architectural **design** of the exterior of the building, reflecting the Art Moderne style with International Style influences, remains relatively unaltered except for the sympathetic replacement windows and a one-story addition along the north façade. Although increasing the structure's footprint and creating a projection along the formerly flat, horizontal wall plane, the 2005 addition is sympathetically integrated into the original structure through its exterior materials, flat roofline, and use of a large window filled with a multi-light fixed sash visually sympathetic to those of the original building. Character-defining design features of the interior include the open space associated with the original lobby and ticket concourse, the staircase leading to the second floor, the observation deck on the roof of the first story, and the open views from the control tower. The remodeling of the building over the last 15 years retained the majority of its original floorplan and public spaces of the first story and in the control tower. The second

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<sup>6</sup> Abbott et. al, 1947.

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floor has been divided into office and conference room space in recent years and historically has not been utilized by the public. The administration building continues to reflect key characteristics of the late Art Moderne style with International Style influences including minimal detailing, flat roofs, rounded projecting eaves, large multi-light wraparound windows, and nautical elements. The administration building retains important exterior **materials** such as its smooth cast-concrete walls, glass blocks filling a narrow window on the south façade, corrugated asbestos siding, porthole doors, metal railings along the upper floors, and windows of the control tower offering 360 degree views of the airport runways and property. Signage in large letters on the exterior of the building indicating “GOODWIN FIELD” on the south facade and “EL DORADO ARKANSAS” on the north façade, both indicated on the original plans, have been removed. Original interior materials are located in the non-public areas of the first floor such as the original kitchen and staff restrooms. Integrity of **workmanship** is evident in the cast-concrete construction of the building and its unaltered control tower. The addition and exterior replacement materials are complementary and do not detract from the overall character of the building. The Goodwin Field Administration Building is clearly identifiable as an example of a mid-twentieth century airport administration/terminal building and thus, retains its clear **association** with post-World War II municipal airport development. With its integrity and continued use as an administration building for the airport, the Goodwin Field Administration Building retains integrity of **feeling** reflecting its history and period of significance.

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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.

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**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

**Areas of Significance**

(Enter categories from instructions.)

Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

c.1950-1968  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

c.1950  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

NA  
\_\_\_\_\_  
\_\_\_\_\_

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**Cultural Affiliation**

NA  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

John B. Abbott, architect (El Dorado)  
Brueggeman, Swaim, and Allen, Associates (Little Rock)  
\_\_\_\_\_  
\_\_\_\_\_

**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 Goodwin Field Administration Building is located at 418 Airport Drive west of downtown El Dorado, the seat of government of Union County, Arkansas. The Goodwin Field Administration Building was completed in 1950 in response to the earlier construction of Goodwin Field. The Goodwin Field Administration Building is eligible for listing under **Criterion A** in the area of Transportation with **local significance** for its association with the development of commercial airport services in southwest Arkansas. The Goodwin Field Administration Building provided an up-to-date passenger terminal offering café services, an observation deck, and amenities for post-war business and pleasure travelers while also serving the needs for the airport’s administration. The building also served as a gateway to potential economic expansion in the region by presenting a modern facility to accommodate the developing transportation demands of commercial and private entities. The Goodwin Field Administration Building is eligible under **Criterion C** in the area of Architecture with **local significance** as an excellent example of the late Art Moderne style exhibiting the increasing influences of the International Style in Union County designed by a prominent local architect. The Goodwin Field Administration Building used cast concrete in its construction as architect John B. Abbott utilized this method in four local buildings and structures over a four-year period, bringing architectural modernity to Union County. The Goodwin Field Administration Building exhibits many characteristics of the Art Moderne and International styles, including smooth exterior walls with minimal ornamentation, flat roofs, rounded edges, wraparound large windows, glass blocks, and nautical elements. The period of significance for the Goodwin Field Administration Building is c.1950-1968, the year it was completed to the cut-off date of fifty years ago.

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

## STATEMENT OF SIGNIFICANCE

### Criterion A

The Goodwin Field Administration Building, completed in 1950, was designed to serve as the terminal and administration building for Goodwin Field. The Goodwin Field Administration Building was constructed to expand passenger service via commercial aircraft to El Dorado and the surrounding region. Replacing a temporary structure, the current administration building provided a modern facility and up-to-date architectural design that was utilized as a tool for economic development by offering local commercial and passenger services. Existing oil companies, post-wartime industries, and potential expanded future passenger service provided the impetus for the construction of a modern administration building to service the needs of an airport for a thriving and economically expanding region. The Goodwin Field Administration Building is eligible under **Criterion A** in the area of Transportation with **local significance** for its association with the development of airport services in southwest Arkansas.

### Criterion C

The Goodwin Field Administration Building exhibits local architect John B. Abbott's application of modern architectural design elements to a municipal building through the use of cast-concrete construction and elements of the Art Moderne and International architectural styles. The administration building was constructed in the waning years of Art Moderne's popularity when the International Style saw widespread application in the United States, especially in public and commercial buildings. The Goodwin Field Administration Building exhibits several characteristics shared by both architectural styles, including smooth exterior walls with minimal ornamentation; flat roofs; rounded edges along the flat projecting eaves; wraparound windows covering large expanses of the wall planes; and the use of glass blocks to fill a window. It also displays several nautical features associated with the Art Moderne style such as round windows, porthole doors, and metal railings along the exterior roofs. The Goodwin Field Administration Building is the most intact example of the three Art Deco/Art Moderne/International Style airport terminal buildings constructed in Arkansas. The Goodwin Field Administration Building is eligible under **Criterion C** in the area of Architecture with **local significance** as an excellent example of the late Art Moderne style exhibiting the increasing influence of the International Style designed by a prominent local architect in Union County.

### Post-World War I Through World War II Economic Growth in Union County

El Dorado was established as the seat of government in Union County in 1843. Throughout the remainder of the nineteenth and first two decades of the twentieth century the county primarily relied on an agricultural

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based economy. The arrival of the railroad in the early 1890s opened markets for the area's timber industry. Still, the community contained slightly under 3,900 residents in 1920.<sup>7</sup>

Prior to World War I, oil exploration had been taking place in the neighboring states of Oklahoma and Louisiana. Drilling took place in Arkansas but the majority of wells contained only natural gas. Even after World War I test drilling was undertaken in the vicinity of El Dorado but the results did not reveal large oil reserves. Minor results were achieved in wells drilled in 1919 and 1920. On January 10, 1921, the Busey No. 1 well blew, throwing oil, gas, and water into the air. Although the well's production soon dwindled, the gusher prompted immediate drilling in the vicinity of El Dorado by speculators. Known as the El Dorado Field, by June 1921, over 100 oil wells had been drilled and nearly 350 derricks were being built. Peak production occurred the next year with over 10.5 million barrels of production, although this declined quickly the next year to nearly half the previous year's production.<sup>8</sup>

El Dorado became a boom town lacking facilities to house and feed the laborers and speculators coming to the area. By the end of 1921, it was estimated that the city contained 16,000 residents. Estimates for El Dorado's population in 1925 ranged from 25,000 to 30,000. Colonel T. H. Barton obtained a controlling interest in Lion Oil and Refining Company (later known as the Lion Oil Company) and was made president of the firm in 1929. In the early 1920s the Lion Oil and Refining Company's refinery had a capacity of 22,000 barrels daily. The Root Petroleum Company, previously operating as the Root Refineries, could process 20,000 barrels daily. Soon after oil was found in Union County pipelines began to be laid to transfer the oil and gas to storage facilities. Within five years two additional oil fields were identified in Union County: Smackover Field and the Lisbon Field. Soon there were additional refineries, a fertilizer plant, a carbon black plant and bromine plants operating in the vicinity of El Dorado.<sup>9</sup> Lion Oil Company, headquartered in El Dorado, continued to expand its operations and holdings through the 1930s. There were 441 Lion Oil gasoline stations in operation in 1932 and just three years later the company added nearly 400 Marathon Oil gasoline stations to its holdings. The first Arkansas public company traded on the New York Stock Exchange was Lion Oil Company beginning in 1939. Nearly 2,000 Lion gasoline stations lined the region's highways by the mid-1950s.<sup>10</sup>

During the depths of the Great Depression little oil exploration took place in Union County. The Shuler Field, located in Union County, was found in 1937 as a deep field reaching to depths of over 5,000 feet. The identification of this oil field helped to blunt the worst effects of the Depression to many in the county. The oil boom of the early 1920s pushed improvements in the county and El Dorado that otherwise would have taken many years. Roads were improved and residences and substantial commercial edifices were erected. In the late 1920s, the fire station, City Hall, and Exchange Building, the city's first skyscraper, were built in El Dorado. Movie theaters, schools, parks, and motels followed suit as the city prospered. The

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<sup>7</sup> Sandra Taylor Smith, Memorial Stadium National Register of Historic Places nomination (draft) (North Little Rock, Arkansas: 2016): np; Jack Earl, "Let's Visit El Dorado," *Arkansas Democrat Magazine* (Little Rock), June 3, 1952.

<sup>8</sup> Kenny A. Franks and Paul F. Lambert, *Early Louisiana and Arkansas Oil, A Photographic History, 1901-1946* (College Station, Texas: Texas A & M University Press, 1982): 107-109.

<sup>9</sup> Franks and Lambert, 109-111; Anna Harmon Cordell, *Dates and Date of Union County Arkansas 1541-1948* (Monroe-Lafayette, Louisiana: Century Printing and Publishing, Inc., 1984): 79-83; John G. Ragsdale, "Oil Development in South Arkansas, 1921-2001," *South Arkansas Historical Journal* 3 (Fall 2003): 18.

<sup>10</sup> Kenneth Bridges, "Lion Oil Company," *The Encyclopedia of Arkansas History and Culture*, 2012, accessed November 2, 2017, <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=5583>.

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courthouse was completed in 1929, and the post office was built in the early 1930s after the start of the Great Depression.<sup>11</sup>

Just prior to the United States entry into World War II, El Dorado had been approved for construction of a new airport. The airport was to be used as a stage military airfield for Barksdale Field located in Louisiana. Another large industrial facility that was announced in October 1941 may also have played a role in the approval of the new airport and ultimately the construction of the airfield's administration building. The War Department decided to construct an industrial facility to produce anhydrous ammonia and ammonium nitrate from natural gas deposits in Union County. Anhydrous ammonia and ammonium nitrate are ingredients in producing explosives. The manufacturing plant, known as the Ozark Ordnance Works (OOW), was under ownership of the federal government but operated by the Lion Oil Refining Company. The Lion Oil Refining Company was one of the first companies to determine a method of using the "sour" natural gas produced in the region into "sweetened" natural gas for use in a plant such as the OOW. It was expected that the initial construction force would number 300 to 400 workers and would increase to 3,000 to 4,000 laborers with the Army Corps of Engineers supervising construction. The \$23 million plant was constructed between two and three miles north of El Dorado and proposed production was doubled in March 1942 to 300 tons of ammonium nitrate solution per day. The construction cost of the industrial plant was later increased to \$36 million. Three days after the attack on Pearl Harbor the federal government began condemnation procedures to procure over 3,200 acres of land for the OOW and preliminary construction started in March 1942. Plant production started in May 1943. During the war employment at OOW averaged 700 employees. In March 1946 the OOW was considered surplus government property. Lion Chemical Corporation leased the OOW and purchased the plant in 1948 and expanded operations. In the mid-1950s Lion Chemical Corporation merged with Monsanto Chemical Company.<sup>12</sup>

A second local industrial plant was started during World War II to meet wartime provisional needs. A plant manufacturing high octane gasoline was constructed at the Root Petroleum Company's refinery and operated by the company during the war. After the war, the Root Petroleum Company purchased the plant from the federal government. In late 1947, the Root Petroleum Company was purchased by the Pan American Oil Company.<sup>13</sup>

El Dorado's original municipal airport was small and did not meet the standards of the military or for larger passenger aircraft. Near the end of World War II operation of the new airfield west of downtown El Dorado was transferred from the military to the city. For continued economic growth to occur in the county and to satisfy the needs of the local industries, El Dorado's new airport needed an up-to-date administration/terminal building to handle the expected post-war commercial air traffic.

### **Goodwin Field and Administration Building Development**

One of the major World War II public projects to be undertaken in Union County was the construction of a new airport. Prior to this the city of El Dorado was served by a small airfield south of downtown that started as a landing field for airplanes during World War I. The airfield's importance grew during the oil

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<sup>11</sup> Cordell, 83-87.

