Preservation/Restoration of Moton Field

Phase II

THE JAEGER COMPANY



Tuskegee Airmen National Historic Site
Tuskegee, Alabama

Cultural Landscape Report

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Management Summary

The purpose of this project is to "preserve and restore the existing historic structures and cultural landscape at the newly established Moton Field/Tuskegee Airmen National Historic Site (TUAI)." 1 Through the Cultural Landscape Report (CLR), information is provided to the National Park Service (NPS) for use in the future development of this property. This document is organized into three sections. Part I includes a comprehensive Site History; a description of Existing Conditions; and an Analysis & Evaluation, which assesses the extant site features of significance as well as identifying missing elements important in the history of this property.

Part II provides Treatment Recommendations following the Secretary of the Interior's Standards for cultural landscape projects. The Moton Field/Tuskegee Airmen Special Resources Study was used as a guide in the development of this report. Numerous National Park Service publications served as reference sources as well as several examples of other cultural landscape reports.

Part III, not completed as part of this work, will be added at the completion of the construction project. Part III will include a Record of Treatment, explaining how the Treatment Recommendations were implemented at TUAI.

1 Statement of Work, Preservation/Restoration of Moton Field – Phase II, Tuskegee Airmen National Historic Site, Revised June 25, 2001, p. 1.

Historical Overview

Despite gains in their role in general aviation during the late 1930s, African Americans were not allowed to fly for the U. S. military before 1940. Pressure from the black press and civil rights organizations resulted in the 1941 formation of an African-American pursuit squadron, the 99th Fighter Squadron that came to be known as the Tuskegee Airmen.

Tuskegee, Alabama emerged as the sole training facility where African Americans could earn wings as Army pilots. On July 19, 1941, twelve aviation cadets and one student officer reported to Tuskegee Institute to begin flight training as the first class of African-American pilot candidates in the U. S. military. These men would form the nucleus of the 99th Fighter Squadron. On March 7, 1942, Tuskegee Army Airfield graduated the first black military pilots in the nation.

Orders for overseas duty for the 99th did not arrive, however, until approximately a year later. On April 24, 1943, the 99th Fighter Squadron along with its support group finally arrived in North Africa. After gaining combat experience there, the 99th served in combat roles throughout the Mediterranean theater of operations, providing air support in the form of dive-bomb and strafing missions, fighter sweeps, and escort missions. The success of the 99th proved that African Americans could serve as military combat pilots and work together with white pilots in an integrated group.

A second African-American squadron based in Tuskegee, the 100th Pursuit Squadron, was activated in February 1942, allowing a greater number of African-American pilots and ground crews to contribute to the war effort. This second squadron formed the basis of the 332nd Fighter Group. The 332nd served in the Mediterranean assigned to harbor and coastal patrols and escort missions. The group became experts as bomber escorts.

The Tuskegee Airmen overcame segregation and prejudice to become one of the most respected fighter groups of World War II. The 99th Fighter Squadron and the 332nd Fighter Group completed 1,578 missions, destroyed over 260 enemy aircraft, sank one enemy destroyer, and demolished numerous enemy installations in the process. For these efforts, the airmen received ninety-five Distinguished Flying Crosses, the Legion of Merit, Silver Stars, Purple Hearts, the Croix de Guerre, and the Distinguished Unit Citation, a coveted honor. The group also had the distinction of never losing a single bomber to enemy fighters on an escort mission, for which they earned the respect of American bomber crews and the German Luftwaffe as well as the nickname "Red-tail Angels." The Tuskegee Airmen proved conclusively that African Americans could fly and maintain sophisticated combat aircraft. Their achievements, together with the men and women who supported them, paved the way for full integration of the U.S. military.

The men of the 99th Fighter Squadron and the 332nd Fighter Group were part of a much larger group of men and women who served in military and civilian support roles. The 1941 Army Air Corps policy known as the "Tuskegee Experiment" trained African-American men and women in aviation and military instruction. Many received instruction in highly skilled areas such as fighter pilots, navigators, radio technicians, and gunnery specialists, while others took on support roles as firefighters, transportation personnel, medical professionals, cooks, and administrative clerks. In all, over 10,000 African-American men and women contributed to the success of the "Tuskegee Airmen Experience."

Aviation at Tuskegee Institute began in 1939 with the Civilian Pilot Training Program (CPTP), a new flight training initiative sponsored by the federal government that gave many African-American college students a chance to earn their private pilot licenses. Several black colleges, including Tuskegee Institute, participated in the program. During this same period, the Army Air Corps finally agreed to admit African Americans into their program. As a result of a powerful pressure campaign by the *Pittsburgh Courier* and other influential black newspapers, President Franklin Roosevelt directed the Air Corps to admit African Americans, but only in segregated units as was the case with other branches of the military at that time. In February 1941, the Air Corps requested that Tuskegee Institute contract with the United States Army to build a new airfield and establish a primary flying school for African-American aviation cadets.

The site chosen for the new airfield that would later become known as Moton Field was located three miles northeast of the Tuskegee Institute campus. The land, totaling approximately 781 acres and primarily an open landscape in active agricultural use, was purchased from local farmer S. M. Eich. Design of the airfield and its facilities was accomplished largely by George L. Washington, head of the aviation program at Tuskegee Institute, based on similar primary flying school facilities then under construction. Funding for this first phase of construction was obtained by means of a loan from the Julius Rosenwald Fund along with funds from Tuskegee Institute. Construction of the airfield and its first hangar began in June 1941. Archie A. Alexander, a prominent African-American contractor from Iowa, was recruited to supervise the airfield construction. Facilities on the Tuskegee Institute campus were renovated to provide housing for the cadets.

The first class of cadets arrived at Tuskegee for training in July 1941, although actual flight training did not begin until August. Initial flight training was started at Kennedy Field, a nearby leased airfield, because the primary field was still under construction. By the first of September, the primary field was sufficiently complete that training operations could be conducted there.

Work continued on the airfield during the first few months of use by the primary flying school. The field had to be continually graded and drainage problems had to be resolved to provide a good surface for aircraft take-off and landing. D. A. Williston, one of the first African-American landscape architects, was involved in additional design work to further control the site's drainage. A gutter curb and valley gutter system was installed to help drain the area into drainage ditches. Water was directed from springs on the hillside south of the hangar into a well and used for the facilities' water supply. Williston also provided specifications and plans for plantings around the airfield. Other infrastructure improvements at the field included a sanitary sewer system and disposal field, road system with curbing, parking areas, and sidewalks.

Tuskegee Institute's contract flying school at Moton Field served as only one element in the army's plans to train African-American pilots. In early 1941, the Army Air Corps also began searching for suitable land near the town of Tuskegee to establish Tuskegee Army Airfield (TAAF), an African-American pilot training base. Construction at TAAF began in July 1941, and on November 8, 1941, even though the facilities at the base were not complete, the first class of African-American cadets commenced basic flight training there.

The Tuskegee training program continued to expand per orders of the Army, and the facilities initially constructed at Moton Field soon became inadequate. By the end of May 1942, a second phase of construction was being planned. Although Archie Alexander supervised the initial construction of the airfield, different arrangements were made for additional improvements. G. L. Washington supervised construction management. His chief assistants were mechanical engineer George A. Reed, an electrician named Harris, and Royal B. Dunham, who was knowledgeable in general construction. Architect Edward C. Miller, head of Tuskegee Institute's architecture department, provided design assistance. A local white contractor, J. H. Lamar, rendered his services in the areas of hauling, grading, and roadwork. D. A. Williston provided the landscape design for the airfield and supervised the installation.

This second phase of construction that extended from the fall of 1942 through the spring of 1943 included an Army Supply Building; Cadet Class and Waiting Room; additions to Hangar Number One; the construction of a second hangar (Hangar Number Two) with space for a cadet ready room, link trainer room, parachute maintenance and storage, and a Control Tower; a Bath and Locker House with facilities for both men and women working at the field; storage sheds for oil and dope; a Warehouse/Vehicle Storage Building; Vehicle Maintenance Shed; and an Entrance Gate. Site work included additional paving between the hangars, more sidewalks, curbs, and gutters, extended roadway and fencing, and landscaping around buildings.

The airfield was formally named Moton Field for Tuskegee Institute's second president Robert Russa Moton in an official dedication ceremony on April 4, 1943. The brick entrance

gate was constructed for this purpose. The south wall of the entrance gate contained a niche that held a bust of Robert Moton.

During the first half of 1944, Moton Field experienced another program expansion. A third phase of construction extended from 1944 into 1945 and included a Physical Plant Warehouse, which provided office and storage space for Tuskegee Institute; and the construction of the Skyway Club. Landscape improvements during this phase included installation of water lines and hose houses for fire fighting; the outline of all grass plots with shrubs and low ornamental picket fences; grading for tennis courts; improvement of the runways with chert; enlargement of the asphalt parking mat; and paving of roadways around the buildings. Due to continuing drainage problems on the airfield, plans were drawn up to re-establish grass and provide proper drainage systems.

The fall of 1945 marked the final phase of primary flying training of African-American personnel at Moton Field. By the end of November, all trainees had graduated, been discharged, or transferred to Tuskegee Army Airfield. With the close of the Army Air Corps contract-flying school came a change in activity at Moton Field. For a time, Tuskegee Institute's aviation program used the airfield for their operations. Charles Alfred "Chief" Anderson, civilian flight instructor at the field for the Army Air Corps, continued to offer private flying lessons from Moton Field up through the 1980s. Anderson, along with other civilians, stored their private aircraft in the hangars. The Skyway Club continued to be used as a nightclub for a short period after the war and was then converted to overflow housing for Tuskegee Institute students.

After the war, only minimal maintenance and upkeep of the buildings and grounds at Moton Field took place. Any significant plants were dug up and transplanted to various locations on the Tuskegee Institute campus. Over time, Moton Field's buildings and landscape deteriorated. Also during this time, several of the support buildings were converted to housing for employees at Tuskegee Institute. Residents provided minimal upkeep on the buildings and some level of security to the site.

In the late 1950s, a nine-hole golf course was developed at Moton Field. This course primarily served Tuskegee Institute faculty members and people employed by the nearby Veterans Hospital. The fairways occupied portions of the south hill, wrapped around three sides of the Skyway Club, and extended out onto the eastern portion of the airfield and into the area that now houses the Municipal Airport buildings. No sign of the golf course remains visible today.

In the 1960s and 1970s, Tuskegee Institute's School of Veterinary Medicine used the field for animal research. Numerous cattle pens were constructed in the area east of the building complex. The school developed Hangar Number Two into a large animal operating and research lab in the early 1970s. The school also renovated the Warehouse/Vehicle Storage Building into a Swine Research Center. Caprine testing by the school continued up into 2002.

In 1972, 325 acres of Moton Field were deeded to the City of Tuskegee for development of a municipal airport. A new 5000-foot asphalt runway and several metal support buildings were constructed. The airport continues to be used today.

On November 6, 1998, President Bill Clinton approved Public Law 105-355, which established the Tuskegee Airmen National Historic Site at Moton Field. The site was created to commemorate and interpret the heroic actions of the Tuskegee Airmen during World War II and was established as a unit of the National Park System. With this approval, Moton Field was also programmatically listed in the National Register of Historic Places. Approximately forty-four acres were acquired by the National Park Service from Tuskegee University and the City of Tuskegee to establish this historic site at Moton Field.

Moton Field is nationally significant for its association with the historic contexts of African-American History and Military/Aviation History. In both African-American and Military/Aviation history, the airfield complex is significant for its role as the only primary flight training facility for African-American pilot cadets in the Army Air Corps during the World War II era. The accomplishments of the Tuskegee Airmen in military air combat in both European and North African theaters of operation helped pave the way for the full integration of the United States military and future civil rights advancements.

Scope of Work and Methodology

This work was divided into the following phases of work: (1) Review of Background Information; (2) Historic Research; (3) Site Investigations; (4) Inventory & Analysis; and (5) Draft Report Development at 75%, 75% Revised, and 90%. All available background data was obtained from the NPS as well as from Tuskegee Institute at the outset of the project. Following the review of this information, additional data was gathered at a variety of sources, including several locations in Washington, D.C. and additional repositories in Alabama.

Interviews were also held on site and by phone with a number of individuals associated historically with the site, including staff from Tuskegee Institute, Tuskegee Airmen, former caretakers at the site in the 1950s-1960s, and descendants of the original site owners, the Eich family. A special effort was made to obtain photographs as well as other images of the site, including historical aerials, plans and drawings, etc. Extensive site investigations by project landscape architects and engineers were performed to identify extant site features as well as to confirm features that were missing. Between the 75% Revision and 90% submission, archeological investigations were performed at the site for the purpose of pinpointing the precise location of former buildings; the extent of the sidewalk system; the artesian well system and drainage curbs on the hillside; site of the former tennis court; the site of the pond and pump house; and the original electrical system. Draft versions of the CLR were submitted at the 75%, 75% Revised, and 90% milestones with follow-up meetings held with NPS staff for discussion.

Description of Study Boundaries

The approximate 80-acre site noted in the boundary survey for the site as being owned by both the NPS and the Tuskegee Institute was used as the subject site for this study. This was also the site used in the previously completed Special Resources Study. The entire acreage that comprised Moton Field historically, approximately 780 acres, was also considered as a context for today's site.

Summary of Findings

The intent of landscape improvements will be to return the site to its appearance during the war years (1941 – 1945). The specific period of significance will be 1945, since all the site elements were in place by this date. The primary treatment recommended for this site is *Restoration.* Since many of the historic buildings and landscape elements are intact at Moton Field, restoration of those existing structures will return the site to its 1945 appearance. The Treatment Plan has also been developed using "Alternative C" from the Moton Field/Tuskegee Airmen Special Resources Study as a guide for general master plan concepts and visitor circulation.

All of the existing buildings, with the exception of the Warehouse/Vehicle Storage Building, which will require *Rehabilitation* on the interior and *Restoration* of the exterior, are recommended for *Restoration.* In addition to these extant buildings, site features to be restored include: (1) Walkways; (2) Asphalt Parking Ramp or Airplane Parking Area; (3) Hangar Apron or Paved Area between the hangars, where fuel tanks are located underground; (4) Taxiway; (5) Tennis Courts at Skyway Club; (6) Artesian Water System; and (7) Hillside Drainage System with Gutter and Valley Curbs.

Other treatments recommended include the removal of all structures added by the Vet School in the 1970s. Non-existing buildings will be interpreted by outlining the original footprints. Elements to be rehabilitated include the drainage system and roadway system.

Much of the existing vegetation is recommended for removal to restore the original open vistas at this site historically. Former agricultural lands are to be managed as open meadows with wooded zones maintained along creek corridors and as a buffer between the new parking lot and visitors center and the Municipal Airport.

Part I –

Site History

Existing Conditions

Analysis & Evaluation

Site History

A Short History of the Tuskegee Airmen2

African Americans have played a significant role in United States military history over the past 300 years despite being denied military leadership roles and skilled training. In the late 1930s the role of African Americans in general aviation began to change as a result of civil rights progress made during Franklin D. Roosevelt's presidential administration. Even with these gains, African Americans were not allowed to fly for the U. S. military before 1940. Pressure from the black press and civil rights organizations resulted in the 1941 formation of an African-American pursuit squadron, the 99th Fighter Squadron that came to be known as the Tuskegee Airmen.3

On July 19, 1941, twelve aviation cadets and one student officer reported to Tuskegee Institute to begin flight training as the first class of African-American pilot candidates in the U. S. military. These men would form the nucleus of the 99th Fighter Squadron. On March 7, 1942, Tuskegee Army Airfield graduated the first black military pilots in the nation. By this time, Tuskegee, Alabama emerged as the sole training facility where African Americans could earn wings as Army pilots.4

Although the 99th reached full strength at twenty-eight pilots in July 1942, it was still unclear if the group would receive overseas assignments. Orders for overseas duty failed to arrive until nearly a year later. In the meantime, additional combat training was practiced on a daily basis.5 Even simple training missions became complicated for the 99th; because of their race, practice flights were limited to one day as few bases welcomed the African-American pilots for overnight stays.

On April 24, 1943, the 99th Fighter Squadron along with its support group arrived in North Africa. Although the pilots had numerous flight training hours, they lacked actual combat experience until

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2 A majority of this information was taken from Moton Field/Tuskegee Airmen Special Resource Study, (NPS SERO, October 1998)
3 Special Resource Study, pgs. 60, 65-66.
4 Jakeman, Robert J. *The Divided Skies*. (Tuscaloosa, AL: University of Alabama Press, 1992), 306.
5 Special Resource Study, 100-101.

orders arrived for their first combat sorties, to serve as wingmen for the 33rd on a strafing mission against the island of Pantelleria.6 On June 18th of the same year, the squadron encountered enemy aircraft while patrolling over the island. Breaking formation, the unit damaged two German planes and forced the rest to retreat without registering effective hits.7

After the completion of the assignment over Pantelleria, the 99th was transferred to the Cape Bon Peninsula and assigned the new duty of escorting medium dive-bombers to the western section of Sicily. During this assignment, the group shot down its first enemy aircraft and scored its first victory. The 99th continued to provide air support in the form of dive-bomb and strafing missions, fighter sweeps, and escort missions throughout July and most of August.8

By September negative reports concerning the ability and value of the 99th Fighter Squadron began to surface among military leaders. When called to testify before the War Department Committee on Special Troop Policies at the Pentagon on October 16, 1943, Lt. Col. Benjamin O. Davis, Jr., stated that the 99th had performed as well as any new fighter squadron despite the setbacks of inexperience and combat fatigue. In a G-3 report entitled "Operations of the 99th Fighter Squadron Compared with Other P-40 Squadrons in the Mediterranean Theatre of Operations" found that the statistical record of the 99th was as good as or better than the average P-40 squadron.9

In October 1943, the 99th first joined the 79th Fighter Group in Foggia, Italy, where they remained together for the move to Anzio, Italy; this move would provide a vast amount of combat experience as well as the most fulfilling assignments for the Tuskegee Airmen. The commanding officer of the 79th, Colonel Earl E. Bates, racially mixed the squadrons on missions so that all squadrons under his command received identical duties. The group now flew up to forty-eight sorties a day and proved that whites and blacks could successfully work together in combat.10

January of 1944 allowed the 99th Fighter Squadron the opportunity to score more victories in combat. Up until this time, the unit rarely encountered enemy aircraft as it flew patrol and ground attack missions along the East Coast of Italy. As victories began to mount, opinions about the 99th began to change. On January 27, members engaged the enemy despite being outnumbered by almost two to one. In less than four minutes, the squadron damaged five enemy aircraft and destroyed three more enemy planes later that afternoon. Four more victories followed the next day. By mid-February, the squadron had flown 390 missions; on 2,528 sorties they achieved seventeen confirmed kills, four probable victories, and damaged six enemy aircraft.11

The Army Air Forces established another African-American squadron based in Tuskegee as early as December 1941. This new unit, the 100th Pursuit Squadron, officially activated in mid-February 1942, allowed a greater number of African-American pilots and ground crews to contribute to the war effort, but still as a segregated unit. This second squadron formed the basis of the 332nd Fighter Group, which was formally activated on October 13, 1942, at Tuskegee Army Airfield in Tuskegee,

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6 Davis, Benjamin O., Jr. *An Autobiography.* (Washington, DC: Smithsonian Institution Press, 1991), 98.
7 Davis, 100.
8 Davis, 100-102.
9 Special Resource Study, 105-108.
10 Special Resource Study, 109.
11 Special Resource Study, 109-110.

Alabama. As with the 99th Fighter Squadron, a lack of trained African-American personnel as well as a shortage of airplanes, parts, and instructors impeded the group's training.12

Eventually, the 332nd departed for the Mediterranean. By mid-February of 1944, the group was based at Taranto, Italy, and assigned to harbor and coastal patrol and escort missions with the 62nd Fighter Wing of the Twelfth Air Force. As the group gained experience their duties were increased. The 332nd was transferred to the 306th Wing of the Fifteenth Air Force to help reduce the heavy losses of the B-17s and B-24s over the previous month. The 332nd painted over the existing markings on planes formerly used by the 325th Fighter Group, and received the nickname "Red Tails" because of the all-red tail surfaces.13

The group flew its first mission as part of the 306th on June 7, 1944. Two days later, the 332nd scored its first major victory by shooting down five enemy aircraft while on a bomber escort mission. Throughout June, the unit flew bomber escorts to Munich, Budapest, Bratislava, Bucharest, and Sofia as well as strafing missions to Italy, Yugoslavia, and Albania. On June 25, 1944, the 332nd achieved what no other fighter group had accomplished when it attacked and destroyed a German destroyer in Trieste Harbor.14

By July the 99th Fighter Squadron united with the 332nd in Ramitelli, Italy. At this time the 332nd switched to P-51 Mustangs for their longer escort range and increased performance at higher altitudes. This change only added to the success of the group. As the 332nd gained experience, they became recognized as experts in bomber escort and Army Air Forces commanders began to assign the group more important missions. On March 24, 1945, the group escorted the Fifteenth Air Force's B-17s mission to Berlin; their successful escort and aggressive combat techniques when engaged by German fighters earned the 332nd the Distinguished Unit Citation.15

The Tuskegee Airmen overcame segregation and prejudice to become one of the most respected fighter groups of World War II. The 99th Fighter Squadron and the 332nd Fighter Group completed 1,578 missions, destroyed over 260 enemy aircraft, sank one enemy destroyer, and demolished numerous enemy installations in the process. For these efforts, the airmen received ninety-five Distinguished Flying Crosses, the Legion of Merit, Silver Stars, Purple Hearts, the Croix de Guerre, and the Distinguished Unit Citation, a coveted honor. The group also had the distinction of never losing a single bomber to enemy fighters on an escort mission, for which they earned the respect of American bomber crews and the German Luftwaffe as well as the nickname "Red-tail Angels." The Tuskegee Airmen proved conclusively that African Americans could fly and maintain sophisticated combat aircraft. Their achievements, together with the men and women who supported them, paved the way for full integration of the U.S. military.16

While the notoriety of the Tuskegee Airmen stems from the impressive feats of the African-American fighter pilots of the 99th Fighter Squadron and the 332nd Fighter Group, it is important to understand that these men were part of a much larger group of men and women who served in military and civilian support roles. The 1941 Army Air Corps policy known as the "Tuskegee

12 Special Resource Study, 111-113.
13 Special Resource Study, 113.
14 Special Resource Study, 113-114.
15 Special Resource Study, 115-117.
16 Special Resource Study, 130; http://www.cr.nps.gov/museum/exhibits/tuskegee/airoverview.htm, *accessed 9.20.01*

Experiment" trained African-American men and women in aviation and military instruction.17 Many received instruction in highly skilled areas such as fighter pilots, navigators, radio technicians, and gunnery specialists, while others took on support roles as firefighters, transportation personnel, medical professionals, cooks, and administrative clerks. In all, over 10,000 African-American men and women contributed to the success of the "Tuskegee Airmen Experience."18

Pre-Settlement19 (10,000 BC-1832)

Human occupation of this region dates back to circa 10,000 BC. The earliest inhabitants, Paleoindians, were a nomadic culture that followed faunal resources utilizing the region from circa 10,000-8,000 BC. Early sites are defined by assemblages associated with fluted projectile points, such as Clovis and Cumberland. Later sites are associated with non-fluted projectile points, such as Beaver Lake, Quad and Dalton. The disappearance of this way of life is often associated with climatic changes that took place at the end of the Pleistocene Period.

As the climate began to change so did the lifestyles of the humans that occupied the area. The next period referred to as the Archaic dates from circa 8000-1000 BC. Separated into the Early, Middle and Late Archaic, the Archaic period lasted some 7000 years and reflects the longest period of cultural affiliation within the United States. It is generally associated with a less nomadic way of life. The early period is marked by a reduction in projectile point size. This change is thought to reflect the change in subsistence patterns. During the 7000 years that the archaic peoples occupied this region they went from nomadic peoples to semi nomadic socially distinct groups. The end of the Archaic period is marked by advances in tool assemblages, production of simple fiber-tempered pottery,20 trade networks21 and the beginning of agriculture.22

The next culturally distinct phase is called The Woodland and dates from circa 1000 BC-AD 900. Expanding on the advances made in the Archaic, this period is marked by an increase in the social complexity of the peoples who occupied the region. As in the Archaic, The Woodland period is generally separated into three time frames, the Early, Middle and Late Woodland. The Early and Middle Woodland periods are not well represented in the region; there are however, a considerable number of sites dating to the Late Woodland period in Macon and surrounding counties. During

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17 The War Department referred to the pilot training program for African Americans as the "Tuskegee Experiment." This reference should not be confused with the syphilis experiment conducted in the 1930s. In February 1998, a study team for the National Park Service's *Moton Field/Tuskegee Airmen Special Resource Study* held a public workshop with the Tuskegee Airmen at the Mighty Eighth Air Force Museum in Savannah, Georgia. At this meeting the airmen requested that the term "Tuskegee Airmen Experience" be used to describe the discriminatory policies and conditions African-American men and women, both military and civilian personnel, endured while serving in the Army Air Corps.

18 Special Resource Study, 20-21.

19 This brief overview of the region is taken from the SEAC Archaeology Report, which is a synopsis taken from the Archeological Overview and Assessment of Horseshoe Bend National Military Park, by Elizabeth de Grummond and Christine M. Hamlin (1997).

20 Walthall, John A. *Prehistoric Indians of the Southeast: Archaeology of Alabama and the Middle South.* (Tuscaloosa: University of Alabama Press, 1980).

21 Elliott, Daniel T. *The Live Oak Soapstone Quarry.* (DeKalb County, Georgia: Garrow and Associates, Atlanta, 1986); Webb, William S. and David L. DeJarnette. *An Archeological Survey of Pickwick Basin in Adjacent Portions of the States of Alabama, Mississippi, and Tennessee.* Bulletin 129. (Washington, D.C.: Bureau of American Ethnology, Smithsonian Institution. GPO, 1942).

22 Ford, Richard. "The Process of Plant Food Production in Prehistoric North America." *Prehistoric Food Production in North America*, edited by R. Ford. (Ann Arbor: University of Michigan Museum of Anthropology Anthropological Papers No. 75, 1985).

this period pottery making expanded and showed the beginnings of culturally distinct styles. Hunting and gathering still played a significant role in the way of life, but agricultural practices were on the increase.

With the emergence of the next period agriculture was no longer practiced on a small scale and although hunting and gathering were still the primary method of obtaining food, agriculture played a major role in the social and economic structures of the Native American societies. This period is known as the Mississippian and it lasted from circa AD 900 until the time of contact with Europeans. It is also separated into Early, Middle and Late Mississippian time frames. Culturally distinct groups and socially complex societies mark the height of the Mississippian Period. Their artifact assemblages make differentiating between socially distinct groups and the chronological time frame of their occupations possible. In the Macon County area, Middle and Late Woodland Periods are represented by Shine I and II Phases.

The next period is marked by the appearance of Europeans and the decline of Native American populations. With the spread of Europeans, came diseases that decimated the native populations. As their populations dwindled, their complex social structures collapsed. By the early 1700s, the loosely associated groups of Native Americans that occupied the central Alabama region were known as the Upper Creek Indians. The Upper Creek Indians clashed often with neighboring tribes (the Lower Creeks) and the United States Government. These conflicts culminated in 1814 with a battle at Horseshoe Bend where Andrew Jackson led troops in the defeat of the Upper Creek peoples. By 1837 the remaining Creeks were removed from the area and forced to relocate to Oklahoma. As the Creeks were removed, white families moved in and settled small tracts of land.

Plantation Era (1832-1865)

Macon County lies at the eastern end of Alabama's eleven-county portion of the "Black Belt," a term given to that area of the antebellum South that had rich black soil, well suited for cultivating cotton. The term was also used colloquially to refer to the predominantly African-American population of the area, due to the large number of African Americans brought in as enslaved labor to work on cotton plantations. Cotton, a labor-intensive crop, became a major export for Macon County, the state of Alabama, and much of the South before the Civil War.

Macon County was founded in 1832, and settlers in the area founded the town of Tuskegee on a high, dry ridge in the county in 1833. The name Tuskegee is thought to be a corruption of the old Indian name *Tuskigi*, meaning warrior. By 1835, approximately 150 people lived in close proximity to the town. White settlers owned fertile land near the creeks and streams on which cotton was cultivated; large pillared mansions in and around Tuskegee reflected the prosperity of these men who thrived on the cotton and slave economy prior to the Civil War.23

In 1861 as tensions between the North and the South increased, the Alabama State Convention voted 61 to 39 to secede from the Union. The ensuing war took a heavy toll on both sides, with the long-term result being emancipation for slaves and a long period of social upheaval. In Macon County, which was almost exclusively large agricultural plantations, the wealthy land proprietors suffered vast losses in labor.

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23 Washington, Booker T. *The Story of My Life and Work*. (New York: Negro Universities Press, 1969), 75-77.

Post Civil War-1940s

The post-Civil War New South made for an uncertain future for the town of Tuskegee, which was formerly one of the wealthiest towns in the state of Alabama as a cotton market center. Coal and steel production in other parts of the state replaced labor-intensive cotton farming as a more financially viable product. Although the political capital of Montgomery was only forty miles away, the economic capital of the state moved further north to the steel-manufacturing city of Birmingham.

The railroads crossing the state as part of this new industrialism failed to extend to Tuskegee, effectively bypassing the town both physically and industrially. The main line of the Southern Railroad passed about five miles to the north of the town. Chehaw, the nearest depot, consisted of a station and a small general store. In the 1890s a spur line was put in that connected the town of Tuskegee to the main line at Chehaw. This spur primarily hauled coal to Tuskegee Institute when coal was used as the major fuel, but a passenger car carried people to the town as well.24

The land eventually purchased for Moton Field was originally part of a large farmstead belonging to the Peter Eich family since the late 1800s. Although the first date of acquisition of land by Peter Eich is not known, Macon County Deed Records show that the Peter Eich family had obtained a majority of the land on which Moton Field now sits by 1890.

Peter John Eich (1800-1891) is the first Eich on record for owning land in Macon County, Alabama. He acquired what later descendents referred as "the homestead" over the course of his life.25 Peter married Martha A. "Mattie" Eich and they had five children, four sons and a daughter. Prior to 1890, Eich owned approximately 370 acres north of the town of Tuskegee, most likely in Sections 7, 8, and 17 of Township 17, Range 24, as this is land later referred to in individual deed transfers among Peter Eich's children as "father's farm." It is not known what size farming operation Peter Eich headed or the number of slaves, or tenant farmers, if any, who worked the land. Neither is it known exactly what types of crops were grown. Cotton is known to be a common crop in the area at this time. Later deeds refer to the land as the Eich Plantation but do not provide additional detail.

The earliest recorded date on which Peter Eich purchased land is March 3, 1879. For an unknown purchase price, 26 Eich obtained ten acres from Hugh M. and Elizabeth King along the border of Sections 18 and 19, Township 17, Range 24 where the section line meets the Tuskegee and Chehaw Road. The boundary includes an area known as Eich's Crossing. 27

In 1890, a year before his death, Peter Eich acquired 279 acres, lands known as the Phillips' Place, from parties holding interest in the J. G. McWhorter Estate (J. G. McWhorter, E. S. McWhorter, Mollie E. Phillips, and Mattie A. Eich). This land, located in Sections 17 and 18 is bounded by the Uphapee Creek to the east and contains the land on which Moton Field was built.28

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24 Goodson, Martha Graham, ed. *Chronicles of Faith: The Autobiography of Frederick D. Patterson.* (Tuscaloosa: University of Alabama Press, 1991), 79; Washington, 78.
25 Phone Interview with Edna Earle Eich, October 12, 2001. TJC.
26 This deed is handwritten and the sentence concerning the purchase price is not able to be accurately deciphered.
27 Macon County Deed Book Y, p. 617.
28 Macon County Deed Book 2, p. 368-370.

In a will made shortly before his death in April 1891, Peter Eich bequeathed his entire estate to his wife with the stipulation that should she remarry, the estate would be divided into six equal part interests, one each going to Mattie and their five children.29 Sometime after her husband's death and before 1901, Mattie A. Eich died. Although there is no record of her will in the Macon County Courthouse, it is inferred that she did not remarry as each of the Eich children received a one-fifth interest in the farmstead.

Beginning in 1901, Samuel Mizel (S. M.) Eich (1876-1965), Peter Eich's second son, began purchasing his siblings' interests in the farmstead, referred to as the Eich Farm or the Eich Plantation and totaling 649 acres. He purchased the following undivided one-fifth interests in his father's lands: from Bartow N. and Sydnie Eich for $700 on December 9, 190130; from John P. and Willie J. Eich for $875 on March 30, 190531; from Mrs. O. D. Thomas and her husband for $1050 on October 16, 190532; and from W. F. Eich for fifty dollars and a deed to 117 acres of the farm known as the Varner Tract on January 16, 1907.33 With these transactions, S. M. Eich became sole owner of the Eich farm *(Figure A)*.

In 1911, S. M. Eich and Lizzie Hare settled a boundary dispute over the eastern edge of the property. While it is not known how many acres Eich relinquished in this transaction, the eastern boundary of his farm became the Uphapee Creek and a branch creek in Section 17. There was one exception to the creek boundary as Eich kept a small piece of land to the west of the creek where Sections 17 and 20 meet.34

In 1918, Eich made the first of two transactions from S. L. Brewer to increase his land holdings. He purchased 111 acres of adjoining land in the eastern portions of Sections 7 and 18 for $2220. In the deed Brewer reserved the right to construct railroad tracks across the land as a means of ingress and egress to the sand and gravel plant near the Uphapee Creek in the section. Brewer reserved the right to cut and use any timber on the property as well.35 In August 1920 Eich purchased some 286 acres of land from S. L. Brewer in Section 18 for $3500.36 These transactions contained land that was once part of the M. L. Drakeford Plantation.

In 1924, Eich and his wife, Annie Lizzie Eich (1890-1984), sold six acres of land to Aleck Ford based on a land description from a plat made by L. J. Watkins. This parcel of land was located near the Natasulga and Tuskegee Dirt Road (now Highway 81).37 This is the first mention of Annie Eich in any of the land transactions. By this time, S. M. Eich had acquired the land that he later sold to Tuskegee Institute.

S. M. Eich was a general farmer who grew numerous crops including cotton, corn, oats, and sugar cane. He had a produce deal with a local A & P Grocery Store, for which he grew specific crops

29 Will of Peter Eich, Will Book ??, p. 655.
30 Macon County Deed Book 6, p. 260.
31 Macon County Deed Book 9, p. 253.
32 Macon County Deed Book 9, p. 388.
33 Macon County Deed Book 11, p. 216.
34 Macon County Deed Book 14, pp. 216-218.
35 Macon County Deed Book 20, p. 354.
36 Macon County Deed Book 17, p. 562.
37 Macon County Deed Book 20, p. 554.

such as turnip greens. The farm contained several soil types as well as a substantial supply of sand and gravel where the Uphapee and Red Creeks converged, a popular fishing and swimming spot and commonly referred to as "Eich's Beach." One year all the crops failed due to excessive rainfall and the exceptional accumulation of sand and gravel was sold to keep the farm financially solvent.38 The farm had its own mill to produce syrup from the sugar cane. In addition to seasonal crops, the farm also had about fifty pecan trees and a variety of fruit trees. The nuts from the pecan trees were shipped to customers as far away as China.39

S. M. Eich had a personal friendship with George Washington Carver of Tuskegee Institute. Carver (1864-1943) was an American educator and innovator in the agricultural sciences. Following his graduation in 1894 from Iowa State College of Agriculture and Mechanic Arts (now Iowa State University), Carver joined the college faculty and continued his studies, specializing in bacteriological laboratory work in systematic botany. In 1896 he became director of the Department of Agricultural Research at Tuskegee Normal and Industrial Institute. There he developed numerous products and processes that expanded the range of agriculture in the South. Carver's work resulted in the creation of 325 products from peanuts, more than 100 products from sweet potatoes, and hundreds more from a dozen other plants native to the South. These products contributed to rural economic improvement by offering alternative crops to cotton that were beneficial for both farmers and the land. Carver also carried the Iowa State extension concept to the South and created "movable schools," bringing practical agricultural knowledge to farmers, thereby promoting health, sound nutrition and self-sufficiency.40

Carver may have been responsible for some of Eich's farming practices, having made numerous innovations in the university's agriculture program and the local farming community mentioned above. Eich implemented crop rotation on the land long before this was common practice. Sugar cane was the only crop not rotated, as it did not deplete the soil as much as other crops.

Because of the size of his farm, S. M. Eich employed a variety of tenant farmers, day laborers, monthly laborers, and sharecroppers. Approximately twenty tenant houses were located on the farm that ranged in size from a one room cottage to a fairly sizable house; each house usually included a garden, a well, and firewood and rented for $8.00 or for a bale or two of cotton per month. A few of the tenant farmers were white but most were African-American. Sharecroppers typically failed to produce a profit, but usually managed to break even. S. M. Eich was known to treat his tenants as one big family and would cover medical expenses for tenant families out of his own pocket. He also encouraged the workers to find ways to advance themselves. Many of them relocated to places such as Birmingham, Alabama, White Plains, New York, and Akron, Ohio, where they found better jobs. A number of people maintained correspondence with S. M. Eich after they had moved away.41

At the same time that the Eich family was acquiring farmland, a bargain between an ex-slaveholder with State Legislator ambitions and an ex-slave for the African-American vote in Macon County was made and faithfully observed on both sides. As part of the bargain, the newly elected legislator promised to work for the appropriation of money for an industrial school for blacks in the area. On February 12, 1881, Alabama Governor Rufus Willis Cobb

38 Ibid.
39 Phone Interview with Harold G. Eich, October 15, 2001. TJC.
40 George Washington Carver entry http://encarta.msn.com *accessed 11.29.2001.*
41 Ibid.

signed into law a bill that appropriated $2,000 yearly for the establishment of the Tuskegee Normal School for the training of black teachers. On the recommendation of General Armstrong of Hampton Institute a young African-American man, Booker T. Washington, a recent graduate of and teacher at the Institute, was called from there to take charge of this new institution of learning. Washington opened the school on July 4, 1881 to thirty men and four women from Macon and neighboring counties.42

In 1882, Washington purchased an abandoned 100-acre plantation for $500, which became the core of Tuskegee's campus. He also launched a program of self-help, for which Tuskegee became known, that allowed students to live on the campus and defray education costs by helping to construct buildings on the campus grounds, even making their own brick.

By 1892, the need for additional funding to diversify program offerings led to the establishment of the Tuskegee Normal and Industrial Institute as an independent institution. This was for developmental reasons only, and the school continued to receive some financial support from the state of Alabama. Booker T. Washington remained president until 1915.43

Robert Russa Moton, for whom Moton Field would later be named, became the second president of the Tuskegee Normal and Industrial Institute, a position he held until 1935. That year, Frederick D. Patterson replaced Moton as school president. The school name was changed again in 1937 to Tuskegee Institute.

The War Era (1939-1945)

In 1939, the Civilian Pilot Training Program (CPTP), a new flight training initiative sponsored by the federal government, gave many African-American college students a chance to earn their private pilot licenses. Several black colleges, including Tuskegee Institute, participated in the program. Learning to fly in the CPTP was not the same as becoming a pilot in the Air Corps.44

By the spring of 1940, Tuskegee Institute had a blossoming aviation program. The CPTP coordinator, George L. Washington, secured a lease for Kennedy Field, a private local airfield south of the town of Tuskegee. Improvements were made to the field to bring it up to Civil Aeronautics Authority (CAA) standards. After the successful training of the first class, Washington focused on securing an airport closer to the campus where the program would have unrestricted access to the field. By the end of the year, Tuskegee Institute emerged as the center of black aviation, offering primary and advanced pilot training, but was still without its own airfield.45

The Army Air Corps finally agreed to admit African Americans because of a powerful pressure campaign led by the *Pittsburgh Courier*, an influential black newspaper. The *Courier* and other black newspapers in the North pointed out that African Americans had fought bravely in all of the nation's wars on both land and sea and therefore deserved a chance to prove themselves in the air. They argued that African-American men were subject to the draft but could not volunteer to serve in the Air Corps, an option open to white men of draft age. As a result of this pressure campaign,

42 Washington, 102.
43 http://www.tusk.edu/about/historical_sketch.htm, *accessed 9.21.01*
44 http://www.alabamamoments.alalinc.net/sec52det.html, access 9.28.01
45 Jakeman, 127-128; 132.

President Roosevelt (who was seeking an unprecedented third term in 1940) directed the Air Corps to admit African Americans, but only in segregated units, as was the case with other branches of the military at that time.46

Under the first proposal by Maxwell Airfield's Southeast Air Corps Training Center (SEACTC), Tuskegee was to expand its CPT course to train thirty prospective aviators per class. These men would go directly into basic flying training when they graduated. The Air Corps abandoned this proposal in mid-February of 1941 when it requested that Tuskegee Institute contract with the United States Army to build a new airfield and establish a primary flying school for African-American aviation cadets.47 As was the practice at the time, a civilian contractor would conduct the first of three phases of pilot training; Tuskegee Institute was awarded that contract.

As was standard for this type of contract, the Air Corps provided one aircraft for every three students, as well as textbooks, flying clothes, helmets, goggles, parachutes, and mechanics' suits. The civilian contractor received $1050 for each cadet who graduated from primary training and $17.50 per flying hour for those who did not graduate. Room and board compensation for each cadet was $1.67 per day. Three Air Corps Officers were assigned to supervise operations. Tuskegee Institute, as the contractor, provided one civilian flight instructor for each five cadets, carried adequate insurance, performed routine maintenance on the aircraft, and provided cadets with transportation to and from the field if they were housed more than one mile away from the field.48

The first class was scheduled to start training in mid-July of 1941. This gave Tuskegee a short time to obtain financing and construct facilities for the primary training field. The contract required that Tuskegee Institute provide a flying field, quarters and a mess hall for cadets, hangars and maintenance shops, as well as offices for Air Corps personnel, flying instructors, ground school instructors, and mechanics. Maxwell Field in Montgomery provided assistance in site selection and mapping. The commanding general of SEACTC, Walter R. Weaver, suggested that G. L. Washington visit Darr Aero Tech49, a new primary flying school under construction in Albany, Georgia. From this visit Washington was able to generate a cost estimate for a field at Tuskegee. $300,000 to $400,000 was necessary for a first class field with possible future expansion; $150,000 would develop a minimal facility.50

Washington and Tuskegee Institute President F. D. Patterson sought funding for the field throughout March and April of 1941. After securing the blessing of the Institute's Board of Trustees and finance committee, Patterson began to seek funding from private foundations. In mid-April he learned that the War Department was considering a reduction in cadet class size. A smaller number of cadets would cause undue financial hardship upon Tuskegee Institute. In an April 16, 1941, letter to Major James A. Ellison at Maxwell Field, G. L. Washington expressed his concern that:

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46 Special Resource Study, 51-53.
47 Jakeman, 240-241.
48 Jakeman, 243.
49 Darr Aero Tech is now the site of the Southwest Georgia Regional Airport in Albany, Georgia. Only two hangars remain from the original complex. These hangars were constructed with a steel frame and have hangar doors that open at both ends. The hangars at Moton Field are similar in design to the Darr Aero Tech hangars but built with different materials.
50 Jakeman, 243-244.

> "[t]here is a point in the cost of physical facilities in buildings and landing areas required below which we cannot reach regardless of how small the program may be. $200,000.00 is this point in our case with which you are well acquainted as regards to elements of cost. Tuskegee Institute has already let contract for construction and obligated itself to secure land."51

Around the same time that he learned of the decrease in class size, Patterson received word from the Julius Rosenwald Fund that they would be willing to lend money to the "Tuskegee Flying School."52 The submission of projected costs for the airfield by F. D. Patterson on April 10, 1941, to Dr. Edwin R. Embree, President of the Julius Rosenwald Fund, shows a project already involving expense changes before funding was actually secured. Expected expenditures were cut from an original amount of $244,700 to $217,300 and then finally to $150,000 over a four-week period.53

Even though the decrease in cadet class size threatened to make an airfield unfeasible for the Institute, Washington and Patterson moved ahead in selecting the location of the field. Washington searched for a location where there was enough land for adequate facilities and construction of a landing field could be completed with minimal cost. Maxwell Field authorities advised that enlarging Kennedy Field could accommodate only minimum facilities at best and further site preparation would be expensive. Authorities again disapproved of a site approximately twenty-five miles southwest of the Tuskegee campus when soil conditions proved unsuitable for an airfield.

Ultimately they chose land three miles northeast of the campus belonging to S. M. Eich.54 In the early 1940s the Moton Field site, totaling approximately 781 acres, was primarily an open landscape in active agricultural use. The only wooded area of any magnitude was situated at the north of the site adjacent to the river and east of today's Highway 81. Other wooded areas appear to be more or less hedgerow size plant groupings. At the time of purchase, the Eich farm primarily consisted of a cattle farm with some hogs and chickens as well. The Eichs retained 112 acres which contained a circa 1925 two-story farmhouse *(Figure 1)*, formerly located on what is now Eich Road, just south of the flying field; a pecan grove; and cow pastures. After deciding to remain in Tuskegee, S. M. Eich purchased approximately 300 acres of land close to the creek near Chehaw on which he practiced seed farming. Clover, oats, and blue lupine were some of the main crops55 *(Figure C/D)*.

On April 19, 1941 a survey of the Eich farm was recorded in the Macon County Courthouse. This plat shows tracts and acreage as described in the deed of purchase dated September 4, 1941, from Eich to Tuskegee Institute.56 Although the official deed transfer took place on September 4, 1941, records indicate that construction at the field began in June *(Figure B)*.

In a letter to Major L. S. Smith at Maxwell Field dated May 7, 1941, G. L. Washington detailed construction plans and blueprints for both the airfield and the campus with regards to the pilot

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51 April 16 letter. NARA RG 18, Box 1827.
52 Postal Telegraph April 7, 1941. JRF Box 359, folder 4.
53 General Correspondence. JRF Box 359, folder 4.
54 Jakeman, 249.
55 Phone Interview with Harold G. Eich, October 15, 2001. TJC.
56 Macon County Plat Book 1, page 110 (slide 30).

training program.57 This is the earliest known plan for the airfield and shows Hangar Number One with respect to the landing field as well as an elevation and floor plan of the hangar58 *(Figure Q).*

By mid-June 1941, final arrangements concerning the Tuskegee airfield were made. The land had been purchased and government contracts signed. Official terms of a loan from the Rosenwald Fund were also agreed upon. The Fund loaned $130,000 at 5% interest that would be paid to Tuskegee in installments, as funds were needed. Tuskegee Institute would make available $20,000 to bring the total amount of money for the airfield up to the needed $150,000.59

Tuskegee Institute's contract flying school served as only one element in the army's plans to train African-American pilots. In early 1941 Air Corps officials began searching for suitable land near the town of Tuskegee to establish Tuskegee Army Airfield (TAAF), an African-American pilot training base. When local white citizens learned of the Air Corps plans, they complained to congressional representatives in Washington, D.C. that placement of an African-American airfield in close proximity to the town would disrupt the traditional pattern of segregation found there. By the end of May 1941 the Air Corps had chosen a site near Chehaw, approximately seven miles northwest of Tuskegee as the location of the new base. One month later the government completed condemnation proceedings on 1,650 acres of land and was scheduled to take possession at the end of July.60

The War Department awarded the construction contract for TAAF to McKissack and McKissack, a contracting firm out of Nashville, Tennessee, despite some local resistance. This marked the first time that the War Department selected an African-American firm for a major contract. In addition they hired Hilyard Robinson, an African-American architect from Washington, D. C., to design the facility.