<sup>12</sup> "Goodwin Field Serves Needs of Southwest Arkansas," *El Dorado (Arkansas) Daily News*, March 31, 1974; Caroline Kent, "Uncle Sam Needs Your Resources: A History of the Ozark Ordnance Works," *South Arkansas Historical Journal* 5 (Fall 2005): 4, 6, 9, 12, 14.

<sup>13</sup> Cordell, 89.



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boom that started in the early 1920s as pilots frequented the area and offered locals a chance to ride in an airplane for a nominal fee. Small hangars were built at the airfield but improvements were not completed until 1932, when the newly accredited airfield was opened by the city. This municipal airport continues to operate as the El Dorado Downtown Airport or Stevens Field.<sup>14</sup>

Beginning in 1941, the Federal government set aside funding to develop and improve city airports throughout the nation. The local City Airport Commission applied and was one of 149 airports approved to receive funding to improve its airport. Because the location of the existing airport south of El Dorado limited its expansion, the city decided to look for an alternate location for a new airport facility. The federal funds were approved subject to the city constructing an administration building, hangars, and other support facilities at the new airport. According to reports at the time, the estimated cost to the city was approximately \$120,000. The city issued bonds to fund the new facility in October 1941, and a location was chosen. Upon the nation entering World War II in December of that year, the chosen site for the new airport no longer met the military's requirements as it was expected the airport would be utilized by the military during hostilities. The City Airport Commission and the Army Air Force settled on a new location of approximately 1,400 acres approximately 8 miles west of downtown El Dorado. Plans for the proposed airport included construction of three runways. Construction contracts were let for the new airport by July 1, 1943. The Chernus Construction Company and Palumbo Excavating Company, both of St. Louis, received the construction contracts. The T. L. Jones Construction Company from Ruston, Louisiana, was awarded the paving contract for the runways and taxi areas. Work on the airport was underway by mid-1943, including the three paved runways each extending 5,100 feet and paved taxi ways nearly 8,000 feet in length. The federal government provided nearly \$1.2 million for the construction of the airport. The city constructed temporary hangars and an administration building that were to be replaced with permanent structures at a later date.<sup>15</sup>

The first plane to land at the new airfield was during the first week of April 1944. On a flight from Dallas, Texas, a Royal Air Force trainee was forced to land his aircraft because of a gasoline problem with the airplane.<sup>16</sup> The unofficial opening of the airfield was postponed for nearly two months because of excessive rains and was to take place by July 15, 1944. A newspaper article at the time indicated five men, including the mayor, were to take classes in operating a municipal airport at Texas A & M College.<sup>17</sup> Military use of the airport was deemed unnecessary and maintenance for the facility was handed over to the city of El Dorado in 1944. Until this time the airfield could only be utilized by military aircraft but the decision to turn it over to the city opened up the possibility for air mail and passenger services. Negotiations were started with several airlines for passenger service before Chicago and Southern Airline received permission through the Civil Aeronautics Board to begin passenger service to El Dorado. In September 1944 the new airfield was named Goodwin Airfield for the former mayor of El Dorado, Walter L. Goodwin. Goodwin was in office at the time the airfield project was in consideration and worked for its awarding to the city. The airport ultimately cost nearly \$1.5 million to complete.<sup>18</sup>

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<sup>14</sup> Cordell, 87.

<sup>15</sup> Cordell, 90; "Work On El Dorado Airport To Begin July 1," *Arkansas Gazette*, May 28, 1943; "Contracts Let For El Dorado Airport," *Arkansas Gazette*, July 2, 1943.

<sup>16</sup> "First Plane Land At New El Dorado Airport," *Arkansas Gazette*, April 6, 1944.

<sup>17</sup> "El Dorado Airport Will Be Completed By July 15," *Arkansas Gazette*, June 11, 1944.

<sup>18</sup> Cordell, 90-91; "El Dorado Airport Named for Ex-Mayor," *Arkansas Gazette*, September 9, 1944.

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The official opening of the El Dorado Municipal Airport at Goodwin Field occurred on July 15, 1945, with the arrival of the first commercial flight of the Chicago and Southern Airline. In April of that year, permanent lighting equipment was added to the airfield.<sup>19</sup> An Application for Rating of Air Navigation Facility and Lawful Authority to Operate a "True Light" was submitted to the Department of Commerce, Civil Aeronautics Administration (CAA) by the City of El Dorado in October 1945. The application states the airfield was not operating during night hours but was expected to begin in the middle of 1946 "contingent on construction of Adm. Bldg. and additional airline companies using the airport. Awaiting decision to be handed down as result of hearing before the CAB (Civil Aeronautics Board)."<sup>20</sup> It is evident from this application that the officials of the City of El Dorado were expecting the quick construction of a permanent administration building for the airfield and increased airline utilization, but this turned out to be overly optimistic on their part.

A March 1947 newspaper article states an application to the Civilian Production Administration concerning the construction of a permanent airport administration building for Goodwin Field was approved. The building was expected to cost slightly over \$90,000.<sup>21</sup> On March 26, 1947, a legal notice was posted in the newspapers advising possible bidders of the construction contract for the proposed airport administration building at Goodwin Field. Construction bids were to be submitted by April 24, 1947.<sup>22</sup> In July 1947, the City of El Dorado signed a one-year lease with the Army Air Force to allow the army to land its planes at the airfield. The lease allowed for its annual renewal.<sup>23</sup>

Use of the airport by the public and commercial entities, along with the military, was increasing during 1947 as the post-war economy continued to expand. The Chicago and Southern Airline continued to offer passenger service to the airport in 1947. In June 1947, it was announced that the army would utilize Goodwin Field to train student pilots from Barksdale Field in Louisiana.<sup>24</sup> Lion Oil Company revealed plans in mid-1947 to construct an airport hangar at Goodwin Field for use by the company and visiting airplanes. The proposed hangar was to have a capacity for three airplanes and the "walls will be of fabricated aluminum, said to be the first used in this area."<sup>25</sup>

Although the notice to bid on the Goodwin Field administration building was originally released at the end of March 1947, research has not revealed that any bids were accepted. The initial bids may have been too high, although this is speculative. Evidence that the building continued to be a priority for the city was a \$55,000 grant provided to the City of El Dorado from the CAA for the construction of an administration building. The grant was announced at the beginning of August 1947. It was estimated the city had approximately \$70,000 on hand for the proposed project.<sup>26</sup> By the end of October plans were drawn by John Abbott as architect and Brueggeman, Swaim, and Allen of Little Rock as the associate architects. An architectural rendering of the building by the architects depicts the north façade and west elevations of the

<sup>19</sup> Cordell, 90; "First C. and S. Airline Stop At El Dorado July 15," *Arkansas Gazette*, June 22, 1945.

<sup>20</sup> Department of Commerce, Civil Aeronautics Administration, "Application for Rating of Air Navigation Facility and Lawful Authority to Operate a "True Light," located in the files of the South Arkansas Regional Airport, El Dorado, Arkansas.

<sup>21</sup> "El Dorado Airport Building Approved," *Arkansas Gazette*, March 14, 1947.

<sup>22</sup> "Legal Notice, Notice to Bidders," *Arkansas Gazette*, March 26, 1947.

<sup>23</sup> "Lease Signed For Army To Use Airport," unknown newspaper, July 16, 1947.

<sup>24</sup> "El Dorado Airport to Be Used By Army Students," *Arkansas Gazette*, June 24, 1947.

<sup>25</sup> "Lion Oil Building Hangar At El Dorado Airport," *Arkansas Gazette*, July 15, 1947.

<sup>26</sup> "El Dorado Airport To Get \$55,000," *Arkansas Gazette*, August 8, 1947.

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building. The minor differences in the rendering and the final building are the type of windows in the second story and the roof of the control tower. A metal radio tower/weathervane also tops the control tower.<sup>27</sup>

Once again in December 1947 and January 1948 sealed bids were requested for the construction of an administration building at Goodwin Field. The low bid was submitted by M. O. Branton Construction Company of Little Rock, Arkansas for \$121,000 in January 1948.<sup>28</sup> A matching grant of \$10,000 was approved by the CAA for landscaping around the airport administration building. The newspaper article announcing this possible grant indicated, "There is said to be possibility of hesitancy in matching the fund."<sup>29</sup> This hesitancy in accepting a grant is unusual, unless the cost of the project was already more than expected and the city did not have the matching funding available.

In September 1949, the city accepted the \$10,000 matching grant for landscaping of the airport administration building provided by the CAA. The matching funds were also to be utilized for the building. At this time the total cost of the administration building was reported to be near \$140,000.<sup>30</sup> An aerial view of the airfield from late November 1949 shows the same alignment of Airport Drive leading northward from Magnolia Highway (U.S. 82) to the administration building. The three runways, taxi lanes, and airplane parking apron are clearly visible on the aerial. The outline of the administration building is barely visible as much of the ground around the structure is disturbed. A small structure is located to the immediate west (possibly the temporary terminal building) and to the west-southwest is a larger structure, the Lion Oil Company hangar.<sup>31</sup>

The exact opening date of the Goodwin Field Administration Building has not been determined. The building was utilized by employees by December 1950.<sup>32</sup> The lack of a formal dedication could indicate construction delays due to weather or other issues and/or possible cost overruns, leading to project fatigue by community leaders who were none the less glad to have such a new and impressive asset for their community. In a boosterism newspaper article from 1952 touting the positive attributes of El Dorado, both city airports were stated as "comparable with the best in Arkansas."<sup>33</sup> The smaller of the two, City Airport located south of downtown, had two 2,500-foot runways, an office, and hangars. The new \$110,000 administration building at Goodwin Field was touted along with its three 5,100-foot runways.<sup>34</sup> In mid-1953, the first commercial flight by Trans-Texas Airways landed at Goodwin Field. This new airline company took over for Chicago and Southern Airline which originated commercial flights into Goodwin Field.<sup>35</sup>

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<sup>27</sup> Abbott et. al, 1947; John Abbott, Architect, and Brueggeman, Swaim, and Allen, Associates, architectural rendering of Administration Building Goodwin Field, El Dorado Arkansas, undated.

<sup>28</sup> "Legal Notice, Notice To Bidders," *Arkansas Democrat* (Little Rock), December 20, 1947; "Legal Notice, Notice To Bidders," *Arkansas Gazette*, January 11, 1948; Ken Francis, "Aviation In Arkansas: Low Bid of \$121,000 On El Dorado Building," *Arkansas Democrat*, January 25, 1948.

<sup>29</sup> "Funds Available For El Dorado Airport," *Arkansas Gazette*, July 9, 1948.

<sup>30</sup> "CAA Okays Extra \$10,000 Grant For El Dorado Airport," *Arkansas Gazette*, September 25, 1949.

<sup>31</sup> United States Geological Survey, aerial A000690301866, November 20, 1949.

<sup>32</sup> Ken Francis, "Aviation In Arkansas, Its Warmer In The Airport Building Now," *Arkansas Democrat*, December 17, 1950.

<sup>33</sup> Earl, 1952.

<sup>34</sup> *Ibid.*

<sup>35</sup> "Trans-Texas Assumes Air Service To El Dorado; Doubles Flights," *El Dorado Times(?)*, June 29, 1953.

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The Goodwin Field Administration Building remained relatively unchanged through the end of the twentieth century. A review of an aerial from 1968 indicates the three runways were still in use. The footprint of the administration building remains unaltered although the airplane parking apron had been enlarged. The vehicular parking loop to the south of the administration building was in place along with a new parking area to the east. The Lion Oil Company hangar continued to be situated west-southwest of the administration building.<sup>36</sup> Interior renovations/updates were made to the airport terminal's first floor in 1995. After the attacks of September 11, 2001, airport security procedures were heightened throughout the country. To meet Transportation Security Administration (TSA) guidelines, a one-story addition was constructed in 2005 along the north façade of the Goodwin Field Administration Building. This addition was designed by the successor architectural firm of John B. Abbott, CADM Architecture, Inc. of El Dorado. The same firm designed the alterations to the building's second floor in 2006. At present, two of the runways continue to be utilized (the north-south runway is no longer in use). Passenger service is currently provided by Southern Airways Express.

### **John B. Abbott, Architect**

John B. Abbott was born in El Dorado, Arkansas on May 16, 1912, to Thomas Christopher and Mina Miller Abbott. John's father was a school superintendent so the family often moved around the state. Abbott was in the first graduating class of Little Rock's Central High School in 1927. Abbott continued his education at Little Rock Junior College from 1929 to 1932, and studied architecture at the University of Illinois at Champaign-Urbana from 1932 through 1933. He returned to El Dorado and was employed as an architect for Lion Oil Company. Abbott started his own architectural firm; John B. Abbott, Architect, was organized in 1936, and he was a registered architect in Arkansas.<sup>37</sup>

According to a biography in the *South Arkansas Historical Journal* from 2008, Mr. Abbott was a practicing architect for approximately 50 years and continued to be involved in historic preservation issues through the first decade of the twenty-first century. He left full-time work with the architectural firm in 1980. In 2008, a staff member of his successor architectural firm, CADM Architecture, Inc., compiled a listing of nearly 50 projects on which John B. Abbott designed totally or in part in El Dorado. This list includes a public building, clinics, commercial buildings, schools, churches, and the South Arkansas Arts Center. He also designed individual buildings and additions outside Union County, including schools and churches along with Lion Oil gasoline stations. John B. Abbott died on February 19, 2012.<sup>38</sup>

In a span of four years from 1946 to 1950, John B. Abbott designed four cast concrete buildings in El Dorado: Memorial Stadium (1946); Goodwin Field Administration Building (circa 1947); American Legion Building (later known as the TAC [Teen Age Club] House) (circa 1949); and the Royal Crown Bottling Company building (1950). All four are extant with three continuing their original functions.<sup>39</sup> All

<sup>36</sup> United States Geological Survey, aerial 1VBSW00010237, March 4, 1968.

<sup>37</sup> Janice McIntyre, "Remembering John B. and Alice Abbot," *El Dorado News-Times*, April 9, 2017, accessed November 2, 2017, <http://www.eldoradonews.com/news/2017/apr/09/remembering-john-b-and-alice-abbott/>; Cordell, 85; American Institute of Architects, 1956 directory, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas.

<sup>38</sup> Charles Cameron, "El Dorado Works of John B. Abbott, Architect," *South Arkansas Historical Journal* 8 (Fall 2008): 39–40; "SAHF Unveils John B. Abbott Award for Historic Preservation," *South Arkansas Historical Journal* 8 (Fall 2008): 37–38; McIntyre, 2017.

<sup>39</sup> American Institute of Architects, 1956 directory, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas; "SAHF Unveils John B. Abbott Award for Historic Preservation," *South Arkansas*

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four of the cast concrete buildings designed by John B. Abbott exhibit minimal ornamentation with the Goodwin Field Administration Building and the Royal Crown Bottling Company building both exhibiting characteristics of the late Art Moderne style with influences of the International Style. According to a 2008 article by Abbott, the Goodwin Field Administration Building “was designed to fit 1940 guidelines of the Federal Aviation Administration for airports of the size of Goodwin Field. It has three floors. The lower floor serves the public with ticket counters, restrooms, a waiting area, and provisions for a restaurant if needed. The second floor has offices for the operating personnel as well as access to an open-air observation deck on the roof over part of the first floor. The third level is a control tower. The walls and roof are made of poured concrete.”<sup>40</sup> It was through these buildings that Abbott was able to merge new construction methods such as cast concrete with structures exhibiting modern architectural sensibilities to the building stock of El Dorado and Union County. There is no doubt that through these four structures John B. Abbott was able to bring innovative architecture to the public-at-large in Union County.

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*Historical Journal* 8 (Fall 2008): 37–38; Charles Cameron, “El Dorado Works of John B. Abbott, Architect,” *South Arkansas Historical Journal* 8 (Fall 2008): 39–40.

<sup>40</sup> John B. Abbott, “A Historical Survey of Architecture in Union County From the Beginning of World War Two to 2008,” *South Arkansas Historical Journal* 8 (Fall 2008): 5.

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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



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Federal agency

Local government

University

Other

Name of repository: South Arkansas Regional Airport

**Historic Resources Survey Number (if assigned):** UN0528

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## 10. Geographical Data

**Acreeage of Property** less than one 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: 33.216933 Longitude: -92.810595

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

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

The Goodwin Field Administration Building National Register of Historic Places boundary is closely aligned with the footprint of the building and is less than one acre in size. The Goodwin Field Administration Building is located in Section 25, Township 17S, Range 17W in Union County, Arkansas. Encompassing the building, the boundary is situated at the northern terminus of Airport Drive. The southeast corner of the National Register boundary is located on the north edge of the north edge of the rectangular parking area at the northern terminus of Airport Drive; the boundary extends west in a line along the north edge of the parking area for 180 feet to near the west edge of the parking area; the boundary then extends north 165 feet from the parking area along the east edge of a lane/parking area west of the building, ending at the airplane parking apron; then the boundary extends east for 180 feet along the south edge of the airplane parking apron situated just north of the building to the east edge of a lane located east of the building; from the northeast corner of the National Register boundary, the boundary extends to the south for 165 feet along the east edge of the lane to the beginning point at the southeast corner of the boundary at the north edge of the parking area.

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

The boundary includes the footprint of the Goodwin Field Administration Building that is nominated to the National Register. The areas beyond the boundary have recent modifications such as expansion of the airplane parking apron, nearby hangars, and parking lots.

---

**11. Form Prepared By**

name/title: Trent Spurlock  
organization: Cultural Resource Analysts, Inc.  
street & number: 151 Walton Avenue  
city or town: Lexington state: Kentucky zip code: 40508  
e-mail wtspurlock@crai-ky.com  
telephone: 859-252-4737  
date: November 2017

---

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

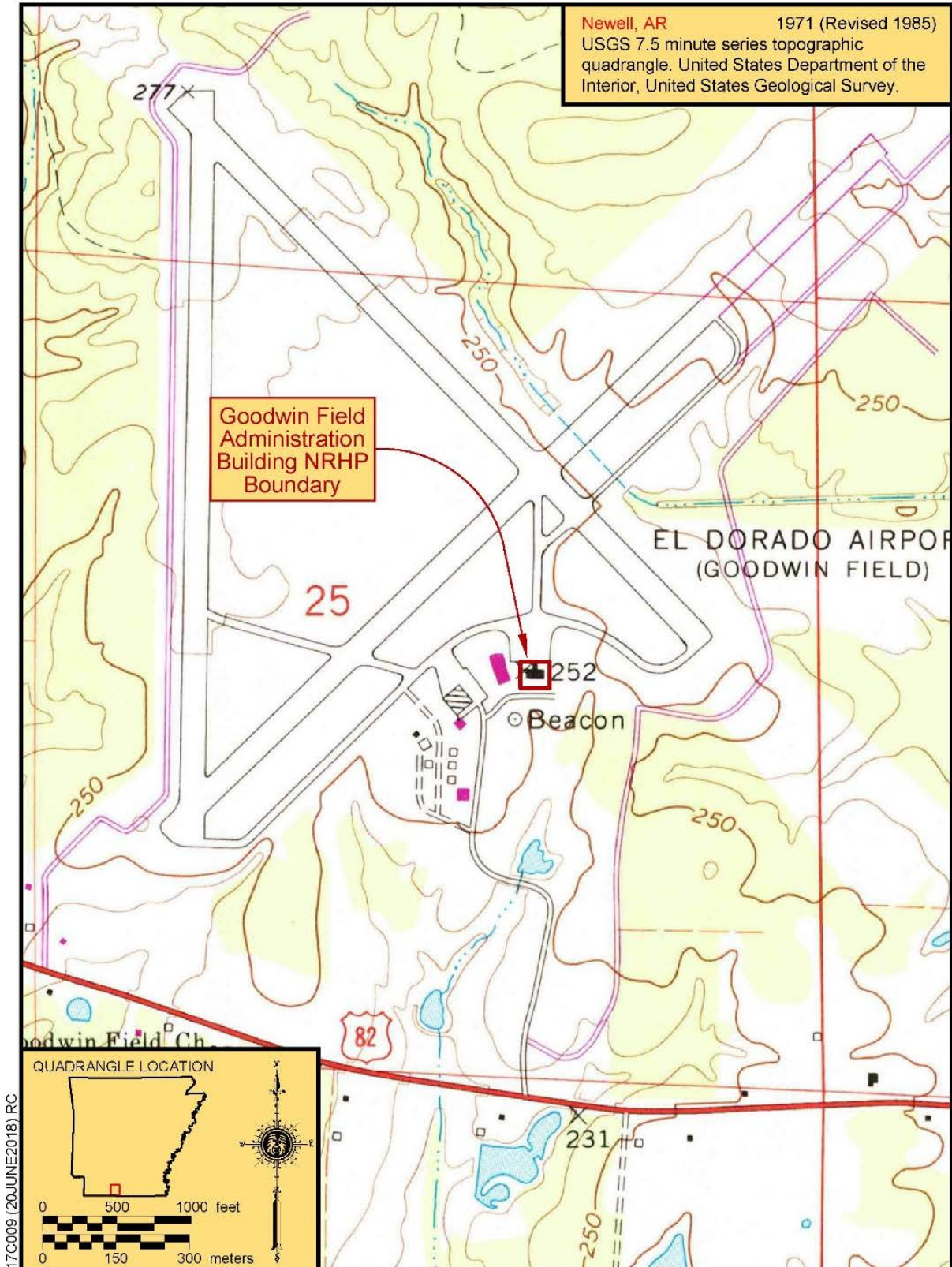
### **Additional Documentation**

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.)

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
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Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State



Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

## 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

### Same Information for all Photos:

Name of Property: Goodwin Field Administration Building

City or Vicinity: El Dorado

County: Union

State: Arkansas

Photographer: Trent Spurlock

Date Photographed: October 2017

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

Photo 1 of 12. View of the south façade (passenger entry from vehicular parking lot) of the Goodwin Field Administration Building, camera facing north.

Photo 2 of 12. View of the south façade and east elevation of the building, camera facing northwest.

Photo 3 of 12. West elevation of the Goodwin Field Administration Building, camera facing east-northeast.

Photo 4 of 12. North façade and west elevation of building and 2005 addition, camera facing south-southeast.

Photo 5 of 12. North façade (passenger entry from airplane parking apron) of the building and 2005 addition, camera facing south.

Goodwin Field Administration Building  
Name of Property

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Photo 6 of 12. East elevation and north façade of the building including 2005 addition, camera facing southwest.

Photo 7 of 12. West elevation of second story and control tower from the observation deck, camera facing east.

Photo 8 of 12. Interior of the first floor lobby/concourse with ticket counter, camera facing east.

Photo 9 of 12. Interior of the first floor lobby of the building with entry to former café/kitchen area, camera facing west-northwest.

Photo 10 of 12. Interior of the building's control tower, camera facing northwest.

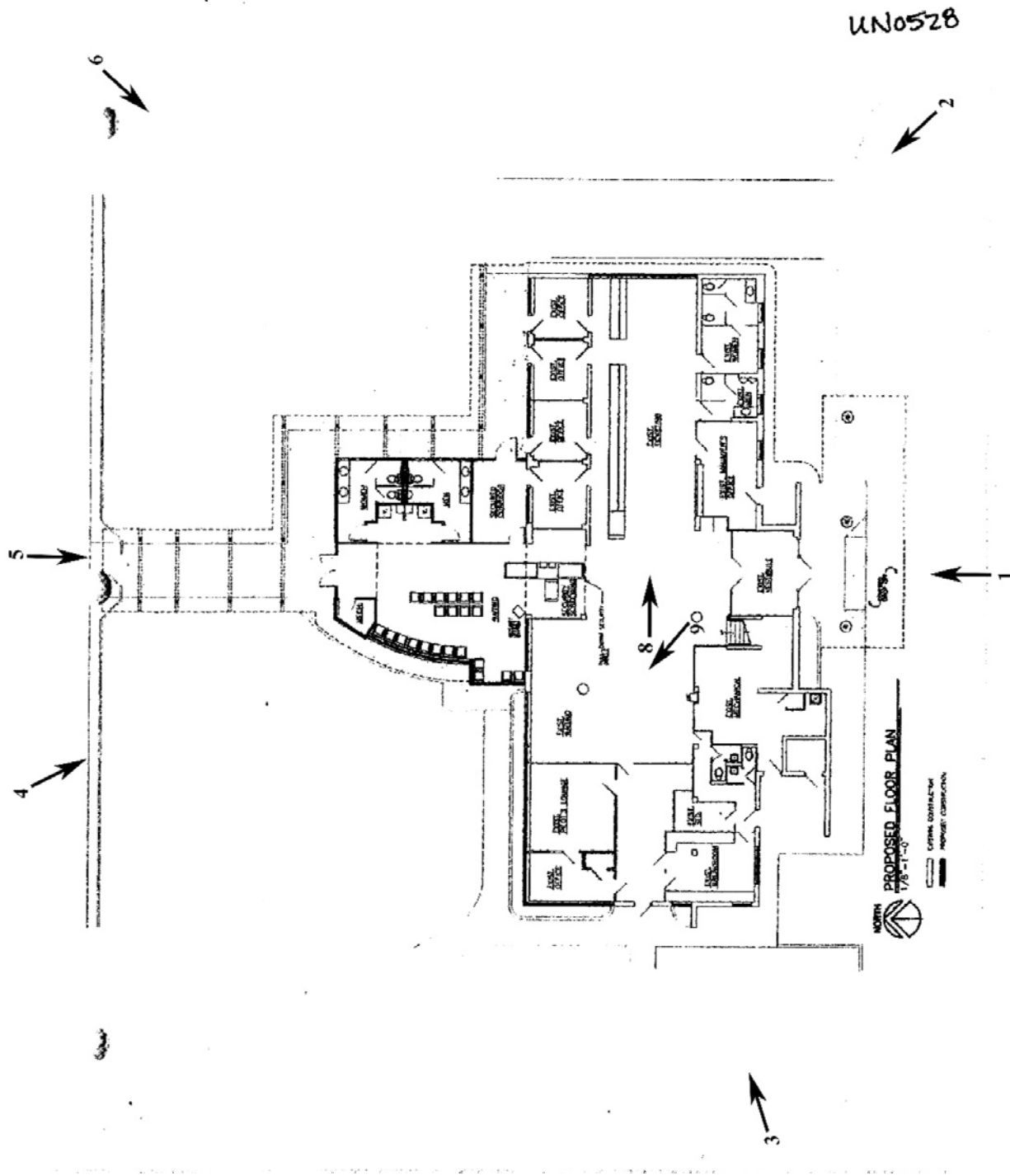
Photo 11 of 12. Photograph of the original architect's rendering of the building located in the manager's office of the South Arkansas Regional Airport.