Construction at TAAF started on July 12, 1941, with logging crews clearing timber on the site. At the end of September, the project lagged well behind the proposed schedule. Work had started on only nine of the forty-five buildings. Only one of the four planned runways would be completed by November, when the first class of cadets was scheduled to arrive. The Army Air Corps authorized an additional $3,000 at the beginning of October to build a temporary tent camp to accommodate troops at TAAF until the permanent base facilities were complete. On November 8, 1941, the first class of African-American cadets commenced basic flight training at Tuskegee Army Airfield. Completed barracks replaced the tent camp in January 1942.61

A strict segregation policy in the training of Army Air Corps pilots mandated segregated barracks and dining facilities. The proposed construction plans from the Air Staff Building and Grounds division projected a base population of 596; twenty-six of them white officers and enlisted men. White instructors ate meals in their barracks while black cadets and officers ate together. Segregation issues remained unresolved until December 1942, when Colonel Noel Parrish, the third base commander at TAAF, relaxed the rigid segregation policies.62

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57 May 7 letter. NARA RG 18, Box 1827.
58 *Civil Elementary Army Training School, Tuskegee, Ala.* May 7, 1941.
59 General Correspondence. JRF Box 359, folder 4.
60 Jakeman, 272-273; 277.
61 Jakeman, 286-287.
62 Jakeman, 276-277.

War-Era Construction at Moton Field

Building construction at Moton Field can be divided into three major phases of construction: Phase One, beginning in June of 1941 and lasting through August of that same year, consisted of the initial establishment of the field (grading and clearing) as well as the construction of Hangar Number One. Phase Two began in the summer of 1942 and lasted almost a year. This phase included the construction of the cadet waiting house, a new supply building, Hangar Number Two and the control tower, the bath and locker house, several small sheds for oil and dope storage, a pump house at the field and an addition to Hangar Number One. Phase Three began in early winter of 1944 and extended through the summer of that same year. During this phase the maintenance building, the physical plant warehouse, enlargement of asphalt parking mat and paving of roadways in the building area were completed. The hilltop south of Hangar Number One was graded for a civilian recreation building that was not started until 1945. A historic photograph taken from a plane of another plane flying over the completed Moton Field area provides a sense of the site context and the character of the landscape during the war era *(Figure 2)*.

Phase One Construction (June-August 1941)

Following the final contract negotiations with The Rosenwald Fund, the United States Army, and S. M. Eich, construction of Moton Field got underway in the early summer of 1941. The official history of Moton Field states that the contract was signed on June 6, 1941 and construction of the airfield started about the same time.63

Archie A. Alexander, a prominent African-American contractor from Iowa, was recruited to supervise the airfield construction. G. L. Washington hired Alexander to renovate the Boy's Bath House and two rooms in Phelps Hall on the Tuskegee campus for use by the cadets as well as grading and construction at the airfield.

Archibald Alphonse Alexander (1888-1981) was born May 14, 1888 in Ottumwa, Iowa. He enrolled at the University of Iowa in 1908 and in 1912 was the first African-American graduate of the College of Engineering. By 1914 he had opened his own engineering firm, A. A. Alexander, Inc. in Des Moines, Iowa. Three years later he partnered with George F. Higbee to form a company that specialized in building bridges, viaducts, and sewage systems in Iowa. After Higbee was killed in a construction accident in 1925, Alexander continued the business alone. During this time he was awarded several large construction contracts, including the University of Iowa's power plant and tunnel system.64

In 1929 Maurice Repass, a former classmate at Iowa joined Alexander to form the engineering firm of Alexander & Repass. The firm supervised projects in most of the then forty-eight states where their projects ranged from bridges to airfields to sewage treatment plants. Some of their more notable projects include the Tidal Basin Bridge and K Street Freeway in Washington, D.C., and a sewage treatment plant in Grand Rapids, Michigan, and bridges for the Chicago Rock Island and Pacific Railroad as well as Moton Field.65

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63 "The History of the 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama:, Section I," page 1.

64 Archie Alphonse Alexander Manuscript Register, Special Collections Department, University of Iowa, Iowa City, Iowa.

65 Pierce, Alan. "Ottumwan first black to graduate from U of I College of Engineering." *The Ottumwa Courier*, March 27, 1993.

Over the course of his distinguished career, A. A. Alexander received numerous awards. In 1925 the University of Iowa awarded Alexander an honorary degree in civil engineering. He was the recipient of the Spingarn Medal for the highest achievement of an American Negro, awarded by the National Association for the Advancement of Colored People in 1928. In 1947 the University of Iowa named him one of the first one hundred citizens of merit from among its 30,000 alumni. Alexander also became a trustee of Tuskegee Institute.

Because of the tight construction timeframe (cadets were to begin training in mid-July) Alexander was briefed minimally on the project. He and Washington worked out construction and equipment details as the job progressed. Their first priority was grading the flying field and building a hangar and office space. A general construction report submitted to the Rosenwald Fund for the month of June reported the field was estimated at 35% complete, Hangar Number One 40% complete, and the Tuskegee campus rehabilitation was 75% complete.66 At this point the allotted $8,500 for utilities at the field had not yet been spent.

The first non-structural elements constructed at Moton Field appear to have been the drainage system, an access road, parking area, and the airfield. A drawing titled, "Tuskegee Institute Main Airdrome (Field No. 2) For Civil Elementary Army Training Program" *(Figure Q)* and dated October 5, 1941, shows two major drainage ditches, noted as "Dr. Ditch," intercepting runoff from the hillsides to the south of the airfield. One ditch drained to the creek to the east, while the other ditch extended to the northwest, joining the Uphapee Creek via another ditch channel. For purposes of this report, the ditch extending to the east will be referred to as Drainage Ditch (east), and the ditch extending to the northwest will be referred to as Drainage Ditch (west). The 1937 aerial *(Figure D)* illustrates that these ditches were generally in place prior to the airfield, possibly constructed as part of previous agricultural practices on the site. The ditches became much more pronounced and somewhat realigned by 1941 with grading for the airfield and construction on Hangar Number One.

By mid-August, Alabama Power Company was in the process of relocating 1.59 miles of combined transmission line and telephone line that posed a potential hazard near the field.67 In a letter to Edwin Embree dated August 16, F. D. Patterson reported on the status of the field. "Much progress is being made on the field, in spite of almost constant rain which has slowed matters up some. Archie Alexander is doing a splendid job, and I think the field is going to be a splendid and permanent asset."68

Even though the first class of cadets arrived at Tuskegee in July as scheduled, the actual flight training did not begin until August 21, 1941, and that took place at the leased Kennedy Airfield. The Primary Field, as Moton Field was then known, had not yet been completed. On or about September 1, 1941, however, the Primary Field was sufficiently complete so that operations could be conducted.69 Offices were not yet completed and there were no phones, windows or screens. The heat and prevalence of insects made working conditions far from ideal.70

66 Periodic Estimate for Partial Payment No. 1. June 1, 1941- July 1, 1941. JRF Box 359, folder 4.
67 General Correspondence. JRF Box 359, folder 4.
68 General Correspondence. JRF Box 359, folder 4.
69 History, Section I, page 19.
70 History, Section I, page 21.

A report dated October 4, 1941, references the October 5, 1941 drawing of the field, (*Figure Q*) and provides detailed information on the extant structures at the time of the field's construction and an indication of how agricultural practices were to continue on areas adjacent to the airfield. The report, written in the form of a letter from G. L. Washington to Dr. F. D. Patterson, President of Tuskegee Institute, summarized a Saturday afternoon inspection of the site by Washington and the property's former owner, Mr. S. M. Eich. Together, they suggested "what land could be used for farming purposes without interfering with airfield operations and also to determine what dwellings and structures were to be removed." The report may be of particular value in identifying the tenant families living on the property prior to the purchase by Tuskegee Institute. Family names that are noted include; George Patterson, Johnny Brown, Dolly Peterson, John Henry Wimberly, (no first name) Nichols, and John Dunn. The report recommended that five structures were to be removed, as well as noting areas to be cleared of trees.71

In its early stages, the field was unsuitable for flying because of the nature of its soil. After heavy rains the field could not be used at all for two or three days because of the soft soil and a high water table. However, several months of natural settling combined with constant rolling and grading of the field improved the drainage considerably. This meant less flying time was lost due to poor field conditions.72

By the end of 1941 the initial phase of construction was complete. Hangar Number One was constructed for $44, 134, which is included in the total cost shown below. The final construction costs were as follows:

Payment in full of contract	$112,900.00
Extra work by contractors	1,389.50
Purchase of land	33,500.00
Cutting trees	500.00
Allowances for crop damages	217.48
	$148,506.9873

Several entrances to Moton Field existed in 1941. All connected from today's Chappie James Drive. Aerial documentation shows two drives existing prior to Moton Field being constructed. One road entered the site from the southwest, turned, and after crossing the "Government Power Line," extended to the north in a straight alignment before terminating into a "Parking Area," situated on top of the hill, immediately southeast of the Hangar. A second drive, not shown on the 1941 drawing, appears on the aerial photograph from that year, but is a less pronounced road in the aerial than the first drive described above. This road provided access to one of the tenant houses and after following a curved alignment to the north and east and traversing the hillside, terminated in the vicinity of the new Hangar. A view of the drive, terminating at Hangar Number One and situated between the Flight Commander's Office and Army Supply Building, is documented in a 1940s era photograph *(Figure 3)*.

71 G. L. Washington, "Report of Survey 10-4-41," Letter to F. D. Patterson, President, Tuskegee Institute, October 4, 1941.
72 History, Section I, page 19.
73 General Correspondence. JRF Box 359, folder 5.

The third drive, which was a new access route, is labeled on the October 1941 drawing as "Airport Road." This drive, presently Chief Anderson Drive, extended from the highway (today's Chappie James Drive) into the site south of Hangar Number One, and also terminated at the "Parking Area." The "Hangar," as it is labeled on this drawing, was in place with its associated apron, noted at "Elevation 269.61." It can be assumed from this drawing *(Figure Q)* and the 1941 aerial *(Figure E)* that the hangar "apron" was the only paved surface at this time with the roads and airfield unpaved.

The October 1941 drawing also noted the location of tenant houses and farm buildings on the site at that time. The 1941 aerial photograph shows the network of roads that connected these sites to each other and to the highway. Other existing site elements on the drawing included the "Government Hospital Pump House" situated on the west bank of the creek with a water line extending from the pump house to the "Government Hospital Filter Plant" adjacent to the "Roadway" (today's Highway 199 or Chappie James Drive). A "Government Power Line" followed the same path as the water line, but extended beyond the filter plant to the southwest.

The 1941 aerial *(Figure E nlargement F)*, which was photographed in December of that year, indicates that the site was in active use by this date. Hangar Number One is shown with what appears to be parked planes in the vicinity, with one plane appearing to be in the process of entering the building through its large opening. The Hangar may be the only structure on the site at this time, though several dark spots appear on the aerial that could possibly be structures to the west of the Hangar and one to north of the parking area: In this construction period, a "Fire Protection Shed" was documented as having been built, so one of these dark areas could indicate the location of this building.

By January 1942 additional design work was underway to further control the site drainage. A drawing titled, "Proposed Drainage of Hill Area Civil Elementary Army Training Field, Tuskegee Institute, Alabama" by Landscape Architect, D. A. Williston, illustrated methods for handling drainage on the hillside above Hangar Number One *(Figure R)*.

The design specified two types of curbs placed across the hillside to direct the runoff to the Drainage Ditch (east), which intersected with Airport Road, noted as " 'A' Roadway," the name used on this plan. The curbs included a concrete "Gutter Curb" for a distance of 587 feet, which changed to a natural surfaced "Valley Gutter" at a distance of 213 feet. The "Gutter Curb" is shown in section view as 30" wide (gutter 25" and curb 5"). The curb is 12" high, but buried a depth of 5", leaving a curb height of 7" along the hillside. The water was captured behind the curb and transferred via the 25" wide gutter.

The "Valley Gutter" is shown as a 40" wide 7" deep swale constructed of 4" thick gravel. The "Valley Curb" formed an arc at the end to intersect with the " 'A' Roadway." A plan view notes that there was a "6' Grassed Area" placed behind the entire extent of both gutter types. A section view also notes a concrete "wall" on the edge of the road and at the bottom of the hillside extending a distance of 550 feet with the width varying from 7" to 8" and the height varying from 12" to 18". From the intersection of the "Valley Curb" and the " 'A' Roadway," water was directed apparently along the "wall" to an "Inlet," which joined a culvert placed under the road and connected to Drainage Ditch (west) on the opposite side. A "Station House" is shown beside the ditch, though no further explanation of how this structure was used is included on the plans. (Later plans refer to this same structure as "Guard House.")

The "Gutter Curb" appears to be intact at the site today, though today's survey only shows approximately 340 feet of extant curb, rather than the 587 feet proposed on the plan. The "Valley Curb," was constructed of concrete rather than gravel and is also extant. The "wall" lining the roadway is not visible at the site today, though sections of curbing were noted along the roadway between the culvert and the Entrance Gate.

In addition to redirecting the runoff, the plan also captured water from an existing spring or springs on the hillside and directed it to a new well, proposed at the southwest corner of the Hangar. An "existing well" is noted beside the location proposed for the "new well." A "Section Thru Spring Area" is provided on the plans and shows an enclosed rectangular structure of concrete with a "dry" brick foundation. At the rear of the structure underground drainage tiles guided the water to a reservoir on its interior. A 2" pipe transported the water from this location to the new well. Plans also show a square structure on the hillside noted as "existing spring" and a "2' x 4' spring" connected to the "Spring" via a "4" T.C," likely standing for terra cotta pipe. There are several drainage structures extant on the hillside today, including the area noted as the "Spring" on this drawing.

The site drainage system connecting to Drainage Ditch (east) is also shown on this plan. The existing road, noted previously in this narrative as extending from the Highway to the parking area, is noted on this plan as "Country Road." This name seems to confirm that the road existed and also may indicate its rural character in this period. The " 'A' Road" was noted to be "surfaced with gravel," which is further documentation that roads were unpaved in this period. On this plan this road, which is 14' wide, is shown connecting with Airport Road. The plan shows three drainage channels across as well as under this road directing runoff to Drainage Ditch (east). The first channel is the ditch itself running under the road via a "Wooden Bridge." The second is noted as a "Valley Crossing," implying it was a natural swale, similar to the "Valley Curb." The "Valley Crossing" drains into an inlet on the east side of the road that carries the runoff to the Drainage Ditch (east) through "60' of 12" T.C. Pipe" and a "Concrete Headwall." The third drainage channel was placed under "Country Road" at the intersection with Airport Road. An inlet on the west side of the road collects the runoff and through "14'-10" T.C. Pipe" and a "Concrete Headwall" connects with a ditch on the east side of the road that intersects with Drainage Ditch (east).

The plan includes detailed specifications for grassing the hillside following the drainage work. Bermuda Grass was the recommended species, and plans state that the "Seed Used Shall Be Arizona Grown." There was also an indication of the Landscape Architect's intent to plant 400 Amur River Privet Hedge behind the 6' grassed zone along the "Gutter Curb" and "Valley Curb." It was further noted that the Privet Hedge was "Not in this Contract," so it is not known if this specification was followed.

Another early unnamed plan from May 1942 provides information on infrastructure improvements at Moton Field *(Figure 5)*. Specifically, the plan shows the sanitary sewer line, tank, and disposal field for Hangar Number One as well as other associated site features. The sanitary sewer line is shown at the northwest corner of the Hangar and extending approximately 150' in a westerly direction to the "Septic Tank." From this point what is noted to be a line handling "Effluent to Disposal Field" extends to the northwest approximately 300' to the "Disposal Field." It is interesting to note that the location of the "Disposal Field" appears to correspond with low areas at the site today in the vicinity of the Airplane Display.

Other site features on this drawing include Airport Road, noted as "Roadway," which is shown extending into the site with a noted elevation of 100.04. A culvert shown beneath the road, which provides drainage for the adjacent hillside, connects to a "Ditch" [Drainage Ditch (west)] that extends from the road to the northwest noted at an elevation below the nearby road at 95.89. A "Guard House, " noted on a previous drawing as "Station House," is shown to the north of the roadway immediately east of the culvert and ditch.

The plan also shows several structures (Storage House, Incinerator, Dope House, in the location of the Fire Protection Shed, and a Gas Pump) in the area later occupied by the Cadet Class & Waiting Room building and Army Supply Building. This area is noted also as the location for "Parking." This area is apparently divided from the adjacent "Airfield" and Roadway with railing, noted in several locations on the map as "Rail." Sidewalks are shown surrounding Hangar Number One, but no curbing appears to have been proposed at this time.

Phase Two Construction (June 1942-May 1943)

The Tuskegee training program continued to expand per orders of the Army, and the facilities originally constructed for a smaller number of cadets soon became inadequate. G. L. Washington noted that because of the steady increase in the size of entering classes there was a constant effort to bring physical facilities in line with the growing quotas.74 Hangar space was crowded and empty office space was fully occupied.75 By the end of May 1942 plans were underway to construct one new supply building, a cadet waiting house and additions to Hangar Number One. The Tuskegee Institute Board of Trustees authorized special expenditures of $15,000 to finance these improvements, which were completed by late July.76 For reference, see historic aerial photograph for a view of completed Phase Two Construction, *(Figure 4)*.

An undated drawing, "Proposed General Layout of Areas and Parking Spaces for Tuskegee Institute Primary Flying School" *(Figure S-1)*, covers the same area shown on the previously discussed Unnamed Site Plan *(Figure S)* and proposes further improvements in what was identified as the "Parking Area" on the earlier plan. This drawing *(Figure S-1)* illustrates the replacement of the former proposed buildings with a "Warehouse" (Army Supply Building) and "Cadet Building" (Cadet Class & Waiting Room). A new "Oil Storage" building is shown in the previous location of the gas pump, situated between the two major buildings. The "Incinerator" and "Guard House" are shown in the same locations as in the previous plan. The sanitary sewer system is identical to the previous map. Based on these similarities it is assumed that this plan was produced soon after the previous drawing, which dated from May 1942.

The former "Rail" boundary for this area remains intact on the north between this area and the "Flying Field," but it is now noted as "Natural Rail Fence" adjacent to the new buildings with the original note of "Rail" shown north of Hangar Number One. On this plan sidewalks are shown on both sides of what is called an "Exit" road and curbing is shown as well. It appears that the sidewalks surrounding Hangar Number One were in place at this time since there is a notation on this drawing stating "Existing Walks."

74 G. L. Washington, *History*. Page 299.
75 History, Section II, page 4.
76 General Correspondence. JRF Box 359, folder 5.

This plan further illustrates the proposed vehicular circulation for the site. Airport Road, noted as "Roadway," provides access to the site and once past the "Guard House" an arrow directs an immediate left turn (north) and then another turn to the right (east), noted as "Street," to connect with the "Exit" road. There are over twenty parking spaces shown on both sides of the "Street" with a note that an area, north of the sanitary sewer line and proposed for grassing, "may be used for additional parking." There is also a short road segment to the west of the "Ware House" noted to be the "Roadway for Supplies," likely accessing a "Platform" shown at the rear of this building.

The "Exit" road extends along the west of Hangar Number One and intersects with Airport Road, which extends along the south side of Hangar Number One and into the remainder of the site. Airport Road is shown with the culvert and ditch in the same location as the earlier drawings. There are five parking spaces along Airport Road at the south side noted as "This area may be used for additional parking." The drive intersecting with the "Roadway" extends to the south with the notation "T.C. Pipe, " again duplicating information on an earlier drawing. On the hillside to the west of the drive there is a note that states, that the slope is to be sodded and also planted with "naturalistic groups." There also appears to be a curb in the hillside landscape, likely in the location of today's extant curb. On what appears to be the site of today's Skyway Club building, there is the notation: "Two tennis courts may be constructed on this unused parking area. Courts including backstops are 108' x 112'." This notation leads one to conclude that the parking area noted to the west of Hangar Number One had replaced this area and was adequate for the demand.

This is one of the few plans that illustrate concepts for plantings. In this plan, groupings of plants are shown as likely entry features on both sides of Airport Road immediately west of the culvert and at the corners of the new buildings as well as a buffer planting between the "Incinerator" and the "Roadway."

The hardscape between Hangar Number One and the Cadet Class & Waiting Room and Army Supply buildings is further illustrated on a drawing, "Proposed Site Improvement Air Corps Primary School, Tuskegee Institute, Alabama," dating from June 1942 *(Figure T)*. Specifically, there is detailed information on the construction of the Airport Road, named "Entrance Driveway" on the plan, and "Concrete Sidewalk." Walks are shown at 6'-0" with a narrow panel, noted to contain "Grass," separating the walk from the road. A "Concrete Curb and Gutter," noted to be 18" wide is shown along both sides of the roadway. This plan appears to have served as both a layout and grading plan. Dimensions and radii are shown along with elevations.

There are also recommendations for a drainage system, consisting of three drainage outlets, noted as one "Drain" on the east side of the roadway with two drains on each side of the road that extends between the Cadet Class & Waiting Room and Army Supply buildings. The drains are connected by several "6" C.I. DR. PIPE" that intersect and extend directly to the west a distance of "50'-0"" to a "4'-0" x 4'-0 C.B.," (Catch Basin). From the catch basin, a series of match lines indicate that the pipe extended due west to empty into a natural drainage or stream channel. The drawing also provides section and plan views of the Drain, which were "1'-2" x 2'-0"" wide.

The intent of this design appears to be for a fairly flat roadway with the centerline "of Roadway Same Elev. As Center Of Sidewalk" and "Elev. of Conc. Gutter To Be The Same As Conc. Gutter On Opposite Side." Walks were likewise crowned in the middle based on the note, "Elev. Of Edge Of Conc. Sidewalk To Be The Same As Elev. Of Opposite Sidewalk."

An "Entrance Driveway" is shown to the south of this area and in one section the southern edge of this drive is noted for "New Curbing." The drawing also contains a section for the "Typical Conc. Gutter and Curb." There is no indication that the roads were recommended for paving at this time in the site's development.

Although Archie Alexander supervised the initial construction of the airfield, different arrangements were made for additional improvements. G. L. Washington supervised construction management. His chief assistants were mechanical engineer George A. Reed, an electrician named Harris, and Royal B. Dunham, who was knowledgeable in general construction. A local white contractor, J. H. Lamar, rendered his services in the areas of hauling, grading, and roadwork. D. A. Williston, one of the first African-American landscape architects, provided the landscape design for the airfield and supervised the installation.77

Born in Fayetteville, North Carolina, in 1868, to a financially well to do family that was a pillar of African-American society in 1890s Fayetteville, David Augustus Williston (1868-1962) grew up with an appreciation of the land. His older brother, Head of Pediatrics at the All-Negro Freedman's Hospital in Washington, D. C., supported David's education. He enrolled in Howard University's Normal School from 1893-1895. After Howard, Williston went on to Cornell University where he was one of the first African Americans to graduate from the university, and the first to obtain a Bachelor of Science Degree in Agriculture in 1889. Upon graduating, he taught horticulture and agriculture classes as a professor at several colleges, including Tuskegee Institute. 78

During the Country Place Era (1900-1930), when most landscape architects focused on residential properties, Williston designed almost exclusively for leading Negro Land Grant Colleges. Beginning in 1910, Williston acted as Tuskegee's superintendent of buildings and grounds where he was in charge of building maintenance as well as landscape design and construction. Williston's plant palette and designs reflect the English Landscape School. While he incorporated native plantings in many of his campus designs, he did not use them exclusively. He oversaw landscape development on Tuskegee's campus until 1929.79

In 1934, Williston established his own private practice in Washington, D. C., the first African American to do so. He served as the landscape architect for numerous buildings on the campus of Howard University while there. During this time he also worked with Hilyard R. Robinson, the architect who would design Tuskegee Army Airfield. Williston ran a successful practice for more than thirty-five years and employed and mentored numerous young African-American students who were interested in the landscape architecture profession.80

D. A. Williston received Howard University's Annual Alumni Award for Distinguished Post Graduates in 1946. He never became a member of the American Society of Landscape Architects.

A majority of Williston's work was within the African-American community, particularly with colleges. Some of his projects include the Fisk University Campus Plan; Veteran's Administration

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77 G. L Washington, *History.* Page 300.
78 Kirk Muckle and Dreck Wilson, "David Augustus Williston: Pioneering Black Professional." Landscape Architecture: January 1982, pages 82-83.
79 Ibid, pages 83-84.
80 Ibid, pages 84-85.

Hospital, Tuskegee, Alabama; Roberts Airfield, a strategic airbase for American Bombers built by Firestone during World War II; as well as Moton Field.81

Another person to whom G. L. Washington looked for advice for the expansion of the airfield was Edward C. Miller, an architect at Tuskegee Institute at that time. Edward Charles Miller (1904-1981) was born in Charleston, South Carolina, on January 1, 1904. Following the death of his father, a Presbyterian minister, Miller and his mother moved to College Park, a suburb of Atlanta, Georgia, where he attended elementary school and Atlanta University High School. He enrolled in Lincoln University in Pennsylvania, obtaining a bachelor's degree in 1927. Miller furthered his studies at Pratt Institute between 1927 and 1930; he earned a bachelor's degree in architecture from New York University in 1935.82

Miller started his professional career in 1940 as an architect and instructor in the School of Mechanical Industries at Tuskegee Institute. He later became a registered architect in the state of Alabama. In 1941, Miller took charge of the Tuskegee Institute Housing Program and eventually replaced John A. Welch as the campus architect. While at Tuskegee Institute, Miller worked on several building additions on campus and provided design assistance for Moton Field. Before leaving Tuskegee in 1950, Miller designed the Greenwood Missionary Baptist Church.83

G. L. Washington thought highly of Miller's architectural skills and consulted him often during the planning and construction of Moton Field. Miller designed the entrance gate, additions to Hangar Number One, Hangar Number Two and some smaller buildings at the field.

After leaving Tuskegee, Miller returned to Atlanta where he operated his own architectural firm. Between 1958 and 1959, he formed a partnership and created the firm Miller & Allain. In 1959 Miller also became a member of the North Georgia Chapter of the American Institute of Architects. Atlanta Mayor Ivan Allen appointed Miller to the Building Code Advisory Board in 1967. That same year he went back to operating his own firm when his partnership with Allain dissolved. He was part of the committee that preserved the Martin Luther King, Jr. birthplace in the mid-1970s. Miller died at the age of 77 in 1981 in Atlanta, Georgia.84

In the fall of 1941 it became necessary to expand the facilities at the field again because of a recently announced increase in the quota of students per class. Financing was again an issue. A request to the Rosenwald Fund for an additional loan was rejected. In addition, they offered no leniency for loan repayment should Tuskegee be able to secure a loan from another source. Ultimately, $150,000 was secured through a loan from the general funds of Tuskegee Institute to complete the second phase of construction.85

By this point women were beginning to apprentice as mechanics, due to the manpower shortage during the War. The airfield plans had not made provisions for toilet and locker facilities for women. The Bath and Locker House, once constructed, would remedy the longstanding need for female facilities.86

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81 Ibid, page 85.
82 "Edward Miller Dies; Rites Held Saturday." *Atlanta Daily News*. February, 15, 1981, pp. 1, 7.
83 Edward Charles Miller, NPS Draft Entry.
84 Ibid.
85 General Correspondence. JRF Box 359, folder 5.
86 G. L. Washington, *History*. Pages 306-307; 310-311.

The new construction at the field would include:

> a. One additional hangar with lean-to space to house Cadet Ready Room, space for five Link Trainers and affiliated offices, space for parachute maintenance, issue, storage and drying, Control Tower.
> b. Three other small buildings for dope storage, lavatories, and other miscellaneous purposes.
> c. One small building to house a water pump and chlorination units.87
> Site features added during this phase were additional paving between the hangars, more sidewalks, curbs, and gutters, extended roadway and fencing as well as landscaping around buildings.

A School Facilities and Civilian Personnel Report for October 27, 1942, details the construction project with the Hangar Building (Hangar Number Two), including the Control Tower, at 7% complete; the Bath and Locker House at 25%; and the Oil House at 90% complete. Progress to date on the main field was 20%.88 Also in place by this time were a series of underground fuel tanks. See historic photograph for view of a typical metal hatch cover *(Figure 4A)*.

During construction it became difficult to obtain certain building materials because the war was in progress. Even with a high priority rating obtained from the Air Force, locating materials lengthened construction time. This was especially true with regard to acquiring the 100 foot-span trusses and metal truss ties needed for Hangar Number Two. Construction on the hangar came to a virtual stopping point for two months until truss ties could be located. Ultimately, D. A. Williston scoured the Tuskegee Institute campus for suitable trees to cut and mill for making the trusses.89

On November 10, 1942, 35% of progress was reported on the main field. Construction on the Oil House was complete and the Hangar had reached 35% completion while the Bath and Locker House was 60% complete.90 By November 25, the Hangar progressed to 60% and the Bath and Locker House to 75% complete.91

In December construction began on a warehouse building, a vehicle maintenance building and storage shed. The shed, which was located at the east extremity of the building complex, housed trucks and ambulances overnight as well as miscellaneous lumber used for maintenance. The warehouse was a concrete block building located east of the Physical Plant building.92 The December 10, 1942, report boosted the Hangar to 70% completion, the Bath and Locker House to 80%, and the maintenance building to 20% complete. Although the main field had been in use over a year, it was only 45% completed as of this report.93 See historic photographs for construction efforts in progress *(Figures 5 & 6)*.

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87 History, Section II, page 5.
88 History, Section II, Appendix III.
89 G. L. Washington, *History*. Pages 301-303.
90 History, Section II, Appendix IV.
91 History, Section II, Appendix V.
92 G. L. Washington, *History*. Pages 312.
93 History, Section II, Appendix VI.

A drawing, titled "Plot Plan Showing Asphalt Parking Ramp for Primary Flying Field, Tuskegee Institute, Alabama" and dated "December 23, 1942," is the first plan of the site showing Hangar Number Two, which was under construction at this time *(Figure U)*. This drawing, credited to D. A. Williston, Landscape Architect, illustrates in plan and section views the parking ramp located to the north and northeast of Hangar Number Two. The parking ramp is shown at 80'-0" wide and 200'-6" long directly north of Hangar Number Two and extending an additional 400' with 150' in width to the northeast of Hangar Number Two. The entire parking pad is surrounded by a "Concrete Header," noted to be 6" x 6" except at the eastern end where the header is 6" x 12" with expansion joints "spaced 50' apart. " "Tiedowns" are shown in a single row in the 80' wide area and double rows in the 150' wide area.

In addition to the "Parking Ramp" the map also illustrates paved areas between the hangars. The "Concrete Apron of Old Hangar" is delineated and matches the conditions in the field today. The drawing also shows areas that were paved with the construction of Hangar Number Two. A paved zone is shown between the two hangars and extends to join the "Parking Ramp" area to the north. The location of manhole covers in this paved zone, noted on today's topographic survey to cover fuel tanks, are in the same location as those shown on this drawing. The drawing also notes the "Composition of Asphaltic Concrete Mixture Per Ton" which includes various proportions of course sand, fine sand gravel and asphalt.

An undated drawing named "Plot Plan 66th AAF Primary Flying Field, Tuskegee Institute, Alabama" *(Figure V)*, illustrates the identical sidewalk system adjacent to Hangar Number Two shown on the previous plan. This drawing also shows the entire sidewalk system that connected the various buildings to each other and to the interior road system. Walks scaled from the drawing appear to be about four feet wide with lawn panels, about two and one-half feet wide, shown separating the walk from the roads. This plan illustrates the extent of the paved parking area for planes adjacent to Hangar Number Two, corresponding to the information contained on the plan from December 1942. Edward C. Miller, Architect, and G. L. Washington, Engineer, are recognized as the designers on this plan.

This drawing shows structures constructed at Moton Field during the Phase Two period (June 1942 – May 1943) as well as buildings part of the Phase Three period (Spring 1944 – Spring 1945). Extant buildings from this plan include Oil Storage Shed, labeled "Oil Storage;" Bath and Locker House; Dope Storage Shed; Warehouse/Vehicle Storage Building, labeled "Vehicle Storage and Service; and Hangar Number One. Other buildings shown that were built but have been lost include Hangar Number Two; Cadet Class and Waiting Room, labeled "Flight Commander's Office;" Army Supply Building, labeled "Army Supply;" and Physical Plant Warehouse. The Physical Plant was part of the Phase Three Construction period. Another small shed-type structure located at the base of the hillside and immediately west of the Oil Storage Shed is labeled "Water System." There is no documentation that this structure was ever built.

Another version of this same plan appears to have been updated with additional information and contains a date of January 20th, 1943. The drawing is like several others for Moton Field, where an existing plan is shown with additional information drawn over the original base. On this plan drainage information as well as a hand-drawn footprint of a building, noted as "Propeller Club," is shown. The proposed "Propeller Club" is likely the future Skyway Club, since it appears in the location of this future building from the Phase Three era of construction. The drainage information shown on the map includes the ditch network associated with Drainage Ditch (east) and to this data

an overlay of a rectangular "Pond" is shown with a dam and the notation "spill way" at the lower end. A "Pump House" (Shed/Pump House) structure is noted adjacent to the pond.

Despite being only 95% complete in March 1943, offices in Hangar Number Two were occupied in order to relieve office congestion in Hangar Number One. May 1943 marked the completion of the second building phase at the airfield. The Bath and Locker House, maintenance building, improvements to the landing field and Hangar Number Two were finished. At this time the Intelligence Office was moved from Hangar Number One to Hangar Number Two, which allowed space for the Intelligence Library. As the Cadet Ready Room was also moved to the second hangar, it allowed trainees free access to the reading materials. The Parachute and Link Trainer Departments also moved into larger spaces in Hangar Number Two, leaving space in Hangar Number One for Engineering and Operations.94

Historic photographs document the character of Moton Field at the end of Phase Two Construction. A view of Hangar Number One with the Army Supply Building and Flight Commander's Office in the foreground is of a tidy landscape. The entrance road remains unpaved but is bordered with a concrete curb. Concrete walks are also in place and plantings are minimal. A second view of an informally grassed hillside contrasts with the well-maintained landscape surrounding the buildings. The grass, which has been allowed to grow to a height of six inches or more, provides a thick cover. Bare areas in the scene likely reflect the "Gutter" and "Valley" curbs described above which were and remain critical elements in the site's drainage system *(Figures 7 & 8)*.

The airfield was formally named Moton Field after Tuskegee Institute's second president Robert Russa Moton. In preparation for the official dedication ceremony on April 4, 1943, a brick entrance gate was constructed. The south wall contained a niche that held a bust of Robert Moton, missing from the site today95 *(Figures 9 & 10)*.

In July of 1943, Tuskegee Institute made its final payment on the loan to the Rosenwald Fund. F. D. Patterson summed up this special partnership with the following words:

> I am sure the Fund is gratified by the result from this loan. The fact that our men are now fighting in North Africa and giving a good account of themselves is convincing evidence of the wisdom of the venture. I think it is safe to say that were it not for the wisdom and generosity of the Rosenwald Fund, in its willingness to make an exception to its stated policy, this favorable accomplishment probably would not be a matter of record today. I am sure also that the action of the Rosenwald Fund encouraged our own trustees to take the larger portion of our free funds to make possible the expansion and promotion of this development. We now have a total investment of approximately $350,000, and aviation has been developed to the point where I am sure it will be a permanent feature of the work of Tuskegee Institute. When we consider the importance of aviation as a vocation today and what it will in all probability mean in the post-war world, we can see that a contribution of lasting importance has been made.96

94 History, Section III, pages 1-2.
95 G. L. Washington, *History*. Page 310.
96 General Correspondence, JRF Box 359, folder 5??.

Phase Three Construction (Spring 1944-Spring 1945)

During the first half of 1944 Moton Field experienced another program expansion. In March a new physical plant warehouse was completed, which provided additional office and storage space for Tuskegee Institute, the contractor. 97 See historic aerial photograph for a view of the site after Phase Three Construction was completed *(Figure 11)*.

Several landscape improvements occurred during the spring of 1944. April brought about the completion of an extensive landscaping project that included the installation of water lines and hose houses for fire fighting. This "added efficiency to the operation" as well as enhanced the overall appearance of the field. All grass plots were outlined with shrubs and low ornamental white picket fences98 *(Figure 12)*. The area to the south of the hangar area was graded for two tennis courts and a civilian recreation building. In addition, the North South, East West, Northwest Southeast, and Northeast Southwest runways were outlined with chert. In June the asphalt parking mat was enlarged and the roadways around the buildings at the field were paved99 *(Figure 13)*, though on aerial photos from 1944 and 1945 roads appear to be unpaved.

Even though Moton Field had functioned as an airfield for over four years, lack of proper drainage still made the field useless after heavy rains. An inadequate drainage system and poor grading allowed water to pool on the landing field. The grassed runways were deeply rutted from use after rainy periods and badly in need of new grass. Conditions had become hazardous, especially for solo flights. Plans were drawn up to re-establish grass and provide proper drainage on the field in January 1945.100

In March of 1945 construction finally got underway on the civilian recreation building, labeled as the "Propeller Club" on early plans, later known as the Skyway Club. This building was a cooperative project in which the contractor (Tuskegee Institute) supplied the materials while the employees were expected to contribute most of the labor. *Solo*, a locally distributed newsletter at Moton Field, suggested that an appropriate motto for the new building project was, "[t]he harder we work, the sooner we get to play."101

By May of 1945 a large underground drainage system on the northeast side of the field was completed, which eliminated most of the drainage problems on that side. The southwest side of the field still had problems, however, and the Plant Engineer was working to correct that problem as well. Field maintenance was somewhat problematic because the work had to be contracted out to someone with the proper machinery, which added additional time before the problem could be remedied.102

There are few drawings to document this period of construction at Moton Field. One plan, "Construction and Planting Plan for Recreational Area at Moton Field," by the Landscape Architect, D. A. Williston and dated May 1944, includes a plan view of Moton Field in this period. Emphasis is

97 History, Section IV, page 1.
98 History, Section IV, pages 1, 45.
99 History, Section IV, pages 1-2.
100 History, Section VIII, pages 2-3.
101 "Solo." 10 March 1945. Page 9.
102 History, Section X, page 5.

placed on the grounds surrounding the Skyway Club as well as associated details and a plant list *(Figures W, X & Y)*. This plan is one of the few landscape plans for Moton Field.

In this plan *(Figure Y)*, the Skyway Club is shown surrounded by extensive landscape plantings and a modified circulation system. The road that extended from the highway into the property from the south, located adjacent to the Skyway Club, is shown as changed into a turn-around. The other end of this road that formerly connected the hillside area to Airport Road is shown as connecting to a separate drive encircling the Skyway Club. An informal walkway is shown between the front yard of the Skyway Club and its loop drive. This walk extends down the hillside to Airport Road, west of the Oil Storage Shed. The lake is shown with weeping willow and flowering dogwood trees to the south. A series of sod and concrete gutters are shown, reminiscent of the gutter system used on the hillside, to guide runoff into the lake. The rear yard of the Skyway Club features four tennis courts and again an extensive system of gutters drain this area to the hill area drainage system. The plan also shows various site details, including two rustic benches and a table using wooden blocks and split log slabs.

It is difficult to know to what extent the designs adjacent to the Skyway Club were implemented. Pre-stabilization photos show numerous overgrown plantings around the foundation of the building *(Figures 59 & 60)*. The circa 1945 aerial seems to document the existence of the tennis courts, since this area was shown as cleared *(Figure 11)*. Interviews, historic aerials, and recent archeological investigations have also confirmed that the tennis courts were built as well. The circulation changes do not seem to have been installed since the road connecting the hillside area to Airport Road does not show the change to a turn-around or the loop drive.

The final installment of the "History of the 2164th AAF Base Unit, Tuskegee Institute, Alabama" covered September through November 1945. This period marked the final phase of primary flying training of African-American personnel at Moton Field. By the end of November all trainees had either graduated, been discharged, or transferred to nearby Tuskegee Army Airfield.103

Non-Extant War Era Site Features

Extant war era site features are summarized in the analysis section of this report. The following items have been documented in historic photographs, but have not been identified at the site today:

a. Wooden Benches (in front of Hangar Number Two Building), *(Figures 14 & 15)*.
b. Flags (on top of hangar building), *(Figure 16)*.
c. Flood Lights (on Control Tower and hangar buildings), *(Figures 16 & 17)*.
d. Windsocks (on top of hangar building), *(Figure 18)*
e. Fuel Trucks, *(Figure 19)*.
f. Water Hoses, *(Figure 20)*.
g. Gulf Sign (northeast corner of Hangar Number One), *(Figure 21)*.

Post War (1946-1998)

With the close of the Army Air Corps contract flying school in November 1945 came a change in the activity at Moton Field. For a time, Tuskegee Institute's aviation program used the field for their operations. Charles Alfred "Chief" Anderson, who was a flight instructor at the field for the Army

103 History, Section XII, page 2.

Air Corps, continued to offer private flying lessons from Moton Field. He maintained an office in Hangar Number One and reportedly lived in one of the buildings behind Hangar Number One for a short time before moving to a house in downtown Tuskegee. Anderson, along with other civilians, stored their private aircraft in the hangars. He "had flying in his blood" and continued to use Moton Field for private flight instruction up through the 1980s.104

After the war Tuskegee Institute put little money into the maintenance and upkeep of the buildings and grounds at Moton Field. According to Ed Pryce, landscape architect and superintendent of grounds and maintenance from 1955-1969, things were "pretty run down" in the late 1940's. The only official upkeep at the field was occasional mowing and making sure the water and sewer lines continued to function properly.105 Any significant plants were dug up and transplanted to various locations on the Tuskegee Institute campus. No official use was given to the hangars or sheds. Over time, the buildings and landscape deteriorated *(Figures 22 & 23)*. Ed Pryce also mentioned that the airfield wasn't mowed but rather they "burned it off" twice a year during the driest months of June and October. This practice was supervised by Chief Anderson and involved waiting for a windy day, when the wind was blowing away from the buildings, and setting fire along the runways to "sweep off to the woods."

Also during this time, several of the support buildings were converted to housing for employees at Tuskegee Institute. A bare minimum was spent on upkeep of these "cottages" as they were known, and residents did general repairs on the buildings themselves. Booker Conley, physical plant director in the 1970s and 1980s, photographed the cottages in 1977. At that time Mr. Hendrick lived in the Cadet Class and Waiting Room, later called the Flight Commander's Office, which was demolished in 1985 and formerly occupied by Chief Anderson and Douglas Dumas respectively *(Figure 24)*. The Carlisle family lived in the Army Supply Building (from 1963 – 1979); which was demolished in 1982 *(Figure 25)*. Dru Simpson and later Elmore Whitlow lived in the Physical Plant Warehouse, demolished in 1989 *(Figure 26)*. The Skyway Club was used for housing as well106 *(Figure 27)*. In oral interviews, it was noted that Dr. Hartman, who was associated with the Vet School and served as the heart doctor for horses, resided in the Skyway Club. Mr. Arthur Carlisle, a former caretaker at Moton Field, remembers renovating the Skyway Club, including replacing the roof, in preparation for Dr. Hartman.107

In addition to basic maintenance and repairs of buildings, residents were responsible for providing some level of security to the site. In the 1950s a chain across the entrance gate was kept locked at all times and only residents Dru Simpson, who was also on the Tuskegee Institute's police force, and Douglas Dumas, Chief Anderson and Tuskegee Institute maintenance people had keys to the site. In the 1970s, Elmore Whitlow would keep an eye on the vet school facilities and animals, writing down tag numbers of any suspicious vehicles that trespassed onto the property. 108

In the late 1950s a nine-hole golf course was developed at Moton Field. The course configuration changed and shifted locations several times during its existence *(Figure Z)*. This drawing shows a concept for an 18-hole golf course design (not constructed) which extends on either side of Chief

104 Booker Conley Interview, September 26, 2001. TJC.
105 Ed Pryce Interview, September 26, 2001. TJC.
106 Booker Conley photo collection, Tuskegee University Physical Plant.
107 Arthur Carlisle Interview, December 5, 2001. TJC.
108 Elmore Whitlow Interview, December 06, 2001. TJC.

Anderson Drive and appears to be an overlay atop an old Main Airdrome base plan *(Figure Q)*. Other buildings and paved areas have been added to reflect development since the earlier plan, which only showed Hangar Number One and two adjacent outbuildings. This plan also indicated the location of a 6,070' long by 650' wide area labeled "Proposed Landing Field" which was likely for today's Moton Municipal Airport landing strip. See *(Figure DD)* for a more accurate plan. During his term, Ed Pryce designed and supervised the construction of a nine-hole course which is a variation of the eighteen-hole design: four holes were located on the Skyway Club hill and five more holes were along Chief Anderson Drive, extending back toward the runway.

The golf course primarily served Tuskegee Institute Faculty Members and people employed by the Veterans Hospital. There were no fees but some of the players would occasionally volunteer to help with landscape upkeep. Elmore Whitlow, who resided at Moton Field during this period, also looked after the grounds, cut fairways and raked greens. Although there were two plans *(Figures AA & BB)* for an irrigation design, a system for watering was never implemented and it was difficult to maintain healthy grass. This is why the course was often jokingly referred to as having "sand greens."109

Historic aerial photographs from the late 1950s and early 1960s show evidence of golf course implementation. The fairways occupied portions of the south hill, wrapped around three sides of the Skyway Club building, extended out onto the eastern portion of the airfield and into the area that now houses the Municipal Airport buildings (across Chief Anderson Drive). A later plan illustrates the course occupying the eastern end of the airfield, running along the creek and extending south to the V. A. Water Treatment Plant on Highway 199. All traces of golf course activity had been abandoned by the time the Municipal Airport was constructed in 1973 *(Figures H, J, & L; Historic Aerials 1958, 1964 & 1973)*.

In the 1960s, the Tuskegee Institute School of Veterinary Medicine used the field for animal research. The area to the east of the buildings contained numerous cattle pens *(Figure 28)*. The school developed Hangar Number Two into a large animal operating and research lab in the early 1970s. This consisted of subdividing the large hangar space into operating rooms while the original office and classroom areas were converted into laboratories110 *(Figure 29)*. In the mid-1970s, the school renovated the Warehouse/Vehicle Storage Building into a Swine Research Center *(Figure 30)*.

A plan of Moton Field in 1974 might be considered one of the best sources to confirm the original pedestrian circulation system at Moton Field *(Figure CC)*. Based on information obtained from interviews with both Mr. Booker Conley and Mr. Ed Pryce, there were no major improvements made to the site following the war era. For that reason, the sidewalk system shown on this plan may be assumed to be close to the original system dating from the war period. The 1974 map appears to have been generated by Tuskegee Institute's use of the site, since the map title block notes that the drawing contains "Information requested by Lockwood Greene" and that it was produced "By: Physical Plant Department Tuskegee Institute." One might assume that Lockwood Greene, an engineering firm, was assisting in the design of site improvements related to the Veterinary School's activities at Moton Field. This map shows an almost identical system of walkways adjacent to both hangars and the original Cadet Class and Waiting Room and Army Supply buildings, both noted as "Cottage" by this date. There is only one sidewalk shown to the south of the road, in comparison with a more extensive system noted on the 1942 plan.

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109 Ed Pryce Interview, September 26, 2001, TJC.
110 Booker Conley Interview, September 26, 2001. TJC.

This map also documents the location of various utilities, including water line, gas line, overhead power lines, and the septic system. One septic tank is shown immediately east of the two hangar buildings with what appears to be a drain line extending in the lawn panel between the sidewalk and road south of Hangar Number Two. There are two "CO" notations on the line, likely referring to the "clean-outs" for the system. A second septic tank is noted to the southwest of the Warehouse/ Vehicle Storage Building, noted on the map as "Proposed Laboratory," likely referring to the future use of this building by the Tuskegee Institute Veterinary School. There are also small rectangles shown in the landscape in the vicinity of the "Proposed Laboratory", possibly catch basins for the site's drainage system. The septic system shown on drawings during the war period was not included on this plan. Four buildings are labeled "Cottage" on this plan, likely illustrating the site's use for housing after the war era and through the 1970s.

In 1972, 325 acres of Moton Field were deeded to the City of Tuskegee for development of a municipal airport. A Master Plan for the Moton Municipal Airport was completed mid-1973 by the Wainwright Engineering Company of Dothan, Alabama. The cost of the plan was $10,800 and this fee was shared by the Federal Aviation Administration, the Alabama Department of Aeronautics and the City of Tuskegee. The project scope included: acquisition and development of land for the airport and clear zones; construction, making and lighting of the runways with parallel and connecting taxiways; construction of an apron and access road; installation of an airport beacon; a two-box visual approach slope indicator (VASI), perimeter fencing, wind cone, segmented circle; plus the relocation of utilities and the removal of obstructions. Through the proper channels, it was established that the appraised value of the airport could be credited as a portion of the local share of the project. For this reason, it was determined that Tuskegee Institute would give the property to the City. The total project amount was $873,710 and was funded by the Federal Aviation Administration (ADAP), the Model Cities Program, Tuskegee Institute and the Alabama Department of Aeronautics.

The airport site occupies a major portion of the original Moton Field Tract owned by Tuskegee Institute. Bids for the contract were opened in April of 1972 and construction finally began by the Dubose Construction Corporation in March of 1973. The construction had to meet or exceed FAA specifications in order to maintain its Federal money support.

The airport runway was designed to be 5,000 feet long and 100 feet wide. The runway sub-base was specified as ten inches of sand and clay, with two inches of asphalt surfacing. Research for the water table location indicated that it was only four to six feet below the surface and in some areas it was as high as one and a half to two feet below grade. The water table was even higher closer to the Uphapee Creek on the northeastern boundary, where the ground tended to hold water more than any other portion of the airport property. These problems made it necessary to dig down to six feet at the eastern end of the runway in order to fill in and construct a proper drainage system. The system includes a sixteen-inch drainage pipe under the runway and taxiway, and a drainage ditch, which joins the creek111 *(Figure DD)*.

111 Information for writing the Municipal Airport section was extracted from the Moton Municipal Airport: An Experience in Airport Construction (with Federal Aid) by Robert T. Warner, November 17, 1973.

Creation of Tuskegee Airmen National Historic Site (1998 – Present)

President Bill Clinton approved Public Law 105-355 on November 6, 1998, which established the Tuskegee Airmen National Historic Site at Moton Field in Tuskegee, Alabama. The site was created to commemorate and interpret the heroic actions of the Tuskegee Airmen during World War II and was established as a unit of the National Park System. With this approval, Moton Field was also programmatically listed in the National Register of Historic Places. Establishment of the site included the acquisition of approximately forty-four acres from Tuskegee University and the City of Tuskegee known as Moton Field.112

The Southeast Regional Office of the National Park Service in Atlanta, Georgia, subcontracted Pond & Company, an architectural and engineering consulting firm, to document the conditions of each structure prior to stabilization work. Beginning in 2001 under supervision of SERO, a local contractor began stabilization work on the extant buildings and structures at Moton Field to prevent further deterioration.

112 Public Law 105-335. 112 Stat. 3254-3258.

Existing Conditions

Moton Field is located in Macon County, Alabama, approximately two miles north of the city of Tuskegee and four miles north of Tuskegee Institute National Historic Site. Interstate 85, which passes within less than one mile of Moton Field, provides major vehicular access between Auburn, Alabama, and the state of Georgia to the east, and Montgomery, Alabama, the state capital to the west. The field is bounded by the Uphapee Creek, Highway 81 and Highway 199. *(Figure 0)*

Many of the original buildings and site features authentic to the war era are intact today and have recently undergone stabilization. Portions of the property are still in use by Tuskegee University's Veterinary School and basic maintenance of the grounds appears to be ongoing. Grassed areas are mowed on a regular basis and portions of the access road (Chief Anderson Drive) have been resurfaced in asphalt. There is also the addition of a post war era asphalt road, providing access to the Moton Municipal Airport, (Dr. Lincoln Ragsdale Drive), which intersects Chief Anderson Drive just inside the historic entrance gate for Moton Field. Chain link fencing surrounds the central building area and defines the approximate 40-acre NPS property.

The entire parcel evaluated as part of this study is approximately 80 acres *(Figure 0-1)*. This parcel also reflects the area used in the Special Resources Study. As Figure 0-1 illustrates, this parcel is comprised of five individual tracts. Tract 101-01 and Tract 101-02 are shown as owned by U.S.A., in this case the NPS. The tract to the south of Tract 100-02 with the notation Deed Book 34 Page 339 is owned by Tuskegee Institute. The other two tracts, which are the small outparcels associated with the former Water Filtration Plant, are noted as now being owned by U.S.A. through condemnation from Tuskegee Institute in 1925.

SITE INVENTORY

Existing Structures:
Structures currently existing at Moton Field include the following: Hangar Number One, Skyway Club, Control Tower, Bath & Locker House, Warehouse/Vehicle Storage Building (modified for Vet School use), Dope Storage Shed, Oil Storage Shed, Fire Protection Shed and Entrance Gate. See The Historic Structures Reports for more detailed information about existing buildings. Other non-historic Vet School/animal science-related structures are also on site *(Figure 43)*.

Non-Existing Structures:
Non-existing structures include Hangar Number Two, Cadet Class & Waiting Room, Army Supply Building, Physical Plant Warehouse, Vehicle Maintenance Shed, and Guard Booth. Evidence of these structures ranges from obvious footprints, such as that found at Hangar Number Two *(Figure 47)*, to virtually no remains, such as to the Guard Booth's original location. Recent archeological investigations at Moton Field confirmed the exact location of the Physical Plant Warehouse with possible foundation pier locations noted at the Cadet Class & Waiting Room and Army Supply Building. The reputed location of the Vehicle Maintenance Shed could not be confirmed due to the inaccessibility of this portion of the site from Vet School use. Refer to the Archeological Report, citation included in bibliography and the Historic Structures Report for more detailed information about non-existing buildings.

Other Site Elements:
Several well/spring houses (on slope south of Hangar Number One) and an elevated concrete box cover for an underground reservoir tank (southwest corner of Hangar Number One) are remnants of the war era water system, **Artesian Water System Structures and Cistern.** The brick Entrance Gate with piers, seat walls and sculpture niche (now empty), still have the original cast concrete coping, and all components look as they would have appeared for the dedication ceremony in 1943. Adjacent concrete sidewalks and some of the original landscape plantings are also still in place *(Figures 32, 33, & 34)*. **Underground Fuel Storage Tanks with Access Hatches**, located between hangar buildings have been filled in with sand. Their locations are still apparent from the slightly mounded circular concrete tops and round metal hatch covers that remain in the ground *(Figure 48)*.113

Circulation:
Many of the paved areas including **Runways/Taxiways, Roads, Curbs, Gutters, Walkways, Stairs and Walls** on the site appear to be original. In some places paving is barely detectable, as vegetation has taken over. Concrete **Curb** traces that would have bordered old roadbeds and islands are visible in some of the mowed areas *(Figure 35)*. Segments of extant sidewalks are visible in the landscape surrounding existing as well as the site of former buildings. Recent archeological investigations have also confirmed that additional walkways, not currently visible, are present beneath the existing grade.

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113 Local Informants have reported that the tanks were sealed in accordance with Corps of Engineers and EPA requirements. A copy of the report documenting this work was to be provided to Pond and Company staff, though this has not occurred. There is currently no written documentation indicating that the tanks were closed and to what degree this work was done.

There is a distinct network of concrete **Walkways** connecting to and around extant and non-extant buildings. Sidewalks adjacent to the hangar buildings echo the rectilinear form of the buildings. Short walkways come straight out from door openings, connecting at right angles to longer walkways that extend around sides of the buildings *(Figure 46)*. Between the hangar buildings and the collector sidewalks are planting bed areas that contain grass *(Figure 49)*. In most areas concrete curb and gutter accompanies the sidewalks. In places where driveways bisect the sidewalks, curbing is interrupted and concrete aprons transition the grade change. Curbs have a sharply squared edge and the gutters contain a large aggregate/pebble finish.

Traces of historic concrete **Curbs** are evident in grassed areas away from the hangar buildings. There they take on curvilinear forms, as the circulation would have dictated. Some of these curb traces can be identified on historic plans as original borders for roadways and islands that contained non-extant buildings. Other curb forms on site are associated with a drainage system designed for the slope between the Skyway Club and Hangar Number One, *see below for description of Gutter and Valley Curbs*.

A set of concrete **Stairs**, entrance **Walk** and block **Retaining Walls** are present around the Skyway Club building. These blocks were made (on site) of concrete, mixed with sand and gravel from the nearby creek bed114 *(Figure 42)*.

Paved **Roads** include: the site entry/access road off Highway 199 (Chief Anderson Drive); a secondary drive that intersects the access road just inside the gate - leading to the Moton Municipal Airport (Dr. Lincoln Ragsdale Drive); and most of the paved area between hangar buildings of concrete. Chief Anderson Drive continues straight through the site, past all the buildings and appears to have led to the creek (according to oral interviews), were it not for a chain link fenced gate and dense vegetation *(Figure 44)*.

A section of the **Taxiway** to the historic airfield, the paved areas around underground fuel tanks between hangar buildings and walks connected to the gateway feature - are all of concrete. Portions of a small road to the clubhouse are also concrete but were added after the war era to improve traction on the slope for vehicles115 *(Figure 40)*. Other paved areas include remains of an asphalt drive along the west side of Hangar Number One, and the larger areas containing asphalt to the north of Hangar Number One and to the north and east of where Hangar Number Two once stood, originally used as a parking area for planes, referred to on original plans as **"Asphalt Parking Ramp."** Today, the Asphalt Parking Ramp or **Airplane Parking Area** is being covered by vegetation succession and is also the location for abandoned animal pens. Also portions of this feature are outside the boundaries of the National Park Service property.

Drainage and Drainage Structures:
Although Moton Field is a relatively level site, the south hill (in front of the Skyway Club building) generates positive run-off in the direction of the main building area below. Therefore, a concrete channel arching across the slope was designed to collect and divert storm water to a swale at the base of the hill. Construction documents dated 1942 document the plan to control drainage at the Moton Field site *(Figure R)*.

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114 Booker Conley Interview, September 26, 2001. TJC.
115 Elmore Whitlow Interview, December 06, 2001, TJC.

The "**Gutter Curb**" is still in place in its original location, as noted on the plans, and is located on the topographic survey. It is broken and missing in a few places, but generally appears to be intact and in fairly good condition, despite being covered by heavy vegetation. The original "**Valley Curb**" still exists as well. Recent archeological investigations revealed that this element was constructed of concrete, not a natural formed swale lined with gravel, as noted on the original plans. The valley curb joins the gutter curb and extends to Chief Anderson Drive. Like the gutter curb the valley curb is overgrown by vegetation.

The valley curb discharges into an existing drop inlet. The drop inlet appears to have been in place for some time, but is not shown on the original 1942 construction drawings. Whether this was a modification made in the field at the time of construction, or an addition made at a later date is unclear. Also, the original culvert under Chief Anderson Drive has been replaced and a new culvert is now located in the place where the 1942 documents placed the original culvert. Currently, water from the new culvert is discharged into the drain field near the existing airplane display. A small wetland has developed in this area. From this area, water flows through a culvert under the drive to the current airport terminal, and is discharged into a ditch, which carries the water offsite.

Some traces of an old field road, which according to WWII era photographs would have been located behind the curb and gutter, were evident, but it was difficult to make a definite determination of its original location. The hillside has apparently been re-graded, and/or used to dump fill dirt, as there were many terrace-type structures on the hill. It is difficult to tell how or why these structures were created, but some may have resulted from the golf course construction.

The 1942 construction drawings also show a small drive leading up the embankment from Hangar Number One towards the Skyway Club. The drive apparently would have been just southwest of the Bath and Locker House, although as the drawings are not to scale, determining the exact location is difficult. Some photographs from the era indicate that some type of path did exist at that location. However, upon investigation in the field, no clear path or drive was evident. Archeology investigations were also unsuccessful in locating any traces of this former pathway. There was a break in the curb at the top of the embankment, but none of the drainage structures that were described in the original drawings could be located.

The site was examined for catch basins and drains elsewhere on the property. While no existing structures could be found, places where those structures had apparently once existed were located. According to one plan, behind Hangar Number One there should have been an inlet in the curb and gutter at the "T" intersection. While there is no structure evident, using the probing rod, it was evident that there was a hole in the location where the drain should have been. Further down, following the drive that would have been in between the Army Supply Building and the Cadet Class and Waiting Room, where the plans indicated a catch basin should have been, another hole was discovered using the probing rod. Again, no actual structure was found, but it seems logical that these holes were created by the original drainage structures.

Artesian Water System Structures and Cistern:

Also included on the 1942 construction drawings were plans for a new spring and well to serve Hangar Number One. The plans called for a covered concrete box to be constructed on the hillside, just south of Hangar Number One. The box would collect water from the spring through drain tiles. Water from the spring would collect in the box and then travel through a 2" water pipe to the new well located at Hangar Number One. Water from the new well would be piped to the existing well, which was adjacent to the new well. Once there, the water would be carried to the Hangar *(Figure 50)*.

A site investigation was performed to determine which original components, if any, from the 1942 water plan are in place. An old water supply pipe was found on the hillside *(Figure 53)*. It had apparently once been connected to the spring water connection box on the hill, which is still being actively used *(Figure 52)*, and ran towards the existing Bath and Locker House (although its exact termination location is unknown). Whether this was an original water line, or simply an old one is difficult to confirm. Next to the water box on the hill were three valves *(Figure 51)*. Their exact purpose is unknown, but they were undoubtedly used to direct water from the water box to other locations on site.

It appears that the spring box, water line, and "new" well were constructed as drawn. However, where the "existing" well should be located is now a sewer manhole. Whether the "existing" well was eliminated at the time of construction or at a later date, or was simply located somewhere other than as indicated on the original plans, is unknown. The location of the pipe running from the sewer manhole to the original septic tank is clearly evident.

Fire Prevention:
Historic **Fire Hose Reel** structures were found inside one of the wooden structures on the hillside south of Hangar Number One in December 2001 *(Figure 58)*, but was missing by April-May 2002 during archeological investigations at the site.116 It is believed that this was part of an early fire prevention system tied into the spring-fed water supply housed in the underground cistern at the southwest corner of Hangar Number One.

Also found on site was a historic cast iron **Fire Hydrant** that may have been part of a later fire prevention system *(Figure 54)*. The hydrant was found near the tennis courts in a dump area, so it appears it was moved here from other areas of the site, possibly the Physical Plant Warehouse or Hangar Number Two.117 This system was developed after the original system's cistern capacity proved to be inadequate during an actual fire. The expanded system would have serviced the entire site and was connected to a non-extant pond with spillway and pump house that formerly sat northeast of the Skyway Club, in the approximate location of a present day Vet School-related cinderblock structure and animal pen.118 This system has been described as having an underground network of pipes connecting into each building. During the 1950s, resident Dru Simpson was responsible for starting up the motor in the pump house on a regular basis to make sure that it functioned properly. The city fire department also made regular inspections during this time.119

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116 Southern Research, *Archeological Investigation of Moton Field Tuskegee Airmen National Historic Site, Tuskegee, Macon County, Alabama.* (Ellerslie, Georgia: Southern Research, 2002), pages 6-7.
117 Southern Research, page 9.
118 Booker Conley Interview, September 26, 2001, TJC.
119 Dru Simpson Interview, December 05, 2001, TJC.

Utilities:
Drinking **Water** was supplied by natural springs on the hillside south of Hangar Number One until the 1970s when the Vet School deemed it inadequate. This was accomplished by tapping into the city water main along Chappie James Drive and by using VA Hospital pipes to bring water to Moton Field.120

The original **Sanitary Sewer** system, as shown on historic maps *(Figures S and S-1)*, is situated northwest of Hangar Number One. Evidence of this system today includes a wetland zone, corresponding with the approximate location of the original "disposal field." There is also an existing concrete platform, flush with the grade, likely a cover for the original septic tank and also documented on the historic drawings. There are also two existing sanitary sewer manholes that appear to have connected this septic system with the Skyway Club. One manhole is located outside the southwest corner of Hangar Number One, beside the cistern. The second manhole is situated on the steep hill to the southwest of Hangar Number One. It is presumed that a line led from the Skyway Club to the manhole on the hill to the manhole at the cistern and then to the historic septic tank.121

A new system is now in place with the original system apparently abandoned. A manhole cover near the wetland zone where today's airplane exhibit is located documents the location of this system, which apparently serves the Municipal Airport buildings and the existing trailer, north of Hangar Number One. 122 There may also be another contemporary septic system to the southwest of the Warehouse/Vehicle Storage Building, which was noted on a plan for improvements associated with the Vet School in 1974.

Power Service at Moton Field can be documented by historic utility poles and remnants of wires, as well as contemporary power poles and overhead wires, which are present at the site. Newer poles and wires are in the same line with historic elements and in some cases the old poles and wires are lying on the ground nearby *(Figures 39, 40, 43 & 57)*.

Golf Course:
All visual traces of the nine-hole golf course are gone. Level areas that would have contained the golf course now support portions of the municipal airport runways or have been obscured by vegetation.

Tennis Courts:
The **Tennis Court** area, although thick with privet and vines, is still detectable as a flat space with the eastern sides graded down to meet the adjacent creek channel. This general area contains several trash piles and an abandoned animal pen, confirmed through archeology as a location for recent dumping. Remnants of the concrete posts, which were first thought to have supported the court netting, but later determined in archeological investigations to have been concrete stanchions, possibly part of spectator seating *(Figure 55)*. Archeologists did locate three metal posts containing metal flanges for net attachments and determined that they served as center court poles. Shovel tests

120 Booker Conley Interview, September 26, 2001, TJC.
121 Field Observation by Greg Culpepper, P.E., Pond & Company at Moton Field, December 5, 2001.
122 Field Observation by Greg Culpepper, P.E., Pond & Company at Moton Field, December 5, 2001.

by archeologists also revealed a "definite clay lens of soil," indicating the remains of the court surfacing.123

Site Furnishings:
There are few site furnishings remaining today. A Navy plane is parked to the northwest of Hangar Number One, attempting to provide a reference to flight history, however this type of plane would not have been flown during the war era at this site *(Figure 37)*. A circular metal sign with a Gulf Oil Company logo is located on the north side of Hangar Number One. The Gulf sign is a comparable replacement version of a historic Gulf sign and has been in place for approximately five years *(Figures 48 & 49)*. Other signs are located along Chappie James Drive and include direction to the entrance for the Moton Municipal Airport and identification of the land being a National Park Site for Tuskegee Airmen *(Figures 31 & 36)*. Non-historic chain link fencing provides containment for the Vet Science-related structures and animal pens *(Figure 45)*. Chain link fencing also surrounds the central building area, defining the present day National Park Service property boundary, *(Figure 36)*.

Lighting:
A historic light pole and fixture is present near the entrance to the Skyway Club *(Figures 41 & 43)*. Other light fixtures include contemporary cobra head fixtures mounted on poles along Chief Anderson Drive, most likely to service the municipal airport. *(Figure 32)*.

Vegetation:
A vast majority of the landscape in and surrounding the central building area is grassed with a few accent trees. The building area perimeter on the south and east sides contains a thick border of understory plants, dotted with pine and oak trees. The hillside south of Hangar Number One contains a grassed clearing around the Skyway Club building but is otherwise densely vegetated with privet, wisteria and other invasive exotic species *(Figure 56)*. At the toe of the south hill slope, where water from natural springs and storm water run-off collect, is a collection of native aquatic plants *(Figure 38)*. Native aquatic plants also occur in the open field northwest of Hangar Number One where the run-off water is ultimately dispersed *(Figure 37)*.

Mature crape myrtle (Lagerstroemia indica), eastern red cedar (Juniperus virginiana), native pine (Pinus taeda) and thickets of Amur privet (Ligustrum amurense) are present on site and would probably have been planted around the time the war era buildings were constructed. These plants are also listed on historic plans as specified materials for areas that coincide with their present locations. Of particular note are the large Crape Myrtle trees that line Chief Anderson Drive *(Figure 31)*, and the overgrown plantings of eastern red cedar that flank the entrance gate walls *(Figure 32)*. Stumps of mature pine surrounded by lawn are visible as one enters Chief Anderson Drive and along its edge. Sprouting stumps of 2-3"caliper privet and nandina (Nandina domestica) as well as 9"caliper golden rain (Koelreuteria paniculata) tree sprouts are in evidence along the foundation and retaining walls of the Skyway Club. A 16"caliper red cedar and mature wisteria (Wisteria sinensis) are especially visible along its edge. Wisteria is also found by the earthen remnants of a structure on the hill southwest of Hangar Number One. D.A. Williston's 1944 planting plan is undetectable today and what may have been there has been transplanted to Tuskegee University's campus or has died out.

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A summary chart of D.A. Williston's Planting Palette has been included *(Figure FF)*. This list was developed using plants that were specified on several drawings attributed to Williston. In most cases botanical names were not included, so an attempt has been made to add botanical names using the common name as the key. A guess was made for the common name for privet, which appears to have been misspelled as "Amoor Privet," but in all likelihood means "Amur Privet." Texas Umbrella is one plant listed by Williston that was not connected to a botanical name.

A vegetation analysis, which follows, was completed for the original Moton Field property (approximately 780 acres) as a context for the National Park Service site. Plant communities found within the National Park Service boundary include: (1) Bluff & Slope Forest, on the hillside south of Hangar Number One and the site of Hangar Number Two; (2) Early Successional and (3) Mid Successional in areas south of the complex of buildings at Moton Field; (4) Bottomland/Wetlands along creeks and drainage ways; (5) Managed Meadow on lands along Chappie James Drive situated to the south of the complex of buildings on the flat plateau overlooking the airfield; and (6) Pine Plantation.

Moton Field Vegetation Analysis

Tuskegee Airfield is situated in the Fall Line Sand Hills, an intermediary zone between the Piedmont and Coastal Plain. Plant communities here are reflective of the sandy soils and varied topography. Longleaf pine once dominated the forests here. Today, however, it is an uncommon habitat due to activities such as logging and suppression of fire. The National Park Service's approximate 80 acre Tuskegee Airmen National Historic Site has, through the years, been cleared for farming, the airfield, and later, a golf course. The majority of the site is a mixture of pine and hardwood forest. Invasive species such as privet (Ligustrum amurense) and honeysuckle (Lonicera species) are a problem over much of the site. The following is a description of the vegetation within the original approximate 780-acre site *(Figure JJ)*.

Bluff & Slope Forest

The north and east facing slopes of the hill south of the hangar are characterized by more mesic conditions. Though sandy, the hillside is dotted with springs. Mature loblolly pines (Pinus taeda) as well as oaks, 40 to 50 years old, grow here. Species present include loblolly pine, water oak (Quercus nigra), tulip poplar (Liriodendron tulipifera), sweetgum (Liquidambar styraciflua), sweet bay magnolia (Magnolia virginiana), flowering dogwood (Cornus Florida), yaupon holly (Ilex vomitoria), and privet (Ligustrum amurense). The bluffs along Uphapee Creek have perhaps the most intact vegetation. Because the land was difficult to farm and sufficiently away from the runway, it has been spared significant disturbance.

Broadleaf Deciduous-Needleleaf Evergreen Upland Forest

This plant community is found in areas with a thin sand top layer and underlying clay. Mixed pines and hardwoods characterize much of the site including hilltops and land north of the Municipal Airport. Dominant species found here are loblolly pine (Pinus taeda), water oak (Quercus nigra), and sweetgum (Liquidambar styraciflua); these species often replace mockernut hickory (Carya tomentosa), post oak (Quercus stellata), and red oak (Quercus rubra) where the upper sand layer has eroded somewhat, perhaps due to farming practices. Other common trees found here are shortleaf pine (Pinus echinata), southern red oak (Quercus falcata), post oak (Quercus stellata), and laurel oak (Quercus hemisphaerica).

Privet (Ligustrum amurense), yaupon holly (Ilex vomitoria), sparkleberry (Vaccinium arboreum) and smilax comprise the understory.

Succession

Many areas formerly cleared are now in various stages of succession. The earliest stages (**Early Successional**) include splitbeard bluestem Andropogon ternarius, broomsedge Andropogon virginicus, and asters. Mid-successional (**Mid Successional**) lands are characterized by the presence of loblolly and shortleaf pine as well as eastern red cedar (Juniperus virginiana), crabapple (Malus) and numerous shrubs. Late succession occurs with the growth of a hardwood-pine canopy and the establishment of a stable climax community.

Bottomland/Wetlands

Wetlands are found here along swales and forested creek borders. The creek adjacent to the tennis courts hosts species such as sweet bay magnolia (Magnolia virginiana), muscadine grape , and crossvine (Bignonia capreolata). Swales that drain water from the hillside and runway support wetland vegetation. Characteristic species include sweetgum (Liquidambar styraciflua), willow oak (Quercus phellos), water oak (Quercus nigra), sweet bay magnolia, alder (Alnus), elderberry (Sambucus canadensis), and milkweed (Aclepias syriaca).

Managed Meadow and Pine Plantations

Much of what was once farmland is now used for timber harvesting or managed meadow. A pine plantation is located east of the creek that bisects the site. Broomsedge and splitbeard bluestem covers the meadow visible along Chappie James Drive. This land is bush-hogged annually or bi-annually to suppress forest succession. Land situated around the runway is maintained in early succession, hay meadow, or lawn.

Invasives

Many species planted during the operation of Tuskegee Airfield are not native to southeast Alabama. Some of those species are now known to be invasive. Privet and honeysuckle dominate the understory of mesic forests, such as the Bluff & Slope Forest. The hill to the east of the stream and near the hangar is more xeric and is relatively free of invasives. Kudzu and bamboo grow in spot locations along the creek in and around the old Government Hospital Water Filter Plant. These species may have been planted along the steeper slopes to control erosion. Invasives are a problem because they have displaced many native species and prevent natural regeneration of the forest *(Figure KK)*.

Analysis & Evaluation

Analysis of Integrity

The purpose of this section is to determine the level of integrity and the historical importance of the Tuskegee Airmen National Historic Site at Moton Field. This is accomplished through a comparison of the landscape today with its condition and appearance during the period of significance – 1945. This date was selected since all the elements associated with Moton Field during its use as the training site for the Tuskegee Airmen had been constructed by this date. This date was dictated by the construction date of the Skyway Club, the last building added to the complex in 1945.

The following maps provide a comparison of Moton Field in 1945 with today's existing conditions and extant elements from the historic period *(Figure LL: Historic Site Plan (1945); Figure LL2: Historic Site Plan Core Area (1945); Figure MM: Existing Conditions; & Figure MM2: Existing Conditions Core Area)*. The Historic Site Plan was developed using the historic drawings and plans and through comparing the 1941 plan view aerial with photographs and bird's eye images from the early to mid 1940s. The Existing Conditions Map was developed using the topographic survey as a base with additional elements identified through site observation as well as the archeological investigations from spring 2002.

Extant War Era Site Features

Site features remaining on the site today that were present in 1945 are shown in bullet format below, with notations on each:

- **Roads** – Chief Anderson Drive, serving today as the primary access drive, was the major entrance drive in 1945, though its configuration was somewhat different than today. The road, which was unpaved at the time, was more informal. Between the

extant Entrance Gate and sites of the former Cadet Class and Waiting Room and Army Supply buildings the entire area was open with a natural surface, likely sand, with concrete curbs delineating islands that delineated the roadway path. The archeological report suggested that one route extended in a straight alignment from the Entrance Gate to the area between the two former buildings and the other, today's Chief Anderson Drive, was more of a service drive providing access to the rear of the hangars.

- **Historic Taxiway** – A small portion of the original taxiway, a portion of which was paved in concrete, exists today between the existing hangar and the site of the Hangar Number Two to the new runway, which replaced the original unpaved runway. Portions of the taxiway are outside the NPS boundaries.

- **Asphalt Parking Ramp (Airplane Parking Area)** – This "tie-down" area for airplane parking, which borders the site of Hangar Number Two to the northwest, is extant today, but somewhat deteriorated due to vegetative succession. Portions of the airplane parking area are inaccessible due to Vet School fences. Portions are also outside NPS boundaries. There is also an asphalt pad to the northwest of Hangar Number One, but this area was never noted as used for airplane parking.

- **Walkways** – Extant walkways, constructed of concrete, are located throughout the site. An intact system, visually apparent in most places with most portions confirmed through archeological investigations, surrounds Hangar Number One and the site of Hangar Number Two. There is also a fairly intact walkway system immediately east of the Cadet Class and Waiting Room and Army Supply Building sites, though one obvious segment is missing.

- **Curbs** – There are several curb segments once lining previous roadways and outlining islands. Portions of existing curbs delineate islands that surrounded the Cadet Class and Waiting Room and Army Supply buildings. There was also a separate island along the entrance drive. A segment of that curb remains today.

- **Artesian Water System Structures and Cistern** – This system is intact on the hillside to the south of the hangars and contains concrete and brick structures connected by a system of pipes.

- **Hillside Drainage System with Gutter and Valley Curbs** – The concrete curbs, placed on the hillside to direct surface drainage to a catch basin adjacent to Chief Anderson Drive, are extant in the landscape today. Both types of curbing, Gutter Curb and Valley Curb, are present.

- **Underground Fuel Storage Tanks with Access Hatches** – The underground fuel tanks are detectable today by the access hatches and are situated between the existing hangar and site of Hangar Number Two and also north of the hangars along the taxiway.

- **Landscape Features at Skyway Club** – A central concrete walkway with steps, a concrete block retaining wall and light fixture are present in the front yard of the Skyway Club and also a retaining wall at the southeast corner of the site.

- **Fire Prevention System** – The underground network of pipes that once connected the non-extant pond and its associated pump house to the buildings, serving as the site's fire prevention system, is likely intact beneath the surface. A fire hydrant is extant on the site, though not in its original location. A fire hose reel structure previously identified at the site is now missing (removed sometime between December 2001 and April/May 2002).

- **Water System** – The site's original water system is likely intact as a network of underground pipes.

- **Sanitary Sewer System** – The site's original sanitary sewer system appears to also be intact in wetland zones and also the extant concrete septic tank cover.

- **Power System** – New power lines follow the historic alignment with remnants of historic poles found in the landscape today

- **Tennis Court Trace** – The flat landform and the "clay lens," documenting the tennis court surface, is intact as well as a post that once held the court netting and a metal piece that was possibly part of the spectator seating.

- **Vegetation** – Few formal plantings remain. The crape myrtles (Lagerstroemia indica), lining Chief Anderson Drive, which are outside the NPS Boundary, are the major formal landscape feature at the site today. There are also three other crape myrtles, one to the southwest of the Cadet Class and Waiting Room building site, another to the south of the site of Hangar Number Two and the other to the immediate northeast of the Physical Plant Warehouse building site. Dru Simpson, who occupied the Physical Plant Warehouse building as site caretaker in the late 1950s and early 1960s does not remember the crape myrtle in his front yard at that time, so it is likely this plant may have come later. The other crape myrtles appear mature enough to have existed in the 1940s. The extensive formal plantings adjacent to Hangar Number One *(Figure 12)* and in all probability Hangar Number Two have been lost with only grass in that space today.

  The historic landscape at Moton Field was much more open than it appears today. Woods have replaced former agricultural fields. Open vistas in all directions existed from the airfield. An existing meadow now covering the plateau to the south of the complex of buildings is one of the few areas remaining open today. The only wooded area lined the stream corridor extending from the southeast of today's NPS site near Chappie James Drive and extending into the site to the northeast of the Skyway Club.

- **House Sites** - There were several residences in an area southwest of the complex of buildings and north of Chappie James Drive, linked by a network of winding farm roads. One building is documented as still extant to the south of Hangar Number One in 1945 (*Figure 11).* This open hillside with a few scattered mature trees is also visible in the background of a photograph showing a row of men standing between the Cadet Class and Waiting Room Building and the Fire Protection Shed. A fence is also visible along the crest of the hill *(Figure 3).* Today there appears to be some evidence of these former homesites, which could likely be better documented in future archeological investigations.

- **Water Filtration Plant Foundation and Power Easement** – Located on an outparcel outside the NPS boundary and adjacent to Chappie James Drive is a historic residence and the foundation ruins of the Water Filtration Plant. The power line, which extended in a straight northeasterly direction from the former filtration plant to the Uphapee Creek , is gone, but the underground water line likely remains.

  There are several concrete structures on the riverbank, located to the northeast of the existing paved runway, that were likely part of the former water filtration and power system. These are located well outside the NPS property but within the original 781 acre Moton Field tract. Access to the river and the interpretation of these structures might be considered as part of the future interpretive program.

Historical Significance

Moton Field holds national significance as the birthplace of African-American participation in United States Military Aviation. During World War II, the presence of African-American pilots and support crews went largely unnoticed. Only in recent years has the public been widely exposed to the contributions of the Tuskegee Airmen. Through the formation of the 99th Fighter Squadron, a result of pressure exerted by civil rights organizations, the Tuskegee Airmen overcame segregated conditions in the Army Air Corps Program with unprecedented results.

Moton Field remains a tangible link to the activities of the Tuskegee Airmen from 1941 to 1945. The site provides numerous physical features documenting how these men were trained both in a classroom setting as well in the air, using the entire airfield as a laboratory. The site also conveys the support staff and facilities that were required to manage such a program, including fire prevention, maintenance, storage, and infrastructure. Recreational aspects of an Airmen's life and those working at the field are apparent as well, particularly through the extant Skyway Club.

The following seven criteria, established by the National Register of Historic Places and used to evaluate historical integrity – location, design, setting, materials, workmanship, feeling and association – are listed below with their application to the Tuskegee Airmen National Historic Site.

Location –
The original site for Moton Field totaled approximately 780 acres at the time of purchase in 1941. Today's National Park Service site at approximately forty eighty acres is considerably less, but contains the core of the larger site where most of the intense activity occurred in the

1940s. The Tuskegee Airmen National Historic Site is the location of all extant buildings and most associated landscape features as well as the site of other non-extant buildings and landscape features constructed as part of Moton Field.

Elements of importance to Moton Field not included within today's National Park Service boundary include the Entrance Gate; a portion of the "Asphalt Parking Ramp," situated to the east of Hangar Number Two; and the original landing strip, situated to the north of Hangars Number One and Two.

The Entrance Gate is immediately north of the current property line, which runs along the north side of Chief Anderson Drive. The "Asphalt Parking Ramp," outside the NPS property, is currently occupied by fenced areas used by the Tuskegee Institute of Veterinary Medicine, so its existing condition is unknown. Based on adjacent parking ramp areas that are visible inside today's boundary, the asphalt parking ramp is in various states of disrepair due to the impact of vegetative succession. The original landing strip, which was unpaved in the 1940s, has been completely altered with the construction of a paved landing strip for the municipal airport in the early 1970s.

Setting –
Today's setting for Moton Field is in many ways similar to its original context. The undeveloped rural landscape surrounding Moton Field in the 1940s has changed little in the last sixty years. An interstate highway to the north and a residential subdivision to the southeast of the original 781-acre tract are the major alterations to the property's surroundings.

Within the original Moton Field boundary the major alteration to the landscape is the paved landing strip. Much of the original tract today is a wooded landscape, as compared to open agricultural lands at the time of Moton Field's construction in the early 1940s. The wooded condition of the surroundings creates a sense of enclosure, buffering new development and allowing the site to retain its remote and isolated location. The core of the site where the buildings are located as well as areas associated with the adjacent municipal airport remain open, resembling the original character of an open landscape.

Feeling -
Today's site conveys the feeling of a World War II Era air training facility through the extant structures and landscape features as well as the site's surroundings. Hangar Number One, the largest and most impressive structure in the collection, as well as the Control Tower, immediately conveys the former aviation use of this site. As noted above, there have been changes to the site's context, but the proximity of the municipal airport to the Tuskegee Airmen National Historic Site has allowed the original open character of the landscape to remain. The "minimalist" design characteristics of the extant buildings are indicative of the site's former military use. Remnants of former walkways leading to non-extant buildings as well as the literal "footprint" of Hangar Number Two indicate that there are missing structures from the original complex.

Association -
The site's association with the Tuskegee Airmen is embodied in this significant historic site. Moton Field provided the location for pilot training as well as education for support

personnel in proving that African Americans could function effectively in the country's armed forces. Moton Field represents the birthplace for African-American participation in United States military aviation.

Design -
The original design is evident at Moton Field today. The complex of buildings and their setting, though somewhat deteriorated, resembles closely its original appearance. The site continues to convey the diversity of buildings required for an air training facility and the pedestrian and vehicular circulation systems that connected them. The site also continues to illustrate the circulation system for the airplanes, from storage or maintenance in the hangars before transport to flight from the adjacent airfield.

The infrastructure required in the facility is also intact. The hillside drainage system, elements of the original septic system and fire suppression system, and utility poles and underground lines provide evidence of how the site was managed.

Materials -
The materials used in the original design, are likewise, extant at Moton Field today. The primary materials of concrete, brick, asphalt and wood remain. There is also evidence of formal plantings added to Moton Field by noted Landscape Architect, D. A. Williston *(Figure FF)*. Many of these plants have proven to be invasive species and now dominate the natural landscape in several locations, while others, such as the row of crape myrtles lining the entrance drive continue to convey the designer's intent.

Workmanship -
Moton Field reflects not only the workmanship and skills of the individuals that built the structures, but also the site's original designers. The site is particularly significant in its association with African-American individuals skilled in the construction trades who played major roles in the site's design and implementation. Some of these individuals include the following: (1) Archie A. Alexander, Contractor from Iowa recruited to supervise the airfield construction; (2) Maurice Repass, a partner with Alexander in the engineering firm of Alexander & Repass; (3) D. A.. Williston, Landscape Architect trained at Cornell University, who became an employee of Tuskegee Institute, following his involvement with Moton Field, developed both landscape as well as site concepts for Moton Field; (4) George L. Washington, Civil Engineer with Tuskegee Institute who played the primary role in designer and supervisor of construction; (5) Booker Conley, a Tuskegee architectural student in the 1940s and later on staff at Tuskegee Institute; and (6) Other faculty and staff members from Tuskegee Institute, such as Edward Miller, head of the school's architectural department and the co-designer of additions to Hangar Number One and the co-designer of Hangar Number Two; Milton Love, architecture department faculty member who designed some of the smaller buildings at Moton; and George Reed, engineer on the faculty who provided some support.

Part II – Treatment

Treatment

The intent of landscape improvements will be to return the site to its appearance during the war years (1941 – 1945). The specific period of significance will be 1945, since all the site elements were in place by this date. The following maps illustrate the Treatment Plan recommendations *(Figure NN: Treatment Plan; and Figure NN2: Treatment Plan Core Area).* Treatments, including Restoration, Rehabilitation, and Reconstruction as well as other actions, such as, Removal, Footprint, and Interpretation are keyed using colors.

The Treatment Plan has also been developed using "Alternative C" from the Moton Field/Tuskegee Airmen Special Resources Study as a guide for general master plan concepts and visitor circulation. Alternative C recommends expanding the current NPS boundary to include the Entrance Gate and all of Chief Anderson Drive; the creation of a new access road to the Municipal Airport from Chappie James Drive, resulting in the removal of Dr. Lincoln Ragsdale Road which extends from Chief Anderson Drive to the Municipal Airfield; a Proposed Visitor Center and parking southwest of the complex of buildings in today's meadow zone with pedestrian access in a northerly direction to Chief Anderson Drive and through the Entrance Gate.

Primary Treatment

The primary treatment recommended for this site is *Restoration.* Since many of the historic buildings and landscape elements are intact at Moton Field, restoration to those existing structures will return the site to its 1945 appearance. All of the existing buildings, with the exception of the Warehouse/ Vehicle Storage Building, which will require *Rehabilitation* on the interior and *Restoration* on the exterior, are recommended for Restoration. In addition to these extant buildings, site features to be restored include: (1) Walkways; (2) Asphalt Parking Ramp or Airplane Parking Area; (3) Hangar Apron or Paved Area between the hangars, where fuel tanks are located underground; (4) Taxiway;

(5) Tennis Courts at Skyway Club; (6) Artesian Water System; and (7) Hillside Drainage System with Gutter and Valley Curbs. Additional descriptions follow:

Pedestrian Circulation ***(Restoration)*** – The majority of the original sidewalk system remains intact, including some buried portions, which were revealed through additional archeological work and field investigations. The treatment recommendation is to restore this system to its 1945 condition, by reusing and repairing extant sidewalks and reconstructing portions where missing.

New sections of walkways should be distinguished from original walkways. A contrasting color of the concrete and the use of wide expansion joints are recommended methods. The contrast between existing and new paving will allow interpretation of what is "new and has been replaced" and what is "old and has been reused."

Hangar Apron, Asphalt Parking Ramp and Taxiway ***(Restoration)*** – The paved aprons adjacent to Hangar Number One and the footprint of Hangar Number Two are original features to the site and should be retained and repaired as necessary. The paved areas for airplane circulation to and from the hangars as well as the paved parking ramp should also be restored to the extent possible.

Field investigations have revealed that portions of the parking ramp remain intact, but are being lost to vegetative succession. Fenced areas housing animals involved in Tuskegee Institute's Veterinary School cover some portions of the former "parking ramp." The location of the Municipal Airport's landing area prevents a full restoration of the "parking ramp," so rehabilitation to the extent possible is recommended. A part of parking ramp lies outside current property boundary, but the "parking ramp" within the NPS site provides adequate areas for parked planes as interpretive elements in the Moton Field experience.

The taxiway and landing strips at Moton Field remained unpaved until establishment of the Municipal Field in the 1970s. The taxiway or the route planes followed from the hangars to the airfield also was originally unpaved. Restoration of this taxiway will likely require removal of some existing paving and the addition of reinforcement to the subgrade to support the weight of airplanes. There may be the desire for planes, particularly vintage models, to land at Moton Field with access to the NPS Historic Site. Materials such as Netlon® might be considered in this application. Netlon utilizes plastic filaments within the subgrade that provide structural support to accommodate heavy traffic, such as vehicular (cars and trucks) circulation and parking, while allowing a natural surface or grassed surface to be maintained.

Tennis Courts ***(Restoration)*** – The recent archeological investigations have made it possible to restore the tennis courts at the Skyway Club, since a distinct soils layer, documenting the clay court surface, as well as poles that formerly held netting and illustrate the approximate center court location, were found. The terrain remains flat illustrating the general site of the courts. Architectural drawings and historic aerials can be used to further pinpoint the precise location of the courts.

Artesian Water System ***(Restoration)*** – The existing structures on the hillside associated with the site's original water system should be restored. Whether or not the system can be made workable

again, will need to be determined through additional studies, but the appearance of the various elements can be restored.

Hillside Drainage System ***(Restoration)*** – Minor repairs as well as the removal of sediment and vegetation will allow the restoration of the extant Gutter and Valley Curbs on the hillside.

Other Treatments and Detailed Treatment Recommendations

Non-historic Elements Associated with Vet School Use of Moton Field ***(Removal)*** – All the existing sheds, fences, etc. now in place at Moton Field and previously used by the Vet School should be removed.

Vehicular Circulation ***(Rehabilitation)*** – Roads at Moton Field in 1945 were unpaved but asphalt exists on Chief Anderson Drive as well as on the internal road system surrounding the Cadet Class and Waiting Room and Army Supply buildings today. Removal of the asphalt is not recommended. These roads should be repaired following today's form. There is one section of roadway slated for removal between the site of the Physical Plant and the Vehicle Storage Shed. This section was likely added for parking in Vet School use of the site.

Road between Chief Anderson Drive and Skyway Club ***(Reconstruction)*** – The dirt-surfaced drive that originally provided access to the Skyway Club should be restored with the removal of the existing concrete.

Warehouse/Vehicle Storage Building ***(Rehabilitation- interior and Restoration - exterior)*** – Due to the many changes that have been made to this building in Vet School use, rehabilitation appears the only feasible option for the interior. There appears to be adequate photographic documentation to allow a restoration of the exterior. *(See Historic Structure Report for more information)*

Hangar Number Two ***(Reconstruction)*** – This hangar is the only non-extant structure recommended for reconstruction at Moton Field. *(See Historic Structure Report for more information)*

Non-Existing Buildings ***(Footprint)*** – The following non-existing buildings are recommended for interpretation through a "footprint." Former structures include: (1) Cadet Class and Waiting Room; (2) Army Supply Building: (3) Physical Plant Warehouse; and (4) Vehicle Maintenance Shed. The footprint would illustrate the original outline of the structure on the ground. The footprint would be best conveyed using a gravel outline. An edging material such as a narrow border of concrete or metal are recommended to contain the gravel and maintain a sharp, geometric outline. The original pier locations should be constructed of concrete, matching in color and texture, the new concrete sidewalks. The piers would be about 18" to 24" high. The room arrangement within each structure could also be outlined using the edging material alone with grass maintained within the outline of the structure, if the original room arrangement can be determined.

Drainage System ***(Rehabilitation/Restoration/Reconstruction/Interpretation)*** – Drainage at Moton Field, and likely for the agricultural fields that preceded the airfield, has always been an important element at this site. The 1973 Municipal Airport study confirmed the high water table at this site, which had apparently been a major factor in design decisions at Moton. The Drainage plan for the "Hill Area" from 1942 should be restored to the extent possible, as described above under

Restoration Treatments. In addition, the two drainage ditches – Drainage Ditches (east & west) – could also be restored/reconstructed again to illustrate how water was controlled at this site. The former pond may also be appropriate for reconstruction, though to date there is inadequate documentation to attempt this. The removal of the Vet School sheds now located on the original Pond site and Pump House may allow further investigation that may yield additional information. Interpretation of the Pond and Pump House is for now the recommended treatment.