Photo 12 of 12. Photograph of a historic photograph showing the north façade of the building under construction. Photograph located in the manager's office of the South Arkansas Regional Airport.



Goodwin Field Administration Building  
Name of Property

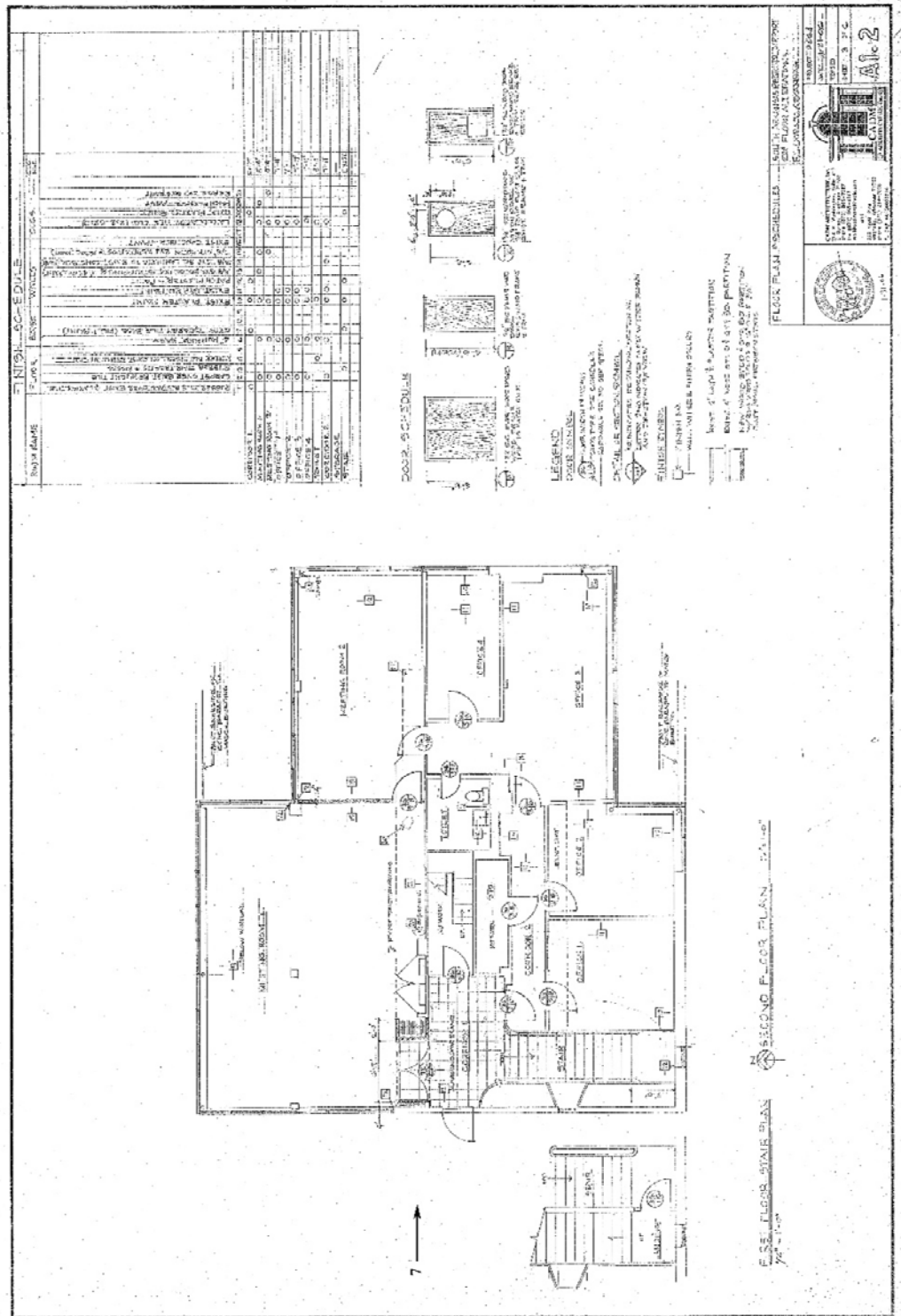
Union County, Arkansas  
County and State



Current first floor plan of Goodwin Field Administration Building with photograph key.

Goodwin Field Administration Building  
 Name of Property

Union County, Arkansas  
 County and State



Current second floor plan of Goodwin Field Administration Building with photograph key.

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

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

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



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418









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GOODWIN FIELD EL DORADO

JOHN B ABBOTT ARCHITECT  
EL DORADO, ARKANSAS  
BRUEGGEMAN SWAIM & ALLEN  
ASSOCIATE ARCHITECTS







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:

Property Name:

Multiple Name:

State & County:

Date Received: 7/12/2018      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 8/27/2018      Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      8/2/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Jim Gabbert      Discipline Historian

Telephone (202)354-2275      Date \_\_\_\_\_

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.



THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
Governor

Stacy Hurst  
Director

February 2, 2018

Elizabeth Eggleston, Director  
El Dorado Historic District Commission  
122 Georgia Street  
El Dorado, AR 71730



Re: Goodwin Field Administration Building – El Dorado, Union County

Dear Ms. Eggleston:

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

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


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

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

You are invited to attend the State Review Board meeting at which the nomination will be considered. The board will begin meeting at 9:00 a.m. on Wednesday, April 4, 2018 at the Department of Arkansas Heritage headquarters at 1100 North Street in Little Rock.

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

Sincerely,

  
Scott Kaufman  
Director

Arkansas Arts Council

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum



ARKANSAS HISTORIC  
PRESERVATION PROGRAM



1100 North Street  
Little Rock, AR 72201

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

e-mail:

[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)

website:

[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

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THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

Arkansas Arts Council

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum

April 4, 2018



J. Paul Loether, Deputy Keeper and Chief  
National Register and National Historic Landmark Programs  
National Register of Historic Places  
1849 C Street., NW  
Mail Stop 7228  
Washington D.C. 20240

RE: Goodwin Field Administration Building – El Dorado, Union  
County, Arkansas

Dear Mr. Loether:

We are enclosing for your review the above-referenced nomination. The enclosed disk contains the true and correct copy of the nomination for the Goodwin Field Administration Building to the National Register of Historic Places. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Stacy Hurst  
State Historic Preservation Officer

SH:rsw

Enclosure



ARKANSAS HISTORIC  
PRESERVATION PROGRAM



1100 North Street  
Little Rock, AR 72201

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

e-mail:

[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)

website:

[www.arkansaspreservation.com](http://www.arkansaspreservation.com)



United States Department of the Interior  
National Park Service

SG 2479

# 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: Goodwin Field Administration Building

Other names/site number: South Arkansas Regional Airport Terminal / UN0528

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: 418 Airport Drive

City or town: El Dorado State: Arkansas County: Union

Not For Publication:  NA Vicinity:  NA

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local  
Applicable National Register Criteria:

A  B  C  D

Returned

	<u>3-16-18</u>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Arkansas Historic Preservation Program</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property  meets  does not meet the National Register criteria.

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

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

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

#### 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

##### Category of Property

(Check only one box.)

- Building(s)
- District
-

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing

Noncontributing

1

\_\_\_\_\_

buildings

\_\_\_\_\_

\_\_\_\_\_

sites

\_\_\_\_\_

\_\_\_\_\_

structures

\_\_\_\_\_

\_\_\_\_\_

objects

1

\_\_\_\_\_

Total

**Returned**

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

\_\_\_\_\_

\_\_\_\_\_

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

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

Returned



Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Modern Movement: Moderne

Modern Movement: International Style

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

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

### Narrative Description

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

---

### Summary Paragraph

The Goodwin Field Administration Building is located at the South Arkansas Regional Airport. The cast concrete, two-story building with a control tower functions as the administration and terminal building for the airport. The building exhibits late Art Moderne architectural elements transitioning to the International Style. Distinctive features of the building include the smooth horizontal walls with minimal ornamentation; flat roofs; rounded projecting eaves; ribbons of wraparound windows; a window filled with glass blocks; and nautical elements including round windows, porthole doors, and exterior metal railings. The building was completed in 1950. Alterations to the building include replacement windows, a 2005 addition along the north facade constructed for passenger screening, loss of the exterior signage, and interior modifications and updates. The Goodwin Field Administration Building retains integrity for listing in the National Register of Historic Places as the building retains most of its original character-defining features and the majority of alterations are sympathetic with the original design of the building. The proposed property listing includes only one resource, the Goodwin Field Administration Building.

Goodwin Field Administration Building  
Name of Property

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## Narrative Description

### *Site/Setting Description*

The South Arkansas Regional Airport is comprised of 1,540 acres situated approximately 8 miles west of downtown El Dorado, the seat of government for Union County in southwest Arkansas. The airport, owned by the City of El Dorado, currently has two runways of 6,600 feet and 5,100 feet in length. The airport provides hangar and fueling services and Southern Airways Express offers passenger service with 18 roundtrip flights each week to Dallas/Fort Worth International Airport.<sup>1</sup> The Goodwin Field Administration Building, projecting a modern design of cast-concrete construction, is located at the northern terminus of a two-lane road at 418 Airport Drive, El Dorado, Arkansas. The paved, oval drive to the south of the building provides vehicular access and parking for employees and passengers. The concrete apron for airplane parking is situated to the north of the terminal building while the current two runways extend to the northeast/southwest and northwest/southeast and intersect north of the building. The building has hangars and other support structures situated to its east, west, and southwest. In the immediate vicinity of the administration building is a small service building approximately 85 feet to the west. Approximately 170 feet west of the administration building is a hangar built in the early 1980s. A second hangar building was constructed approximately 115 feet to the east of the administration building between 2012 and 2015. Mowed areas surround the runways and airport buildings.

### *General Building Description*

The two-story, tiered, cast concrete, rectangular Goodwin Field Administration Building is supported by a poured concrete foundation and features flat roof covered with composition roofing partially covered in gravel. The second story rises from the central portion of the building while the control tower is supported by a drum extending from the second story roof. The west portion of the building, one story with a metal railing on three elevations of its flat roof, was designed as a gate with an observation deck on its roof. The east portion of the building is comprised of a one-story, flat roof section with a parapet wall. According to the former airport manager, the building remained unpainted until the 1960s (Gary Harrell, personal communication, October 3, 2017).

The Goodwin Field Administration Building is an example of a late Art Moderne-style building with influences of the International Style. The Art Moderne style, often associated with the Art Deco style, was popular during the two decades prior to World War II. Use of the International Style also began in the 1920s and variants of this style continue in use to the present time. The Art Moderne and International styles share common characteristics exhibited by the building such as smooth exterior walls, spare use of decorative elements, flat roofs, and large windows that wrap around corners. Nautical elements such as the porthole doors, exterior metal railings, and the use of round windows and voids found on the Administration Building are characteristics associated with the Art Moderne style.