Vegetation (Restoration/Rehabilitation/Removal/Interpretation) – There is little evidence of extant formal landscape plantings at Moton Field today. As noted in the interview with Ed Pryce, any plant materials of value were moved to the campus of Tuskegee Institute in the 1950s, so it is difficult to document the original landscape. The most detailed information is offered in Williston's planting plan at the Skyway Club in 1944 and a photograph of Hangar Number One *(Figure 12)*. This photograph should be used as an interpretive display, showing the visitor the lush landscape treatment the hangar commanded early in the site's history. Since only a photograph survives, making plant identification difficult, the landscape could remain simple with the photograph as an exhibit providing the original scene. The other option would be to attempt a "re-creation" of this landscape using the plant list and the photograph as a guide. If a re-creation is attempted, interpretive materials should convey to the visitor that this landscape is somewhat "conjectural," since precise documentation is not available.

The planting palette used by D. A. Williston contains a number of invasive exotics that are now known to threaten the natural environment. For that reason this plant list should be considered a "rehabilitation" element of the project. Substitute plant species that are native and thus less invasive should be suggested. Plants to avoid using at Moton Field in the future, included on D.A. Williston's Plant Palette, include the following: mimosa (Albizia julibrissin), privet (Ligustrum amurense), honeysuckle (Lonicera morrowii and other species) and wisteria (Wisteria sinensis) *(Figure FF)*.

The existing row of crape myrtles (Lagerstroemia indica), though technically outside the NPS boundary, and the two mature crape myrtles within the site should be restored. Maintenance to extend the plant's life (pruning, fertilizer applications, etc.) should be completed. If plants are lost, replacements using an identical variety should be made. It is likely that over time replacements will be required, so eventually this row likely will be comprised of myrtles of varied ages. The visitor will recognize that new plants have been added over time.

The overgrown plantings at the Entrance Gate should be rehabilitated. Since there is virtually no documentation on the original plantings, the planting palette of Williston could be used to determine which plants to retain and which plants should be removed. The condition should also guide this decision making process.

The open character of the site in the early 1940s should be returned to the extent possible, within the areas owned by the National Park Service as well as discussion with surrounding owner – City of Tuskegee Municipal Airport. It is desirable to have an open landscape adjacent to an airfield (for safety), so future clearing may be a reasonable request.

One of the most character-defining features of this cultural landscape was the level, open terrain. There should be no vertical intrusions in the future to compromise this important feature of the historic scene. The Special Resources Study had suggested a plant buffer along the roadway near the

Municipal Airport, which would likely pose a safety concern due to attracting wildlife in a flying zone.

The Treatment Plan illustrates the removal of much of the wooded landscape, particularly areas in early and mid succession. The only woodlands remaining include an area to the southeast of Chief Anderson Drive, which would buffer the Municipal Airport Terminal from the future Visitors Center; a buffer along stream corridors within the site; and a wooded buffer along the property boundaries on the east to shield the site from any future development on adjacent lands.

Figure NN, which illustrates treatment recommendations for the entire site, also includes information on how large areas of the landscape will be restored to its open character. A separate legend has been developed to key these treatments. Much of the existed wooded areas will be removed and once removed, maintained as an open meadow, thus restoring the historic scene. The key for this treatment is noted as "Removal and Restoration." As described above, the wooded area southeast of Chief Anderson Drive and along the creek corridor will be retained for buffering purposes. This is noted as "Rehabilitation," since this treatment will result in a different appearance than the historic scene. Finally, maintaining the existing meadow is considered "Restoration," since this will also return the site to how it appeared in 1945.

Guard Booth/Guard House Locations ***(Interpretation)*** – The guard booth and guard house at Moton Field have been documented during the 1941-1945 period to have been situated in two different locations. Initially it was placed adjacent to the Cadet Class & Waiting Room and Army Supply Building, inside the Entrance Gate, called "Guard House," and later moved, based on aerial and photographic documentation to a location outside the Entrance Gate in the middle of Chief Anderson Drive and called "Guard Booth." Archeological investigation is inconclusive due to asphalt paving. In the future program at Moton Field, both locations should be a part of the interpretative program.

Part III - Record of Treatment

Record of Treatment

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Figure 42: Skyway Club Block Retaining Walls.
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Figure 51: Series of Valves Found on Slope.
Figure 52: Historic Water Source Still in Use.
Figure 53: Exposed Water Pipe on Slope.
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Figure 55: Concrete Stanchion Near Tennis Court.
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Figure 57: Historic Utility Poles.
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• Other Attachments

Interview Transcripts
Booker Conley & Ed Pryce, September 26, 2001.
Arthur Carlisle, December 5, 2001.
Dru Simpson, December 5, 2001.
Edna Earle Eich, October 12, 2001.
Harold G. Eich, October 15, 2001.
Elmore Whitlow, December 6, 2001.

Appendix

- Figures

Appendix

- Interviews

Appendix

- Bibliography

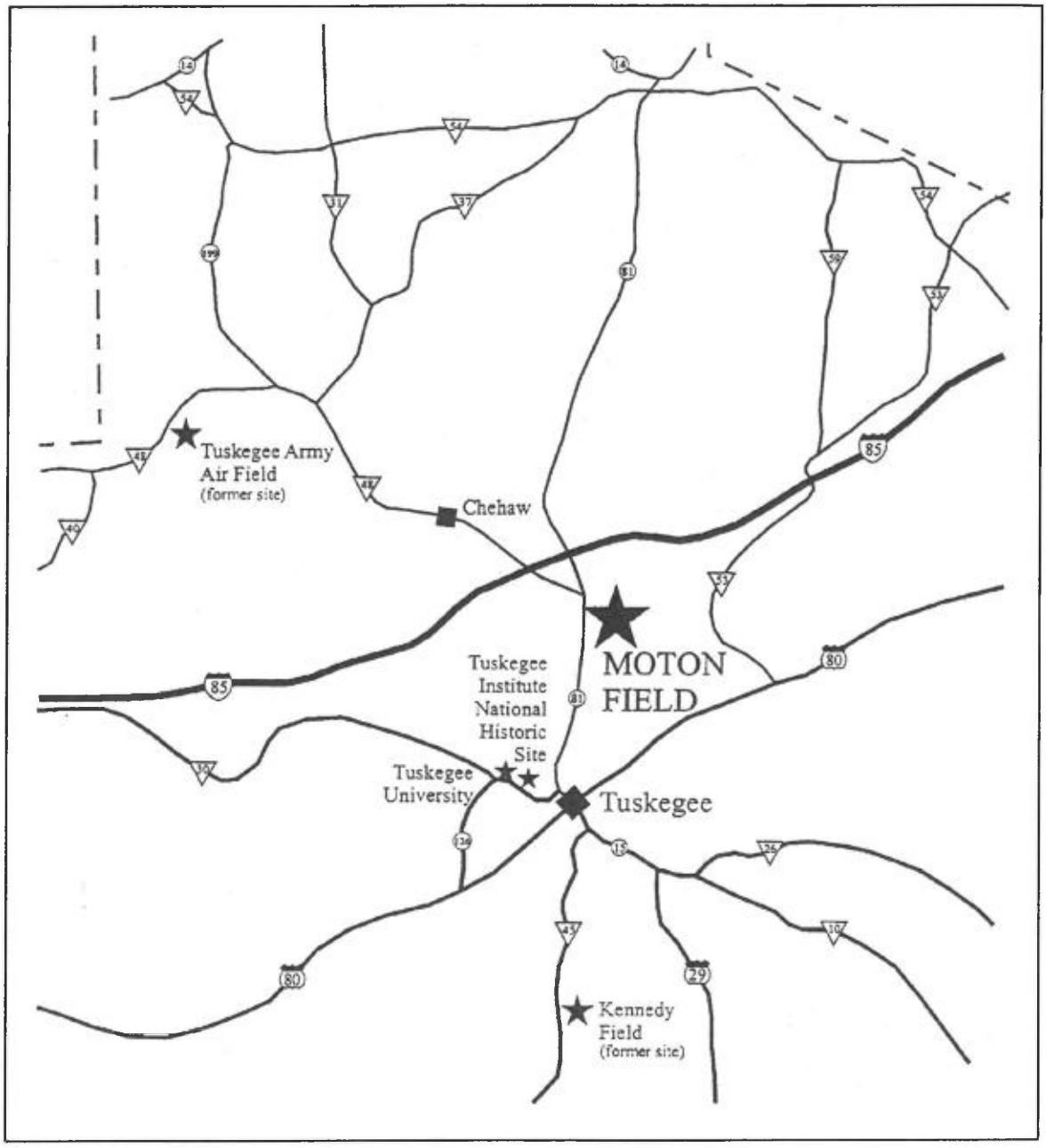


Figure 0: Location Map, Moton Field: *National Park Service Special Resources Study*

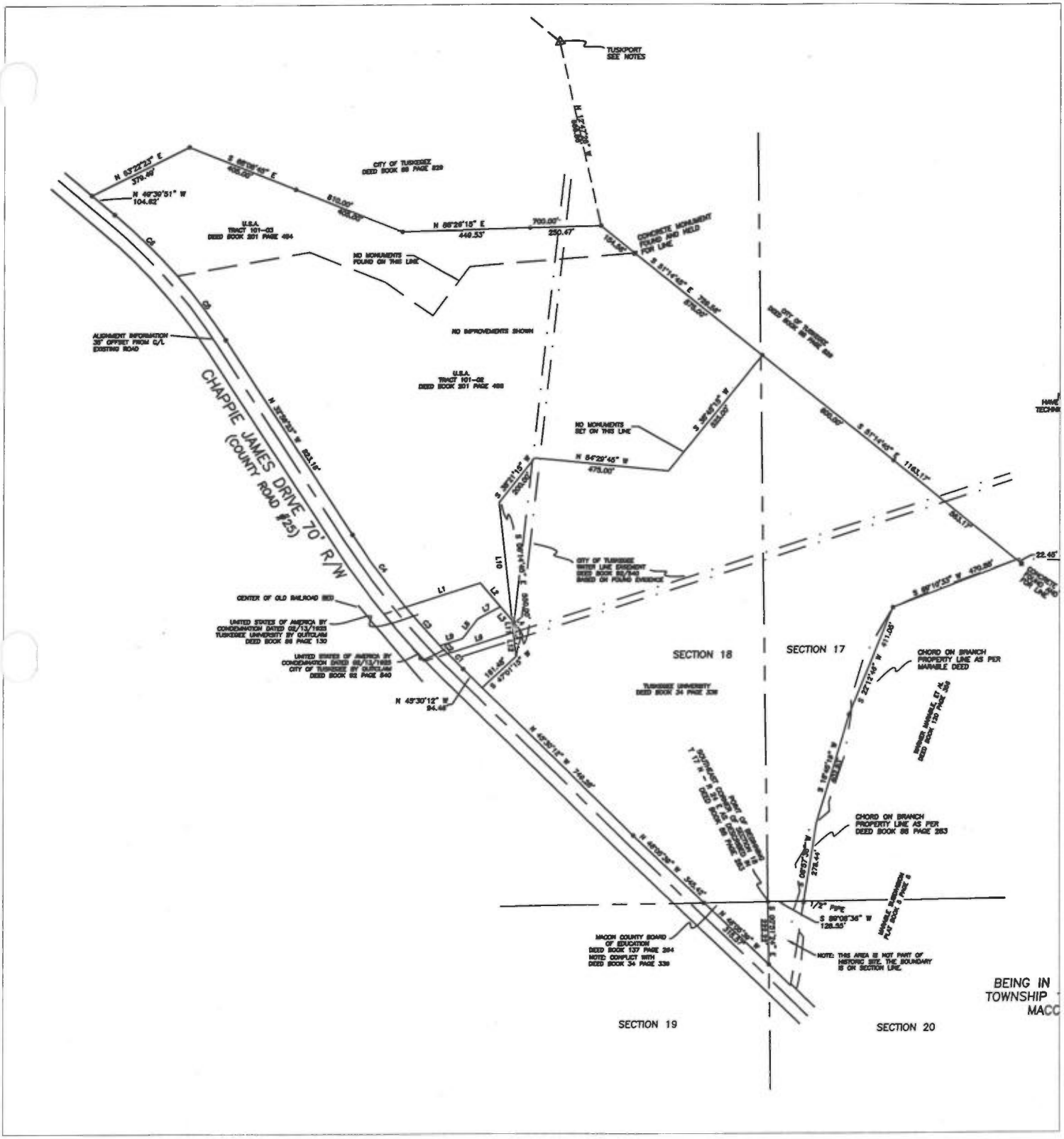


Figure 01: Boundary Survey, Moton Field.



Figure 1: Eich Family Farm House c. 1925. Photo taken in 1940s. From Edna Earle Eich Photograph Collection.

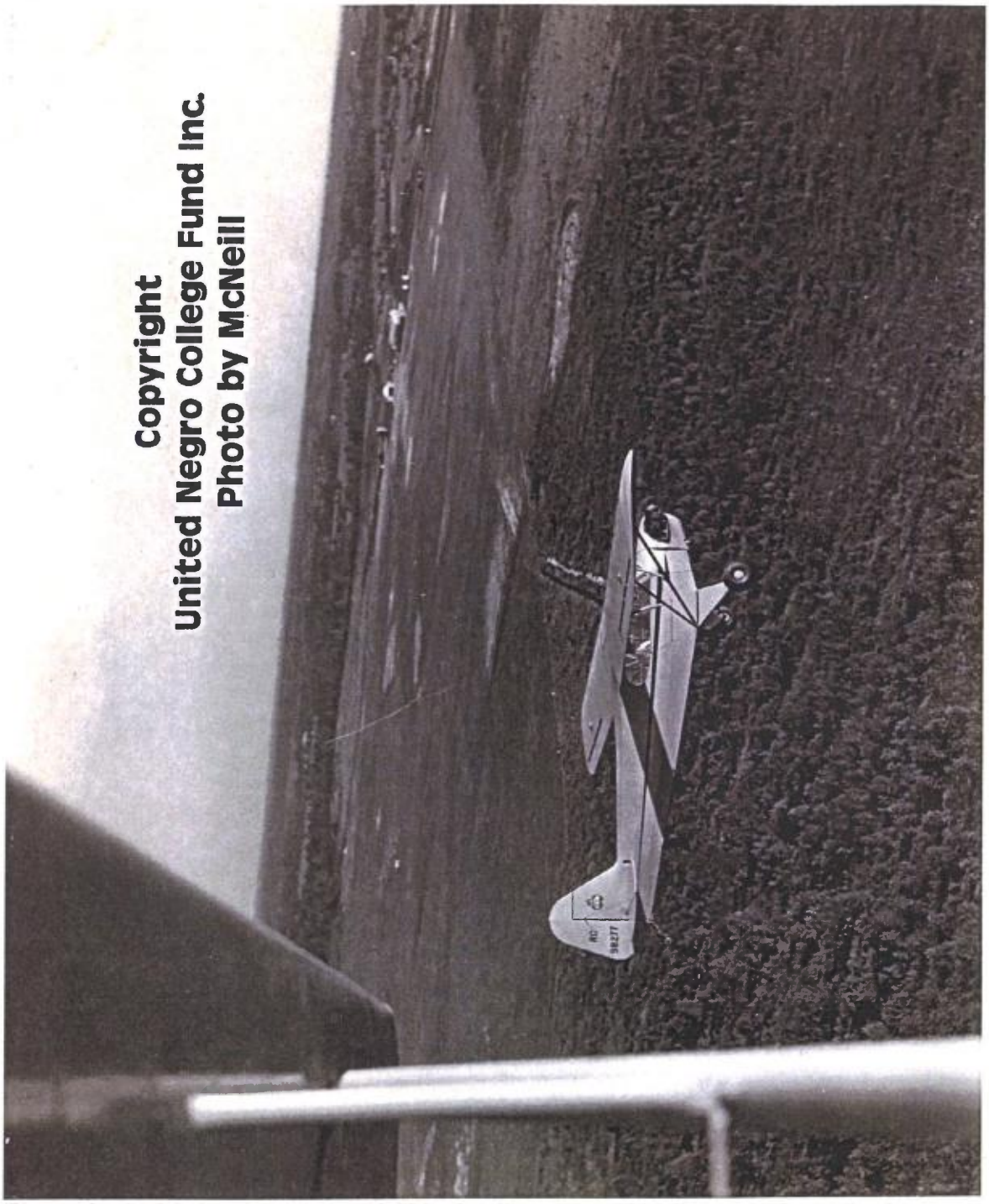


Figure 2: Aerial showing Moton Field in the distance, c. 1945. From Tuskegee Institute Historic Photograph Collection.



Figure 3: View of Early Entrance Road to site. From *Station History of 2164th AAF Base Unit, CPS, P, Tuskegee Institute, Alabama.* February 1- December 1 1944. AFHRA, Maxwell AFB.

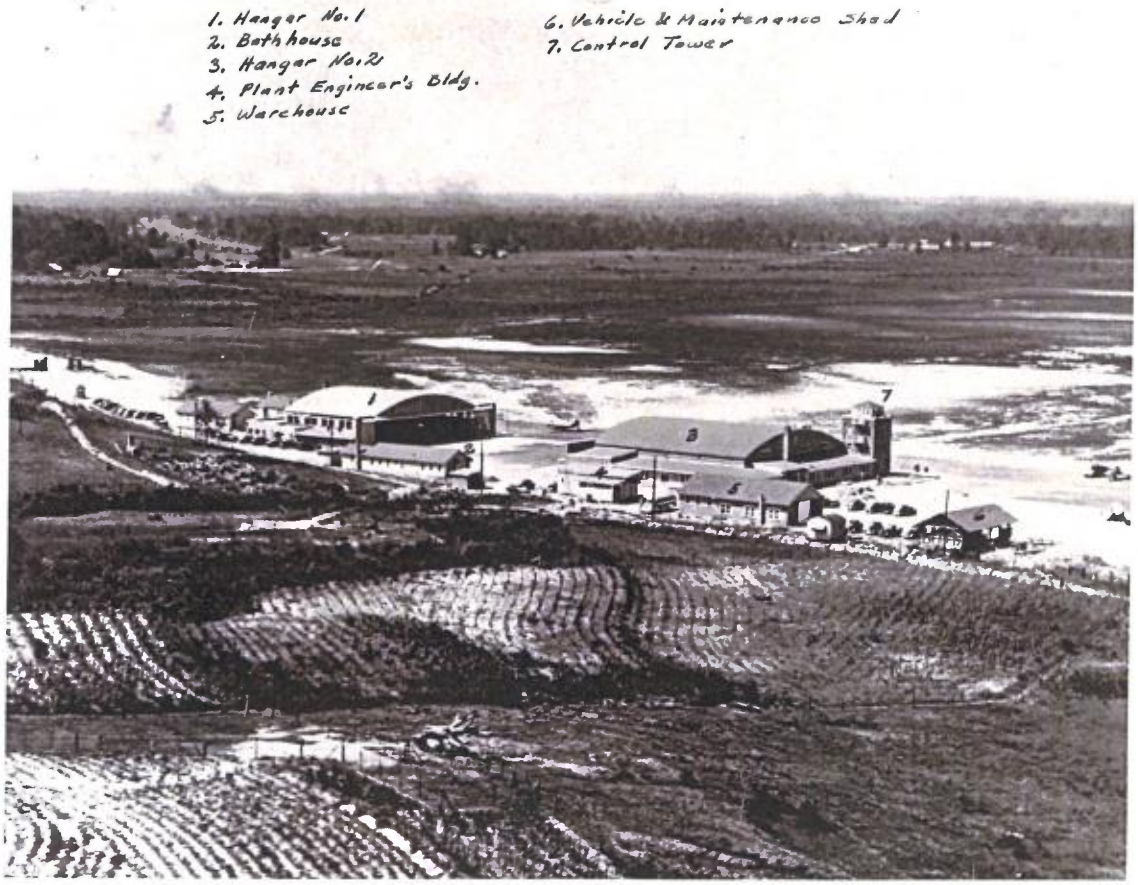


Figure 4: Labeled aerial showing Moton Field with Phase II Completed Construction c.1944. From Moorland-Spingarn Research Center, Howard University.

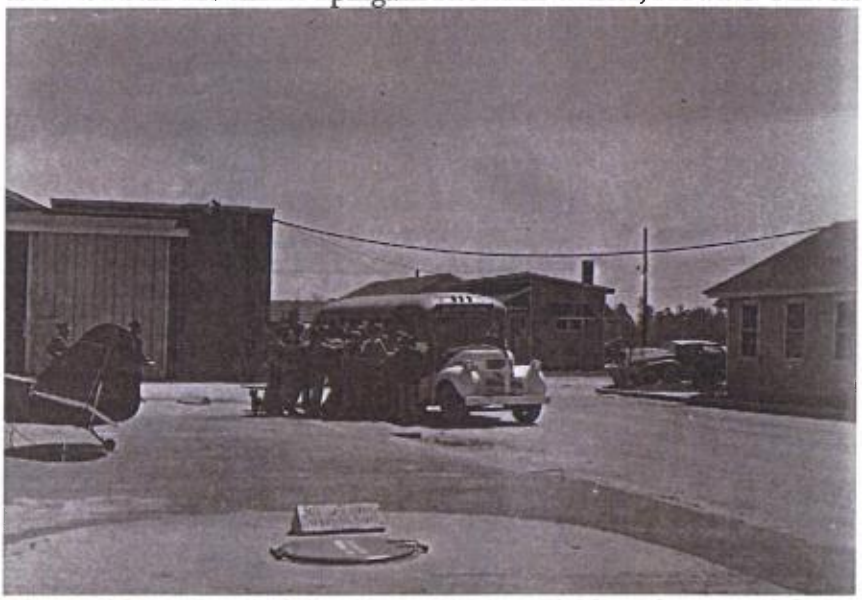


Figure 4A: Cadets Loading Bus at Moton Field; underground fuel tank with metal hatch in foreground. From Moorland-Spingarn Research Center, Howard University.



Figure 5: Construction of office addition to Hangar Number One c.1943/1944. From Moorland-Spingarn Research Center, Howard University.

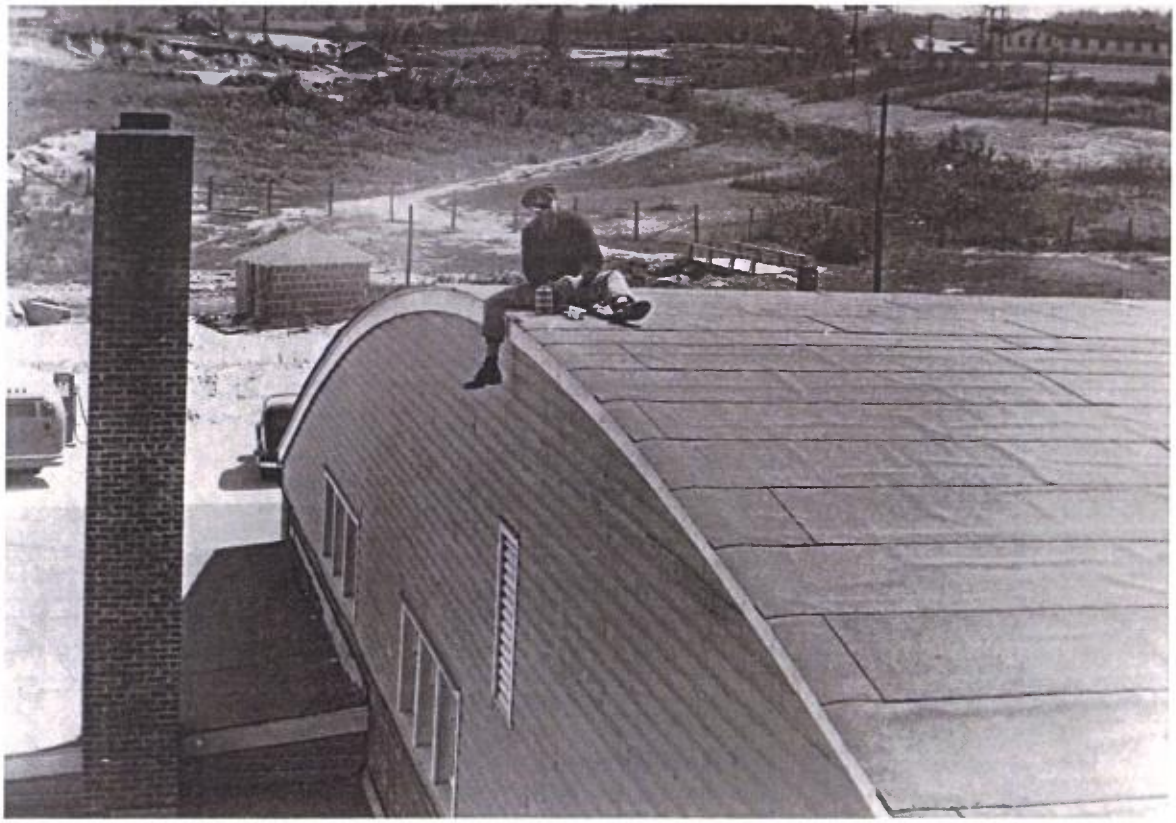


Figure 6: Roofing being completed on Hangar Number Two. From Moorland-Spingarn Research Center, Howard University.



Figure 7: View of Army Supply Building, Flight Commanders Office, and Hangar Number One with curbing and utilities evident. From Moorland-Spingarn Research Center, Howard University.



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Figure 9: Guard Booth (looking east). Brick Entrance Gate in background, May 1944. From *Pilot Training School, Tuskegee Institute, Tuskegee Alabama.* U.S. Army Air Forces Training Edition, May 1944. AFHRA, Maxwell AFB.



Figure 10: Bust of Robert Russa Moton formerly housed in South Wall of Entrance Gate. From *Pilot Training School, Tuskegee Institute, Tuskegee, Alabama.* U.S. Army Air Forces Training Edition, May 1944. AFHRA, Maxwell AFB.



Figure 11: 1945 Aerial showing Moton Field.

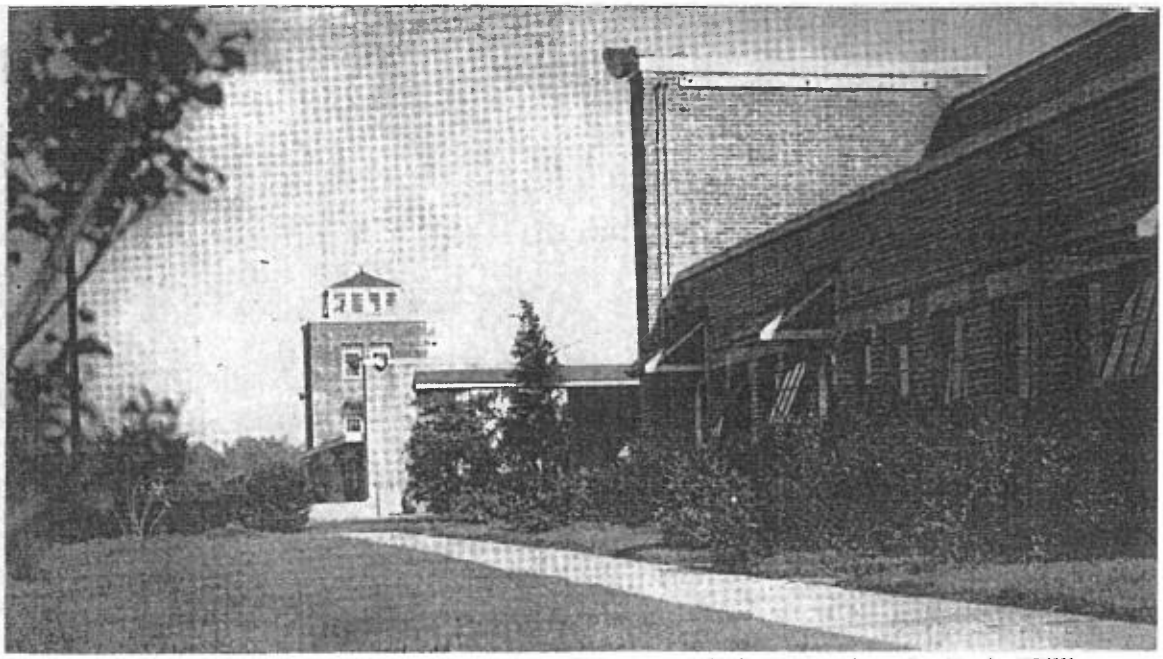


Figure 12: North facade of Hangar Number One. Foundation Plantings by D.A. Williston c. 1945.



Figure 13: Parking Mat for plane Tie Downs North and East of Hangar Two c.1945. *From Pilot Training School, Tuskegee Institute, Tuskegee Institute, Alabama.* U.S. Army Air Forces Training Edition. May 1944. AFRHA, Maxwell AFB.



Figure 14: Cadets on Wooden Benches in front of Hangar Number Two. From *Pilot Training School, Tuskegee Institute, Tuskegee Institute, Alabama.* U.S. Army Air Forces Training Edition, May 1944. AFHRA, Maxwell AFB.



Figure 15: Cadets and Visitors on Wooden Benches in front of Hangar Number Two April 1945. From *Section IX, History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama, From 1 March 1945 to 30, April 1945 Inclusive.* AFHRA, Maxwell AFB.



Figure 16: Flag on Control Tower and Floodlights. From Historic Photograph Collection, Howard University.

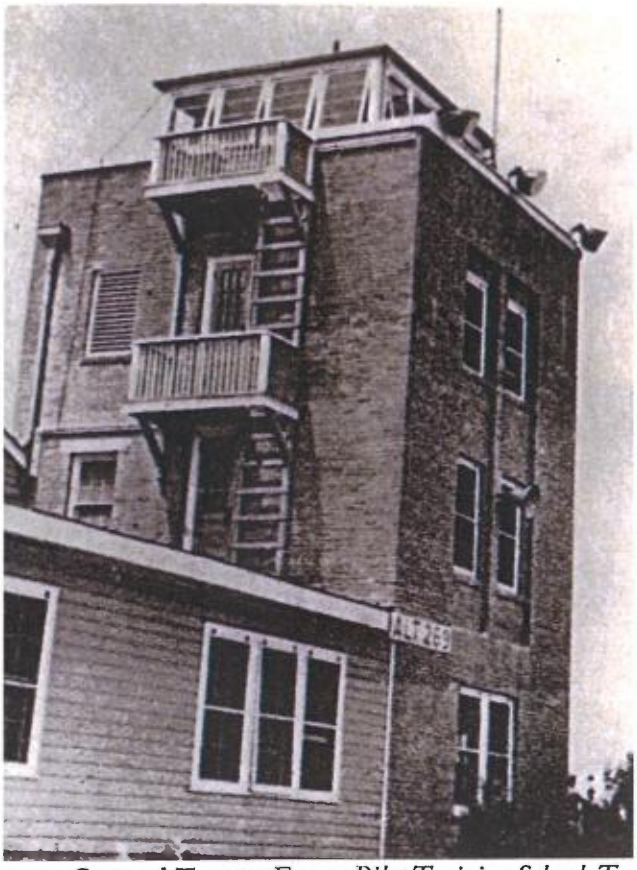


Figure 17: Floodlights on Control Tower. From *Pilot Training School, Tuskegee Institute, Tuskegee Institute, Alabama.* U.S. Army Air Forces Training Manual, May 1944. AFHRA, Maxwell AFB.



Figure 18: Hangar Number One with Windsock during World War II. From Moorland-Spingarn Research Center, Howard University.



Figure 19: Plane Fueling from Truck. From *Pilot Training School, Tuskegee Institute, Tuskegee, Alabama.* U.S. Army Air Forces Training Edition, May 1944. AFHRA, Maxwell AFB.



Figure 20: Washing Planes outside Hangar Number One. From Moorland-Spingarn Research Center, Howard University.



Figure 21: Original Gulf Sign at Northeast corner of Hangar Number One. (Current sign is a replacement version.) From Booker Conley's Photograph Collection.



Figure 22: Post-War Deterioration of Hangars and Landscape. From Booker Conley's Photograph Collection.



Figure 23: Post-War Deterioration of Hangars and Landscape features. From Booker Conley's Photograph Collection.



Figure 24: Former Cadet Class and Waiting Room (looking west). From Booker Conley's Photograph Collection.



Figure 25: Former Army Supply Building (Carlisle Family) c. 1970. From Booker Conley's Photograph Collection.



Figure 26: Former Physical Plant Warehouse c. 1970. From Booker Conley's Photograph Collection.



Figure 27: Skyway Club with Foundation Plantings in June of 1977. From Booker Conley's Photograph Collection.



Figure 28: Animal Pens occupying former "Parking Ramp" with Tie Downs for Planes (East of Hangar Number Two). From Booker Conley's Photograph Collection.



Figure 29: Vet School Occupation of Hangar Number Two c. 1970s. From Booker Conley's Photograph Collection.



Figure 30: Warehouse and Vehicle Storage Building in 1975. From Booker Conley's Photograph Collection.



Figure 31: Historic Crape Myrtles lining Entrance Drive.



Figure 32: Entrance Gate.

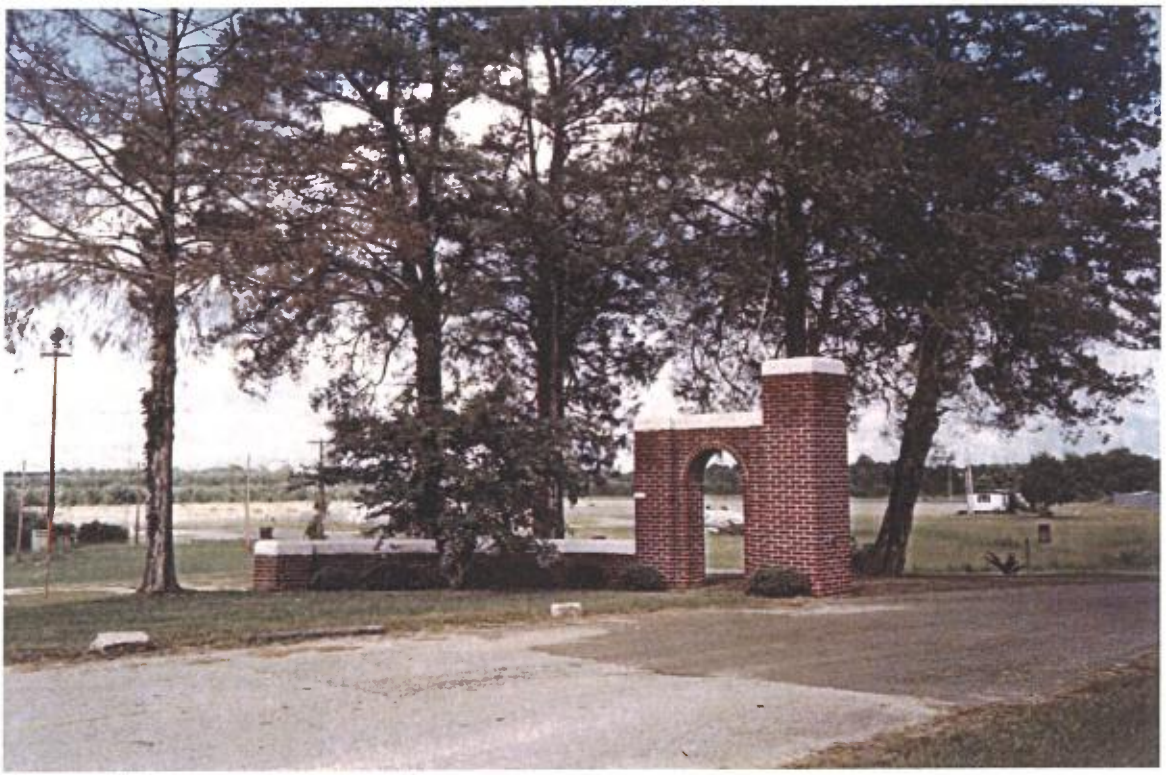


Figure 33: Entrance Gate Detail.



Figure 34: Entrance Gate Detail.



Figure 35: Historic Curb Traces.



Figure 36: Perimeter Fencing.



Figure 37: Navy Plane Wetlands.



Figure 38: Spring Houses Aquatic Plants.



Figure 39: Utility Poles and Lines.



Figure 40: Road to Skyway Club.



Figure 41: Skyway Club during stabilization, Historic Light Pole.



Figure 42: Skyway Club Block Retaining Walls.



Figure 43: Historic Light Fixture at Skyway Club, Vet School Facilities.

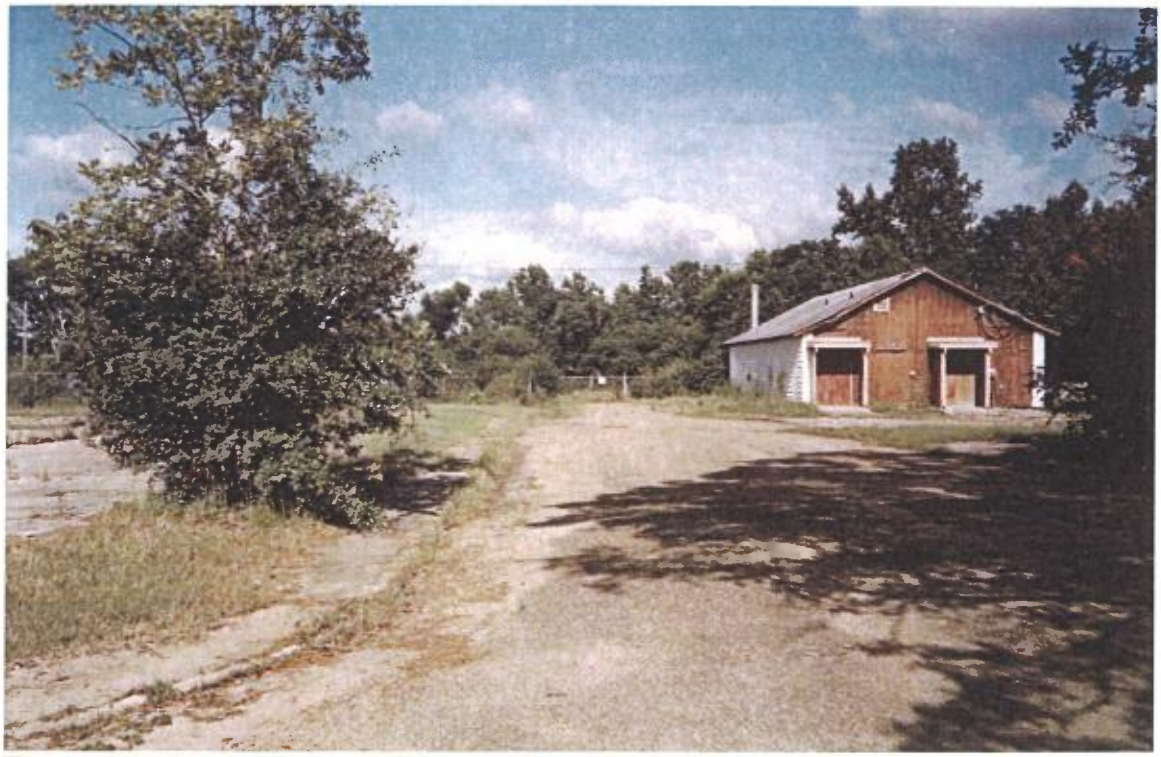


Figure 44: Historic Hardscape Elements, Road to Creek.

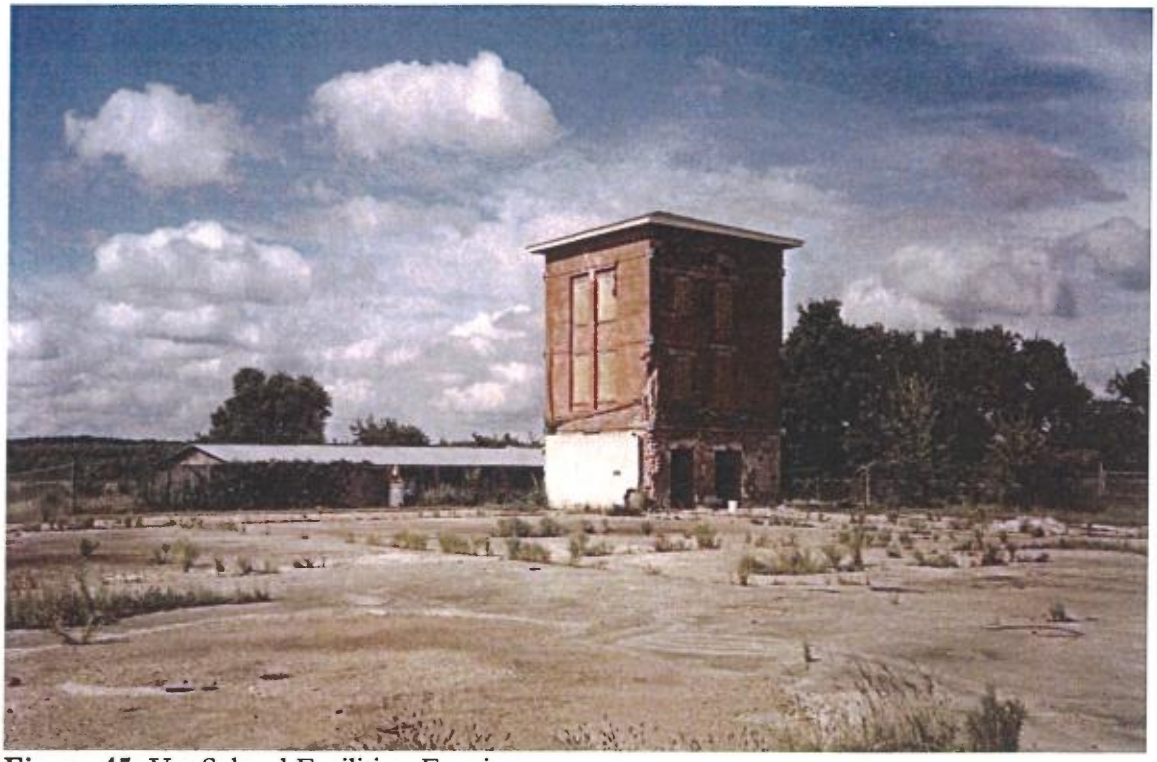


Figure 45: Vet School Facilities, Fencing.



Figure 46: Historic Walk connecting Hangars.



Figure 47: Metal Tracks for Sliding Doors of Hangar Number Two.



Figure 48: Underground Fuel Tank.



Figure 49: Historic Sidewalks and Curbing on north side of Hangar Number One.



Figure 50: Concrete Cover for Historic Cistern at Hangar Number One.



Figure 51: Series of Valves found on Slope.



Figure 52: Historic Water Source still in use.



Figure 53: Exposed Water Pipe on slope.



Figure 54: Historic Fire Hydrant.



Figure 55: Concrete Stanchion; near Tennis Court, believed part of Spectator Seating.



Figure 56: Heavily Vegetated Slope behind Skyway Club.



Figure 57: Historic Utility Poles.



Figure 58: Fire Hose and Reel.

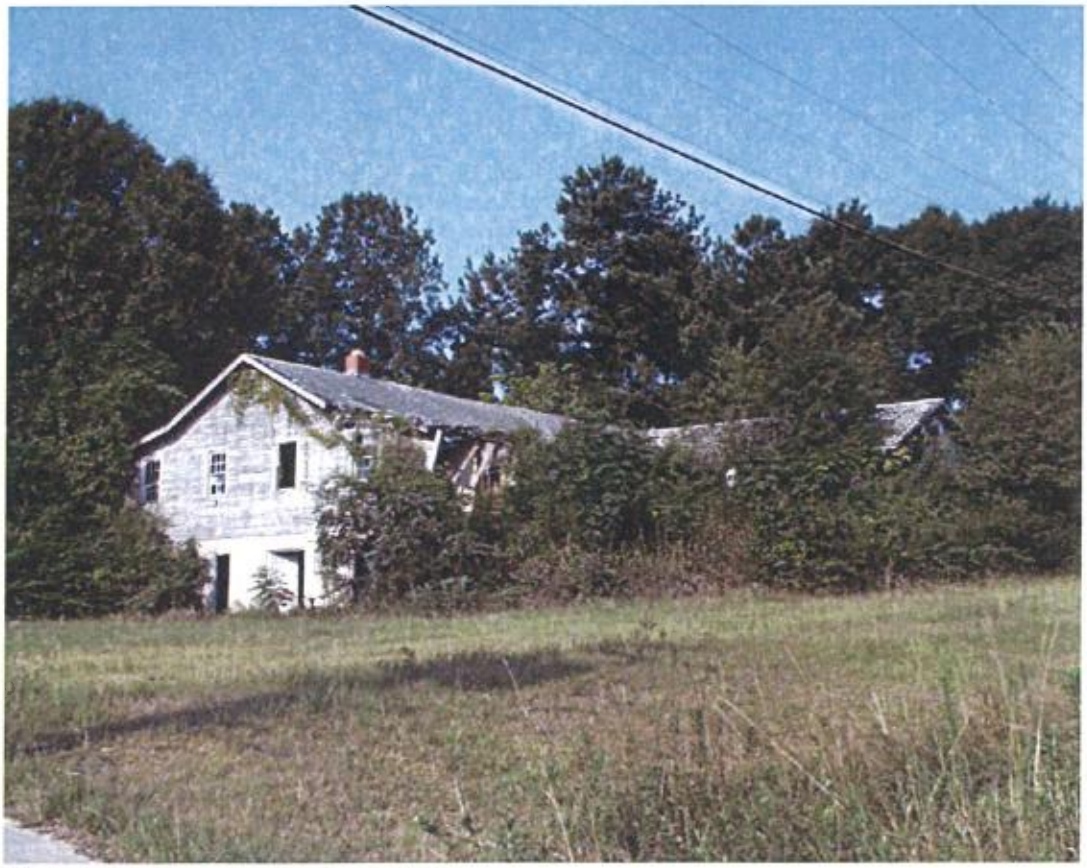


Figure 59: Skyway Club Pre-Stabilization.

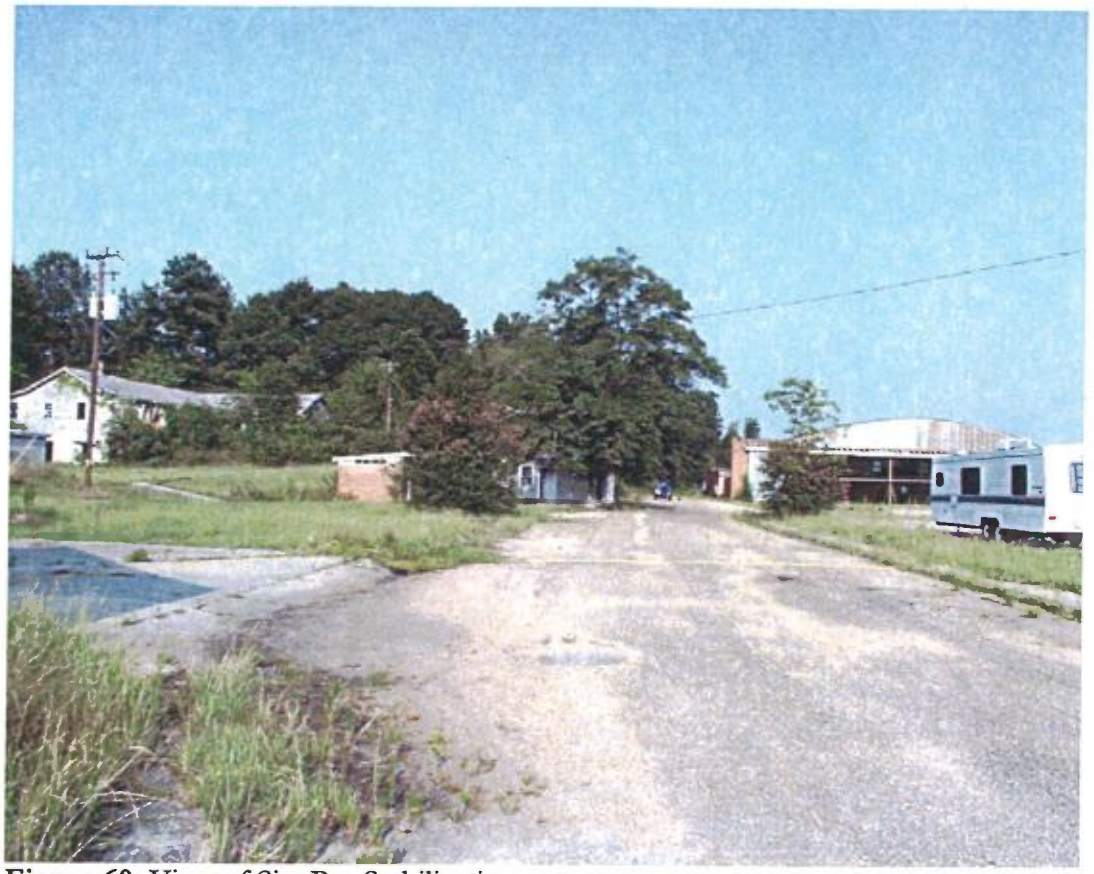
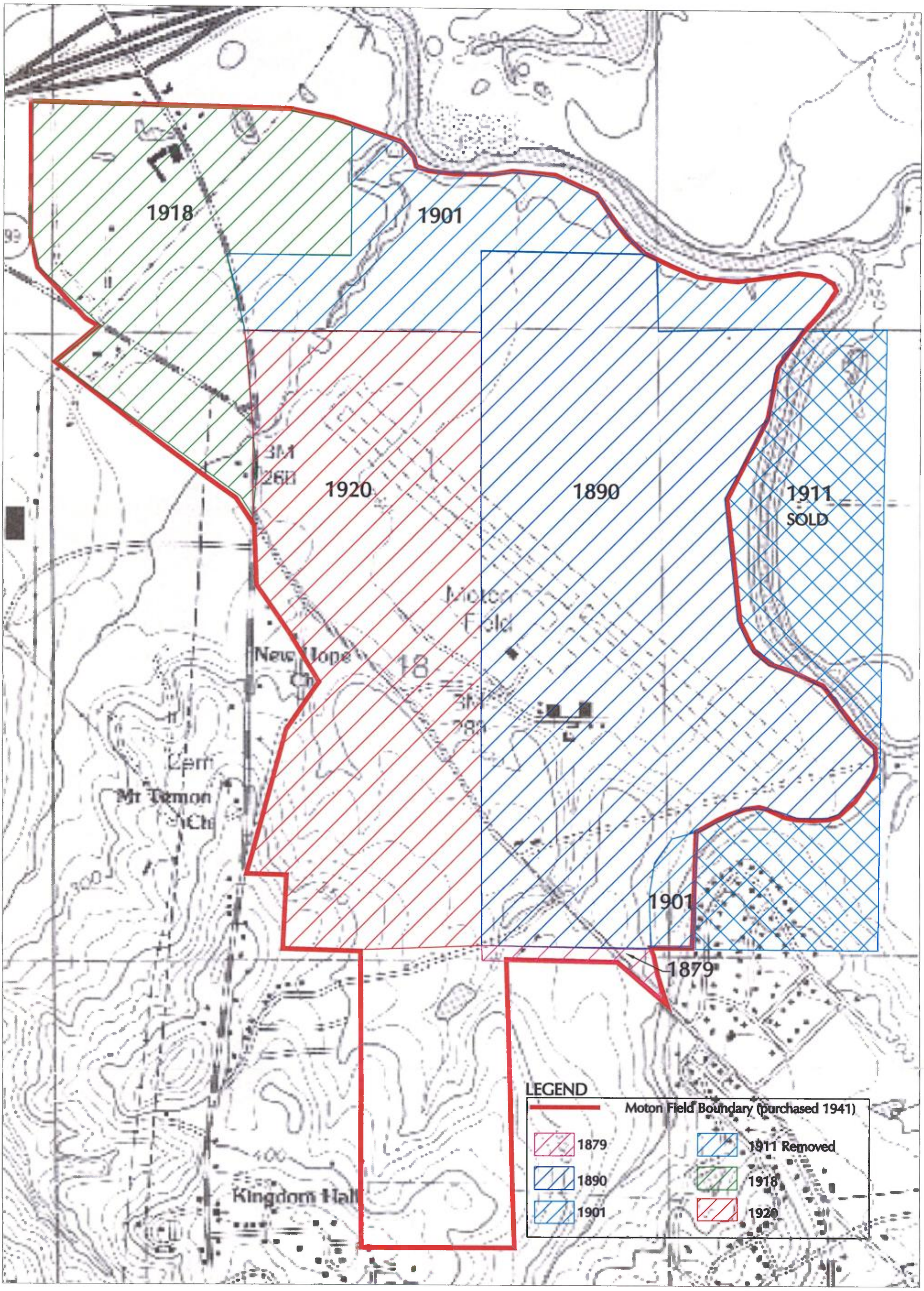


Figure 60: View of Site Pre-Stabilization.



0 800'

Eich Farm Land Acquisition
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure A



0 800'

Eich Farm Property-1941
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure B



LEGEND

Moton Field Boundary

NPS Boundary

0 800'

1937 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure C



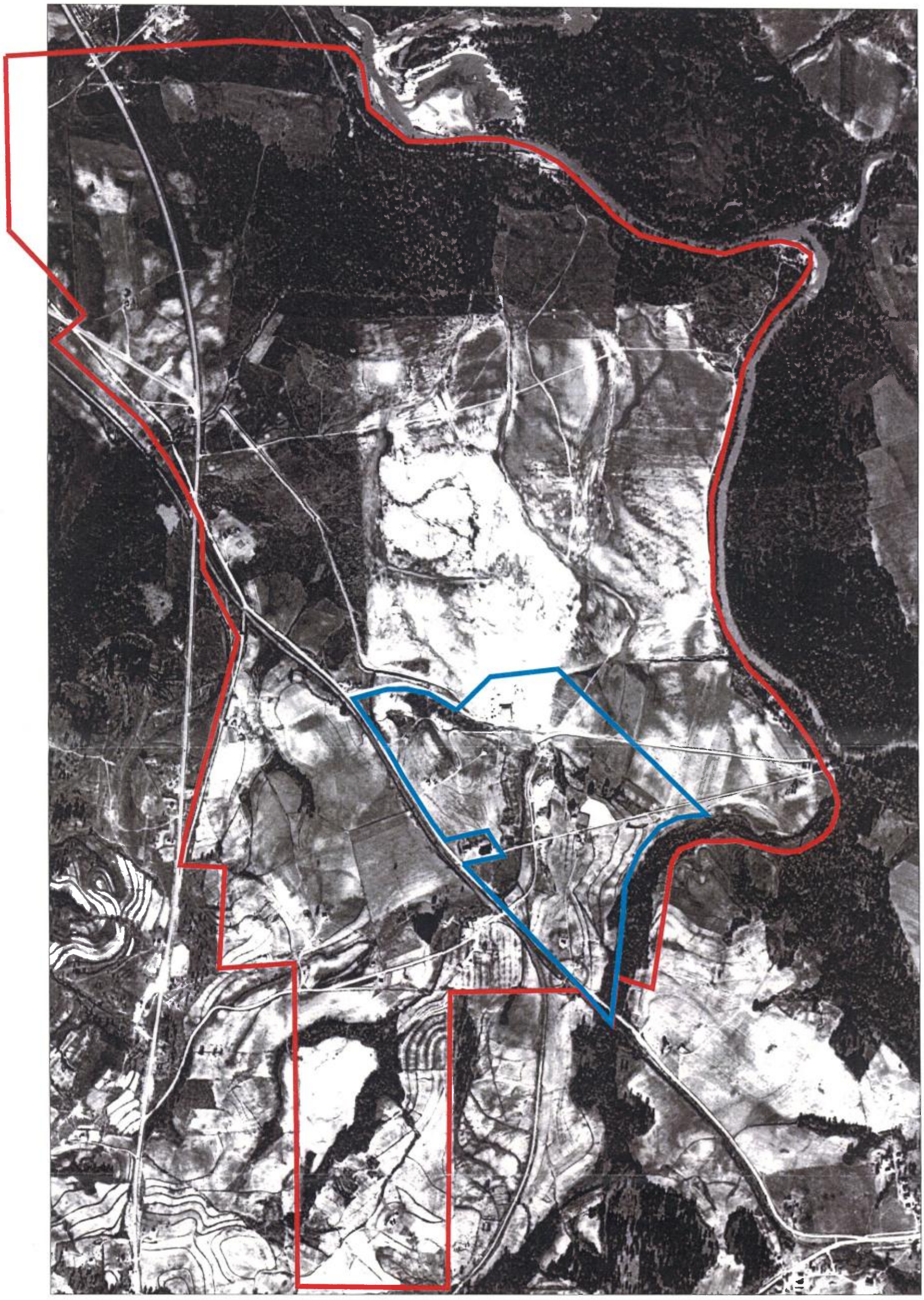
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1937 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure D



LEGEND

Moton Field Boundary

NPS Boundary

0 800'

1941 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure E



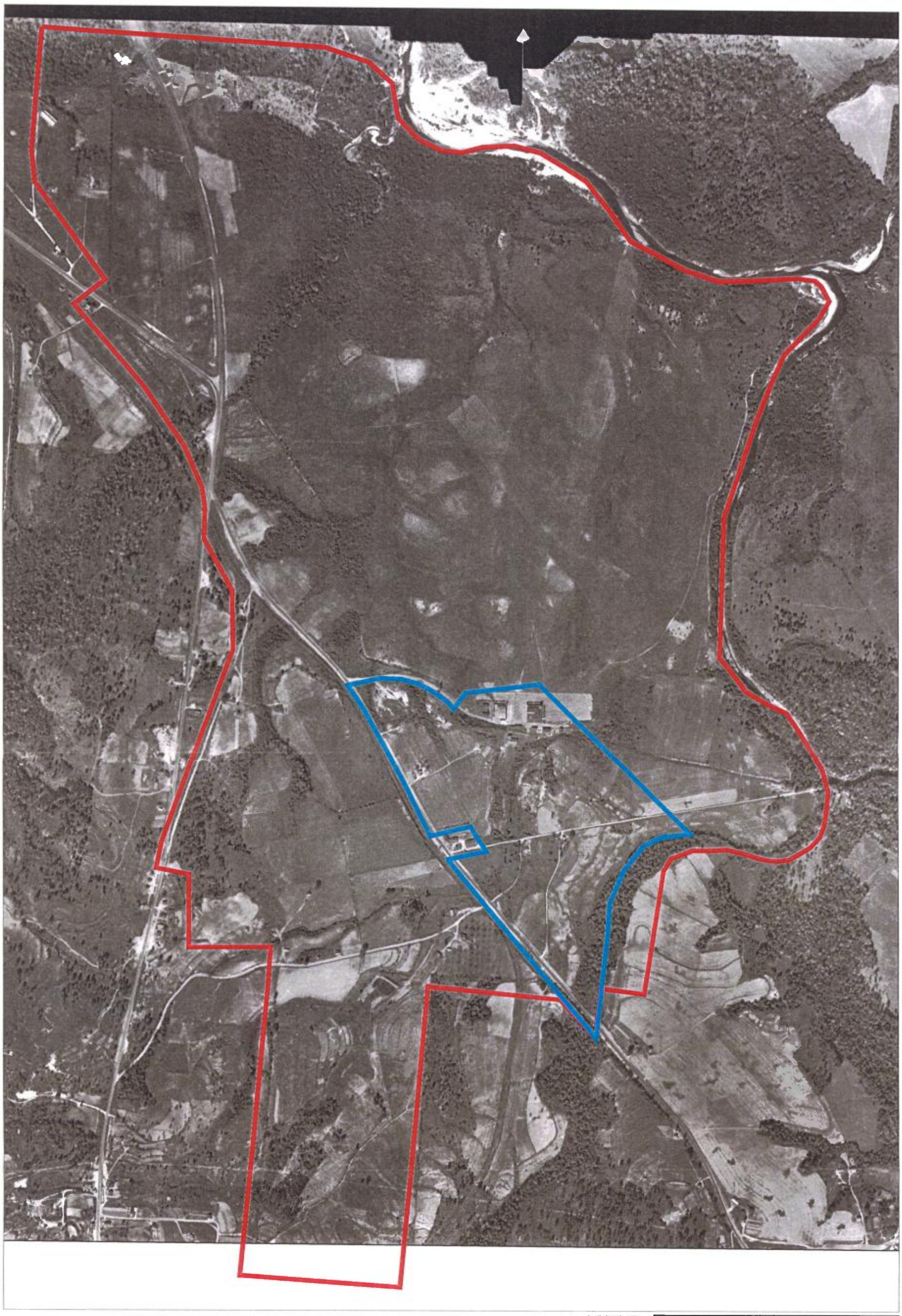
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1941 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

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Figure F



LEGEND

Moton Field Boundary

NPS Boundary

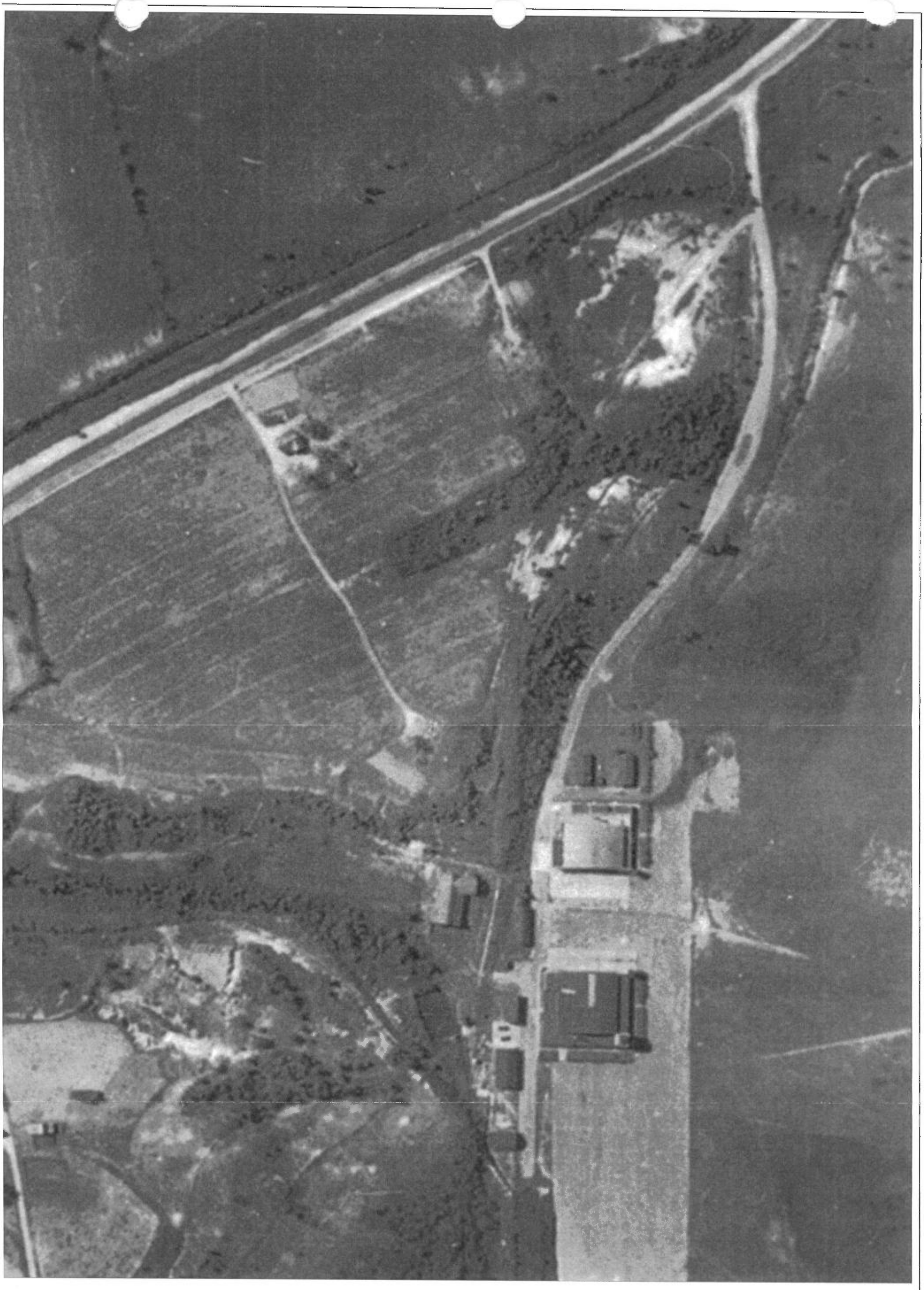
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1958 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure G



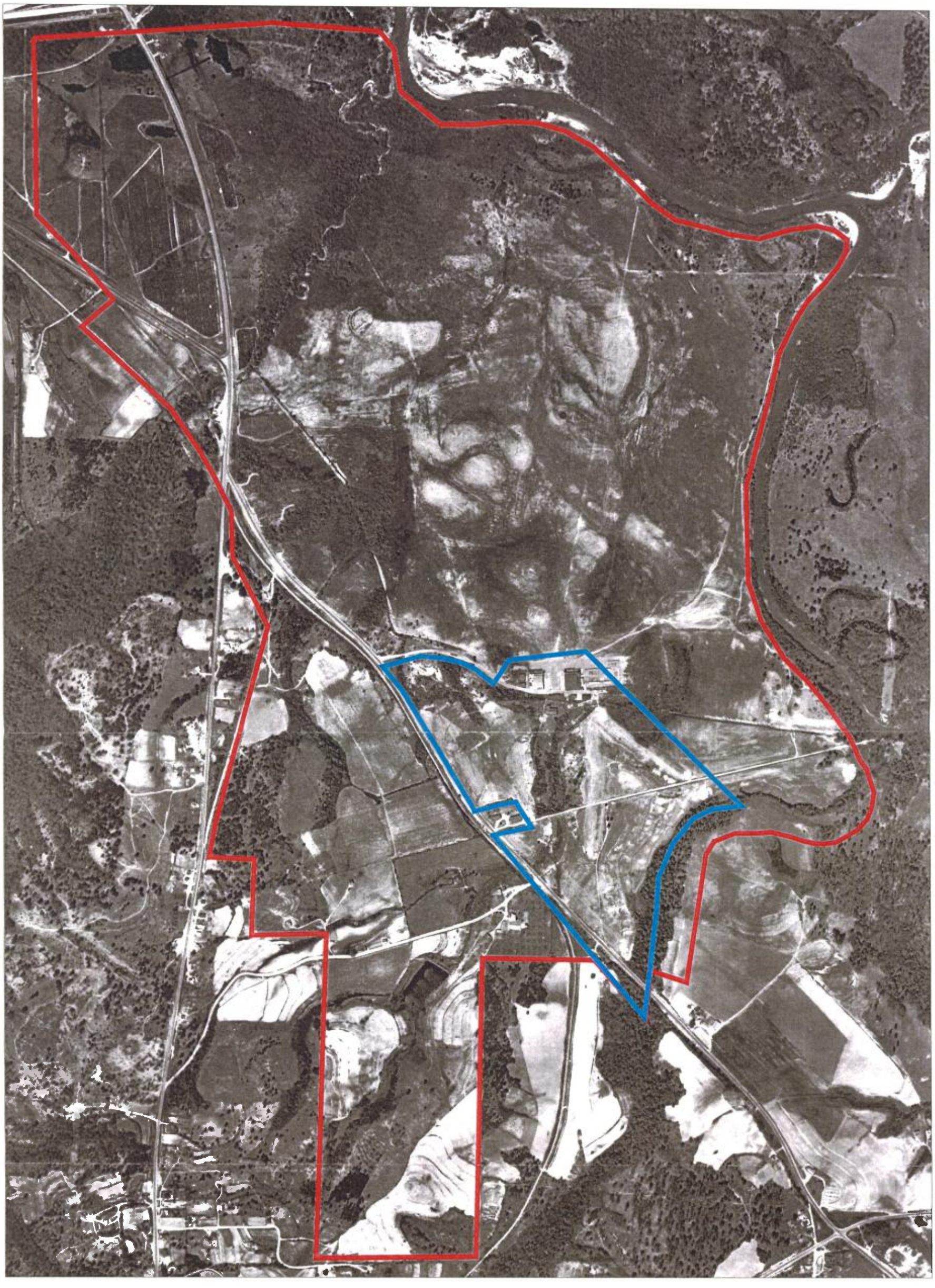
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1958 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure H



LEGEND

Moton Field Boundary

NPS Boundary

0 800'

1964 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & company

THE JAEGER COMPANY

Figure 1



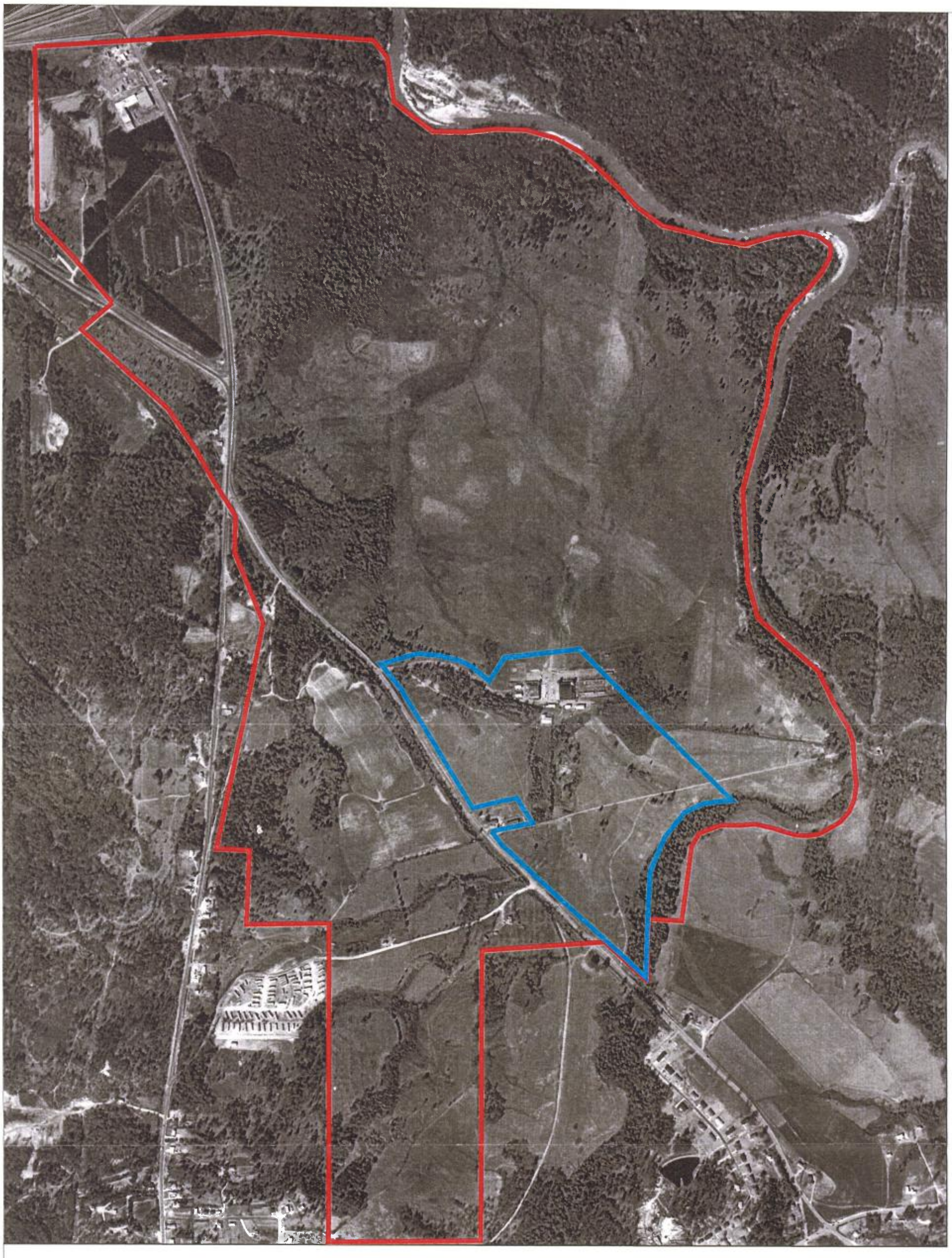
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1964 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure
J



LEGEND

Moton Field Boundary

NPS Boundary

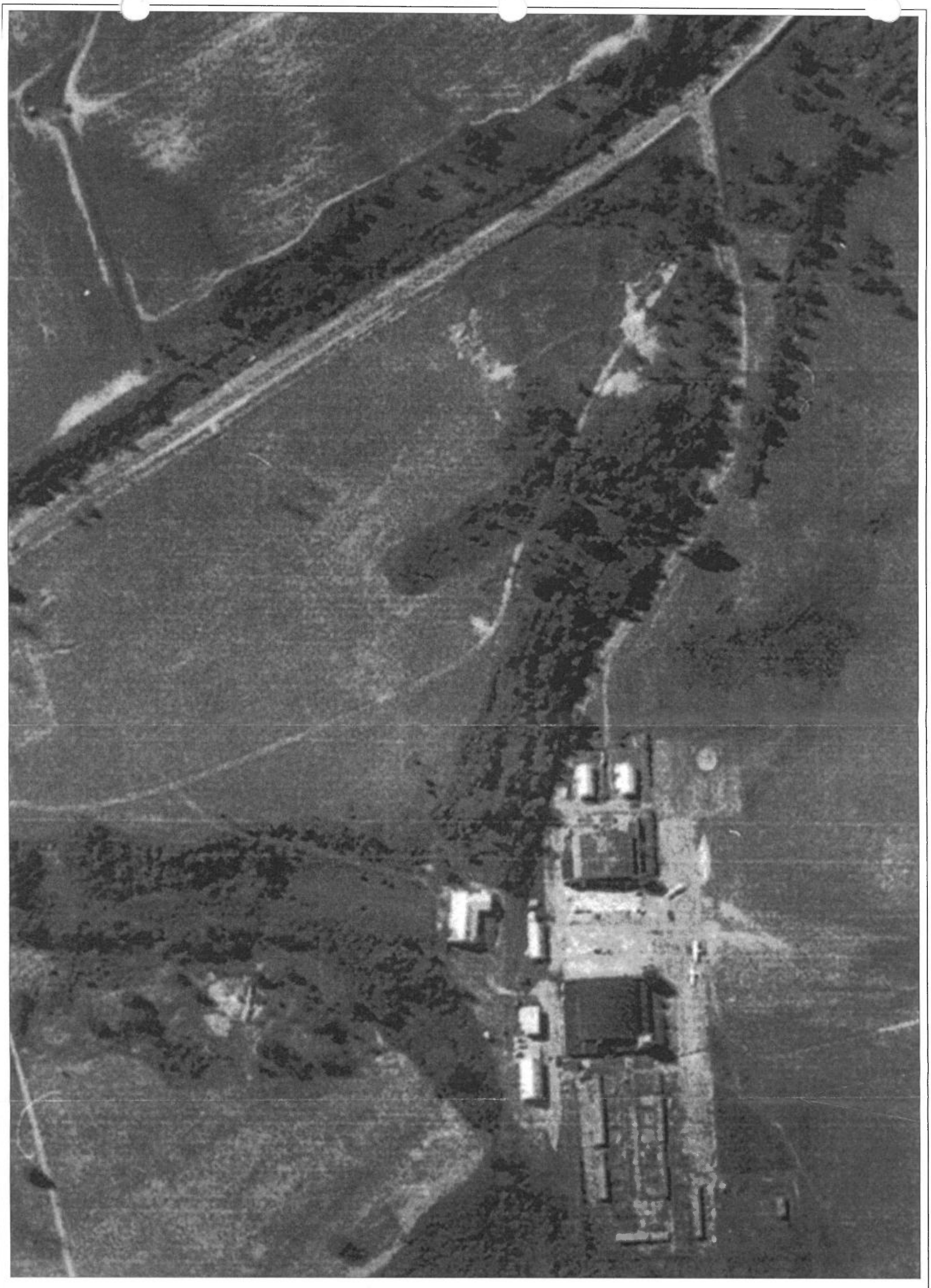
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1973 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure K



0 200'

1973 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure
L

LEGEND

Moton Field Boundary

NPS Boundary

0 800'

1980 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure M



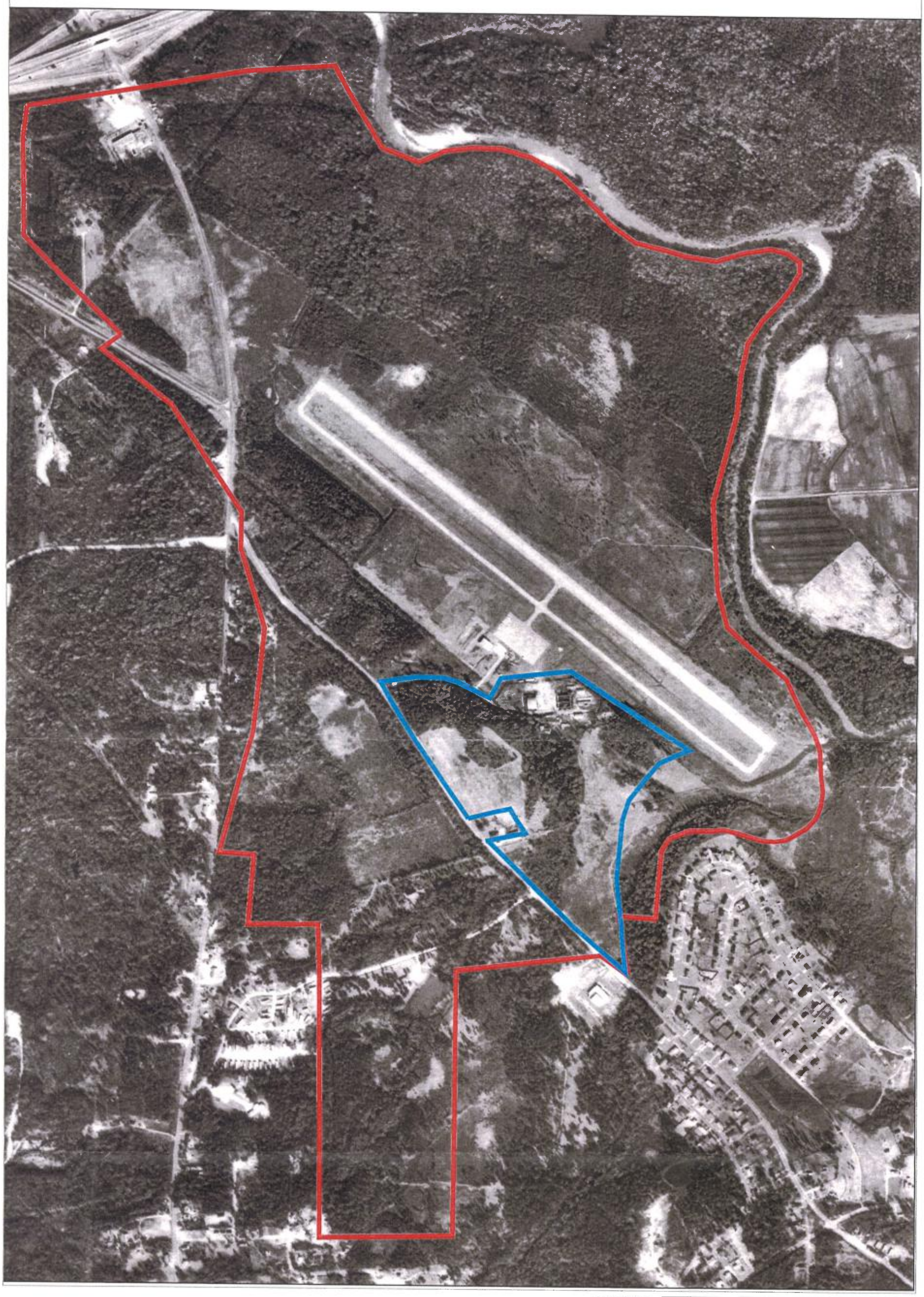
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1980 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure N



LEGEND

Moton Field Boundary

NPS Boundary

0 800'

1992 Aerial
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure O



0 200'

1992 Aerial Enlargement
MOTON FIELD
Tuskegee, Alabama

POND & Company

THE JAEGER COMPANY

Figure P

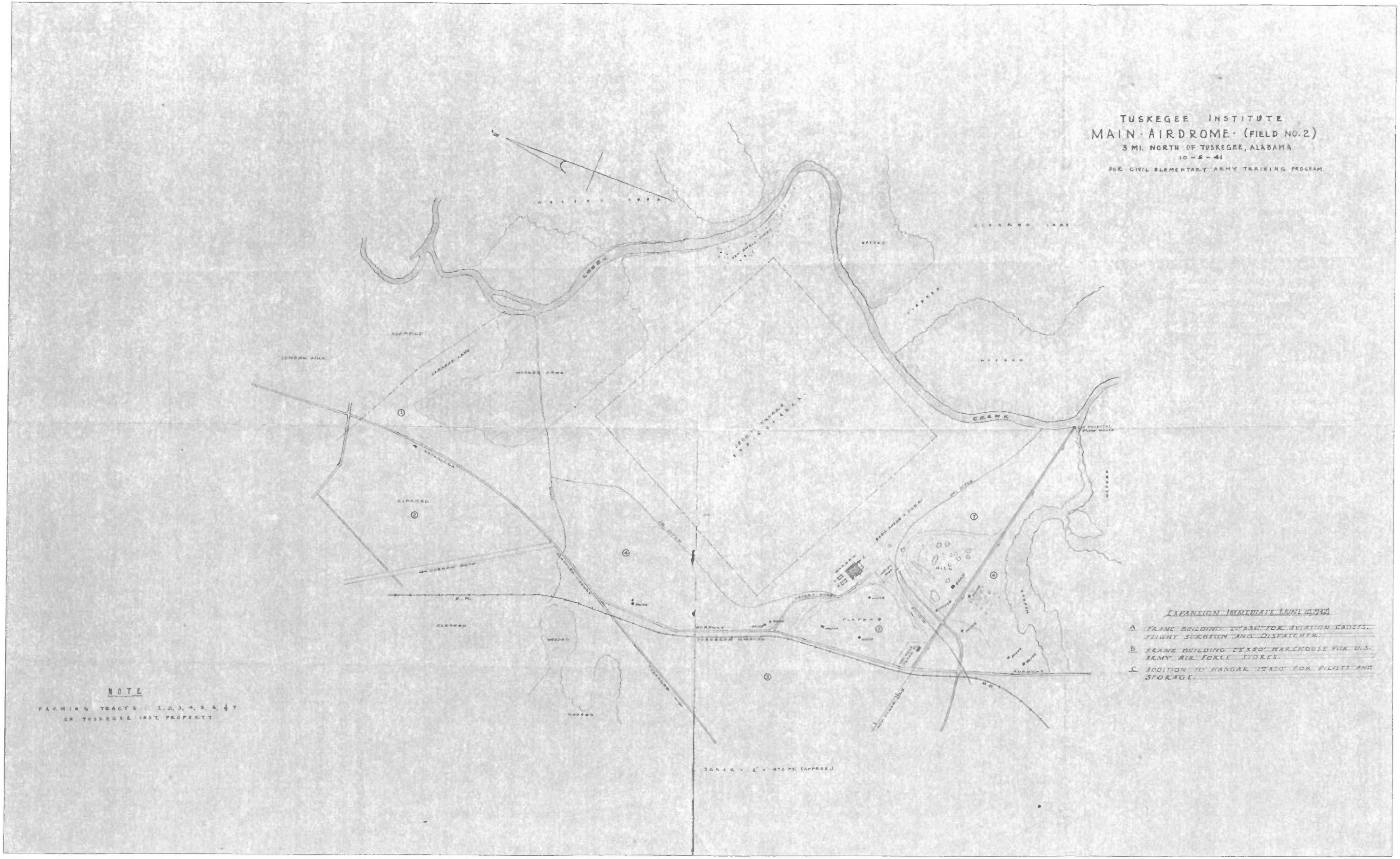


Figure Q: Tuskegee Institute Main Airdrome (Field No. 2), 3 miles North of Tuskegee, Alabama, for Civil Elementary Army Training Program
G. L. Washington
October 5, 1941

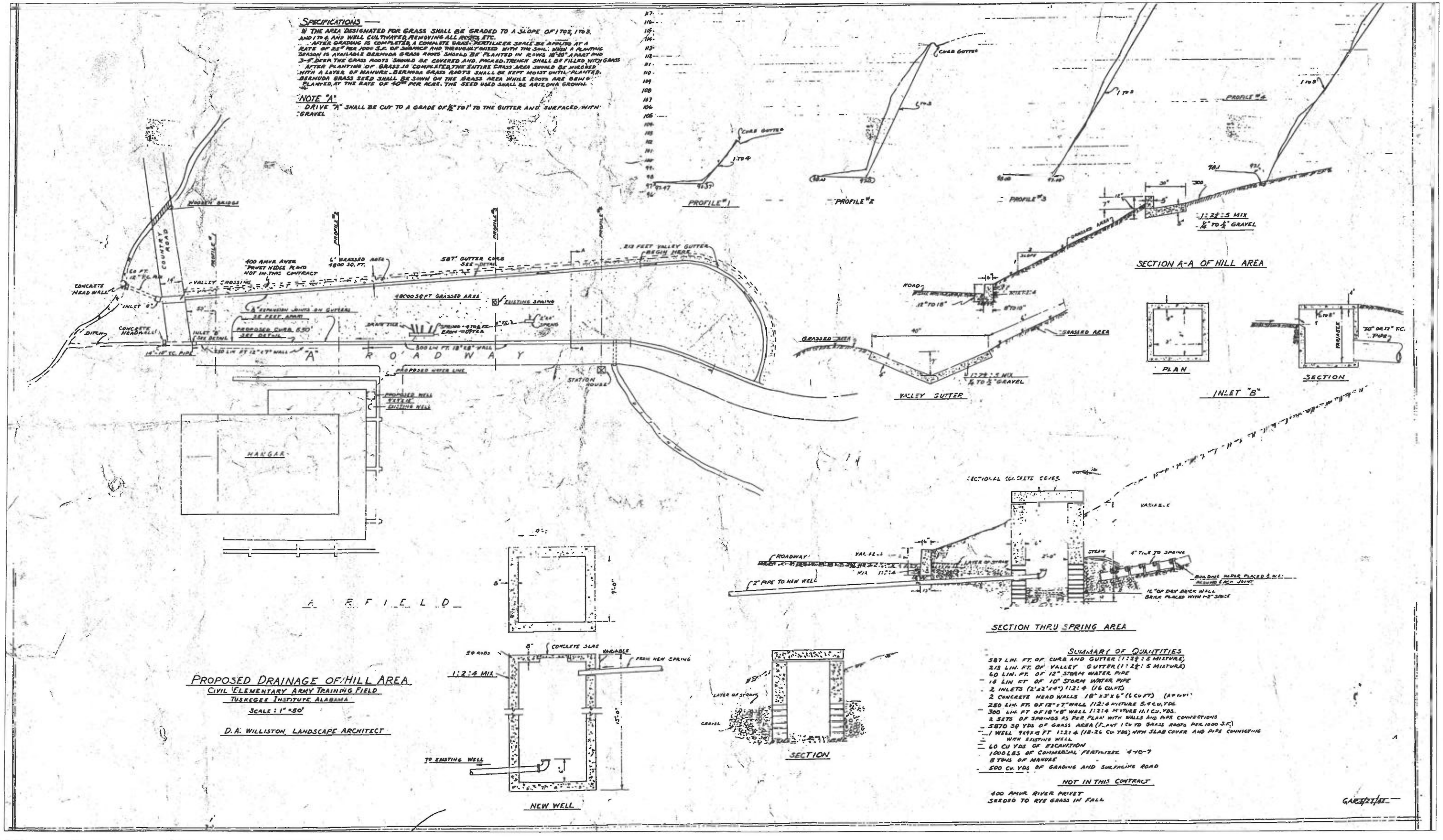


Figure R: Proposed Drainage of Hill Area
Civil Elementary Army Training Field, Tuskegee Institute, Alabama
D. A. Williston, Landscape Architect
G.A.R. January 27, 1942
Scale: 1" = 50'-0" Date: January 27, 1942
Plan and section drawings of springs and wells - also shows Hangar No. 1.