### *South Façade (Passenger Entry from Parking Lot) – First Story*

The asymmetrical south façade of the Goodwin Field Administration Building serves as the passenger entry point to the terminal building as it is oriented to the oval-shaped vehicular parking lot. A shed-roof metal canopy supported by metal posts with cast-concrete piers shelters the pedestrian entry and vehicles for dropping off passengers. The canopy, constructed circa 2005, does not connect to the original building

<sup>1</sup> South Arkansas Regional Airport, 2010, accessed October 26, 2017, <http://www.flyeld.com/index.html>.

Goodwin Field Administration Building

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although a metal gutter fills the void between the canopy and projecting eave over the entry. The centrally located double-leaf pedestrian entry, filled with commercial aluminum-frame glass doors, large sidelights, and transoms, was originally filled by a row of four doors. The entry is located in a one-story projection from the façade wall plane. The screening wall to the right (east) of the entry obscures an entry filled with a porthole door that provides access to the original baggage claim room (currently the airport manager's office). Continuing to the east are four windows set below the flat, projecting eave. This projecting eave extends along the south façade, east elevation, and a portion of the west elevation. The projecting eave serves as a horizontal decorative element and provides shelter to the passenger entry and windows. To the left (west) of the south façade's passenger entry is a solid screening wall punctuated by three small ventilation openings. Similar to the wall to the east of the passenger entry, this screening wall obscures three single-leaf entries to original service areas: the transformer vault; machine room; and kitchen for the café. Two of the entries have replacement metal doors while the former transformer vault retains its heavy metal door with large hinges.<sup>2</sup>

### ***East Elevation – First Story***

The east elevation of the Goodwin Field Administration Building's first story contains a large window filled with a replacement multi-light fixed-sash. The overall visual design of the replacement, multi-light sash is similar to the multi-light metal sashes originally used for the building.

### ***West Elevation – First Story***

The Goodwin Field Administration Building's west elevation of the first story features a single-leaf entry filled with a replacement door and transom. The entry originally opened into the café in the northwest corner of the building. To the right (south) of the entry are two windows and between the windows is a narrow perpendicular screening wall that features three open round voids similar to portholes. This decorative wall screened the original exterior café entrance from the service entries that are hidden behind the screening wall along the south façade (vehicular passenger entry) elevation.<sup>3</sup> The flat, projecting eave is set just above and shelters the pedestrian entry and two windows. To the left (north) of the pedestrian entry is a large window with multi-light fixed sash that wraps around to the north façade (passenger entry from airplane parking apron).

### ***North Façade (Passenger Entry from Airplane Parking Apron) – First Story***

The north façade of the Goodwin Field Administration Building serves as the passenger entry/exit to the terminal to/from airplanes parked on the apron. Originally this elevation exhibited a horizontal wall plane filled with large windows and entries into the structure. A one-story, flat-roof addition was constructed in 2005 along the north façade to address security concerns following the September 11, 2001 attacks. The addition was constructed to serve as a waiting area after passengers passed through security. The successor of John B. Abbott's architectural firm (the architect for the administration building), CADM (Connelly, Abbott, Dunn and Monroe) Architecture, Inc., of El Dorado, Arkansas, designed the addition. Hargett Construction Company, Inc. served as the contractor for the addition's construction. The addition is centrally situated along the north façade. The addition integrates elements of the original building such as the oculus window on the west elevation, the large window in the slightly curving wall of the waiting area,

<sup>2</sup> John Abbott, Architect, and Brueggeman, Swaim, and Allen, Associates, Plans for Construction of Administration Building Goodwin Field, El Dorado Arkansas, Project No. 9-03-015-801, 1947.

<sup>3</sup> Abbott et. al, 1947.

Goodwin Field Administration Building

Union County, Arkansas  
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the flat projecting eave that extends over the curved window and the addition's north entry, and the smooth exterior walls lacking in ornamentation. The addition's north elevation features a double-leaf entry filled with commercial aluminum-frame doors, sidelights, and a transom. The entry is sheltered by a flat-roof metal canopy that extends to the airplane apron and also continues along the east side of the addition and the north elevation of original block of the building. West of the projecting addition, the north façade of the main block features a wall of windows filled with a multi-light fixed sash. East of the addition the north elevation of the original block features large windows filled with a replacement multi-light sash that shares visual characteristics with the window's original multi-light metal sashes. Also along this wall are three service doors that provide access to individual offices.

### ***Second Story***

The building features an observation deck along the roof of the west portion of the building and a flat-roof area along the east portion of the building's first floor. Both the west and east flat roofs are covered in rolled compositional roofing material. The south façade elevation of the flat-roof second story features a narrow vertical window filled with glass blocks indicating the location of the interior stairway. To the right (east) is a large wraparound window that extends to the east elevation. The window is filled with a replacement fixed multi-light sash similar to the first story. The east portion of the second story's south façade is recessed from the west portion of the second story.

The second story's east elevation features a second large window that wraps around to the north façade. The window is filled with a replacement multi-light fixed sash.

The west elevation of the second story's tiered section features a single-leaf entry filled with a three-light porthole door. This entry opens onto the observation deck.<sup>4</sup> That portion of the west elevation's wall not constructed of cast concrete is comprised of corrugated asbestos siding. To the right (south) of the entry is an oculus window denoting the location of the interior stairway. To the left (north) of the entry is a large window with a multi-light fixed sash that wraps around to the north façade.

The second story's north elevation is a continuous window wall filled with a multi-light fixed replacement sash. Below the windows the wall is clad in metal panels. The east portion of the second story is recessed from the north elevation's wall plane but the windows continuously wrap around to both the east and west elevations. The flat-roof eave projection with rounded corners encompasses the second story.

### ***Control Tower***

The control tower rests atop a drum comprised of eight sides situated centrally on the roof of the second story. The walls of the drum, clad in corrugated asbestos siding, are blank except for a single-leaf entry on the west elevation that opens onto the roof of the second story. The roof of the drum is encompassed by a metal railing. The lower walls of the control tower are clad in the same corrugated asbestos siding. The upper walls of the eight-sided control tower are comprised of windows filled with large fixed single-light sashes. The windows are canted outward at the top as the flat roof projects beyond the lower walls of the control tower. Recessed in the southwest corner of the control tower is a single-leaf entry that opens onto the narrow deck surrounding the control tower. The deck is encompassed by the metal railing. The entry, with a single-light transom, is filled with a metal door.

---

<sup>4</sup> *Ibid.*

Goodwin Field Administration Building

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***Interior – First Floor***

The floor plan of the Goodwin Field Administration Building's first story is little changed from its original blueprints dating to 1947 other than the north façade's 2005 addition. The south façade's vehicular passenger entry retains its vestibule and the large lobby and ticket concourse areas in the central portion of the building. A stairway with a single landing is located to the immediate left (west) of the south vestibule. The eastern portion of the first floor retains original spaces, including four office spaces along the north wall (a ticket/customer service counter has been added in front of these offices) and the baggage claim room (currently the manager's office) and restrooms along the south wall. The west portion of the building's first story plan has been slightly altered with the former café divided into a hallway and two rooms, including the pilot's lounge. The original kitchen and pantry along the southwest portion of the first story are currently utilized for storage. The mechanical room and restrooms continue their original functions, although the restrooms are currently not in use. The original transformer vault, with its exposed cast-concrete walls, is used for storage. The west portion of the 2005 addition along the north façade contains a waiting area for passengers with the double-leaf exterior entry providing access to the airplane parking apron. The east portion of the addition is comprised of two restrooms and a room serving as a corridor between the airline office and the exterior of the building.<sup>5</sup>

As a public building in continuous use over the past 67 years, the interior spaces of the Goodwin Field Administration Building have been updated for safety concerns and to meet the expectations of today's travelers. The last renovation of the first floor took place in 1995 according to a wall plaque. The floors of the public spaces are either tiled or carpeted. The majority of walls are covered in stucco while those in the 2005 addition are painted. The addition and renovated restrooms have drop ceilings of acoustical tile, while the ceilings in the public spaces of the original terminal building appear to be cast concrete with possibly a skim coat that are painted. Two original light fixtures are located in the south vestibule and the central portion of the original concourse. The central portion of the light fixture serves as a round vent. The light fixture surrounding the vent points upward to a concave space above the fixture providing indirect light. The fixed aluminum frame, multi-light sashes filling the windows are sympathetic replacements to the original multi-light metal frame sashes that may have included awning or hopper windows. Glass blocks continue to fill a narrow window in the stairway along the south façade elevation. A former exterior window along the north façade elevation was incorporated into the 2005 addition. This former exterior window has been filled with glass block.

Spaces on the first story of the Goodwin Field Administration Building that retain original finishes include the former kitchen with its two original porthole doors and tile flooring; two restrooms near the original kitchen that retain original marble stalls and tile floors; and the unfinished mechanical room and transformer vault.

***Interior – Second Floor***

The original blueprints for the second story of the Goodwin Field Administration Building indicate most of the second story was open and "Unassigned Space." A hallway at the top of the stairs provided access to another stairway behind a door that leads to the control tower. To the north of the hallway were two offices

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<sup>5</sup> Abbott et. al, 1947; Arkansas Historic Preservation Program files, Proposed Floor Plan of Goodwin Field Administration Building with Proposed Construction (Addition), undated, no attribution, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas.

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that included the terminal's manager's office.<sup>6</sup> The second story of the Goodwin Field Administration Building was remodeled in 2006 with CADM Architecture, Inc., serving as the architect for the project and Hargett Construction Company, Inc., as the contractor. This remodeling of the second floor is distinct from the 2005 addition project.

A single-leaf entry on the west wall of the hallway is filled with a three-light porthole door. This entry provides access to the roof deck. The walls of the hallway are stucco, and the floor is covered in textured tile. The two offices indicated on the original blueprints are no longer extant, and the northwest portion of the second floor is a large open room with windows along three walls. Most of the second floor has a drop ceiling with acoustical tile and the floors are carpeted. The original higher ceiling is visible along the edge of the exterior walls as the drop ceilings are set back from these walls. The walls are covered in stucco. A conference room is located in the north portion of the eastern section of the second story. The southern portion of the Goodwin Field Administration Building's second story has been subdivided into smaller spaces including a hallway, restroom, and numerous other rooms.

### *Interior – Control Tower*

The Goodwin Field Administration Building's control tower is reached via a narrow, metal staircase that extends from the second floor to the floor of the drum. The walls of the staircase are covered in stucco. The interior of the drum has a low ceiling, cast concrete floor, and exposed steel beams serving as the structure's framework. The lower portion of the drum's walls are clad in corrugated asbestos siding while the upper walls are cast concrete. The narrow metal staircase continues upward to the control tower. The control tower is currently unused and empty. It is unclear if it was ever utilized. A metal railing extends along two sides of the stairwell. The floor of the control tower is unfinished cast concrete, and the lower walls are comprised of cast concrete and/or stucco. The upper wall is comprised of sheets of plate glass that are canted outward from the lower wall. Steel I-beams support the flat concrete roof. A single-leaf entry filled with a metal door is located at the southwest corner of the control tower. The entry provides access to the narrow deck with a metal railing that encompasses the control tower.

### **INTEGRITY**

The Goodwin Field Administration Building was carefully examined to determine if it retains integrity for listing in the National Register of Historic Places. The building is located in its original **location**. No major changes have been introduced to the immediate **setting** of the administration building. Two aircraft hangars have been constructed to either side in the last 35 years but both are over 100 feet from the building. The airplane parking apron has been enlarged but continues to provide unobstructed views of the runways from the building. The architectural **design** of the exterior of the building, reflecting the Art Moderne style with International Style influences, remains relatively unaltered except for the sympathetic replacement windows and a one-story addition along the north façade. Although increasing the structure's footprint and creating a projection along the formerly flat, horizontal wall plane, the 2005 addition is sympathetically integrated into the original structure through its exterior materials, flat roofline, and use of a large window filled with a multi-light fixed sash visually sympathetic to those of the original building. Character-defining design features of the interior include the open space associated with the original lobby and ticket concourse, the staircase leading to the second floor, the observation deck on the roof of the first story, and the open views from the control tower. The remodeling of the building over the last 15 years retained the majority of its original floorplan and public spaces of the first story and in the control tower. The second

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<sup>6</sup> Abbott et. al, 1947.