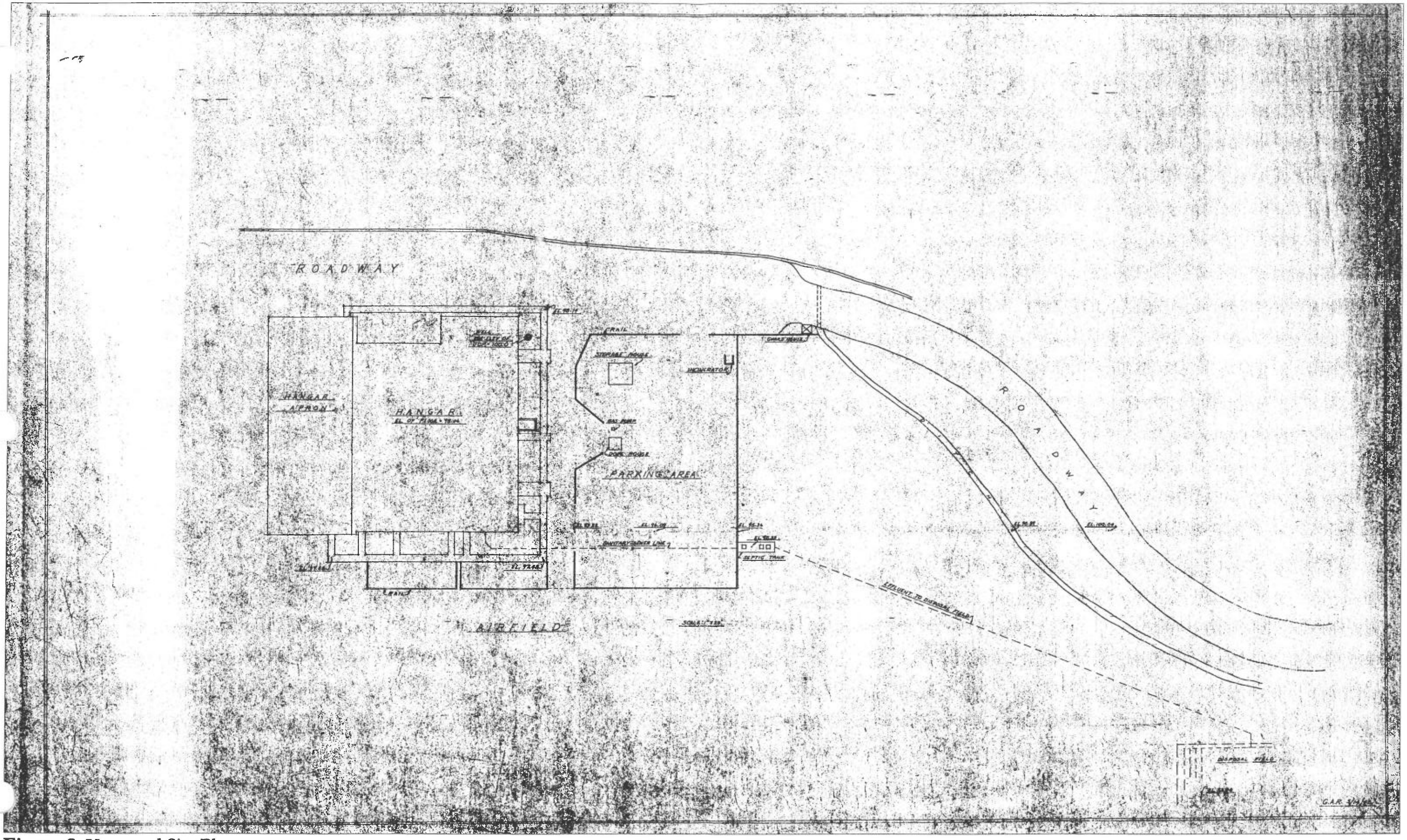


Figure S: Unnamed Site Plan
Drawn by: G.A.R.
May 14, 1942

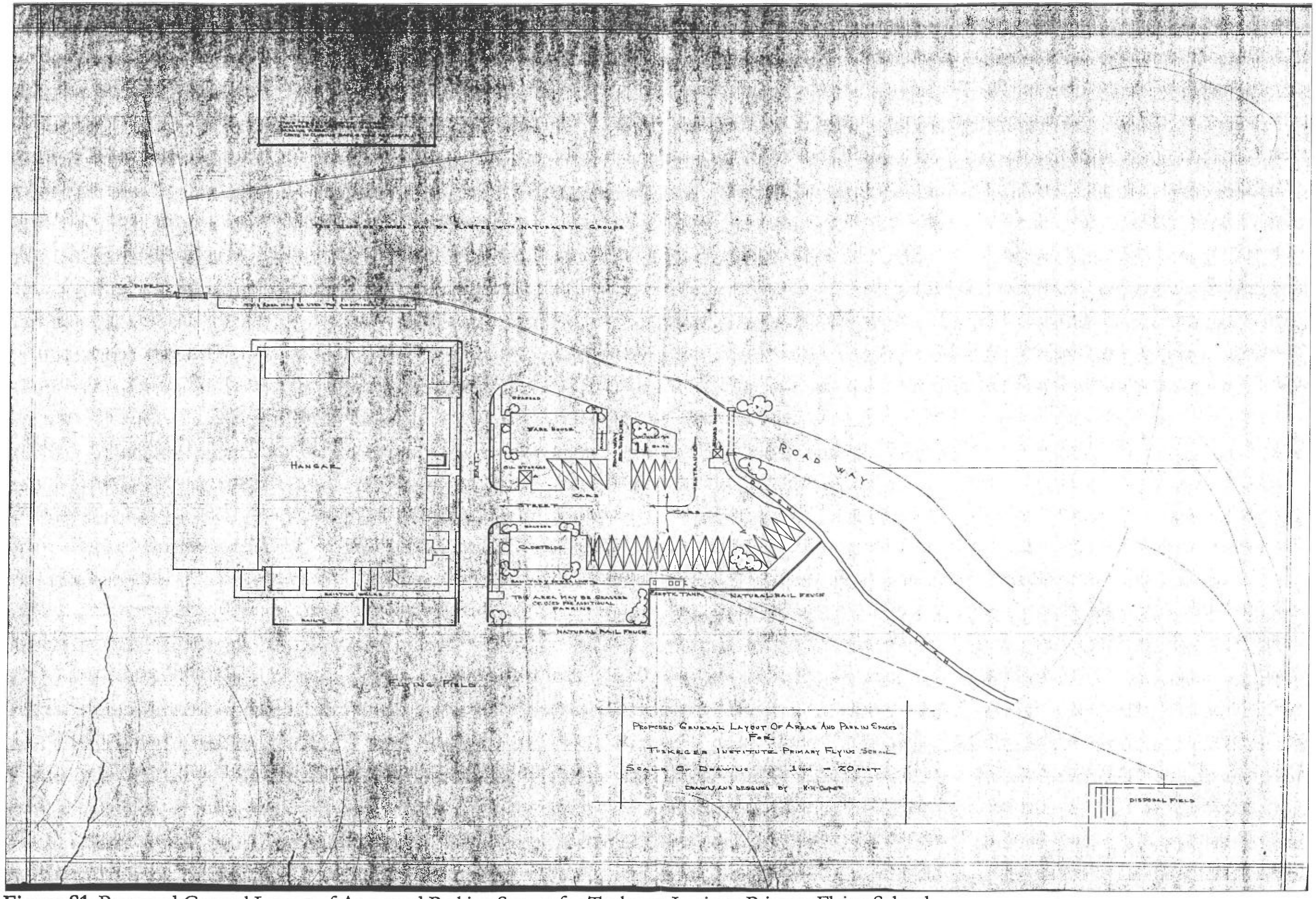


Figure S1: Proposed General Layout of Areas and Parking Spaces for Tuskegee Institute Primary Flying School

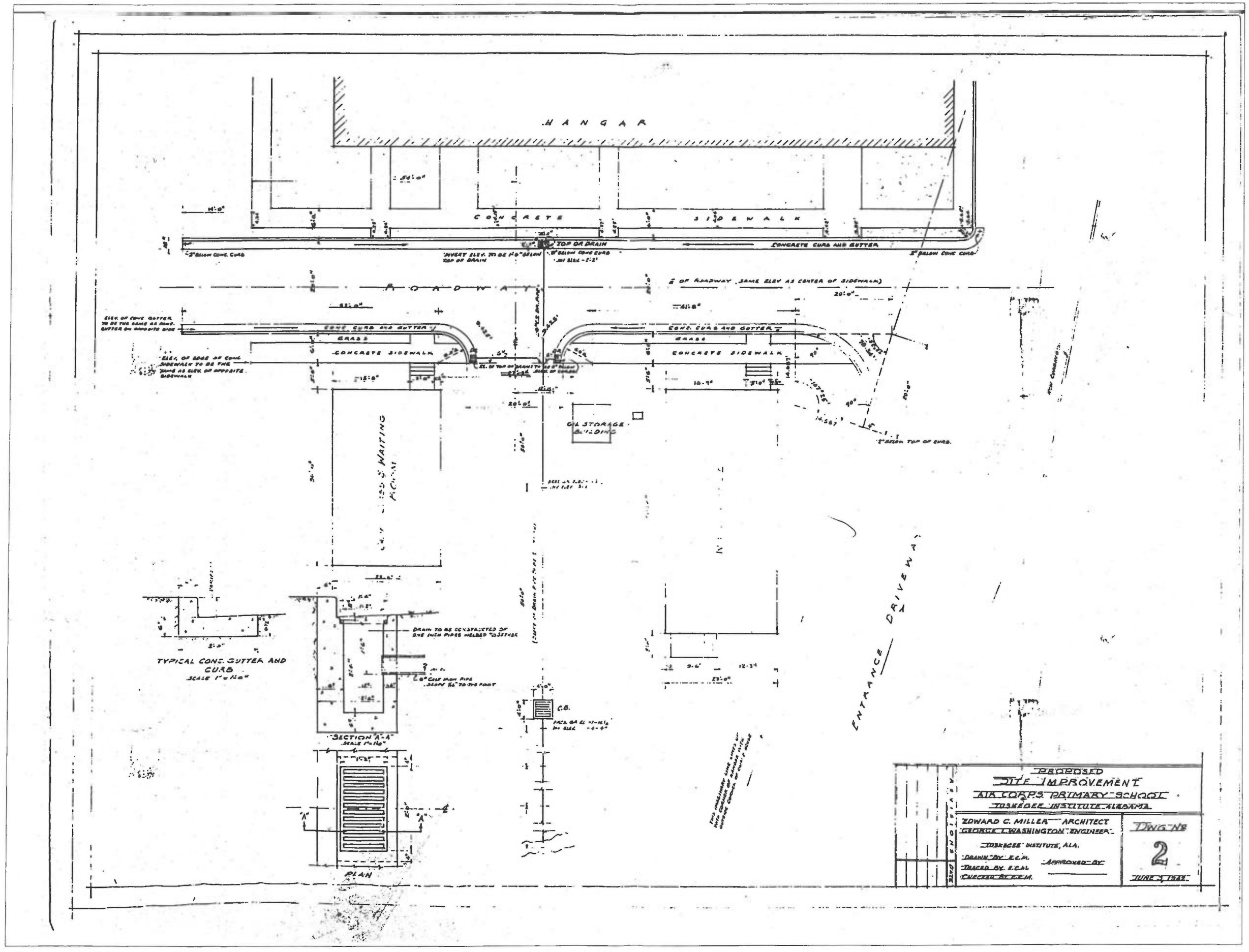


Figure T: Proposed Site Improvement, Air Corps Primary School, Drawing No. 2
Date: June 5, 1942

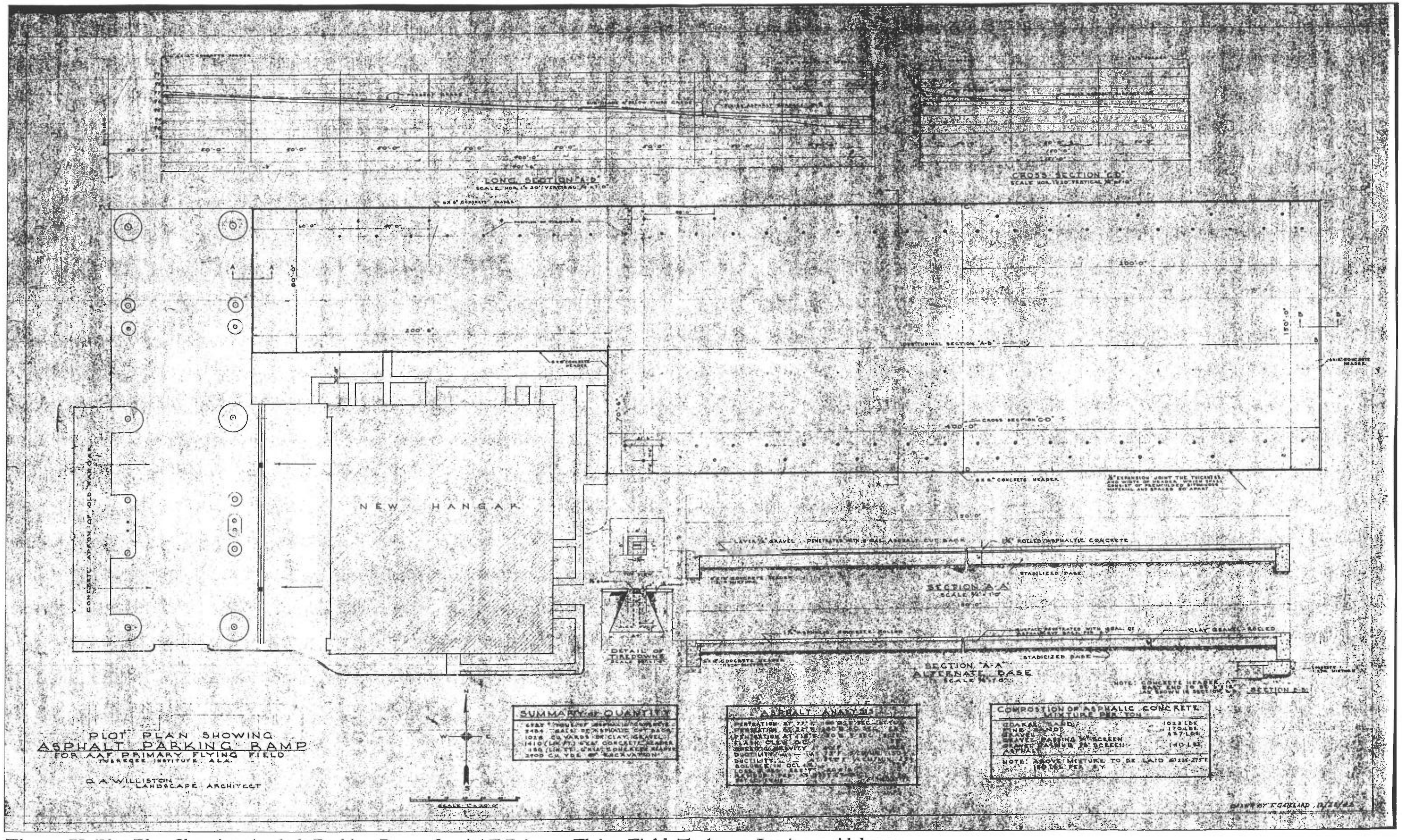


Figure U: Plot Plan Showing Asphalt Parking Ramp for AAF Primary Flying Field, Tuskegee Institute, Alabama
D. A. Williston, Landscape Architect, Drawn by: T. Gaillard
December 23, 1942
Site plan showing airplane parking area around Hangar #2.

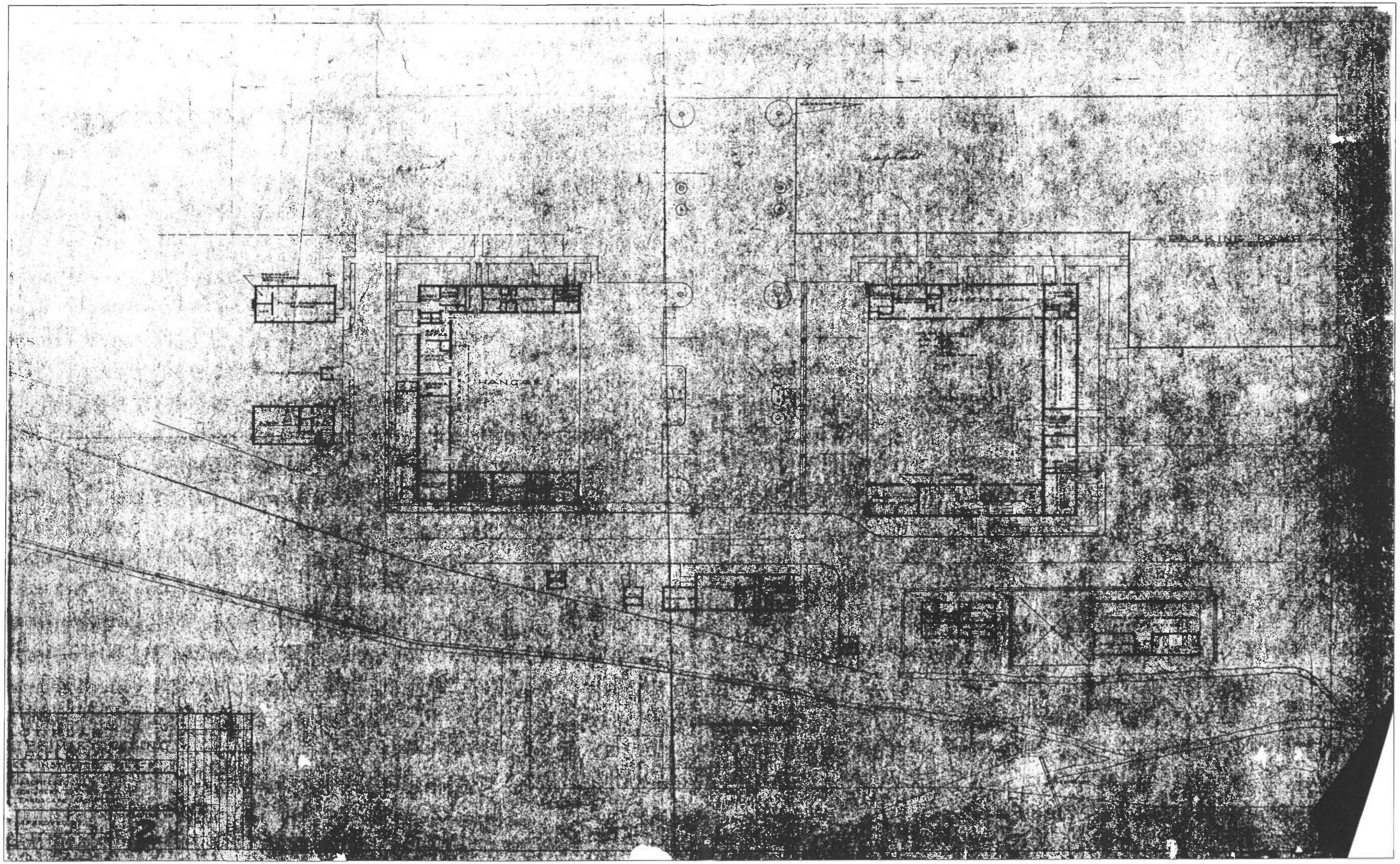


Figure V: Plot Plan, 66th AAF Primary Flying Field, Tuskegee Institute, Alabama
Edward C. Miller, Architect; G. L. Washington, Engineer; Louis A. Scipio, Draftsman
Approved by G.L.W. Jan 20, 1943

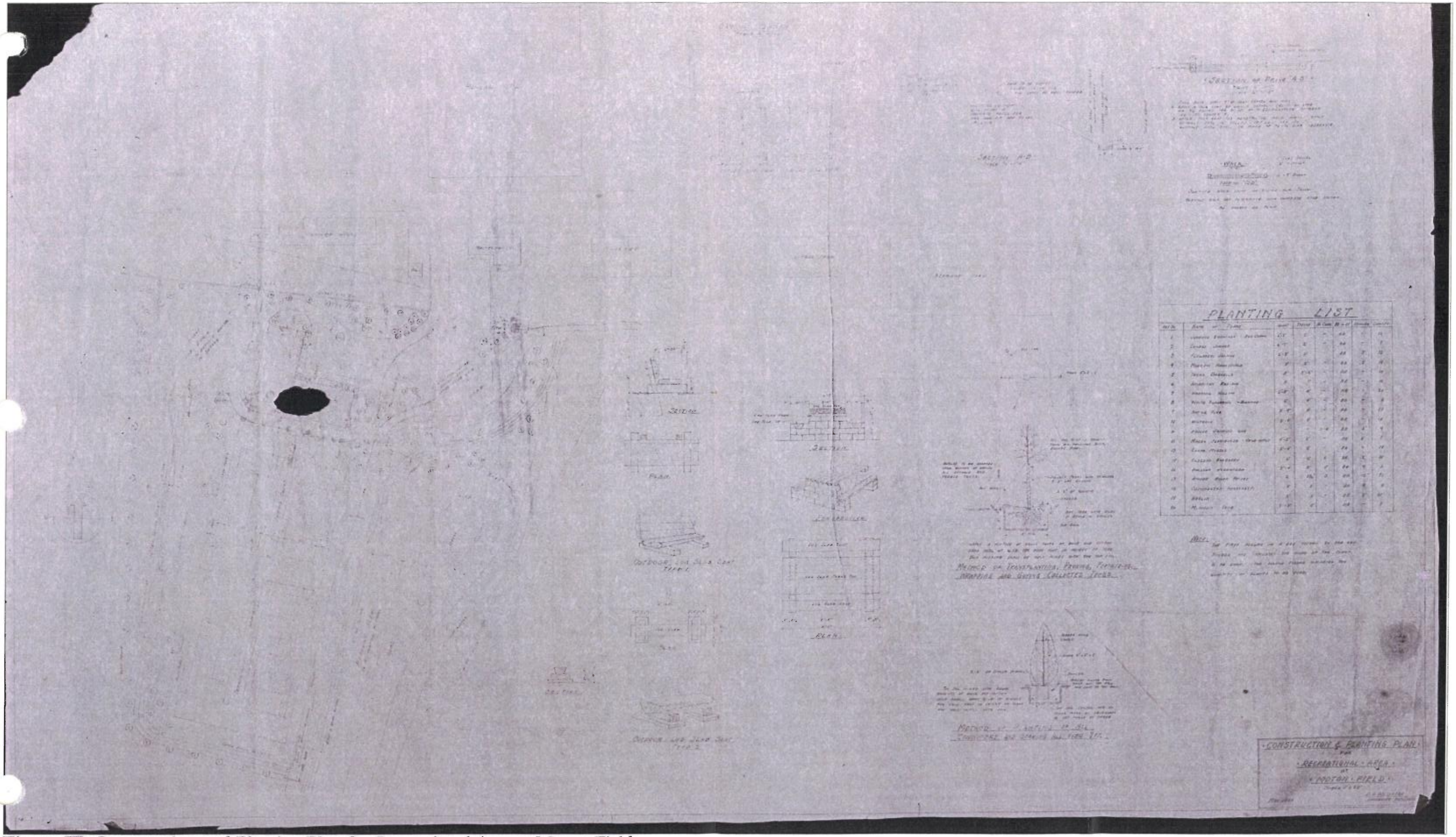


Figure W: Construction and Planting Plan for Recreational Area at Moton Field
D. A. Williston, Landscape Architect
May 1944

PLANTING LIST

Key No	Name of Plant	Height	Spread	No Canes	BB or NR	Spacing	Quantity
1	Junerus Virginiana - Red Cedar	6'-7'	3'	-	BB	-	12
2	Chinese Juniper	6'-7'	2'	-	BB	-	7
3	Flowerery Jasmine	2'-3'	3'	-	BB	3'	12
4	Morrow Honeysuckle	3'	2'	-	BB	3'	14
5	Texas Umbrella	8'	5'-6'	-	NR	-	18
6	American Red-bud	8'	4'	-	NR	-	16
7	Weeping Willow	6'-8'	4'	-	NR	-	20
8	White Flowering - Dogwood	6'	4'	-	BB	-	6
9	Native Pine	3'-4'	3'	-	BB	-	13
10	Wisteria	3'-4'	3'	-	NR	-	10
11	Native Jasmine Vine	-	-	3-4	BB	6'	4
12	Malus Floribunda - Crab apple	4'-5'	3'	-	NR	6'	3
13	Crape Myrtle	3'-4'	3'	-	BB	-	15
15	Redleaf Barberry	2'	2'	6	BB	2'	18
16	Oakleaf Hydrangea	3'-4'	3'	5	BB	4'	3
17	Amoor River Privet	2	1½'	5	NR	15"	90
18	Cotionester Franchetti	3'	3'	-	BB	4'	4
19	Abelia	3'	3'	-	BB	3'	21
20	Mimosa Tree	7'-8'	5'	-	NR	-	3

Note:

The first figure in a bed refers to the key number and indicates the name of the plant to be used. The second figure indicates the quantity of plants to be used.

Figure X: Plant List from D.A. Williston's Planting Plan for Moton Field, 1944
Enlargement from construction and planting plan for recreational area at Moton Field.

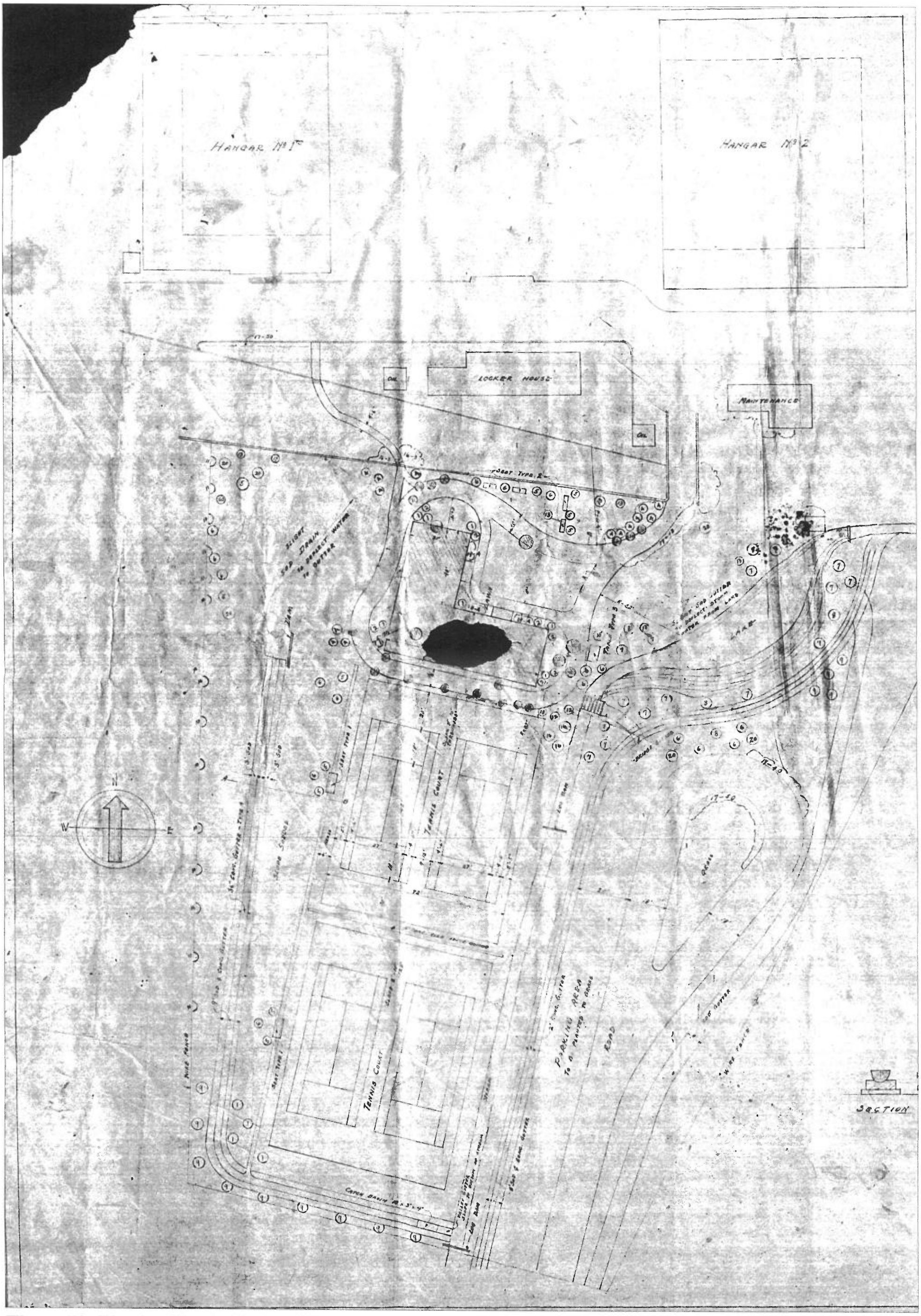


Figure Y: Planting Plan by D.A. Williston for Moton Field, 1944
Enlargement from construction and planting plan for recreational area at Moton Field.

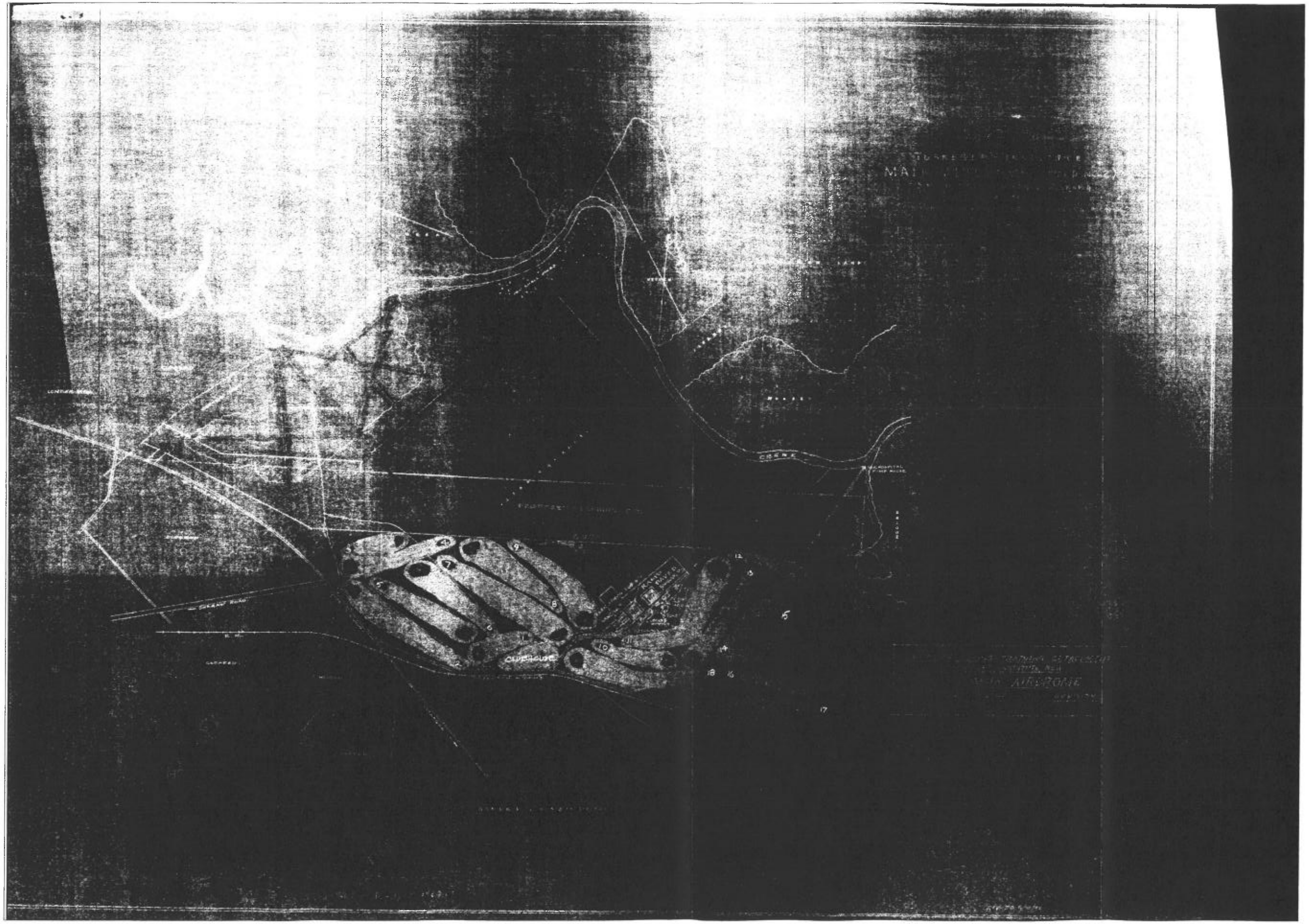


Figure Z: Golf Course on Main Airdrome Base Map.
Undated

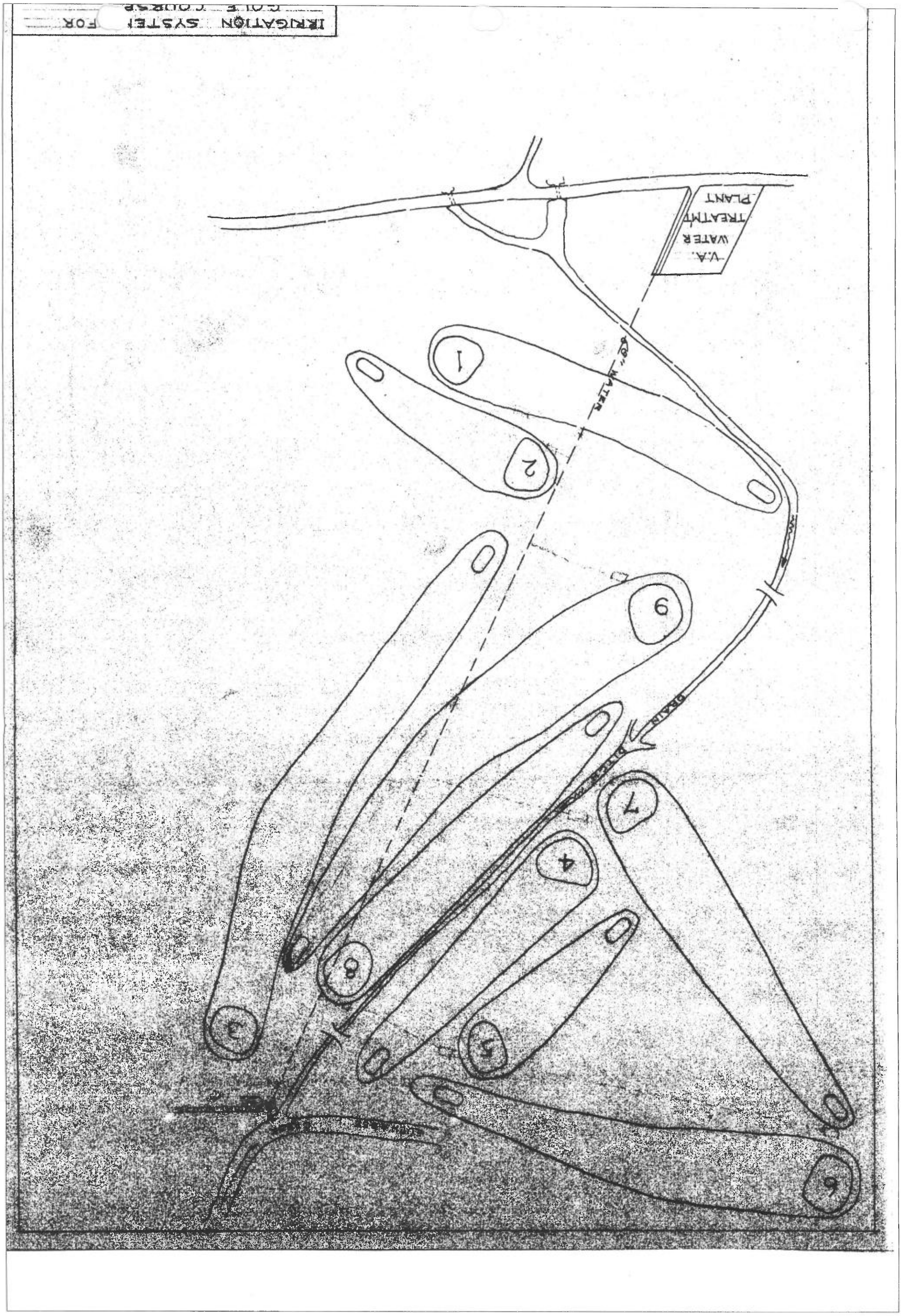


Figure AA: Irrigation System for Golf Course, Tuskegee Institute
Drawn by: E.L.P.
Sept 1, 1970

TUSKEGEE INSTITUTE GOLF COURSE
TUSKEGEE INSTITUTE ALABAMA

KIRCHDORFER IRRIGATION INC.
LOUISVILLE KENTUCKY
PLAN NO 623 11-9-1966

SCALE 1"=200'

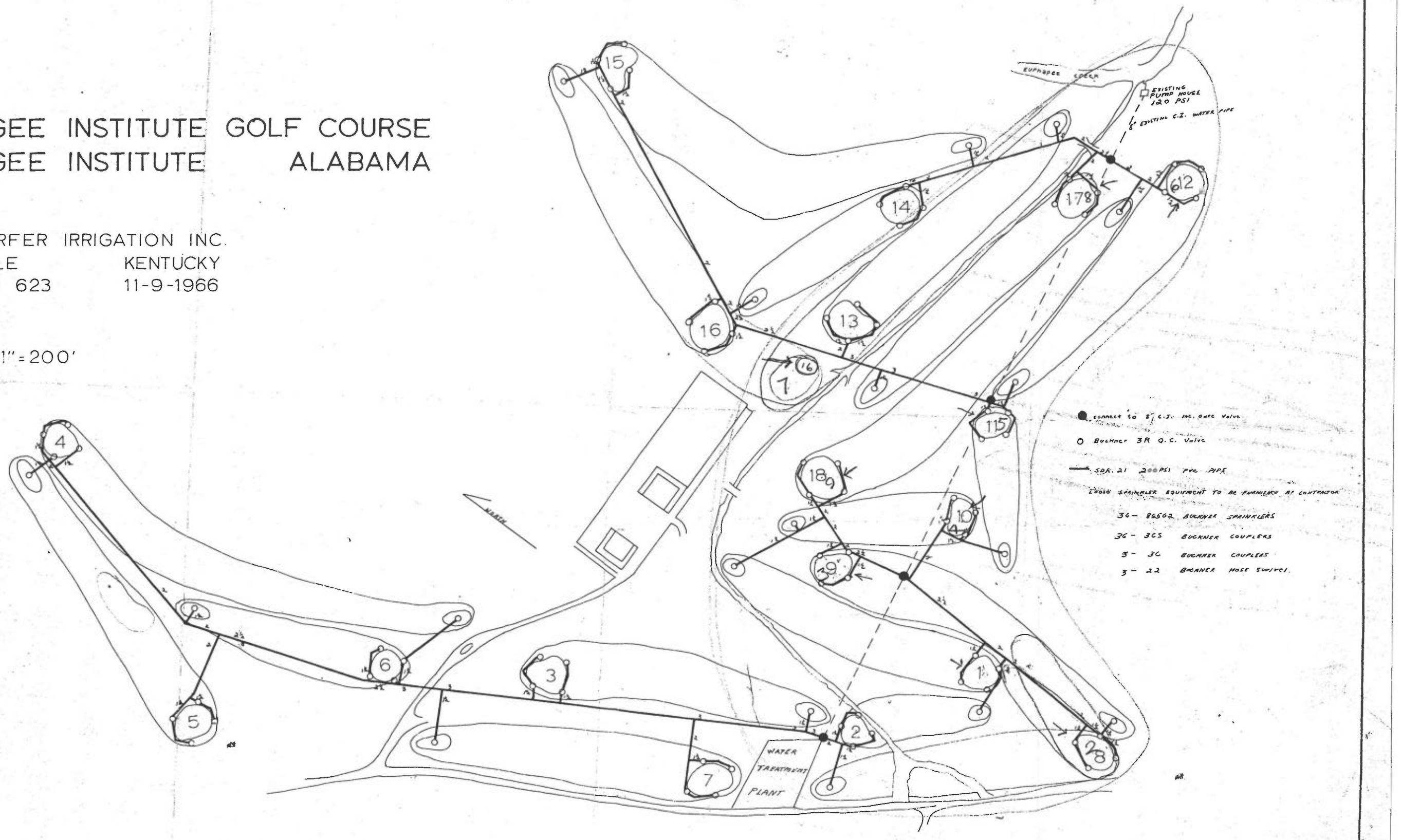


Figure BB: Tuskegee Institute Golf Course, Tuskegee Institute, Alabama
Kirchdorfer Irrigation, Inc., Louisville, Kentucky, Plan No. 623
November 9, 1966

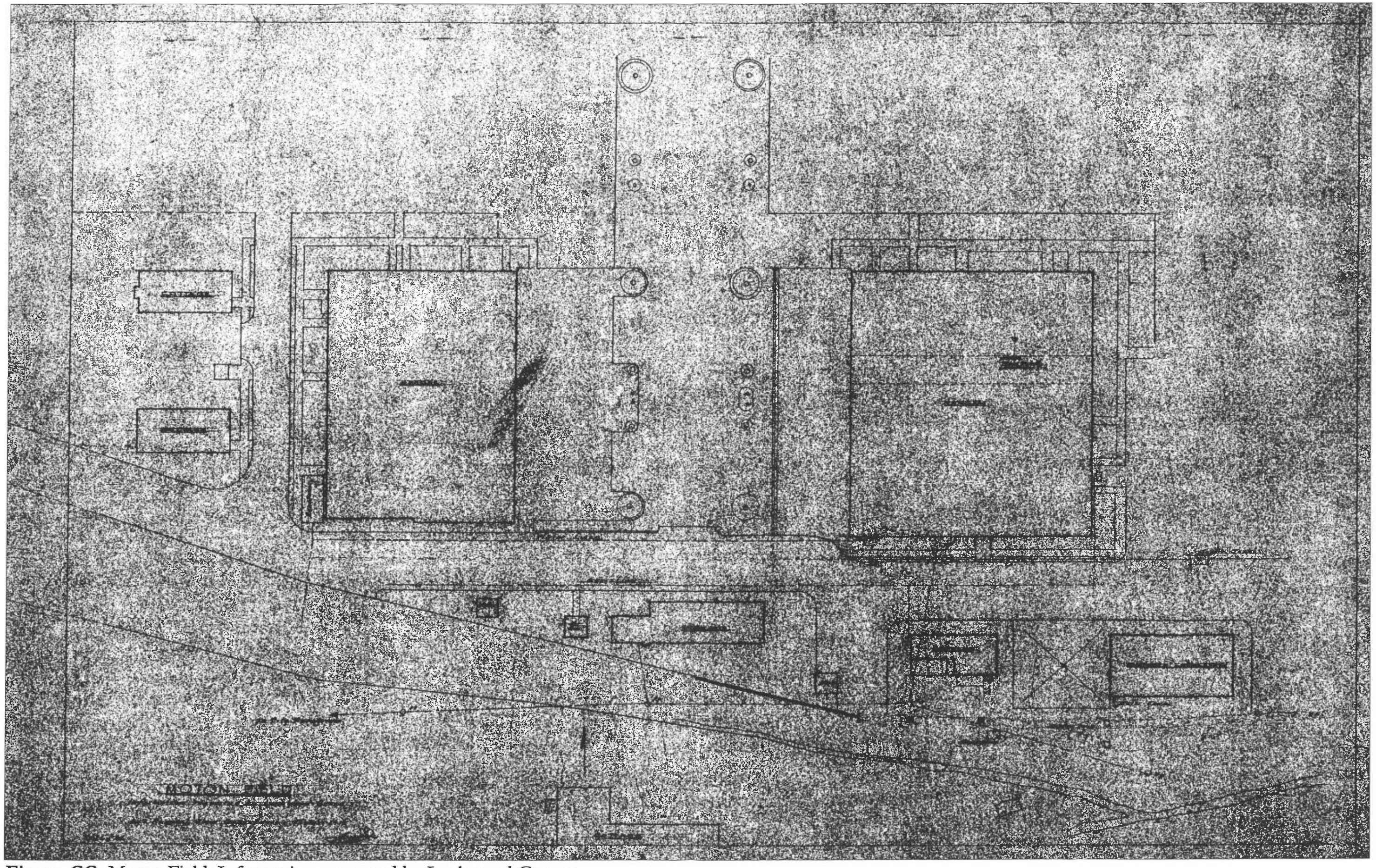


Figure CC: Moton Field, Information requested by Lockwood Greene
Physical Plant Department, Tuskegee Institute
July 26, 1974

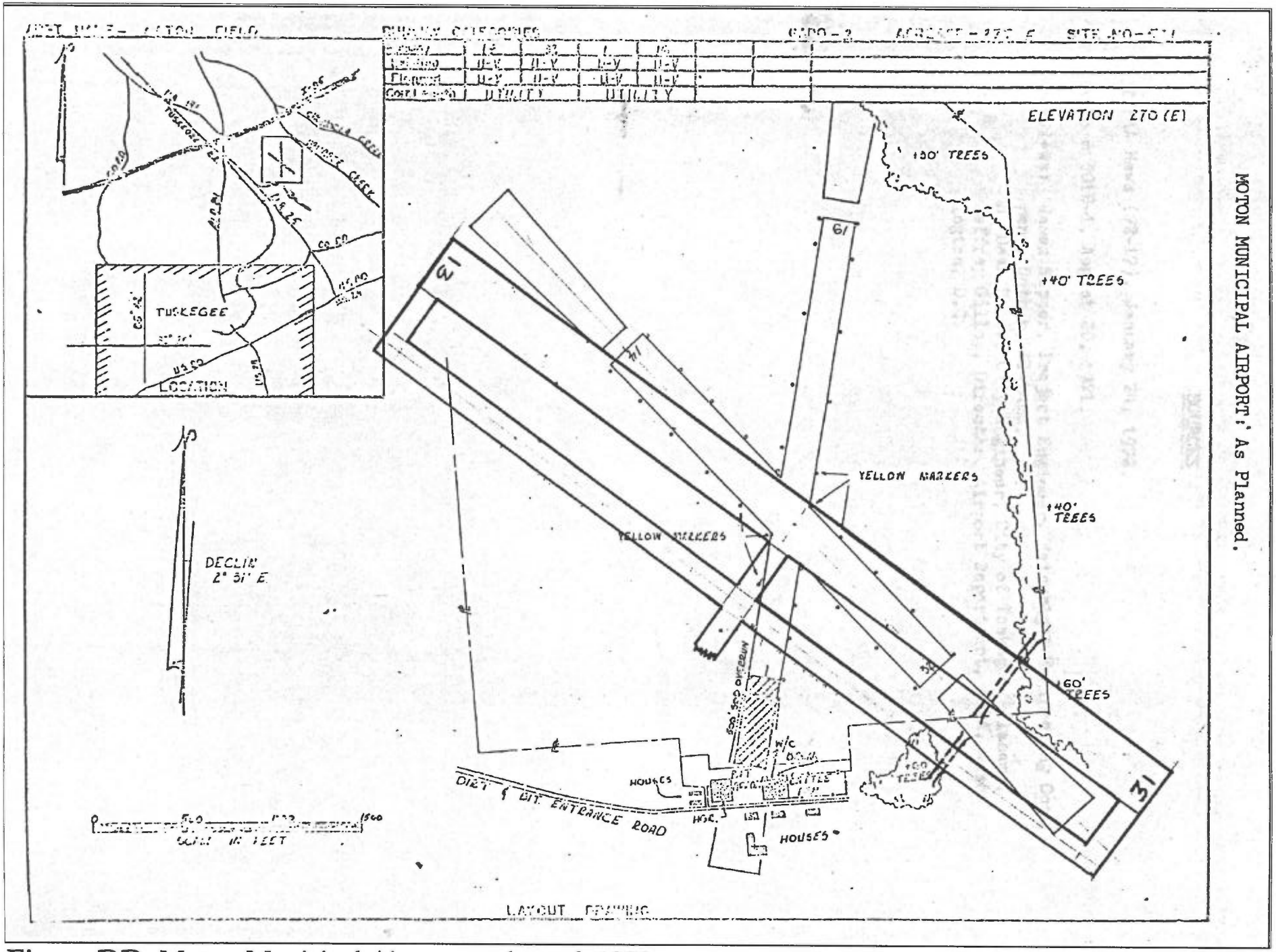
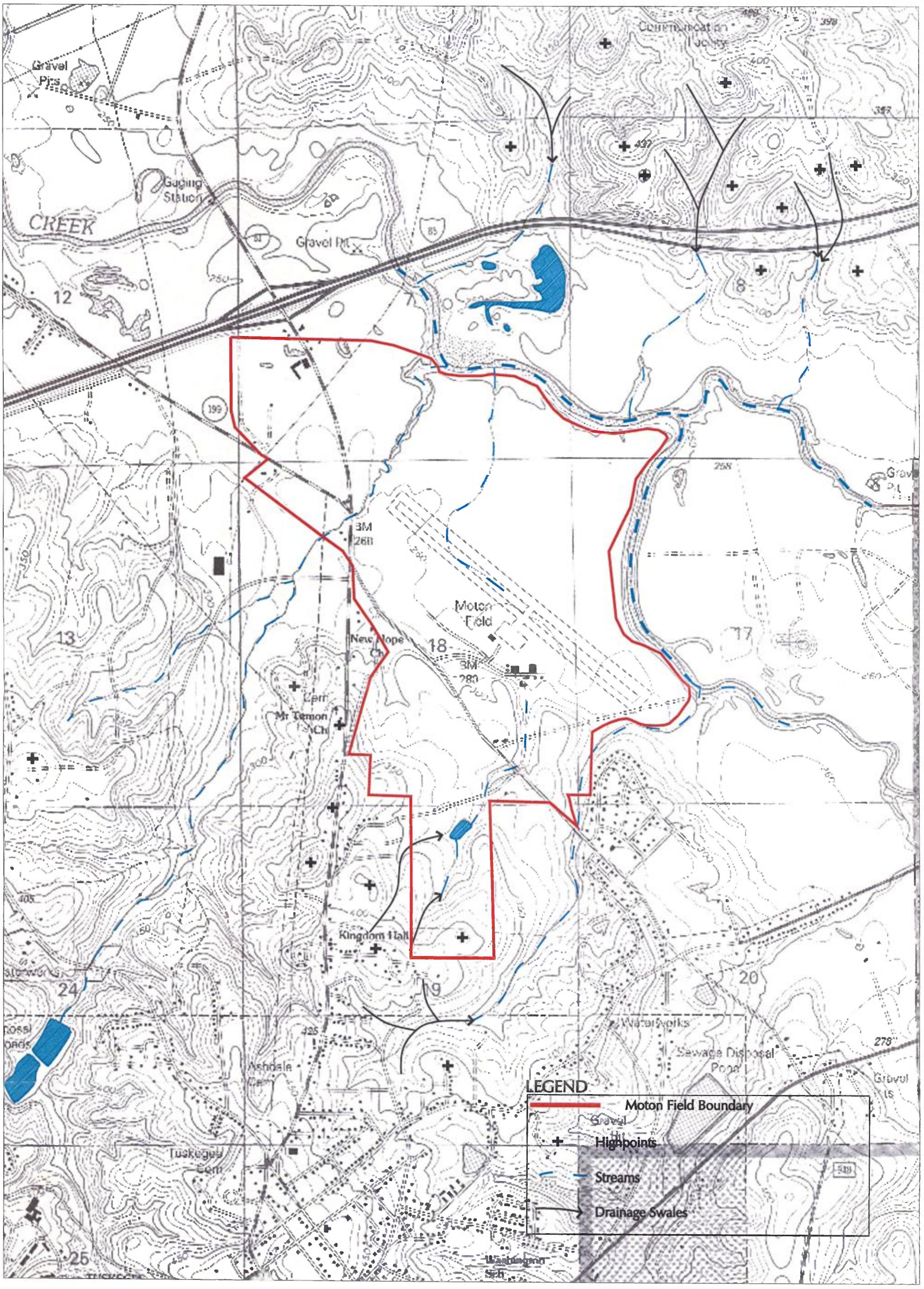


Figure DD: Moton Municipal Airport as planned, 1973.