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floor has been divided into office and conference room space in recent years and historically has not been utilized by the public. The administration building continues to reflect key characteristics of the late Art Moderne style with International Style influences including minimal detailing, flat roofs, rounded projecting eaves, large multi-light wraparound windows, and nautical elements. The administration building retains important exterior **materials** such as its smooth cast-concrete walls, glass blocks filling a narrow window on the south façade, corrugated asbestos siding, porthole doors, metal railings along the upper floors, and windows of the control tower offering 360 degree views of the airport runways and property. Signage in large letters on the exterior of the building indicating “GOODWIN FIELD” on the south facade and “EL DORADO ARKANSAS” on the north façade, both indicated on the original plans, have been removed. Original interior materials are located in the non-public areas of the first floor such as the original kitchen and staff restrooms. Integrity of **workmanship** is evident in the cast-concrete construction of the building and its unaltered control tower. The addition and exterior replacement materials are complementary and do not detract from the overall character of the building. The Goodwin Field Administration Building is clearly identifiable as an example of a mid-twentieth century airport administration/terminal building and thus, retains its clear **association** with post-World War II municipal airport development. With its integrity and continued use as an administration building for the airport, the Goodwin Field Administration Building retains integrity of **feeling** reflecting its history and period of significance.

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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.

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**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

**Areas of Significance**

(Enter categories from instructions.)

Transportation  
Commerce  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

c.1950-1968  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

c.1950  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

NA  
\_\_\_\_\_  
\_\_\_\_\_

Returned



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**Cultural Affiliation**

NA  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

John B. Abbott, architect (El Dorado)  
Brueggeman, Swaim, and Allen, Associates (Little Rock)  
\_\_\_\_\_

**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 Goodwin Field Administration Building is located at 418 Airport Drive west of downtown El Dorado, the seat of government of Union County, Arkansas. The Goodwin Field Administration Building was completed in 1950 in response to the earlier construction of Goodwin Field. The Goodwin Field Administration Building is eligible for listing under **Criterion A** in the areas of Transportation and Commerce with **local significance** for its association with the development of commercial airport services in southwest Arkansas. The Goodwin Field Administration Building provided an up-to-date passenger terminal offering café services, an observation deck, and amenities for post-war business and pleasure travelers while also serving the needs for the airport's administration. The building also served as a gateway to potential economic expansion in the region by presenting a modern facility to accommodate the developing transportation demands of commercial and private entities. The Goodwin Field Administration Building is eligible under **Criterion C** in the area of Architecture with **local significance** as an excellent example of the late Art Moderne style exhibiting the increasing influences of the International Style in Union County designed by a prominent local architect. The Goodwin Field Administration Building used cast concrete in its construction as architect John B. Abbott utilized this method in four local buildings and structures over a four-year period, bringing architectural modernity to Union County. The Goodwin Field Administration Building exhibits many characteristics of the Art Moderne and International styles, including smooth exterior walls with minimal ornamentation, flat roofs, rounded edges, wraparound large windows, glass blocks, and nautical elements. The period of significance for the Goodwin Field Administration Building is c.1950-1968, the year it was completed to the cut-off date of fifty years ago.

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

## STATEMENT OF SIGNIFICANCE

### Criterion A

The Goodwin Field Administration Building, completed in 1950, was designed to serve as the terminal and administration building for Goodwin Field. The Goodwin Field Administration Building was constructed to expand passenger service via commercial aircraft to El Dorado and the surrounding region. Replacing a temporary structure, the current administration building provided a modern facility and up-to-date architectural design that was utilized as a tool for economic development by offering local commercial and passenger services. Existing oil companies, post-wartime industries, and potential expanded future passenger service provided the impetus for the construction of a modern administration building to service the needs of an airport for a thriving and economically expanding region. The Goodwin Field Administration Building is eligible under **Criterion A** in the areas of Transportation and Commerce with **local significance** for its association with the development of airport services in southwest Arkansas.

### Criterion C

The Goodwin Field Administration Building exhibits local architect John B. Abbott's application of modern architectural design elements to a municipal building through the use of cast-concrete construction and elements of the Art Moderne and International architectural styles. The administration building was constructed in the waning years of Art Moderne's popularity when the International Style saw widespread application in the United States, especially in public and commercial buildings. The Goodwin Field Administration Building exhibits several characteristics shared by both architectural styles, including smooth exterior walls with minimal ornamentation; flat roofs; rounded edges along the flat projecting eaves; wraparound windows covering large expanses of the wall planes; and the use of glass blocks to fill a window. It also displays several nautical features associated with the Art Moderne style such as round windows, porthole doors, and metal railings along the exterior roofs. The Goodwin Field Administration Building is the most intact example of the three Art Deco/Art Moderne/International Style airport terminal buildings constructed in Arkansas. The Goodwin Field Administration Building is eligible under **Criterion C** in the area of Architecture with **local significance** as an excellent example of the late Art Moderne style exhibiting the increasing influence of the International Style designed by a prominent local architect in Union County.

### Post-World War I Through World War II Economic Growth in Union County

El Dorado was established as the seat of government in Union County in 1843. Throughout the remainder of the nineteenth and first two decades of the twentieth century the county primarily relied on an agricultural

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based economy. The arrival of the railroad in the early 1890s opened markets for the area's timber industry. Still, the community contained slightly under 3,900 residents in 1920.<sup>7</sup>

Prior to World War I, oil exploration had been taking place in the neighboring states of Oklahoma and Louisiana. Drilling took place in Arkansas but the majority of wells contained only natural gas. Even after World War I test drilling was undertaken in the vicinity of El Dorado but the results did not reveal large oil reserves. Minor results were achieved in wells drilled in 1919 and 1920. On January 10, 1921, the Busey No. 1 well blew, throwing oil, gas, and water into the air. Although the well's production soon dwindled, the gusher prompted immediate drilling in the vicinity of El Dorado by speculators. Known as the El Dorado Field, by June 1921, over 100 oil wells had been drilled and nearly 350 derricks were being built. Peak production occurred the next year with over 10.5 million barrels of production, although this declined quickly the next year to nearly half the previous year's production.<sup>8</sup>

El Dorado became a boom town lacking facilities to house and feed the laborers and speculators coming to the area. By the end of 1921, it was estimated that the city contained 16,000 residents. Estimates for El Dorado's population in 1925 ranged from 25,000 to 30,000. Colonel T. H. Barton obtained a controlling interest in Lion Oil and Refining Company (later known as the Lion Oil Company) and was made president of the firm in 1929. In the early 1920s the Lion Oil and Refining Company's refinery had a capacity of 22,000 barrels daily. The Root Petroleum Company, previously operating as the Root Refineries, could process 20,000 barrels daily. Soon after oil was found in Union County pipelines began to be laid to transfer the oil and gas to storage facilities. Within five years two additional oil fields were identified in Union County: Smackover Field and the Lisbon Field. Soon there were additional refineries, a fertilizer plant, a carbon black plant and bromine plants operating in the vicinity of El Dorado.<sup>9</sup> Lion Oil Company, headquartered in El Dorado, continued to expand its operations and holdings through the 1930s. There were 441 Lion Oil gasoline stations in operation in 1932 and just three years later the company added nearly 400 Marathon Oil gasoline stations to its holdings. The first Arkansas public company traded on the New York Stock Exchange was Lion Oil Company beginning in 1939. Nearly 2,000 Lion gasoline stations lined the region's highways by the mid-1950s.<sup>10</sup>

During the depths of the Great Depression little oil exploration took place in Union County. The Shuler Field, located in Union County, was found in 1937 as a deep field reaching to depths of over 5,000 feet. The identification of this oil field helped to blunt the worst effects of the Depression to many in the county. The oil boom of the early 1920s pushed improvements in the county and El Dorado that otherwise would have taken many years. Roads were improved and residences and substantial commercial edifices were erected. In the late 1920s, the fire station, City Hall, and Exchange Building, the city's first skyscraper, were built in El Dorado. Movie theaters, schools, parks, and motels followed suit as the city prospered. The

<sup>7</sup> Sandra Taylor Smith, Memorial Stadium National Register of Historic Places nomination (draft) (North Little Rock, Arkansas: 2016): np; Jack Earl, "Let's Visit El Dorado," *Arkansas Democrat Magazine* (Little Rock), June 3, 1952.

<sup>8</sup> Kenny A. Franks and Paul F. Lambert, *Early Louisiana and Arkansas Oil, A Photographic History, 1901-1946* (College Station, Texas: Texas A & M University Press, 1982): 107-109.

<sup>9</sup> Franks and Lambert, 109-111; Anna Harmon Cordell, *Dates and Date of Union County Arkansas 1541-1948* (Monroe-Lafayette, Louisiana: Century Printing and Publishing, Inc., 1984): 79-83; John G. Ragsdale, "Oil Development in South Arkansas, 1921-2001," *South Arkansas Historical Journal* 3 (Fall 2003): 18.

<sup>10</sup> Kenneth Bridges, "Lion Oil Company," *The Encyclopedia of Arkansas History and Culture*, 2012, accessed November 2, 2017, <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=5583>.

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courthouse was completed in 1929, and the post office was built in the early 1930s after the start of the Great Depression.<sup>11</sup>

Just prior to the United States entry into World War II, El Dorado had been approved for construction of a new airport. The airport was to be used as a stage military airfield for Barksdale Air Force Base located in Louisiana. Another large industrial facility that was announced in October 1941 may also have played a role in the approval of the new airport and ultimately the construction of the airfield's administration building. The War Department decided to construct an industrial facility to produce anhydrous ammonia and ammonium nitrate from natural gas deposits in Union County. Anhydrous ammonia and ammonium nitrate are ingredients in producing explosives. The manufacturing plant, known as the Ozark Ordnance Works (OOW), was under ownership of the federal government but operated by the Lion Oil Refining Company. The Lion Oil Refining Company was one of the first companies to determine a method of using the "sour" natural gas produced in the region into "sweetened" natural gas for use in a plant such as the OOW. It was expected that the initial construction force would number 300 to 400 workers and would increase to 3,000 to 4,000 laborers with the Army Corps of Engineers supervising construction. The \$23 million plant was constructed between two and three miles north of El Dorado and proposed production was doubled in March 1942 to 300 tons of ammonium nitrate solution per day. The construction cost of the industrial plant was later increased to \$36 million. Three days after the attack on Pearl Harbor the federal government began condemnation proceedings to procure over 3,200 acres of land for the OOW and preliminary construction started in March 1942. Plant production started in May 1943. During the war employment at OOW averaged 700 employees. In March 1946 the OOW was considered surplus government property. Lion Chemical Corporation leased the OOW and purchased the plant in 1948 and expanded operations. In the mid-1950s Lion Chemical Corporation merged with Monsanto Chemical Company.<sup>12</sup>

A second local industrial plant was started during World War II to meet wartime provisional needs. A plant manufacturing high octane gasoline was constructed at the Root Petroleum Company's refinery and operated by the company during the war. After the war, the Root Petroleum Company purchased the plant from the federal government. In late 1947, the Root Petroleum Company was purchased by the Pan American Oil Company.<sup>13</sup>

El Dorado's original municipal airport was small and did not meet the standards of the military or for larger passenger aircraft. Near the end of World War II operation of the new airfield west of downtown El Dorado was transferred from the military to the city. For continued economic growth to occur in the county and to satisfy the needs of the local industries, El Dorado's new airport needed an up-to-date administration/terminal building to handle the expected post-war commercial air traffic.

### **Goodwin Field and Administration Building Development**

One of the major World War II public projects to be undertaken in Union County was the construction of a new airport. Prior to this the city of El Dorado was served by a small airfield south of downtown that

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<sup>11</sup> Cordell, 83-87.

<sup>12</sup> "Goodwin Field Serves Needs of Southwest Arkansas," *El Dorado (Arkansas) Daily News*, March 31, 1974; Caroline Kent, "Uncle Sam Needs Your Resources: A History of the Ozark Ordnance Works," *South Arkansas Historical Journal* 5 (Fall 2005): 4, 6, 9, 12, 14.

<sup>13</sup> Cordell, 89.