NOT TO SCALE

Hydrology
MOTON FIELD
Tuskegee, Alabama

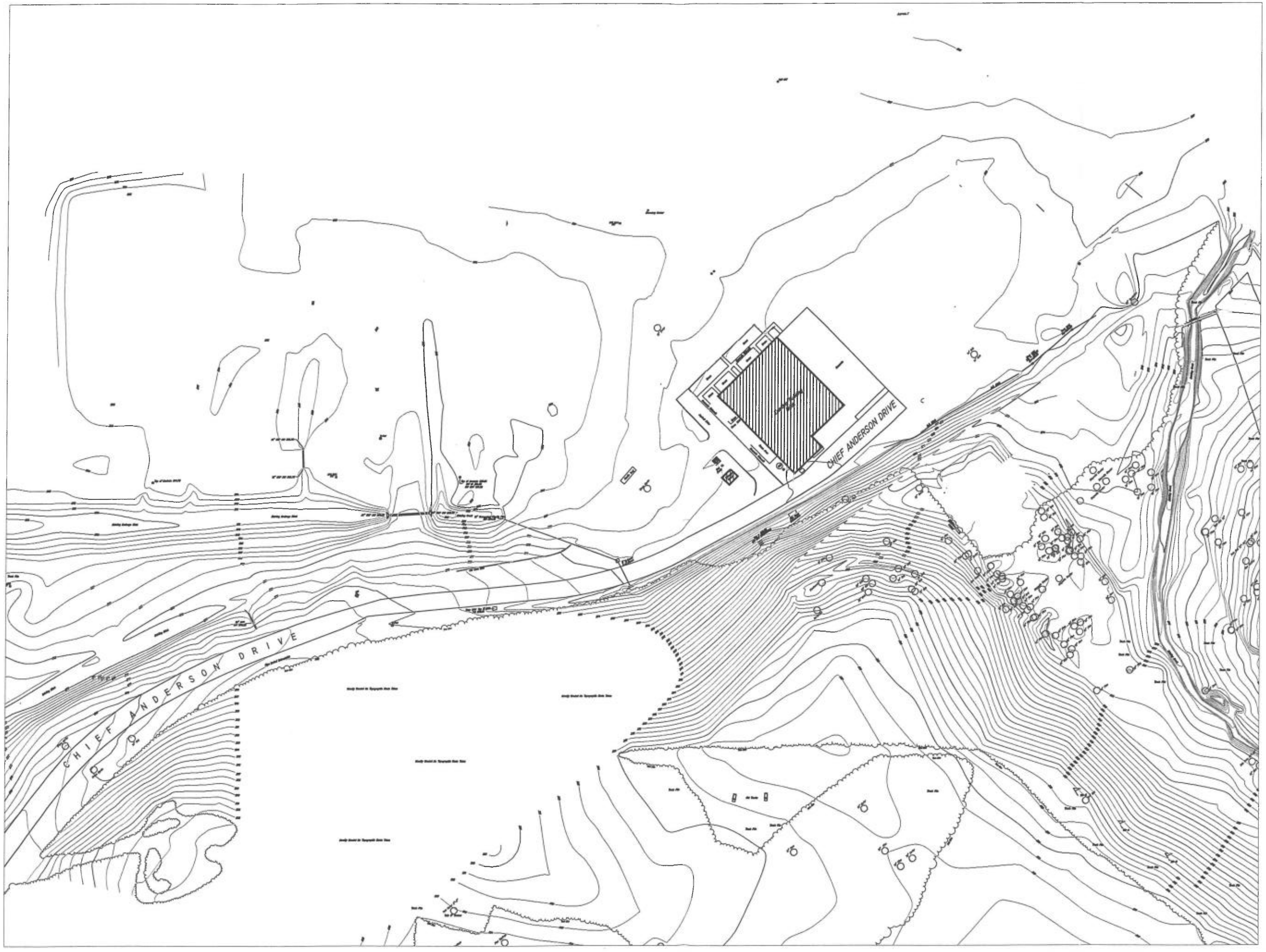
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Figure
EE

D.A. Williston's Plant Palette		
	Planted at Moton Field	✔
	Native Species	✚
Common Names	***Botantical Names***	
TREES		
American Holly	Ilex opaca	✚
Carolina Cherrylaurel	Prunus caroliniana	✚
Crabapple	Malus floribunda	✔
Crape Myrtle	Lagerstroemia indica	✔
Dogwood (White Flowering)	Cornus florida	✚
Red Cedar	Juniperus virginiana	✔✚
Elm (Winged)	Ulmus alatus	✚
Maple, Red	Acer rubrum	✚
Mimosa	Albizia julibrissin	✔
Oak, Southern Red	Quercus falcata	✚
Oak, Water	Quercus nigra	✚
Pine, Loblolly (Native)	Pinus taeda	✔✚
Redbud (American)	Cercis canadensis	✔✚
Sycamore	Platanus occidentalis	✚
Texas Umbrella		✔
Weeping Willow	Salix species	✔
SHRUBS		
Abelia	Abelia x grandiflora	✔
American Beautyberry (purple)	Callicarpa americana	✚
Privet (Amoor River)	Ligustrum amurense	✔
Barberry (Redleaf)	Berberis	✔
Cotoneaster (Franchetti)	Cotoneaster x franchettei	✔
Flowery Jasmine	Jasminum nudiflorum	
Forsythia	Forsythia x intermedia	
Juniper (Chinese)	Juniperus chinensis	✔
Oakleaf Hydrangea	Hydrangea quercifolia	✚
Rose-of-Sharon	Hibiscus syriacus	
Sweetshrub	Calycanthus florida	✚
Thunberg Spirea	Spiraea thunbergii	
Vanhoutte Spirea	Spiraea x vanhouttei	
Yucca	Yucca alnifolia	
VINES		
Crossvine	Bignonia capreolata	✚
Jasmine (Native Vine)	Gelsemium sempervirens	✔
Honeysuckle (Morrow)	Lonicera morrowii	✔
Wisteria	Wisteria sinensis	✔

Figure FF



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Phase I

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Revisions:

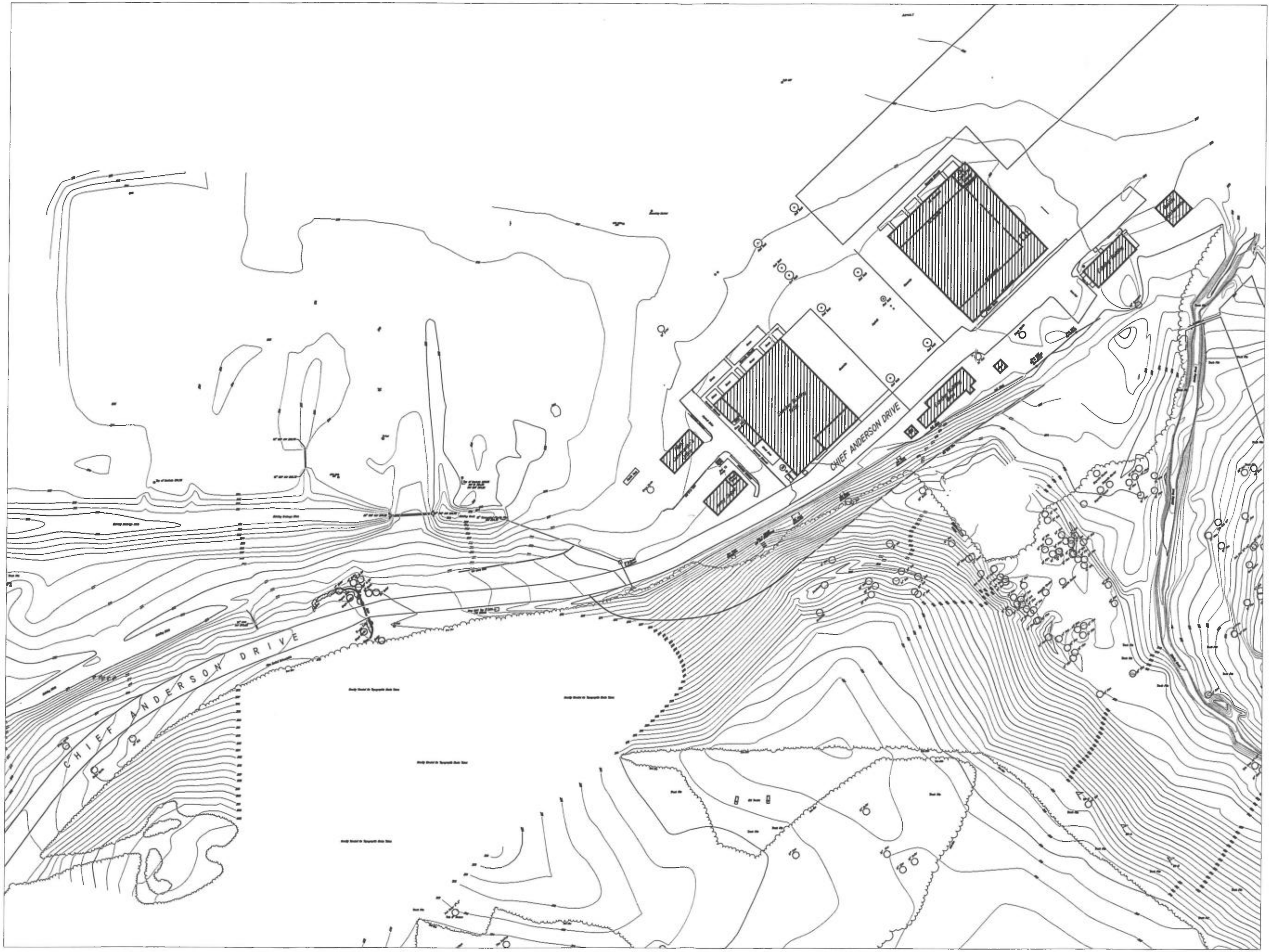
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Drawn: LM
Checked: DLAW

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0 110' 220'

Phase 1
Construction

Figure GG



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Phase II

Date: 19 OCTOBER 2001
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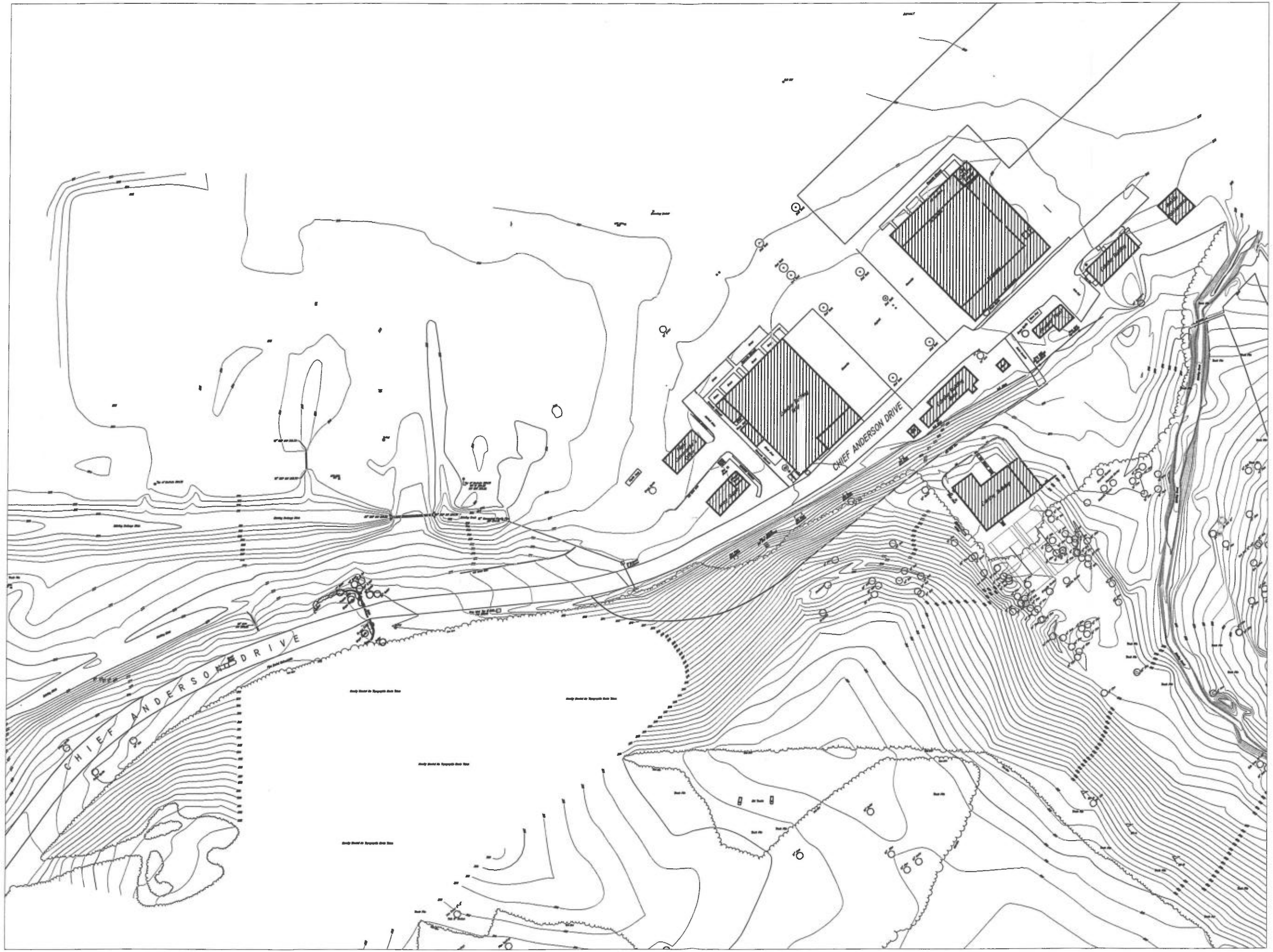
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0 110' 220'

Phase 2
Construction

Figure HH



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Phase III

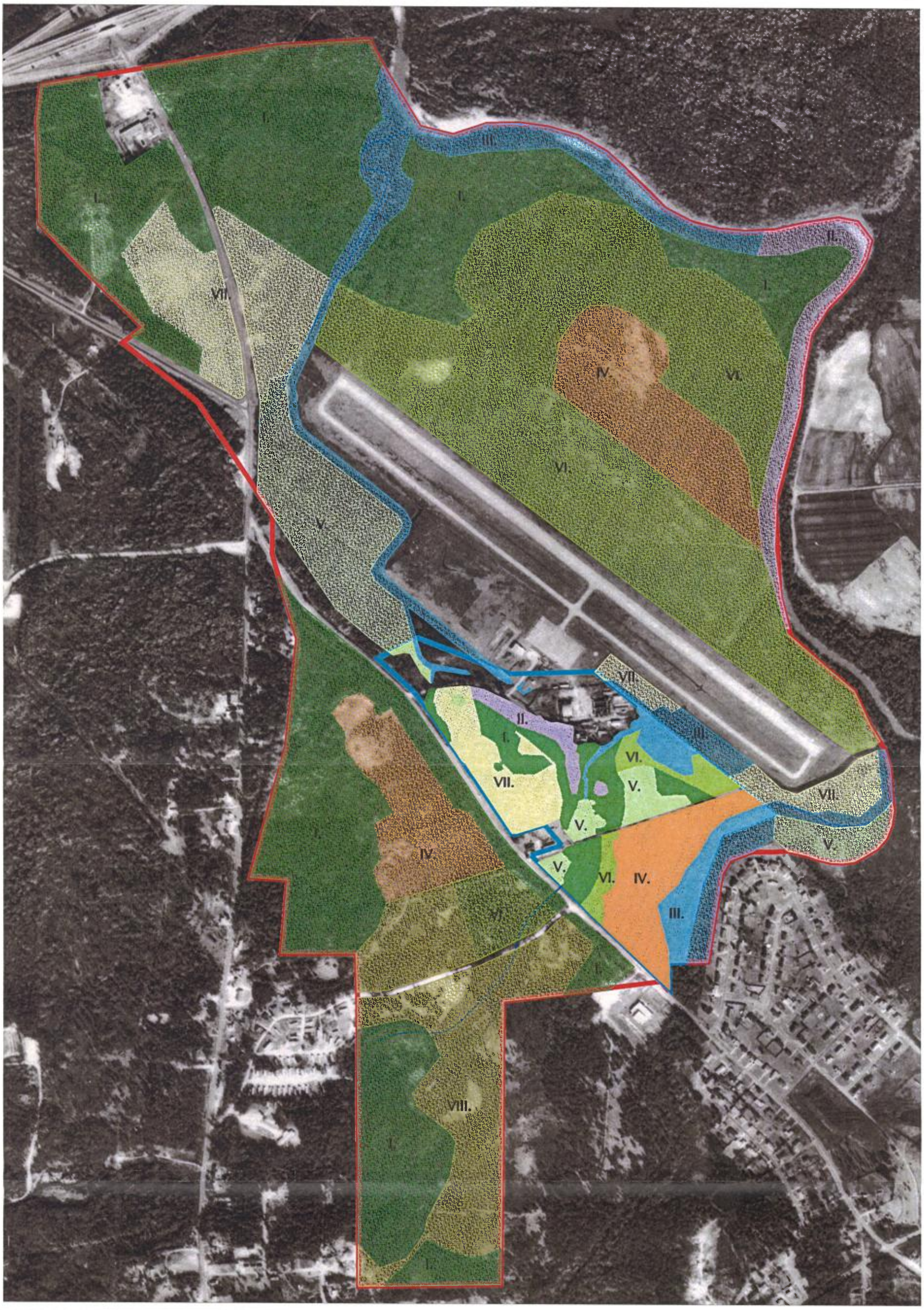
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Revisions:

ProjectNo.: 01038
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Drawn: LM
Checked: DLAW

0 110' 220'

Phase 3
Construction

Figure II



LEGEND

I.	BROADLEAF DECIDUOUS-NEEDLELEAF EVERGREEN UPLAND FOREST	V.	EARLY SUCCESSIONAL
II.	BLUFF & SLOPE FOREST	VI.	MID SUCCESSIONAL
III.	BOTTOMLAND/WETLAND	VII.	MANAGED MEADOW
IV.	PINE PLANTATION	VIII.	PASTURE

LEGEND

Moton Field Boundary

NPS Boundary

0 800'

N

Moton Field Plant Inventory

MOTON FIELD

Tuskegee, Alabama

THE JAEGER COMPANY

Figure JJ



LEGEND

MODERATE

EXTENSIVE

LEGEND

Moton Field Boundary

NPS Boundary

0 800'

Invasive Plant Inventory

MOTON FIELD

Tuskegee, Alabama

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Figure KK

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
(7) OIL STORAGE SHED
(8) BATH & LOCKER HOUSE
(9) DOPE STORAGE SHED
(10) PHYSICAL PLANT WAREHOUSE
(11) WAREHOUSE VEHICLE STORAGE
(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE

OLD ROADBED TO RIVER
RUNWAY
TAXIWAY (UNPAVED)
PARKING RAMP
ASPHALT PARKING RAMP
DRAINAGE DITCH (WEST)
WOODLANDS
ASPHALT
CONCRETE
FUEL TANKS
POND
STREAM CORRIDOR
CISTERN
GUTTER CURB
TENNIS COURTS
DRAINAGE DITCH (EAST)
GUARD BOOTH
ENTRY GATE
GRASSED SLOPE
VALLEY GUTTER
ARTESIAN WATER SYSTEM
AGRICULTURAL FIELD
WOODLANDS
FARM ROAD
WOODLANDS
CRAPE MYRTLES LINING ENTRY DRIVE
APPROXIMATE LOCATION OF INTERNAL ROAD AND HOUSES (PREDATING MOTON FIELD)
CHAPPIE JAMES DRIVE
WATER FILTRATION PLANT
POWER LINE

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0 200' 400'

Historic Site Plan (1945)

Figure LL

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
(7) OIL STORAGE SHED
(8) BATH & LOCKER HOUSE
(9) DOPE STORAGE SHED
(10) PHYSICAL PLANT WAREHOUSE
(11) WAREHOUSE VEHICLE STORAGE
(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE

(UNPAVED)

ASPHALT PARKING RAMP

ASPHALT

CONCRETE

FUEL TANKS

POND

DRA
DITC

STREA
CORRI

CISTERN

GUTTER
CURB

TENNIS COURTS

ENTRY GATE

GRASSED SLOPE

VALLEY GUTTER

ARTESIAN WATER SYSTEM

AGRICULTURAL FIELD

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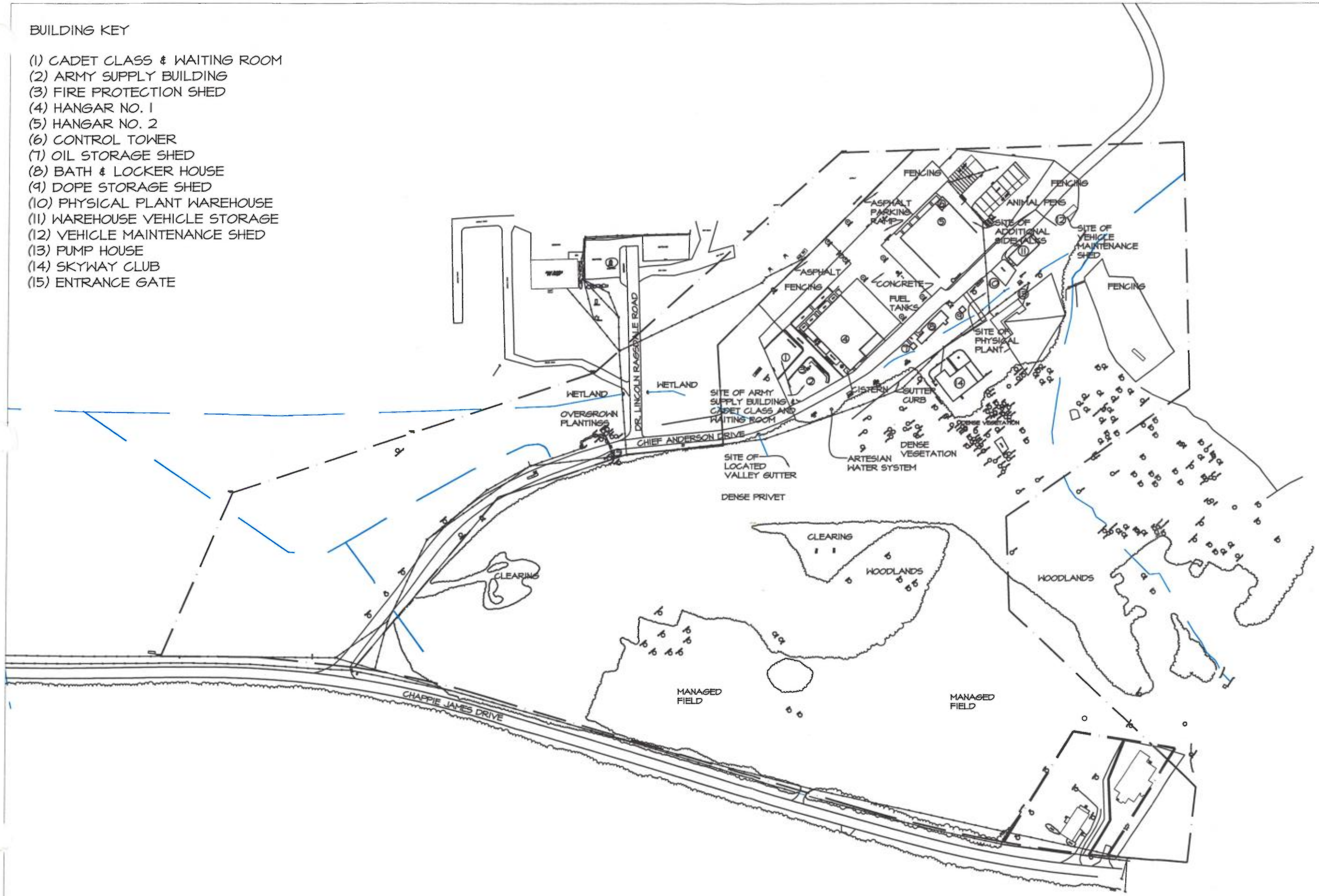
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Historic Site Plan (1945) Core Area

Figure LL2

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
(7) OIL STORAGE SHED
(8) BATH & LOCKER HOUSE
(9) DOPE STORAGE SHED
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(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE



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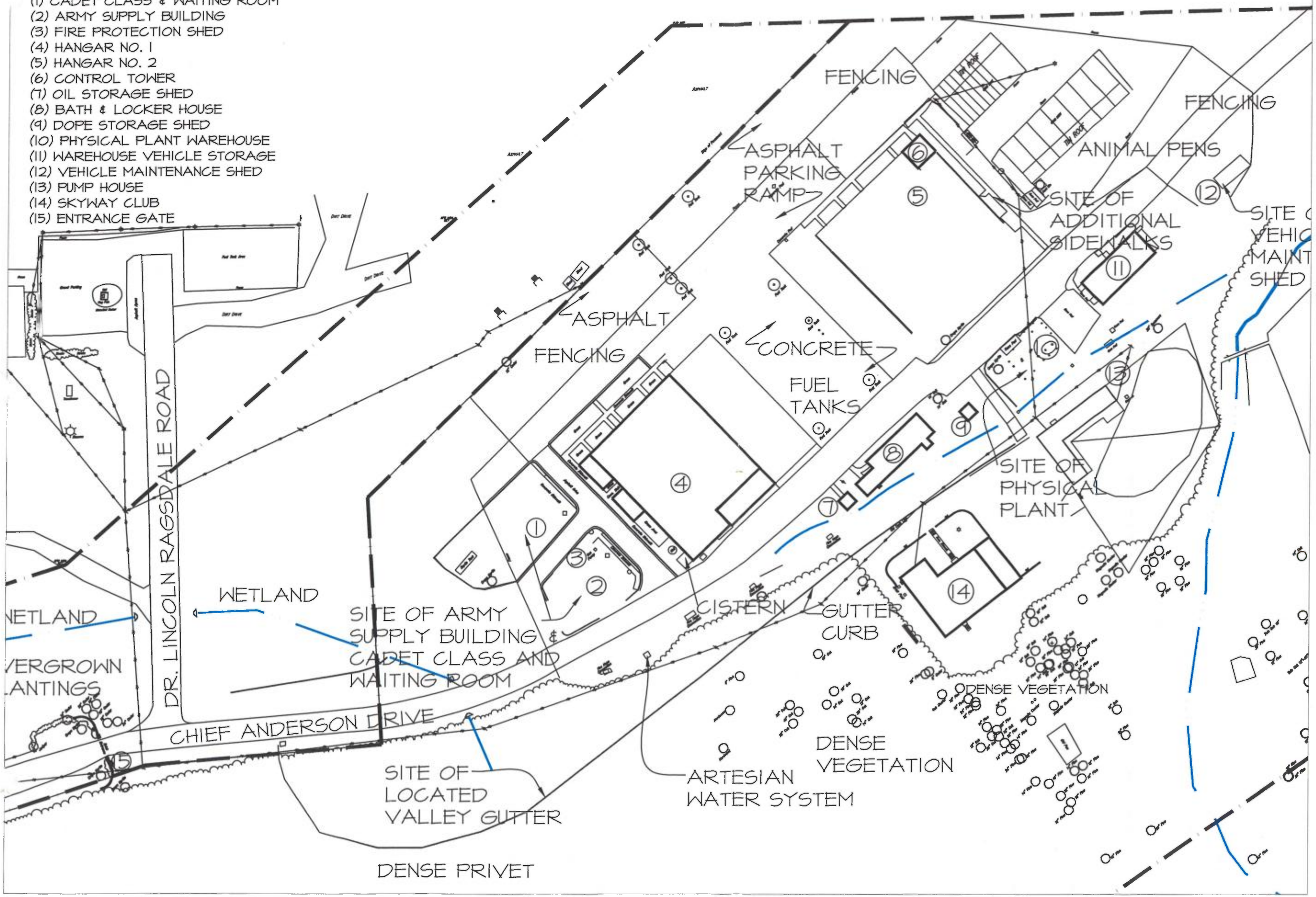
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0 200' 400'

Existing Conditions

Figure MM

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
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(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE



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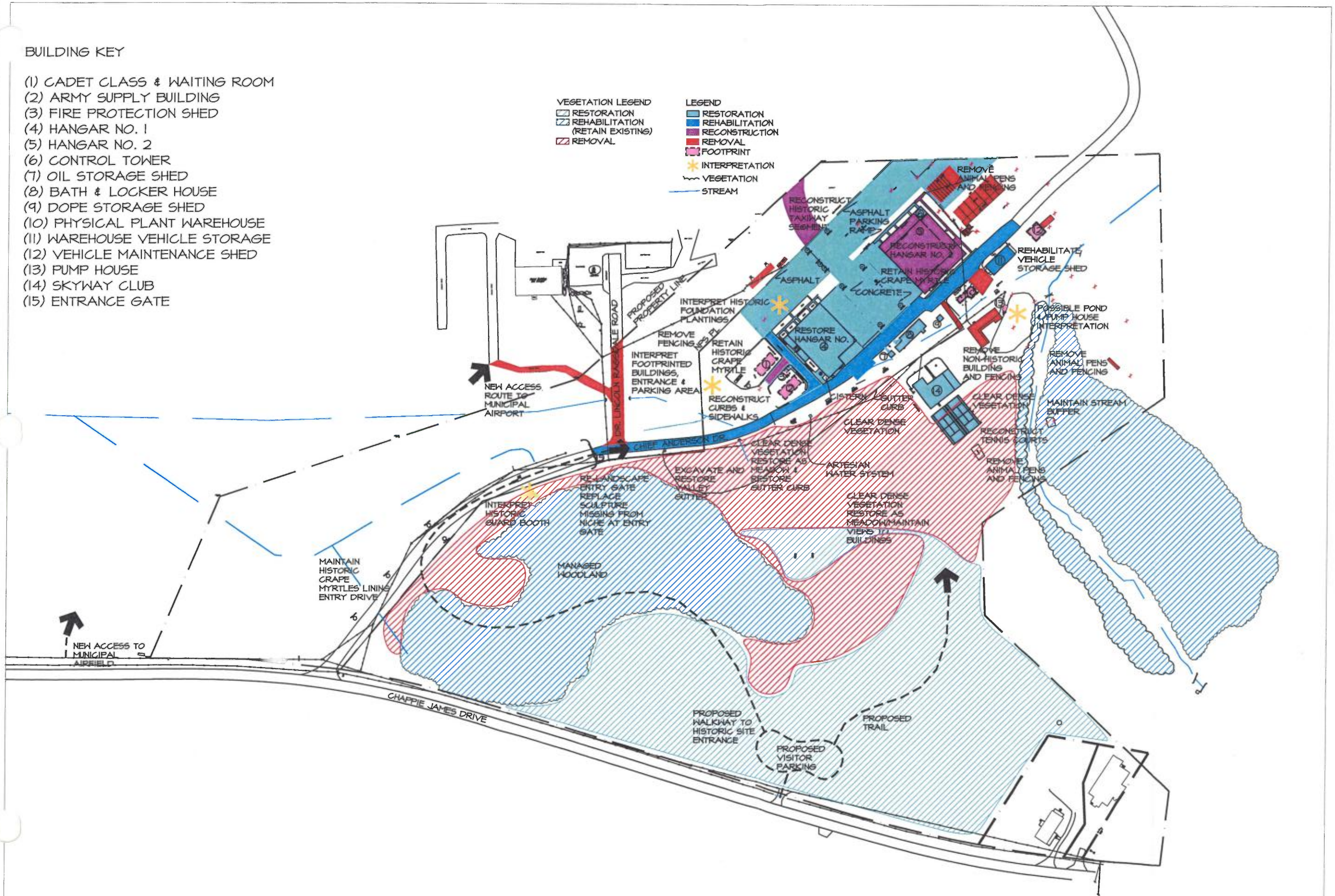
0 100' 200'

Existing Conditions Core Area

Figure MM2

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
(7) OIL STORAGE SHED
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(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE



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N
0 200' 400'

Treatment Plan

Figure NN

BUILDING KEY

(1) CADET CLASS & WAITING ROOM
(2) ARMY SUPPLY BUILDING
(3) FIRE PROTECTION SHED
(4) HANGAR NO. 1
(5) HANGAR NO. 2
(6) CONTROL TOWER
(7) OIL STORAGE SHED
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(9) DOPE STORAGE SHED
(10) PHYSICAL PLANT WAREHOUSE
(11) WAREHOUSE VEHICLE STORAGE
(12) VEHICLE MAINTENANCE SHED
(13) PUMP HOUSE
(14) SKYWAY CLUB
(15) ENTRANCE GATE

LEGEND

- RESTORATION
- REHABILITATION
- RECONSTRUCTION
- REMOVAL
- FOOTPRINT
- INTERPRETATION
- VEGETATION
- STREAM

RECONSTRUCT HISTORIC TAXIWAY SEGMENT

ASPHALT PARKING RAMP

REMOVE ANIMAL PENS AND FENCING

RECONSTRUCT HANGAR NO. 2

REHABILITATE VEHICLE STORAGE SHED

RETAIN HISTORIC CRAPE MYRTLE

ASPHALT

CONCRETE

INTERPRET HISTORIC FOUNDATION PLANTINGS

RESTORE HANGAR NO. 4

POSSIBLE POND & PUMP HOUSE INTERPRETATION

REMOVE FENCING

RETAIN HISTORIC CRAPE MYRTLE

INTERPRET FOOTPRINTED BUILDINGS, ENTRANCE & PARKING AREA

REMOVE NON-HISTORIC BUILDING AND FENCING

REMOVE ANIMAL PENS AND FENCING

PROPOSED PROPERTY LINE

DR. LINCOLN RAGSDALE ROAD

NEW ACCESS ROUTE TO MUNICIPAL AIRPORT

RECONSTRUCT CURBS & SIDEWALKS

CISTERN

GUTTER CURB

CLEAR DENSE VEGETATION

CLEAR DENSE VEGETATION

MAINTAIN STREAM BUFFER

RECONSTRUCT TENNIS COURTS

CHIEF ANDERSON DR.

CLEAR DENSE VEGETATION RESTORE AS MEADOW & RESTORE GUTTER CURB

ARTESIAN WATER SYSTEM

REMOVE ANIMAL PENS AND FENCING

EXCAVATE AND RESTORE VALLEY GUTTER

RE-LANDSCAPE ENTRY GATE REPLACE SCULPTURE MISSING FROM NICHE AT ENTRY GATE

INTERPRET HISTORIC GUARD BOOTH

CLEAR DENSE VEGETATION RESTORE AS MEADOW/MAINTAIN VIEWS TO BUILDINGS

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Revisions:

ProjectNo.: 01038
Scale: 1"= 100'
Drawn: BI
Checked: DI, AW

0 100' 200'

Treatment Plan
Core Area

Figure NN 2

Interview with Arthur Carlisle
by Anne Wilfer, The Jaeger Company
(Explanatory Notes in Parentheses and Italics)
Moton Field
December 5, 2001

AC: I came to Tuskegee back in '62.

AW: Let's back up a second and introduce who you are.

AC: I'm Arthur Carlisle and I live here in Tuskegee. I came from Birmingham here because of work. I had a family and I needed to get some inside work. I was working in Birmingham doing roofing work basically and it was outside and so I went to the employment office. They said they needed someone at the Tuskegee Institute to do some sheet metal work and they asked if I would go out of town. Of course I said yes and so I came here in September, on Labor Day of '62 *(1962)*. I rode with a lady for about six months and they had a house here at Moton Field asked me if I wanted to move into the house. I told them that would be fine so I moved out here to Moton Field and I brought my family here in '63. I had a wife and six children. So we lived out here and really enjoyed it from '63 *(1963)* until '79 *(1979)*. We just enjoyed being out here. It was away from everything and they could grow up and play and we brought them to the creek to fish, have picnics and so forth on the Fourth of July. We just enjoyed it and also we would go up in the plane with Chief Anderson. He would come out here everyday to teach students how to fly. Sometimes he would carry us up and we enjoyed that. So we stayed here from '63 until '79 so about 16 years. Most of my children grew up out here and they are all familiar with it and they finally moved the house. I think they carried it to Mobile or some place like we lived in. We certainly enjoyed being out here. It was a blessing to be here. With that many children the school didn't pay a lot of money but we had benefits. You know insurance and by living in the schoolhouse. That helped a lot.

AW: Where was that house located on this property *(Army Supply Building)*?

AC: It was just in front of this hangar that is standing now. Right near the little brick building. It was on this side.

AW: Which side? The road side?

AC: The road side.

AW: And then you remember Chief Anderson living in the other building that was next to it?

AC: No he was living in town but he had his plane and would train his students all the time. He also had a student from Albany; he carried to do sky jumping. He used to come every day. He didn't live out here he just came out here everyday.

AW: Somebody had told us he lived here briefly right after the war period so he probably was not living here when you here it sounds like.

AC: No I wasn't here then.

AW: Was anybody else living here when you were here?

AC: Yes. When I moved here there was a family named Oscar Johnson. They lived in the little house right there *(Physical Plant Warehouse)*. Later on they worked for the school.

AW: Your apartment at the Skyway Club over there or this building here.

AC: This building here.

AW: The locker building *(Bath and Locker House)*.

AC: Right. Then later on another when I moved here there was a family living right behind me. There were two houses there. One on this side of the little brick building and one on the other side. I lived on this side and the family named Jackson and they left and then several families moved there since then. I can't think of the name now but several families moved there, I can't think of their names, but I lived there until '79 *(1979)* and then the Whitlow's lived right down here *(Physical Plant Warehouse)*.

AW: Is that building still here? Kind of hard to tell! Somebody else mentioned that there was another family living down that way too. We are pointing at the Vehicle Storage Building right now that's used by the vet school. There must have been something else.

AC: Seems like right where this tree is.

AW: Okay. Were most of these people that were living here working for the university also?

AC: They were working for the university.

AW: Okay. What kind of upkeep did you all do while you were here? Did you maintain the buildings you were living in yourselves?

AC: We had to maintain the buildings as well as the grounds surrounding the buildings. We kept everything mowed and cut and trimmed. We were also like security guards that look out for these other buildings because later on they used the hangar here and they used it for a lab and research. They would do heart transplants on horses.

AW: And that was going on while you were living here?

AC: It was. It was.

AW: Okay. What do you remember about the Skyway Club up there? Who was in there at the time?

AC: One of the doctors, when they converted the thing here to the lab, I forgot what year that was, but I think Dr. Harthman (?) who was the heart doctor for the horses. They renovated that building and I put the roof on it. And they kept it in good shape for a while and then it started going down and hangar building burned and so forth.

AW: That was in '89 *(1989)* I think. Something like that. When that burned. I think that's when it was.

AC: I think it was somewhere along about then because my daughter was in college and she studied biology. She had a lot of classes here about that time.

AW: What else do you remember about the landscape here doing the maintenance? Were there a lot of plantings here?

AC: Well we had a garden and people used to raise corn out there sometimes, because the field wasn't being used a lot, and that was the golf course on top of the hill there, where most of the work was going on up here.

AW: Do you remember a couple of tennis courts behind the Skyway Club? Were those still here when you were here?

AC: I don't remember the tennis courts. I remember the golf course. But now the ones who lived there was various people. They could have had tennis courts by themselves.

AW: You said you put a new roof on there. What kind of shape was the interior in when you did that?

AC: Well they renovated the whole building. Even those underneath there, with the boilers and steam thing, but I just done the roof. It was a nice building.

AW: This was in '63 *(1963)*?

AC: No. It must have been something like the seventies. Late sixties early seventies *(late 1960s- early 1970s)*.

AW: What did they use it for? What was in there after the renovation?

AC: Well they used it for a dwelling. Like I said, the doctor lived there and I think they would have some gatherings there. This is a large building.

AW: We don't know a whole lot about the use after the war period. It looks like some partitions were added in places for bedrooms and stuff like that.

AC: It was.

AW: Well that's helpful. Lets pause here a minute. I want to show you some pictures.

AW: We are back. We've been looking at some pictures, some aerial photographs from the 1940's, that are showing the clubhouse building *(Skyway Club)* and we've also got some photographs that show Mr. Carlisle's house. These are labeled from 1977. He is agreeing that those are correct. I was going to ask you a little bit more about the Skyway Club interior before you put the new roof on. What you saw inside there. Do you remember seeing any old remnants of the bar or the dance hall or anything?

AC: I remember seeing the inside, but basically I saw the fringes. I didn't go there that often. It was all fixed for entertaining. The doctor used to come in for meetings and so forth.

AW: The vet school doctor that you mentioned who lived there, was he just occupying one side of the building then where the bedrooms would have been?

AC: I think it was just a portion of it.

AW: Do you remember which side, like when you came in the front door, which side it would have been?

AC: No. I don't remember. I very seldom went in there.

AW: Let's talk about the site a little bit more. What else was here in terms of planting? Did you remember people coming here to remove plant material that was existing? I'm asking this because we had an interview with Ed Pryce and he had mentioned that anything that was worth salvaging they had dug up and taken back over to the campus to plant over there. I was just curious how much of that was going on when you were here or if it had already happened?

AC: When I was here that first hangar, they had a lot of equipment etc. They had it all bricked up and nobody used it during the time when the hangars was here. It wasn't in operation with the ten-foot of brick up, and I worked on it some. The other thing, Chief Anderson had his planes, he had two maybe three planes. But the other stuff there was, I don't know what they had to carry back, I didn't bother with it. There was quite a bit of stuff in the hangar, and they did move it back up to the campus. He would know because he was the supervisor when I came, Mr. Pryce would.

AW: Did Chief Anderson park his planes inside of Hangar One or were they outside.

AC: Inside, at night he brought them inside.

AW: What else looks different to you since you were here?

AC: Like I said that building there is gone.

AW: Hangar Two? Yeah, that's a pretty major thing.

AC: Then they built that other animal pen. That was built since I was here.

AW: What else in terms of circulation, roads and things like that? Is it pretty much the same as you remember it? This road maybe going up to the clubhouse, was that in the same spot pretty much?

AC: It's the same, and they built that swinery, so then they got that block building.

AW Do you remember there being any other roads off of this main entry that went up the hill, to the clubhouse, from the backside of it?

AC: No I don't. The golf course people would come into it from another way. I remember people coming in from Chappie James Drive.

AW: When the golf course was in operation did they use the Skyway Club as their clubhouse?

AC: I don't recall.

AW: So they just came and golfed?

AC: Right.

AW: Were you doing maintenance on the golf course too or just the grounds around the buildings?

AC: Just the grounds around the buildings.

AW: What did you all have in terms of electricity and water and all that? Were those systems upgraded while you were living here? Did they ever put in any new lines or anything?

AC: No. We had, well you know, at that hangar there, and people from the campus come out and treated it with chlorine etc. and the pump in there as well. Sometimes they'd stop over here and upgrade the line while I was here.

AW: What about electricity? You had electricity going everywhere pretty much?

AC: We had propane gas, I guess natural gas.

AW: You'd get a tank or something?

AC: Right. A tank shared with two houses.

AW: How were the houses heated?

AC: We had the propane.

AW: Propane for that too? For cooking and for what?

AC: We had an electric stove but we never could use it though. Gas or electric?

AW: What kind of air conditioning did you have?

AC: Just a window unit.

AW: Anything else that you want to tell me, that you remember, about what this place was like when you were here?

AC: I guess not. I remember the first year I moved out here in '62 *(1962)* or '63 *(1963)* there was rain and a flood and I hadn't seen it get that way before, about five weeks of rain all over in the water and one year it got real cold. About five inches of rain that lasted a couple of days.

AW: Did it flood the airfield area?

AC: It did. All around from here almost up to that other building.

AW: That was another question I had about the airfield. How were they maintaining that? It was just grass at that time?

AC: Basically grass. A person would come and just cut it and cut it with a tractor until it was redone.

AW: What was redone?

AC: I mean they added that new strip. They mowed the grass and kept it cut. The campus would do that.

AW: Mr. Pryce had mentioned that they did burns once in a while to kind of keep the grass down. Do you remember them still doing anything like that when you were here? Or did they just mow it?

AC: They mowed it. I remember once they burned down the whole thing.

AW: What did this whole area look like, the surrounding area? Does it look like a lot of the trees have grown up? Is it much more closed in now then it used to be? Look at some of these earlier pictures and see how open it was, especially this one. It was just fields and farmland when they first built on the site here.

AC: It's grown up a lot except where the strip and those other buildings that are gone, where Mr. Whitlow lived. And that was a filter plant where Elmore used to teach class in part of the building. You could see all the way up there.

AW: So there is a house still up there that's fenced. Is that the house you are talking about? Where the filtration plant used to be?

AC: Some of the filtration plant is still there but Mr. Whitlow is still living in the house. Used to live out here and them he moved up there.

AW: He moved the actual building there?

AC: No. Do you have more pictures?

AW: I think these are just of the hangar. Let's see... Hendricks is the only other name on here. I think that's the one that you said was right next to you, right?

AC: It was. The Simpson's used to live in a house over here. It didn't show his house.

AW: So tell me again, in this direction over there where there were other buildings?

AC: Right. Between this building here and behind that tree there. Plus this one here. People lived in both of them.

AW: Was that other building that's not here, was that a wood building like the locker building here? Is that pretty similar?

AC: It was.

AW: Anything else you can think of?

AC: I guess not.

AW: I appreciate you coming out here today. Thank you very much.

Conley-Pryce Interviews

TAPE 1

Booker Conley – Retired Tuskegee Employee
Ed Pryce – Retired Tuskegee Employee

Anne Wilfer – TJC
Debbie Toole -TJC
Courtney Foley -TJC
Jon Buono - NPS
Mary Ellen Higginbottom- Preservation Design Consultant/Paint Analyst
Mr. Howard

Introduction of participants.

AW: I thought we could start by looking at some overall site plans we had acquired here. We are looking at the main air drum drawing from 1941 and it shows some extant buildings that were existing on the site when the property was purchased by the Tuskegee Institute, Some of them appear to be farm houses. One of the questions we had was what was the site like? What type of farm it was and what it looked like at the time? We have some aerial photographs that show a real open space with fields all around.

DT: We think this aerial is earlier than this one. Well we know it is because the clubhouse is not there.

BC: My response to this is during that time even though I was at Tuskegee University I wasn't familiar with the farm or what type of farming took place out here. I do know the farm was owned by a Mr. Eich, 600 hundred some acres that the university purchased for the airfield. Other than that I don't feel I can contribute too much to that.

DT: Looks like from the aerials they were still pretty much planting crops pretty close up to the area along the hill. Looks like that went on I guess through the time the field was being used.

BC: Yes, I believe that the area to the south of the hangers are the ones still being used. Because there is quite a bit of the farm included.

JB: So you even though Mr. Eich sold some of the land to the university
(Sentence not finished)

PAUSE

BC: The person who might have some knowledge about that is Ed Pryce. He has a background in landscape architecture/agriculture. Might be some of the things he would know about.

DT: That's a good point. We'll ask him.

PAUSE

AW: (recorder picks up in mid-sentence) …the plans, we weren't sure if things were actually constructed or not. It's hard to tell.

BC: This drawing shows what was actually here on the site in the 60's.

JB: This is dated 1974.

BC: This was actually on the site at that time. So all these buildings that are shown were there. Now the sequence in which they were built I can't say. Hanger #1 was the very first one and Hanger #2 was the last building of any consequence built. The cottages were the last ones to be built. It says cottage here, but was really the Skyway Club. It was the last one to be built. The other buildings I don't know what the sequence was. But they were all built as needed in between the years 1942 through 1946.

AW: Do you recall if the sidewalks were built at the same time as the buildings went up or did they come later?

BC: Mostly it was done at the same time when the building was built. Most of these walks were put in at that time when this building was built and these walks were put in at that time. This was about the only road. There was a partial road here.

(Looking at plans) (Talking at the same time)

JB: We are looking at the rear of Hangar #1. This is dated June 5, 1942.

DT: This was the cadet class in 1942. This was the only supply building. This was also used as the flight command office. That's what we are looking at there.

AW: It appears as though there may have been a road through here at one time between the two buildings.

BC: I don't know.