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started as a landing field for airplanes during World War I. The airfield's importance grew during the oil boom that started in the early 1920s as pilots frequented the area and offered locals a chance to ride in an airplane for a nominal fee. Small hangars were built at the airfield but improvements were not completed until 1932, when the newly accredited airfield was opened by the city. This municipal airport continues to operate as the El Dorado Downtown Airport or Stevens Field.<sup>14</sup>

Beginning in 1941, the Federal government set aside funding to develop and improve city airports throughout the nation. The local City Airport Commission applied and was one of 149 airports approved to receive funding to improve its airport. Because the location of the existing airport south of El Dorado limited its expansion, the city decided to look for an alternate location for a new airport facility. The federal funds were approved subject to the city constructing an administration building, hangars, and other support facilities at the new airport. According to reports at the time, the estimated cost to the city was approximately \$120,000. The city issued bonds to fund the new facility in October 1941, and a location was chosen. Upon the nation entering World War II in December of that year, the chosen site for the new airport no longer met the military's requirements as it was expected the airport would be utilized by the military during hostilities. The City Airport Commission and the Army Air Force settled on a new location of approximately 1,400 acres approximately 8 miles west of downtown El Dorado. Plans for the proposed airport included construction of three runways. Construction contracts were let for the new airport by July 1, 1943. The Chernus Construction Company and Palumbo Excavating Company, both of St. Louis, received the construction contracts. The P. E. Jones Construction Company from Ruston, Louisiana, was awarded the paving contract for the runways and taxi areas. Work on the airport was underway by mid-1943, including the three paved runways each extending 5,100 feet and paved taxi ways nearly 8,000 feet in length. The federal government provided nearly \$1.2 million for the construction of the airport. The city constructed temporary hangars and an administration building that were to be replaced with permanent structures at a later date.<sup>15</sup>

The first plane to land at the new airfield was during the first week of April 1944. On a flight from Dallas, Texas, a Royal Air Force trainee was forced to land his aircraft because of a gasoline problem with the airplane.<sup>16</sup> The unofficial opening of the airfield was postponed for nearly two months because of excessive rains and was to take place by July 15, 1944. A newspaper article at the time indicated five men, including the mayor, were to take classes in operating a municipal airport at Texas A & M College.<sup>17</sup> Military use of the airport was deemed unnecessary and maintenance for the facility was handed over to the city of El Dorado in 1944. Until this time the airfield could only be utilized by military aircraft but the decision to turn it over to the city opened up the possibility for air mail and passenger services. Negotiations were started with several airlines for passenger service before Chicago and Southern Airline received permission through the Civil Aeronautics Board to begin passenger service to El Dorado. In September 1944 the new airfield was named Goodwin Airfield for the former mayor of El Dorado, Walter L. Goodwin. Goodwin was in office at the time the airfield project was in consideration and worked for its awarding to the city. The airport ultimately cost nearly \$1.5 million to complete.<sup>18</sup>

<sup>14</sup> Cordell, 87.

<sup>15</sup> Cordell, 90; "Work On El Dorado Airport To Begin July 1," *Arkansas Gazette*, May 28, 1943; "Contracts Let For El Dorado Airport," *Arkansas Gazette*, July 2, 1943.

<sup>16</sup> "First Plane Land At New El Dorado Airport," *Arkansas Gazette*, April 6, 1944.

<sup>17</sup> "El Dorado Airport Will Be Completed By July 15," *Arkansas Gazette*, June 11, 1944.

<sup>18</sup> Cordell, 90-91; "El Dorado Airport Named for Ex-Mayor," *Arkansas Gazette*, September 9, 1944.

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The official opening of the El Dorado Municipal Airport at Goodwin Field occurred on July 15, 1945, with the arrival of the first commercial flight of the Chicago and Southern Airline. In April of that year, permanent lighting equipment was added to the airfield.<sup>19</sup> An Application for Rating of Air Navigation Facility and Lawful Authority to Operate a "True Light" was submitted to the Department of Commerce, Civil Aeronautics Administration (CAA) by the City of El Dorado in October 1945. The application states the airfield was not operating during night hours but was expected to begin in the middle of 1946 "contingent on construction of Adm. Bldg. and additional airline companies using the airport. Awaiting decision to be handed down as result of hearing before the CAB (Civil Aeronautics Board)."<sup>20</sup> It is evident from this application that the officials of the City of El Dorado were expecting the quick construction of a permanent administration building for the airfield and increased airline utilization, but this turned out to be overly optimistic on their part.

A March 1947 newspaper article states an application to the Civilian Production Administration concerning the construction of a permanent airport administration building for Goodwin Field was approved. The building was expected to cost slightly over \$90,000.<sup>21</sup> On March 26, 1947, a legal notice was posted in the newspapers advising possible bidders of the construction contract for the proposed airport administration building at Goodwin Field. Construction bids were to be submitted by April 24, 1947.<sup>22</sup> In July 1947, the City of El Dorado signed a one-year lease with the Army Air Force to allow the army to land its planes at the airfield. The lease allowed for its annual renewal.<sup>23</sup>

Use of the airport by the public and commercial entities, along with the military, was increasing during 1947 as the post-war economy continued to expand. The Chicago and Southern Airline continued to offer passenger service to the airport in 1947. In June 1947, it was announced that the army would utilize Goodwin Field to train student pilots from Barksdale Field in Louisiana.<sup>24</sup> Lion Oil Company revealed plans in mid-1947 to construct an airport hangar at Goodwin Field for use by the company and visiting airplanes. The proposed hangar was to have a capacity for three airplanes and the "walls will be of fabricated aluminum, said to be the first used in this area."<sup>25</sup>

Although the notice to bid on the Goodwin Field administration building was originally released at the end of March 1947, research has not revealed that any bids were accepted. The initial bids may have been too high, although this is speculative. Evidence that the building continued to be a priority for the city was a \$55,000 grant provided to the City of El Dorado from the CAA for the construction of an administration building. The grant was announced at the beginning of August 1947. It was estimated the city had approximately \$70,000 on hand for the proposed project.<sup>26</sup> By the end of October plans were drawn by John Abbott as architect and Brueggeman, Swaim, and Allen of Little Rock as the associate architects. An architectural rendering of the building by the architects depicts the north façade and west elevations of the

<sup>19</sup> Cordell, 90; "First C. and S. Airline Stop At El Dorado July 15," *Arkansas Gazette*, June 22, 1945.

<sup>20</sup> Department of Commerce, Civil Aeronautics Administration, "Application for Rating of Air Navigation Facility and Lawful Authority to Operate a "True Light," located in the files of the South Arkansas Regional Airport, El Dorado, Arkansas.

<sup>21</sup> "El Dorado Airport Building Approved," *Arkansas Gazette*, March 14, 1947.

<sup>22</sup> "Legal Notice, Notice to Bidders," *Arkansas Gazette*, March 26, 1947.

<sup>23</sup> "Lease Signed For Army To Use Airport," unknown newspaper, July 16, 1947.

<sup>24</sup> "El Dorado Airport to Be Used By Army Students," *Arkansas Gazette*, June 24, 1947.

<sup>25</sup> "Lion Oil Building Hangar At El Dorado Airport," *Arkansas Gazette*, July 15, 1947.

<sup>26</sup> "El Dorado Airport To Get \$55,000," *Arkansas Gazette*, August 8, 1947.



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building. The minor differences in the rendering and the final building are the type of windows in the second story and the roof of the control tower. A metal radio tower/weathervane also tops the control tower.<sup>27</sup>

Once again in December 1947 and January 1948 sealed bids were requested for the construction of an administration building at Goodwin Field. The low bid was submitted by M. O. Branton Construction Company of Little Rock, Arkansas for \$121,000 in January 1948.<sup>28</sup> A matching grant of \$10,000 was approved by the CAA for landscaping around the airport administration building. The newspaper article announcing this possible grant indicated, "There is said to be possibility of hesitancy in matching the fund."<sup>29</sup> This hesitancy in accepting a grant is unusual, unless the cost of the project was already more than expected and the city did not have the matching funding available.

In September 1949, the city accepted the \$10,000 matching grant for landscaping of the airport administration building provided by the CAA. The matching funds were also to be utilized for the building. At this time the total cost of the administration building was reported to be near \$140,000.<sup>30</sup> An aerial view of the airfield from late November 1949 shows the same alignment of Airport Drive leading northward from Magnolia Highway (U.S. 82) to the administration building. The three runways, taxi lanes, and airplane parking apron are clearly visible on the aerial. The outline of the administration building is barely visible as much of the ground around the structure is disturbed. A small structure is located to the immediate west (possibly the temporary terminal building) and to the west-southwest is a larger structure, the Lion Oil Company hangar.<sup>31</sup>

The exact opening date of the Goodwin Field Administration Building has not been determined. The building was utilized by employees by December 1950.<sup>32</sup> The lack of a formal dedication could indicate construction delays due to weather or other issues and/or possible cost overruns, leading to project fatigue by community leaders who were none the less glad to have such a new and impressive asset for their community. In a boosterism newspaper article from 1952 touting the positive attributes of El Dorado, both city airports were stated as "comparable with the best in Arkansas."<sup>33</sup> The smaller of the two, City Airport located south of downtown, had two 2,500-foot runways, an office, and hangars. The new \$110,000 administration building at Goodwin Field was touted along with its three 5,100-foot runways.<sup>34</sup> In mid-1953, the first commercial flight by Trans-Texas Airways landed at Goodwin Field. This new airline company took over for Chicago and Southern Airline which originated commercial flights into Goodwin Field.<sup>35</sup>

<sup>27</sup> Abbott et. al, 1947; John Abbott, Architect, and Brueggeman, Swaim, and Allen, Associates, architectural rendering of Administration Building Goodwin Field, El Dorado Arkansas, undated.

<sup>28</sup> "Legal Notice, Notice To Bidders," *Arkansas Democrat* (Little Rock), December 20, 1947; "Legal Notice, Notice To Bidders," *Arkansas Gazette*, January 11, 1948; Ken Francis, "Aviation In Arkansas: Low Bid of \$121,000 On El Dorado Building," *Arkansas Democrat*, January 25, 1948.

<sup>29</sup> "Funds Available For El Dorado Airport," *Arkansas Gazette*, July 9, 1948.

<sup>30</sup> "CAA Okays Extra \$10,000 Grant For El Dorado Airport," *Arkansas Gazette*, September 25, 1949.

<sup>31</sup> United States Geological Survey, aerial A000690301866, November 20, 1949.

<sup>32</sup> Ken Francis, "Aviation In Arkansas, Its Warmer In The Airport Building Now," *Arkansas Democrat*, December 17, 1950.

<sup>33</sup> Earl, 1952.

<sup>34</sup> *Ibid.*

<sup>35</sup> "Trans-Texas Assumes Air Service To El Dorado; Doubles Flights," *El Dorado Times(?)*, June 29, 1953.

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The Goodwin Field Administration Building remained relatively unchanged through the end of the twentieth century. A review of an aerial from 1968 indicates the three runways were still in use. The footprint of the administration building remains unaltered although the airplane parking apron had been enlarged. The vehicular parking loop to the south of the administration building was in place along with a new parking area to the east. The Lion Oil Company hangar continued to be situated west-southwest of the administration building.<sup>36</sup> Interior renovations/updates were made to the airport terminal's first floor in 1995. After the attacks of September 11, 2001, airport security procedures were heightened throughout the country. To meet Transportation Security Administration (TSA) guidelines, a one-story addition was constructed in 2005 along the north façade of the Goodwin Field Administration Building. This addition was designed by the successor architectural firm of John B. Abbott, CADM Architecture, Inc. of El Dorado. The same firm designed the alterations to the building's second floor in 2006. At present, two of the runways continue to be utilized (the north-south runway is no longer in use). Passenger service is currently provided by Southern Airways Express.

### **John B. Abbott, Architect**

John B. Abbott was born in El Dorado, Arkansas on May 16, 1912, to Thomas Christopher and Mina Miller Abbott. John's father was a school superintendent so the family often moved around the state. Abbott was in the first graduating class of Little Rock's Central High School in 1927. Abbott continued his education at Little Rock Junior College from 1929 to 1932, and studied architecture at the University of Illinois at Champaign-Urbana from 1932 through 1933. He returned to El Dorado and was employed as an architect for Lion Oil Company. Abbott started his own architectural firm; John B. Abbott, Architect, was organized in 1936, and he was a registered architect in Arkansas.<sup>37</sup>

According to a biography in the *South Arkansas Historical Journal* from 2008, Mr. Abbott was a practicing architect for approximately 50 years and continued to be involved in historic preservation issues through the first decade of the twenty-first century. He left full-time work with the architectural firm in 1980. In 2008, a staff member of his successor architectural firm, CADM Architecture, Inc., compiled a listing of nearly 50 projects on which John B. Abbott designed totally or in part in El Dorado. This list includes a public building, clinics, commercial buildings, schools, churches, and the South Arkansas Arts Center. He also designed individual buildings and additions outside Union County, including schools and churches along with Lion Oil gasoline stations. John B. Abbott died on February 19, 2012.<sup>38</sup>

In a span of four years from 1946 to 1950, John B. Abbott designed four cast concrete buildings in El Dorado: Memorial Stadium (1946); Goodwin Field Administration Building (circa 1947); American Legion Building (later known as the TAC [Teen Age Club] House) (circa 1949); and the Royal Crown Bottling Company building (1950). All four are extant with three continuing their original functions.<sup>39</sup> All

<sup>36</sup> United States Geological Survey, aerial 1VBSW00010237, March 4, 1968.

<sup>37</sup> Janice McIntyre, "Remembering John B. and Alice Abbot," *El Dorado News-Times*, April 9, 2017, accessed November 2, 2017, <http://www.eldoradonews.com/news/2017/apr/09/remembering-john-b-and-alice-abbott/>; Cordell, 85; American Institute of Architects, 1956 directory, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas.

<sup>38</sup> Charles Cameron, "El Dorado Works of John B. Abbott, Architect," *South Arkansas Historical Journal* 8 (Fall 2008): 39–40; "SAHF Unveils John B. Abbott Award for Historic Preservation," *South Arkansas Historical Journal* 8 (Fall 2008): 37–38; McIntyre, 2017.

<sup>39</sup> American Institute of Architects, 1956 directory, located in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas; "SAHF Unveils John B. Abbott Award for Historic Preservation," *South Arkansas*

Goodwin Field Administration Building

Union County, Arkansas  
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four of the cast concrete buildings designed by John B. Abbott exhibit minimal ornamentation with the Goodwin Field Administration Building and the Royal Crown Bottling Company building both exhibiting characteristics of the late Art Moderne style with influences of the International Style. According to a 2008 article by Abbott, the Goodwin Field Administration Building “was designed to fit 1940 guidelines of the Federal Aviation Administration for airports of the size of Goodwin Field. It has three floors. The lower floor serves the public with ticket counters, restrooms, a waiting area, and provisions for a restaurant if needed. The second floor has offices for the operating personnel as well as access to an open-air observation deck on the roof over part of the first floor. The third level is a control tower. The walls and roof are made of poured concrete.”<sup>40</sup> It was through these buildings that Abbott was able to merge new construction methods such as cast concrete with structures exhibiting modern architectural sensibilities to the building stock of El Dorado and Union County. There is no doubt that through these four structures John B. Abbott was able to bring innovative architecture to the public-at-large in Union County.

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## 9. Major Bibliographical References

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<sup>40</sup> John B. Abbott, “A Historical Survey of Architecture in Union County From the Beginning of World War Two to 2008,” *South Arkansas Historical Journal* 8 (Fall 2008): 5.

Goodwin Field Administration Building

Union County, Arkansas  
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Name of Property

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- “El Dorado Airport To Get \$55,000.” August 8, 1947.
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- “First C. and S. Airline Stop At El Dorado July 15.” June 22, 1945.
- “First Plane Land At New El Dorado Airport.” April 6, 1944.
- “Funds Available For El Dorado Airport.” July 9, 1948.
- “Legal Notice, Notice to Bidders.” March 26, 1947.
- “Legal Notice, Notice To Bidders.” January 11, 1948.
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Goodwin Field Administration Building

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— Aerial 1VBSW00010237. March 4, 1968. USGS EarthExplorer. Accessed November 2, 2017. <https://earthexplorer.usgs.gov/>.

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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

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

Federal agency

Local government

University

Other

Name of repository: South Arkansas Regional Airport

**Historic Resources Survey Number (if assigned):** UN0528

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## 10. Geographical Data

**Acreeage of Property** less than one 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: 33.216933 Longitude: -92.810595

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:



Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
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**Verbal Boundary Description** (Describe the boundaries of the property.)

The Goodwin Field Administration Building National Register of Historic Places boundary is closely aligned with the footprint of the building and is less than one acre in size. Encompassing the building, the boundary begins northeast of the building and extends to the south along the east edge of a lane; then turns to the west in a line approximately 15 feet from the existing canopy on the south elevation to approximately 40 feet west of the building; then extending north along the east side of a lane/parking area to the airplane parking apron; then extending east along the edge of the grassy yard to the beginning point.

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

The boundary includes the footprint of the Goodwin Field Administration Building that is nominated to the National Register. The areas beyond the boundary have recent modifications such as expansion of the airplane parking apron, nearby hangars, and parking lots.

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**11. Form Prepared By**

name/title: Trent Spurlock  
organization: Cultural Resource Analysts, Inc.  
street & number: 151 Walton Avenue  
city or town: Lexington state: Kentucky zip code: 40508  
e-mail: wtspurlock@crai-ky.com  
telephone: 859-252-4737  
date: November 2017

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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.)

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

### 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

#### Same Information for all Photos:

Name of Property: Goodwin Field Administration Building

City or Vicinity: El Dorado

County: Union

State: Arkansas

Photographer: Trent Spurlock

Date Photographed: October 2017

Returned

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

Photo 1 of 12. View of the south façade (passenger entry from vehicular parking lot) of the Goodwin Field Administration Building, camera facing north.

Photo 2 of 12. View of the south façade and east elevation of the building, camera facing northwest.

Photo 3 of 12. West elevation of the Goodwin Field Administration Building, camera facing east-northeast.

Photo 4 of 12. North façade and west elevation of building and 2005 addition, camera facing south-southeast.

Photo 5 of 12. North façade (passenger entry from airplane parking apron) of the building and 2005 addition, camera facing south.

Goodwin Field Administration Building  
Name of Property

Union County, Arkansas  
County and State

Photo 6 of 12. East elevation and north façade of the building including 2005 addition, camera facing southwest.

Photo 7 of 12. West elevation of second story and control tower from the observation deck, camera facing east.

Photo 8 of 12. Interior of the first floor lobby/concourse with ticket counter, camera facing east.

Photo 9 of 12. Interior of the first floor lobby of the building with entry to former café/kitchen area, camera facing west-northwest.

Photo 10 of 12. Interior of the building's control tower, camera facing northwest.

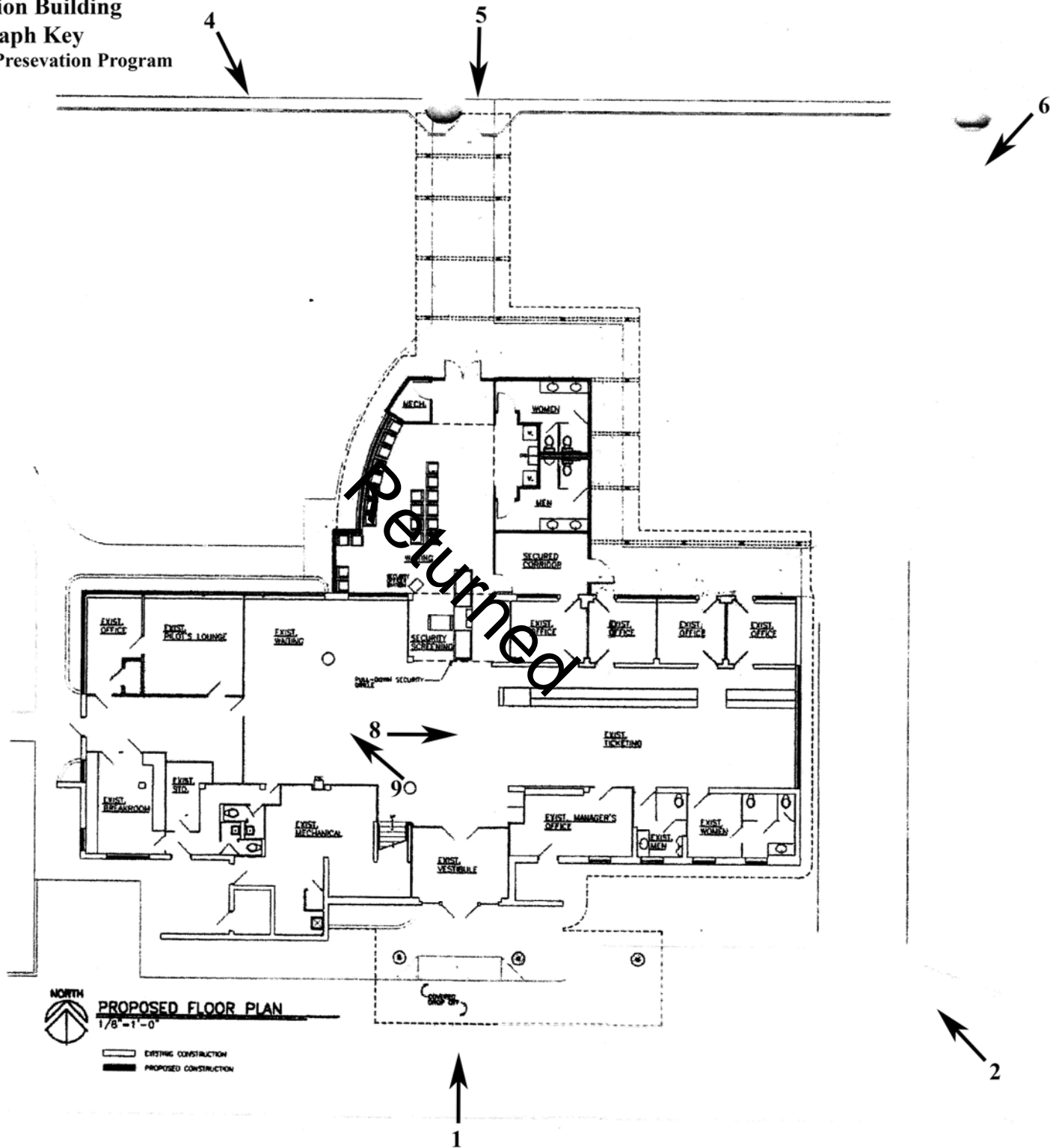
Photo 11 of 12. Photograph of the original architect's rendering of the building located in the manager's office of the South Arkansas Regional Airport.

Photo 12 of 12. Photograph of a historic photograph showing the north façade of the building under construction. Photograph located in the manager's office of the South Arkansas Regional Airport.

**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.

**Goodwin Field Administration Building**  
**1st Floor Plan with Photograph Key**  
From Files of Arkansas Historic Preservation Program  
UN0528  
Possibly prepared by  
CADM Architecture, Inc.



UN0528





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 4/16/2018      Date of Pending List: 5/4/2018      Date of 16th Day: 5/21/2018      Date of 45th Day: 5/31/2018      Date of Weekly List:

Reference number:

Nominator:

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      5/30/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Jim Gabbert  Discipline Historian

Telephone (202)354-2275 Date 5-30-2018

DOCUMENTATION: see attached comments : **Yes**      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.



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, DC 20240

IN REPLY REFER TO:

## The United States Department of the Interior National Park Service

### National Register of Historic Places Evaluation/Return Sheet

Property Name: Goodwin Field Administration Building, Union County,  
AR

Reference Number: 100002479

#### Reason for Return

The Goodwin Field Administration Building nomination is being returned for substantive and technical revision.

#### Substantive Issues

Section 3 is not complete. Upon resubmission, please check the boxes indicating whether this is a nomination or request for determination of eligibility, and whether the SHPO feels that it does or does not meet the National Register Criteria.

The nomination cites "Commerce" as an area of significance. This area is not specifically addressed in the nomination, and may not be supportable when nominating only the administration building. One of the reasons for construction of the air field was to facilitate commercial/industrial activities. This applies to the airfield itself, including runways, and would be much harder to justify for the administration building. You may either try to bolster the case for commercial significance or consider dropping this area of significance.

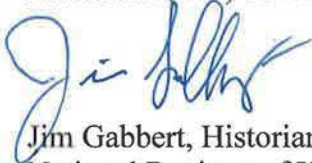
#### Technical Issues

There is no map accompanying the nomination. Please provide the requisite location map. The verbal boundary description is inadequate as provided, and useless without a site plan and map. You may want to consider adding some general geographic info: "located in the NW/4, NW/4, SE/4, Section 25..." and then a specific metes and bounds description from a known or identifiable spot – an intersection, perhaps.

On page 16, in the first full paragraph, there is a reference to Barksdale Air Force base. In the timeframe discussed in that paragraph (Pre-WWII), it was known as Barksdale

Field; it did not become Barksdale Air Force Base until after the creation of the United States Air Force in September 1947 (the name was officially changed in early 1948).

We appreciate the opportunity to review this nomination and hope that you find these comments useful. Please feel free to contact me if you have any questions. I can be reached at (202) 354-2275 or email at <[James\\_Gabbert@nps.gov](mailto:James_Gabbert@nps.gov)>.

A handwritten signature in blue ink, appearing to read "Jim Gabbert".

Jim Gabbert, Historian  
National Register of Historic Places  
5/31/2018



THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

Arkansas Arts Council

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum

July 6, 2018



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

RE: Goodwin Field Administration Building – El Dorado, Union  
County, Arkansas

Dear Ms. Beasley:

We are enclosing for your review the above-referenced **revised nomination**. The enclosed disk contains the true and correct copy of the revised nomination for the Goodwin Field Administration Building to the National Register of Historic Places. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Stacy Hurst  
State Historic Preservation Officer

SH:rsw

Enclosure



ARKANSAS HISTORIC  
PRESERVATION PROGRAM



1100 North Street  
Little Rock, AR 72201

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

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