AW: The survey we have has identified a number of curbs that are out there in the grass and we need to know what they were for. We're still trying to figure that out.

BC: There are curbs back at the rear of Hangar #1 and some walks are still there.

AW: This drawing shows a big paved area that was out in the back. It's my understanding that was for parking planes mostly.

DT: I guess these things are the places where they tie down.

JB: The tarmac.

BC: Yes.

AW: How much of that is left today?

BC: I'll bet it is overgrown with grass. This being asphalt, the grass comes through it and eventually takes over. Most of that is still out there.

AW: Now the landing strip was pretty much grass or dirt?

BC: Grass.

AW: I have read somewhere they did some burns a couple of times a year to keep the grass down. Do you remember that at all?

BC: Yes, I don't know how often that was done but it was a process of keeping the grass down out of the roadways.

AW: This looks like an earlier drawing of Hangar #1. Indication of a parking area between those two wooden structures. I was wondering if you had a recollection of where see there is a guardhouse that shows up here and we've got a picture that indicates it was outside the gate at one time. See this photograph dated 1944. Do you remember it being inside the gate as well?

BC: No I don't.

JB: Is it possible the guardhouse moved around during the war years? Do you remember if it was stable?

BC: I'm not sure. The location of the guardhouse in reference to the present existing gates would be in front of it. It sort of divided the roadway. It would appear that it would be up here rather than down there. This might have been an original location in the very beginning. This is 1943 and afterwards.

DT: It looks to us like they had one in different places at different times.

BC: This (the plan) says 1944 Entrance Gate, Moton Field, May 1944. So that's the location at that time.

AW: Maybe what appears on this drawing what's the date on this drawing Jon?

BC: 1942 probably.

JB: I don't see one. The person who drew it was H.H. Cooper.

DT: It looks like they were proposing parking areas behind these two buildings and we didn't know if they were ever constructed or not.

BC: I am saying that this could have been there in the early days and after 1943 when the entrance was put up it was moved up further.

DT: That makes sense.

AW: I have another drawing here that says "Entrance Gate Design".

STATIC

BC: This was Milton Love. It was built as the gate was drawn with the exception of the lights. I'm not sure they were put in. Nor was the metal gate put in. But the opening was built and the niche for the bust was put in and it's still there.

JB: So it may have been there before the gate but they didn't install the metal gates?

BC: There isn't any indication on the side for the gate.

JB: Hinges and brackets or anything.

BC: Right the only thing I know is there used to be a big heavy chain that went across here. Getting electricity to this point was a problem. A big problem. Nobody thought it was really necessary I guess.

AW: Do we know where this bust is right now?

BC: No. We have been trying to locate the bust.

[Plans shuffling]

DT: Everybody asks that question!

AW: This looks like an earlier drawing dated 1942 with the initials G.A. R.

BC: George A. Reed. He was a professional engineer on the faculty at the university.

JB: Did he teach also?

BC: Yes he did.

DT: This one shows the guardhouse in about the same place so that might have been an earlier location.

JB: That guardhouse is located right by a culvert or a drainage that goes under the road.

BC: Yes it was at the time.

JB: This drawing shows the time before the cadet housing and the warehouse. The two wooden structures behind Hangar #1 were built.

AW: This shows a little gas pump here. That was another question I had, where the planes were fueled. Do you recall where the planes were actually fueled? Was it in the back?

BC: I think they were fueled out front.

DT: In front of the hangars?

BC: Yes.

JB: Could it have been at different times maybe they had a gas pump behind Hangar #1?

BC: Yes. Behind Hangar #1 there are two buildings now. A storage building and a classroom building.

JB: Later they sunk the tanks beneath the tarmac.

BC: Yes. This is the beginning.

PAUSE

DT: I have some questions about a lot of the drawings have G.L. Washington's name as engineer and they also have Edward C. Miller who is the architect who worked at Tuskegee as the head of the architecture department. How much were they actually involved in the design of the buildings? How much was Mr. Miller involved? Was it really Mr. Washington who did most of the designing? Or was it both? Do you have any idea about that?

BC: I think G.L. Washington in the very beginning might have been instrumental in getting Hangar #1 designed and built. Later on Edward C. Miller became half of it. He was the person who designed Hanger #2. Milton Love was one of the instructors in the department of architecture. He also drew some of the smaller buildings/houses that were there. George Reed was an engineer on campus teaching primarily plumbing/air conditioning that type of thing. Also lending some duties out to Moton Field in the engineering field when it was needed. There might be one or two drawings. There's a BC Booker Conley. He was a college student in the department of architecture at that time. Milton Love and Edward Miller had offices there in the

department of architecture and I was there as a student. George Reed was a faculty member there and also Washington was employed as an engineer. But he had duties prior to that time more or less as Dean of one of the schools in that area. He was put on full time on Moton Field once they got it up and running.

DT: Do you know if Mr. Washington had an office here? I know the physical plant building over here just to the right of the Locker building. It was my understanding there was a presence here. Somebody here from the physical plant at Tuskegee who would have been over here to oversee things. Do you remember that? Or is that the case? Or would someone have had an office here?

BC: It would not have been someone from the physical plant. If there was a person out here he would have acted as an engineer for the buildings and grounds would have been just for Moton Field.

DT: When they say physical plant they mean this physical plant. That makes sense.

AW: I have some other questions regarding the water supply and various pumping stations. These are some drawings that kind of showed this hillside that we are up on top of right now. This is dated 1942 with the initials GAR, George Reed.

DT: Here's Hangar #1 and then I guess here is the road and there's the hillside over there.

BC: Now this???? landscape architect. He's the conception architect prior to…

JB: Pryce?

BC: No, Pryce wasn't involved at that time at all.

DT: Mr. Williston.

BC: About the water supply. There were quite a few spring heads up on this hillside opposite down near the back part of the hangar. There was a method of collecting water from these spring heads and channeling it down to a point where the pipe ran across the road to a well. That's what this would show.

AW: Is that to the corner to Hangar #1 here?

BC: Yes. It's still there. Water from all of this area would be piped and graveled in then piped down to a main point where was then channeled across the road to a well.

AW: How about further down the road here? Was this another sort of outlet for drainage that went out?

BC: Yes.

DT: Station house. Guardhouse. I noticed that station house before.

JB: The holding tank for the water that was being taken from the springheads was over behind Hangar #1. This was where it was to get the pressure pumped out to other plumbing?

BC: Yes, it was treated there and pumped out and that system operated until about 1970.

DT: There was a city water supply after that?

BC: Then after that the city of Tuskegee… There is a map that shows this whole area.

PAUSE

DT: I think you can see that a little better.

BC: You're getting water from the springheads across the road. That's how the water was supplied to the building. At the same time the VA hospital had a pumping station out here on the creek. They would pump water from here to a point here where it was treated at the filtration plant.

JB: So that says government hospital filter? So the VA hospital had their own filtration system down here.

BC: Right. There is a pump here on to the VA hospital from this point.

AW: Do you recall if the hospital is still in existence?

BC: The VA hospital? Oh yes.

DT: Do you mean the water treatment plant?

BC: Now in the 60's and 70's the water supply was deemed not adequate. Water was taken from the filtration plant. The water was tapped in from city main where the city line runs across the sewer line. They were connected so the water could channel back to here and got city water.

JB: So they used some of the piping set up for the VA system? But was plugged in to the line that went along 81.

BC: Yes. So they are getting city water now.

JB: No longer from the creek. They are using VA hospital pipes?

BC: Right. So it would come back through the water filtration plant to just about to where the hangar is.

JB: That wasn't done until the 70's.

BC: 60's. 70's. That's how the water is now and how it used to be from the spring.

AW: While we are talking about water, there was a pond constructed here at one time over in that area there?

BC: Yes, where that building is (pointing to the caprine shed).

AW: That was the old vehicle maintenance building?

BC: No it was down further where that bush is.

DT: The cinder block building was the original vehicle maintenance building.

AW: And that's where the pond is located?

JB: In between the Sky Club and the vehicle maintenance was the pond?

BC: Yes.

DT: Near where the vet school's goat sheds are.

BC: Yes, it's just about sitting right on it.

DT: Can you see it in this photo?

BC: Here's the club. It should be just about here.

JB: It was less than ½ acre you said?

BC: Oh yes. It's a small one. Very small.

DT: Water was diverted from the creek into the pond?

BC: It was not a great big pond and it was not really a big flowing creek. But just enough water to keep it level. You don't see the reflection showing the pond. But it was.

DT: Behind the physical plant building?

BC: Elevation wise this is much higher.

[End of Side One]

DT: I looked on this site plan and it looks like your kind of looking in the right direction to see but I wasn't sure. (Talking about Ventilation Plant)

BC: Where's the house?

DT: That's got a lot of windows in it. I wasn't sure what that was.

JB: Windows and ventilation caps on the roof.

BC: That might be it. Now lets see. I just don't remember the windows. Let's see the back.

JB: In the foreground is a little bridge crossing a creek. Is that what that is?

DT: That's what it looks like.

PAUSE IN TAPE

DT: The treatment plant is not there anymore is it?

BC: Yes, it's still there.

DT: I guess I've been looking in the wrong place for ~~it~~.

BC: Have you been by there?

DT: We saw a house there but we didn't see the treatment plant. We thought it had been demolished.

BC: The house is for the person who operated the plant. That's where he lived.

DT: I remember you told me that.

BC: Adjacent to that.

DT: I just didn't see it.

Somewhere behind it.

Mr. Howard: About a year ago they started demolishing it. All that's there now is the foundation.

DT: So it is gone. I didn't know that. Well, so much for that. We think that was probably it. In that case this is Hangar #2.

BC: I seen somewhere too, in the park service publications, that there is a corrugated roof on that building. The other one was asphalt. That is the first time I had seen that but I am sure that is what it was.

DT: All right. Anne, do you have any other questions?

AW: Maybe to verify where the septic field was. I have a survey here. Should we look at one of the older drawings? This is a current survey here.

PAUSE

JB: We have lots of copies of these.

PAUSE

BC: There is a property line. It had to go to the septic tank. The drain field is inside the fence – inside the University's property. I wanted to get a better idea… Once they put the new hangar for the municipal airport they disrupted the drain field and we had to relocate it.

JB: This is the municipal airport right here.

BC: Let me look at another drawing here.

STATIC/PAUSE

AW: Here is one of those earlier drawings from 1942 showing ?

PAUSE

BC: There might be some in the physical plant that might be more accurate than what I'm showing here. That's the general idea but now I'm not sure about the length. That's generally how it is. And I like to be factual when I do this. I think there's a sketch in the physical plant that shows how this was actually put in.

JB: So the new disposal field was made after the municipal hangar was built.

BC: In the 70's.

PAUSE

DT: I had some more building related questions and a lot of those are related to what went on at the field after the World War II period and after the training stopped here. Can you tell me what you remember how long did Tuskegee use the facility for flying training and what went on shortly after the war?

BC: After the war, I would think that flying was still going on for civilians and for also for some of the ROTC Air Force students were participating in flying here at Moton Field. Chief Patterson, one of the pilots during World War II did quite a bit of training of civilians and students from the college.

DT: So he continued training after the war period.

BC: Yes he did. He continued training up to three years ago really. Flying was really in his blood. He just flew automatically. He did a lot of teaching of pilots.

DT: So he continued up to the 80's or 90's?

BC: 90's. There weren't a lot of students but there were enough to keep him busy. That was the only flying activity at the field. There may have been three or four planes housed here owned by some of the people in the city nearby. That was the primary function at the time. After the war and in the early 60's the School of Veterinary Medicine developed Hanger # 2 to a large extent used for activities in veterinary medicine research. They built a large animal-operating center in the building and various satellite laboratories that they developed also for use in family treatment and research. They still have that today.

DT: So while they were operating in Hangar #2 and having their large animal practice they were still flying here and using Hanger #1.

BC: Right at the same time Hanger #1 was for flying. Hanger #2 was for veterinary medicine research.

DT: Someone said that Chief Anderson lived here on the property and wanted the buildings sometime during this period. Do you remember that?

BC: I don't know about that. That might have been during the very early years but as I got to know him he was living on Bibb Street in Tuskegee. That's the only place I knew he lived because there were two houses on the field that would be suitable for living.

DC: It's my understanding that these two buildings and the physical plant and the club house building were lived in at some point by various people.

BC: That's true. After the war when there were a number of Army cadets and the student pilots. Of course they dwindled. In a year or so the various buildings on the post became useless. So the university allowed several people to live in these houses. Some had duties as caretakers of the property to help maintain and keep the property up and also for security reasons. Three of the buildings were used for families to live in (pointing out buildings – two behind Hangar #2 and the physical plant) and eventually they were removed because they weren't needed. It became too expensive to renovate and operate it as a residential structure.

DC: I have some pictures you let me look at from your files that show these buildings in the 70's and 80's and it does tell when they were demolished. But it was because of the maintenance issue. They couldn't keep them up really.

Let me ask you specifically about the clubhouse. We are trying to get an understanding of how the clubhouse was used. I wasn't sure from the information we have how it was originally used. I don't know how much you really know about this because you really weren't around at that time. But it sounds like from the descriptions of it being constructed it was called a civilian recreation building. We don't know if the cadets used it or other people who worked here or if they both did or how it was originally used. Do you know anything about that?

BC: Actually I don't but it was always known as the Skyway Club and that it was a place for socializing and civilians did come out. I don't know how much time the Army cadets would have for that type of activity. Also you have to remember that being as far as it is there is a need for transportation back and forth. If you didn't have access to that you were out in the cold. When the cadets were here they were transported by bus or station wagon to whatever their activities were here at the field. I believe the club was in operation in the evenings and for weekend activities. I'm not sure the cadets had the wherewithal to get back and forth that much. But the civilians and there were quite a few that needed outlets and this was a good place for that.

JB: The civilians that were associated with the field were they working with the field or were they neighbors or were they people that just had some job related to the field.

BC: I would say they were both. You would have drivers, mechanics, maintenance people, teachers and then you would have friends of those people and the Army types would also come out.

JB: Were there transactions going on here between Maxwell or other Army installations in the area that people might have used the club.

BC: There is a connection between here and Maxwell for the Army and the cadets. At one time I think some of their flight training may have been at Maxwell Field before Moton Field became fully functional. There is Maxwell people coming to the clubhouse because back then we still had segregation It was almost unheard of for a black officer to go to one of these clubs at Maxwell at that time. So they wanted outlets for the officers locally to socialize.

JB: So the pilots at Maxwell were they primarily white population?

BC: Yes.

JB: Exclusively white?

BC: Exclusively white.

JB: So there is no one at Maxwell going to come over here to use the Sky Club here.

BC: No. That would be correct.

DT: Then I guess after the war era someone or people did live in the building here. Tell us what happened to it after the war era the best you can remember.

BC: I believe someone lived here but I'm not sure. I just don't know how the building was used.

DT: I guess one question we have. Mary Ellen if you could look at the plan you have there, is this the original floor plan of the building as best you know? We understand some walls were added but these rooms were all here there was a kitchen there were these rooms used as bedrooms or did people stay here overnight if they couldn't get home?

BC: I don't know but it appears as though someone lived here. I believe someone would have lived here just to secure the building. Make sure the property was all right especially according to this arrangement.

DT: I think these room designations may come from later when people were living here I'm not sure how these rooms were used originally during wartime. Of course the building wasn't built until 1945 so there wasn't a lot of time when people were at the field using it. We didn't really know if these rooms served as bedrooms and this was a kitchen during that period or if that was a function that changed later.

BC: I would think that someone did live here originally who operated the club. They were responsible for the club and its activities.

DT: That makes sense so there would have always been someone here.

BC: There was always a presence here. The way this was arranged, you close this door you have this area with nothing at all.

DT: You said that these were originally restrooms.

BC: Yes.

JB: What about money for the construction building?

DT: I'm not sure. The only information we have about it being constructed I think is information from the Solo Newsletter that says it was being constructed as a civilian recreation building. It says something about the "Employees were happy constructors". I'm not sure who paid for it.

JB: I guess that's where I mean I think I'm thinking more now that he brought up the idea of the Tuskegee block being used for construction which is something local to this area and something the university taught people how to construct themselves. I guess it wasn't the Army that paid for this building.

BC: No, I don't think so. I have a picture at home come to think of it that shows the civilian pilot trainees putting the deck on this building. Some of them had their uniforms on. One of the employees I just happen to recognize who worked at the physical plant with me. That had to have been in the later years really. They were doing the construction that part of it. In those years the university did it's own construction and this type and this size wouldn't have been any problem at all. It is quite possible this was done by the university.

DT: That makes sense. It also makes sense that it was called the civilian recreation building. It wasn't built for military purposes.

BC: That would be a nice picture for you to have.

DT: Maybe we could get a copy of that from you.

JB: I guess it's kind of different to think about the building if the Army built it would be an officer's club or have some specific reason or rank attached to it. If its just an idea that just the people related to Moton Field either a social place to get together or just sleeping rooms or some place to gather. They built it themselves.

DC: Or all of those things. It makes more sense. That makes a lot more sense I think.

AW: I have a question about the recreational activities that were here in addition to this building. Looking at this aerial photograph there is this clearing in the back here and there has been some evidence there were tennis courts back here.

BC: There were tennis courts here. How many I don't know. I guess you could determine how many there should have been.

AW: Were they put in about the same time the building was completed?

BC: I don't know.

DT: According to some written information we have they were actually completed before the clubhouse was based on the history of the field that we have. They were here pretty early.

Tell me when you were physical plant director?

BC: 1970 – 1980. From 1960 to 1970 I was assistant grounds supervisor.

DT: So you were involved in the 60's and 70's in particular with the grounds including Moton Field.

BC: Yes. From 52 to 60 I was assistant superintendent for the construction department for buildings around the campus. I have been involved since 1940.

AW: What about the golf course that was here? Do you recall where that was located and was it a full 18 hole or was it a 9 hole?

BC: 18-hole sand greens. The runway now you can see at that time, it went toward that orange windsock. I looped all the way around that building was hole #1. All the way to the highway is a lot of land that's where the golf course was.

I guess there is not much left of it since it was sand and its pretty much grown up. I'm not going to be able to figure out where it was.

AW: I have some drawings here that show a couple of course lay outs. Do you want to look at those real quick?

PAUSE

DT: I guess this is an older plan and someone super imposed the golf course on it.

JB: So this was all completed? This layout?

BC: Well, let's see now. It didn't go over here.

PAUSE

[End of Side Two]

DT: So it wasn't on the other side of the road there.

BC: This is the road? How did you get the ball over the road, just knock it over? (Laughing)

DT: This is a plan for an irrigation system. Was there an irrigation system ever?

BC: No.

DT: So that was just wishful thinking I guess.

BC: Do you have anything else?

AW: We have one more I believe.

DT: Here's the creek.

JB: Did Pryce say it was a nine-hole course?

DC: Yes, I think he did.

BC: Yes, I was wrong. This is more like it.

JB: Yes, this is 1970. The last one we saw was 1966. This is by Ed Pryce.

DT: We are just trying to sort out which one was actually here.

BC: OK. You just walk over the bridge to tee off. I knew that hole #1 was right by that place there. There's a little ditch. Which is this and a little bridge across it that's where you tee off for #1.

DT: Courtney wanted to ask about the storage sheds here. I guess in doing our research we weren't sure which one was the oil or the dope storage shed originally. According to our information this was the fire protection shed. That's what we called it. That was originally used for the fire protection equipment. This is the oil storage and this is the dope storage. There is some confusion as to which was used originally. Do you remember that at all?

BC: I don't.

DT: That says water.

JB: There is a concrete cap over there that is built up along the same line where the hose reels are.

BC: I don't know which is which.

DT: In our list of buildings that you all (JB) came up with showed pump houses on there. We are still not sure what building that was or where that was. I don't know if that referred to the structure over here or other pump houses around. Do you remember any of the pump houses?

BC: No I don't.

JB: Do you recall this concrete?

BC: Is it there now? I'll have to look and see. Now this is the pump house here. The pond is here.

DT: There was a pump house at pond?

BC: Right.

DT: How early would the pond and the pump house have been there?

BC: I don't know.

JB: The pump house would probably been tied into the pond. Does that make sense?

BC: Yes.

JB: It always would have been part of the pond. Do we know how long the pond was here?

DT: I guess the goat shed took the place of the pond. I guess it was there up until then but I'm not sure early it was. But it was here as long as you remember.

BC: Yes.

DC: Now we do have some photos of them putting out a fire in the locker building. We are assuming they are using the pond.

JB: Or the hose reels were tied in and the water was coming off the Artesian wells off the hillside, from the spring heads.

BC: For this building (Hangar #1).

JB: The hose reels that were along this hillside. There are four little stations where the hoses came off. Didn't that water…?

BC: I don't know. I think that this pump house is for this hangar. So I'm not sure about fire protection which of course I'm sure that was required for this hangar. I don't think it's tied into this pond. I'm sure the federal government required there be some type of fire protection. And we had to adhere to that.

AW: Would that cistern on the corner have any functions to help put out fires?

BC: I don't know.

JB: Was Hangar #1 built according to different rules than Hangar #2? Because this was a government paid program that it had to follow different guidelines?

BC: I think they were both paid for by the government.

DT: We know that a lot of the fence for the construction and we think both periods or phases were funded by the Rosenwald Fund. I don't know what government money was involved but we do know the Rosenwald Fund funded a lot of it.

JB: I was just thinking because of these four fire stations along this hillside and if they were built at the same time as this hangar because of some guideline would there have to be a certain amount of fire protection next to here? And yet we don't see that fire protection for Hanger #2. I was just wondering if there were different rules.

BC: For Hangar #2 there were stand pipes inside which were connected to this water supply.

JB: Were they just on the floor or did they come up out of the floor? Kind of like a hydrant?

BC: Stand pipes came up out of the floor with a hose on it.

JB: Do you remember how many of those there were?

BC: No. It might be on that drawing.

DT: We do have drawings so they are probably on there.

PAUSE

DT: We are looking at the drawings for Hangar #2 dated September 1942.

BC: I don't see them. They should be along this wall.

JB: So they would have been along the edge of this wall?

BC: Right. It couldn't have been out in the open.

JB: There seems to be some kind of box. I'm not sure what those lead off to. I see the circle where the lights are. Maybe those are just the power lights to the electrical feeds to the lights.

BC: Well maybe they didn't get a chance to put them on there. This isn't complete. The ???? isn't located. I haven't seen any plumbing drawings.

DT: I haven't seen any other drawings. The vet school that used Hangar #2 they basically used the hangar space that was subdivided. Did they use the other rooms as well and the control tower?

BC: Eventually they used all this area. They subdivided this to make a big operating room and for some other activities. They eventually converted these outside areas to laboratories of various types.

AW: I saw some evidence over there of little square tile flooring material. Do you think that would have been added as part of that school?

BC: Earlier that was concrete.

DT: Let me ask about the control tower. I haven't found much information about it. I don't know how much you know about this. I understand what the control towers purpose was for. I guess there were three floors plus the observation tower that was on top. How would they have used these other floors?

BC: It was actually a parachute tower. And the stairs. There's a drawing that shows the stairwell.

DT: We do have drawings of the control tower. We do have drawings that show the stairs. My question is what uses would the other floors have had? Would they have had offices in there? I'm trying to understand how they would have used it during the war period.

BC: There might have been an office or two.

JB: How much space is left on each floor once you get the drying rack and the stairs?

DT: There's not a lot. So maybe it was just a way to get to the top.

MH: In this area, the parachute drop, the walls were plaster?

BC: I think they were plaster.

MH: There is plaster here and then of course this is wood. This plaster was just a finish coat, no paint? Or did they just paint it white?

(BC agrees)

AW: This is a drawing of a caution light. I was wondering if that might have been something that was on top of the hangar at one time. There is a detail here of a pole.

DT: This says traced by Miller and Reed, 1941. We wondered if these were lights. Scale one-inch equals one foot so it's 10 or 12 feet or so. Fifteen feet maybe.

AW: This little light fixture on the wall, is that original?

BC: Yes.

AW: Is there any other lighting sort of like pedestrian-scaled lighting along the walk areas?

BC: No. There were a few lights come to think of it. Street light types.

JB: This thing is so decorative it almost looks like it would have belonged on campus. It's a caution light so it's yellow glass which means its would be at an intersection or something.

DT: It was in the Moton Field drawing file. We haven't seen anything in photographs to identify it.

BC: Sometimes things don't get built that are drawn.

DT: That's true. We try to keep that in mind too. I have just one other question. Looking at the aerial photograph again looking in this area here past the vehicle maintenance building, the concrete block vehicle maintenance building, we've called this building the vehicle shed. From some of the written information we have it was used as an open shed. It looks like there are a number of sheds around there too. Do you remember what those might have been and what went on over there?

BC: No, I sure don't.

DT: It looks like there are a number of other sheds too. Does anyone else have a specific question?

Saying goodbye to Mr. Conley.

[End]

AW: It's after lunch and we are here with Ed Pryce. We are going to ask him some questions about the Moton Field site. We have some drawings on the table. We are looking again at the building plan that shows the two hangars, the tanks and some other outbuildings in the area. Some of the questions we had were more landscape related in this session here. I have also some pictures that show plantings around the hangar buildings that I want to pull out real quick.

DT: Tell us what you were talking about the buildings that people lived in on the field. Can you state that again so that we will have it on tape?

EP: I think there was a house here.

DT: Past the vehicle storage. The concrete block vehicle storage building, on the other side of that.

EP: At least two families. It was a double.

DT: A double, like a duplex?

EP: Yes, a duplex. This is where we are now.

DT: Yeah, right, that's the clubhouse.

EP: Right. Somewhere out here there was a flat area. It had been tennis or badminton or some kind of court.

DT: We have an aerial photograph we will get out and show to you that shows the tennis courts at the clubhouse. Here's the aerial photo. That might jog your memory. Here's the back of the clubhouse.

EP: Yes that's the tennis court. Somewhere in here was a water tank. I can't remember exactly where. Whether it was this way or this way. But it was up on the hill, up high. I remember standing on the corner of it. It was a concrete retaining wall and soil had washed in and filled part of it. But it was still holding water and there was seepage was coming out of it. It was about six feet high. Right down at the base of it were some water moccasins. A bunch of little babies in one little pocket. I can't remember if it was here or back over this way.

JB: There are a few concrete structures over here to the side of Hangar #1 that seem like they might be related to the spring heads. Do you think it might be attached to that?

EP: Yes. The spring heads should be right in here. It could have been down this way.

JB: There was one rectangular shaped concrete structure.

EP: Yes. That's probably it.

DT: I do have a couple of sketches that Mr. Conley did that show there was a pond over here in this location and it looks like it has a retaining wall so I guess that could possibly be it too.

EP: They used it for fire fighting purposes. It's just water storage so they could fight fires. They had several sheds that held fire equipment with hose carts. I think that was one of them. I'm not sure but I know there were several hose carts. You know the ones that have a hose on it. So that two men could grab it and run to wherever the fire was.

PAUSE

EP: Mid-sentence. The golf course went all the way down across the field. And when they extended the runway it messed up four of the holes. So we just abandoned that course. But this kid who lived here, his name was Elmore Whitlow. We hired him to take care of it. He would mow the golf course and he'd take care of this because we didn't mow, we just burned the whole field.

LONG PAUSE

EP: Oh, you've got a planting, oh great.

EP: It was fairly recent. About a year ago. They didn't save anything. Just bulldozed everything.

LONG PAUSE

AW: It's very hard to see but here are some of the things mentioned on the side of the drawing.

PAUSE

EP: They call that Jasmine Amennii???? It blooms in the winter. Its flowers are about an inch in diameter. Yellow. Very nice. These idiots around here use a pruning shear on them. Make hedges out of them. Cut all the flowers off. This is the honeysuckle we have around here. Wild. We don't have any Taxus anymore. It all died out. It can't stand the heat in Alabama. Redbuds all over the place. We don't use willows anymore. Dogwoods we love those. And this is pines. At present we don't allow any pines on campus. It's stupid.

(Everyone talking at once)

AW: Why is that? Could it be because they're weak-wooded trees?

EP: A lot of people don't like pines because they say they attract lightning. Even though we've got pines all over the place. If you want to fit in then you've got to have pines. They even went up on the City Square and cut down pine trees that big around. Beautiful. I was talking to a guy in charge of the thing. He said he didn't like pine trees. I said those were beautiful. Next thing I know, they were gone. I can't understand people. Okay, this is pine and wisteria. It's gone native. It's everywhere. White ones and the purple ones. This is a native jasmine vine. I don't know what he means by that. I have no idea. This is a Malus Floribunda. That's crabapple. Crepe Myrtles of course are all over. There was some Barberry right here by those houses.

AW: Would that be to the side of Hangar #1?

EP: To the back where those two houses are. They had some Barberry hedges in there. This is Oakleaf Hydrangea. Those didn't last long. We don't have any lawn in now. Amur River Privets. I remember Amur River Privets. They have naturalized and they take over everything. They are a weed now. When he brought them in here they were not weeds. Cotoneaster, Abelia, Mimosa, he loved that. This is native too. I'm trying to think of the one he doesn't have on here, it's Pearl Bush. He used Pearl Bushes a lot. Abelia and Pearl Bush. Those are deciduous shrubs. Japanese Privet, you don't see that in here. He used a lot of wax leaf Privet.

AW: What about the Texas Umbrella? Is that a tree?

EP: Yes. We called it Tree of Poverty because it grows around poor peoples' homes. It's native.

AW: What do you remember about some of these plants installed here? Were they close to the building? What was around the clubhouse building?

EP: I exactly remember Williston's idea was to plant next to the building, make foundation plantings just like you know that thing he learned at Cornell.

AW: I am going to show you a picture here. This is a view with the back of its looks like Hangar #1 looking toward the tower. It's not the best picture.

EP: Here's a Juniper. Yes, he had foundation plantings go all the way along and they would primarily be wax leaf Privet and Nandinas and Pearl Bush and Abelias. He liked the combination of Nandina and wax leaf Privet. The Privet would be higher and in back and in front he would dress it down with Nandinas. They are pretty this time of year. The leaves turn reddish orange and then they have these big clusters of berries on them. A very decorative thing and they grow. You can't kill them. The things at Armstrong Hall right now would be very much like this. The same kind of foundation planting, pretty typical.

AW: Was there pretty much foundation planting around all the hangar buildings?

EP: No. I can't remember. I don't think so. It was more business like up there. Now around the cottages on the backside like this, where people were walking, there would be plantings. But out front where the airplanes and automobiles were there wouldn't be anything out there.

AW: So just the sidewalks and maybe some grass panels between them?

EP: Yes.

AW: Tell me again what was around this building here.

EP: I can't remember.

AW: What about some of the other things on this plan sheet. It's kind of hard to see. There are some little picnic tables and bench construction made out of logs. Were those ever built? Were they on the site?

EP: I can't remember. All I know is the building was here and it was vacant. I think everything that was outside has been removed. People just took them. So this is probably what was there. They probably built it.

AW: It's pretty much this palette of plants we rattled off earlier. Do you think they were implemented at some time?

EP: Absolutely. This was his palette. That's what he used.

AW: We have some drawings of the golf course too. Maybe you can tell us which portions were actually here. There are a couple of versions. This one is from 1942 originally. It looks like someone drew over the 1942 drawing to put the course on here.

EP: Here we go. Yes. We had five holes up here and the ones that I had went around this way. They went through here.

JB: Can we look at that last drawing?

EP: We only had five holes up here and then another four back here. This is mine.

JB: So it was a nine-hole course?

EP: Yes. A nine-holer is right.

JB: So does this layout make sense?

EP: Yes. The water tank building is back over here. Here's a 199. There's the creek. So we went all the way down to the creek. It would have been back at the end of the runway. When they extended the runway they wiped out these holes right in through here. This was one. We had another one that came through here. So this was changed several times.

DT: Here are the hangar buildings if that helps to orient you.

EP: This looks like the one I remember. They had eighteen holes we only had nine. We had five up here and four more that run across that way.

DT: So it did go on the other side of the road that comes into the hangars?

EP: Yes. It went all the way down to where that corner is. Near 81. Coming around this way.

JB: So you just played across the street? Across the road?

EP: Yes. Exactly. We had to stop it whenever they extended the runway.

AW: From the early 70's I guess. 1973 maybe?

DT: For the municipal airport when they extended the runway?

EP: Yes. When the runway was extended but I'm not sure when. You may be able to get that from Delmore the guy who lived over there.

DT: Now is he still in Tuskegee?

EP: He is still the foreman on campus. He's a ground foreman.

DT: When was the golf course first put in? Did you talk about that? Can you remember when it was first put in?

EP: It must have been in the 50's. Late 50's because I was out of the greenhouse at that time. I was still doing landscape maintenance. I was superintendent for buildings and grounds and still doing landscape maintenance. It had to be after 1955. It was about 1956 or 1957 somewhere in there and then it went on for twenty years I guess. It had 'sand greens'; barely any water. All I can remember is Elmore Whitlow.

JB: Whitlow?

EP: He would cut the 'sand greens'. That was his job except for taking care of the field out there.

AW: Was the user group primarily students for this course?

EP: Mostly faculty. Guys they knew. People who worked at the VA. Officials, doctors whoever. People who played golf.

JB: Did they have to have an invitation or did people just show up?

EP: They'd just come out here and play. They had kind of a rough organization.

AW: So they didn't pay any fees or anything like that?

STATIC

EP: They would come out and volunteer to maintain those 'sand greens'. That's about all I can remember though.

AW: I'm curious to know were there any additional plantings after you came in 1948. Were things added that were not original or just maintained as they were?

EP: We did everything minimally out here. The university still owned the buildings. We still slightly maintained this. There really was no budget for this. We did whatever we needed. People who lived here did what they had to do to maintain their own cottages. That was about it. This place was like a shot in the eye.?????

DT: Did you periodically paint the buildings or did you just let it go since you didn't have the budget for that either.

EP: Never. Nobody cared. This was a neglected portion. The university owned it and that was it. They had no money for maintenance. When people were living here they had to maintain their water system and the sewer system. That's about it. That's why they still use that water from the spring, still use the reservoir. Electricity still came in. As I can remember people paid for their own electricity. I'm not sure about that.

AW: You said their water was from the spring. That was the main source?

EP: Yes.

PAUSE

JB: What is drawn as a lake by Conley would make sense as the pond. The pond is right here and this is the Sky Club.

EP: Now this shows landscaping. See the shrubs here? It's even got numbers on them so you can see what they are.

AW: This is the only plan we have that shows plants on it.

EP: There is a walkway here in between the buildings. So there would be some plantings I presume between the walkways and the building. This was the hangar?

JB: The hangar is right here.

Static

JB: Hangar #1 is right here and that's Hangar #2.

EP: Oh, I see. We showed some planting in there. Now where was that pond?

AW: It's that half circle shape.

EP: Is that a wall?

AW: Could be.

EP: That was a path apparently.

JB: Maybe a berm.

AW: You can't read it it's so light. We need a better copy of that.

JB: I've never seen that before.

DT: It came from the physical plant here.

EP: I've never seen this before either.

DT: Well I guess we are not sure if all of this was implemented.

AW: We are trying to determine that today by looking at a plan dated 1944.

EP: Slab seat? All I see is slab seat.

JB: Logs.

EP: Oh, logs.

JB: It's also interesting to see this cul-de-sac, this turn around right here behind us that would have gone that would have gone along side these tennis courts. Here's a road that comes and goes around like that.

DT: You can see from this aerial there was a road, a farm road that came back in here. I'm not sure it's the same one.

EP: So this is the outdoor seat made out of logs. I've never seen those. It could have been here. I can't swear by it. People who work here, Colonel Carter was familiar with this whole thing.

DT: Have you interviewed Colonel Carter? I thought so.

EP: He would probably remember that.

AW: Were the tennis courts here when you came in 1948. Were the tennis courts still here?

EP: Nobody was playing on them. If they were still here it was just a level area that was full of grass. That's all I remember.

AW: So the golf course was more of an active recreational thing at that time?

EP: That's the only thing that was being used.

AW: Did people use the creek for recreation at all?

EP: Yes. For fishing. It became a nuisance. People driving in here just to get to the creek. We finally had to stop that. They came in off of 99 and crossed over that way to the creek.

AW: We were wondering how the gate might have functioned in terms of security and kind of regulate the people that came and went. We have a plan here that shows the front gate. This is an earlier plan. I guess this central piece of the wrought iron was never really constructed but the wall pieces are certainly out there.

EP: I've never seen this. Did you find out where the bust is?

DT: We are still looking for it!

EP: I thought Booker Conley would know where it would be.

DT: We asked him and he said he didn't know. At least that is what he said.

Static

AW: Another picture I wanted to show you is of what appears to be a little gatehouse outside of the brick wall. Was there any evidence of that in 1948?

EP: No. That looks like my old 1944 in the back.

DT: The photo is from 1944.

EP: No. This was not here. Ed Miller taught architecture on campus. He had an office in Atlanta later.

AW: So do you think any of the plantings that were around the walls are out front today?

Static

EP: I can remember two red cedars on either side here. Big red cedars that are gone I think. Then there was a row of Crepe Myrtle's down this way and I think there were more over here. I remember the two red cedars. I think they were here or here. The Crepe Myrtles were along the side of the road to the right closely as you go out.

AW: What about lighting? Do you recall any light fixtures that were outside? This little one on the lawn here appears to be original here outside the building this lantern style light. Do you remember any other light fixtures that were on the property?

EP: I sure don't. I know there were lights but they were probably industrial lights. Probably left over from the wartime. I know we didn't install anything. Like I said we had no budget for doing anything. What was here was here.

AW: Your maintenance here was really mowing? What else would you have done in terms of upkeep?

EP: Keeping water up to the cottages and the sewer lines. That was about it.

DT: What about the locker building and the block building that's back there. Did you use those to store things or anything like that?

EP: Whatever was there was there. We didn't touch it. We also didn't do any improvement or secure it in any way. There were about four or five boys who used the hangar as a playground. They tore up just about anything that could be torn up! Including breaking windows. We had both professors that left things here. One died and his family put all of his books in some big wooden boxes as big as this table. He was a sociology professor and he had a lot of books. We stored them down there hoping they would come and pick them up but they never did. And these kids broke into those boxes and had books scattered all over. Beautiful volumes. I come in here and the rain had gotten to them. They would tear them up. It's a pretty depressing picture but that's the way it was.

DT: Is there anything else you want to tell us about?

EP: I can't think of anything. I'm all talked out.

AW: Let's take a little break.

Static

AW: When you came in 1948 was there any evidence of farming in the area or the surrounding properties?

EP: Approximately to the north of Highway 81. There was a field that grew corn. Some farmer put corn on it. They may have attempted to grow somewhere in the field but I discouraged that.

JB: Do you recall if the Eich family maintained any farming land along side the road?

EP: The university bought a thousand acres from the Eichs this piece that you see. That was their plantation on the other side of 199. It was still an active farm. When they stopped farming, I don't know. They were still farming though. There is an old church up on the hill near that intersection.

DT: I think I've seen that on the map.

EP: The church is still there, I think. That is about it. I can't think of too much more. We had nothing to do with this place; we came out here and played golf. My sister was an excellent golfer and she taught me how to play. Well I needed to learn because as part of my master's course from the University of California, Berkeley, I had to design a golf course. So I had to learn to play golf. When I got back here we started building golf courses. We had another nine-holer on campus, what we call the AG site, out on the school's farm. We had nine holes. For some

reason, the AG department decided we were going to plant trees on it so we had to move nine holes.

JB: The golf course that was here was before you came. Kind of laid out and designed before you got here?

EP: Understand that now, I never saw it. The one I knew was on the erg site and the one I built up here. Those are the only two I know of. This was the first time I've seen that. I didn't realize they had one. Certainly not eighteen holes. I'm sure that was a figment of someone's imagination. Especially with the irrigation on it. That was a joke.

AW: So the AG school never used this property in any way, just the veterinary school?

EP: The vet school took over Hangar #2 with the lab on it.

AW: Did the erg school ever grow anything on this property to your knowledge?

EP: Not from 1948 on. There was nothing grown on it.

JB: Do you remember much about the use of this building around 1948 or so when you got here?

EP: This building was just an empty shell. (Skyway Club)

JB: So was it kind of closed off, blocked off?

EP: Oh, we came inside to check and make sure people weren't living in here.

JB: Had a lot of the furniture inside been taken out?

EP: Oh yes. They had a few old desks around. A broken chair here and there. Nobody wanted it. If you wanted something it was gone.

JB: But none of the layout applies in these drawings. I mean photographs. Explain the layout.

EP: Colonel Carter can tell you about that. When I was here it was a shell, a dilapidated shell. You have to be careful where you walk. The basement part stayed damp. You didn't want to go in there because it smelled bad.

AW: You mentioned the children who played in Hangar #1 that lived here on the property. Were they here at that time? Were they living here?

EP: They are still here. The Simpson's they are.

DT: They're the family that lived over in that house, the duplex. The Simpson's.

EP: Drew Simpson was the father. They had eight kids. Half of them were boys.

DT: And they are still around Tuskegee you said.

Tape 3

AW: Besides this duplex you mentioned, were there other people living here?

No. Mr. Carlyle occupied one house _____. They hired him to work in the physical plant. We gave him one of those houses as part of his salary, rent-free. Chief Anderson had the other house.

JB: These are the two cottages behind Hangar #1?

EP: Yes, those two. Then the Simpson's and Elmore Whitlow lived in that duplex over there.

DT: How long do you remember Chief Anderson living here? Was it a long time or just a short time?

EP: No. He built a house on Bibb Street in town. I don't know how many years. Not long.

DT: When you came here in 1948 was there any flying going on here?

EP: Oh sure. This was an active airfield.

AW: Was there any kind of maintenance or upkeep being done to any of the buildings at that time or just the people kind of living in their spaces and looking after that?

EP: We did something when people were living here but not much. I doubt we ever painted any of those houses. We would do some plumbing repair, electrical repair, but other than that – after all they were living here free! One of the plumbers was named Dumas. He married Mrs. Simpson. Dumas lives by here. I can't remember where. Dumas is still in town. He could tell you something about this.

AW: Is that his first name or his last name?

EP: Douglas Dumas. He was a plumber. Is a plumber. I guess he still works. Probably, he's retired from the university.

DT: Mary Ellen, you had a question?

MH: Do you remember if this building was modified at all?

EP: STATIC. All I remember is a vacant building and you had to be careful where you stepped. That's about all I remember. As I said, Colonel Carter could tell you because he was here when it was active. I have a brother who was a pharmacist. His wife died in 1940 and the army picked him up just like that. He stayed in Tuskegee and he had the infirmary. In Sage Hall. Three years. He took care of the flight schools. He had some powerful memories of this place. He is dead now so you can't ask him anything. But he loved this place so I'm sure he knew all about this building.

DT: It sounds like there are several people we need to get in touch with who lived here. We will try to do that. Try to get in touch with these people.

EP: Yes. Douglas Dumas and Elmore Whitlow he could tell you about it because he had to maintain this place. Cutting the grass that is. Mr. Carlyle too.

DT: We will try to get in touch with him.

EP: I can't recall his last name. He lives on Main Street.

DT: In Tuskegee?

EP: Yes. Go to the Burger King and there used to be a horrible fertilizer place. It's vacant and then the next house north of that is Carlyle's house.

DT: OK. We will try to get in touch with him.

EP: That's about it.

DT: Any more questions?

AW: I don't have any more. Thank you very much.

DT: Thank you Mr. Pryce. We appreciate it.

THE END!!!!!!!!!!

Interview with Dru Simpson
by Dale Jaeger, The Jaeger Compay
(Explanatory Notes are shown in Parentheses and Italics)
Moton Field
December 5, 2001

DS: When I lived down here I was going to school at Charles, South Macon.

DJ: Was that here in Macon County? Near Union Springs?

DS: Yes that's right. I worked at the airbase over here.

DJ: Now what was the name of that airbase?

DS: Tuskegee Army Airfield.

DJ: So you worked there originally. What year was that?

DS: I don't really remember, must have been in the '40s *(1940s)*.

DJ: When it first opened to when it closed?

DS: Yes.

DJ: Do you remember those dates approximately?

DS: I really don't.

DJ: So what did you do at Tuskegee Army Airfield?

DS: I worked in the Commissary Warehouse.

DJ: What did you do there?

DS: That's where all the food was shipped out for the Mess Hall.

DJ: And you did that the whole time were at Tuskegee Army Airfield. And then after it closed down?

DS: I was at Tuskegee Institute.

DJ: What did you do there?

DS: I worked on construction so many years and then I got on the police force.

DJ: For the city or the university?

DS: For the university. I worked there for 13 ½ years. At the university police station.

DJ: You were at the university for how many years?

DS: For the police force, 13 ½ and I don't know how many years for construction.

DJ: Overall, how many years were you there? Is that where you retired?

DS: I left here in 1964 and went to Illinois. I stayed there for 30 years and came back here in 1994.

DJ: What were the years you were living here at Moton Field?

DS: I left here in '64 *(1964)* so it must have been in the 50's *(1950s)*.

DJ: So tell me what this structure looked like that used to be here.

DS: It was a big hangar right here and my house was right here. *(Pointing to site of Hangar Two and site of his former residence, originally the Physical Plant Warehouse, to the southeast of Hangar Two)* There was a kind of shed and another building below that *(Pointing to the east beyond the Warehouse/Vehicle Storage Bldg.)* and these buildings that are still here.

DJ: Let me make sure what you're pointing at. The hangar was here, the building right here and then this brick structure was here and then the Skyway Club was here? The concrete block structure that the vet school has was not here. Now this structure, we understand, was used for vehicle maintenance at one time.

DS: Yes, for the war, years ago, and by Chief Anderson.

DJ: Oh, Chief Anderson.

DS: He had it full of washing machines. He stored mostly old washing machines in that building.

DJ: He stored washing machines?

DS: And sometimes when they go bad, he would borrow old hoses and rebuild them here.

DJ: So he would just use it for storage. I understand. Now Chief Anderson I understood taught flight instruction out here too. Then he also had a business where he sold washing machines?

DS: At Green Folk *(not sure this is the precise name)*, a place over on Washington Street *(in Tuskegee)*.

DJ: Just a store where you would buy appliances?

DS: They also had a place where you could wash clothes.

DJ: Like a laundromat? I see. So when you were here that's what it was being used for. Now what was the structure behind it?

DS: Behind it was an old shed was nothing in it.

DJ: Tell me about the building *(his former residence – Physical Plant Warehouse)* that was here. How did you come to live in this building?

DS: Well, the superintendent asked me to move out here to take over with mowing.

DJ: Were you here to be like a caretaker for this property?

DS: That's right.

DJ: So the superintendent at Tuskegee Institute…

DS: Edward Pryce.

DJ: Oh, Edward Pryce, sure I know that name.

DS: So, he asked me to come out here in the summertime and keep the grass cut and everything.

DJ: Did you still do other work at the Institute?

DS: I was a policeman on campus.

DJ: So you did that as well as a caretaker?

DS: I did police work at night.

DJ: What kind of a structure was it? What was it made of? The building that you used to live in.

DS: The house? It was made out of wood.

DJ: Do you remember how big it was and what kind of rooms it had in it?

DS: Three bedrooms, living room, kitchen and bathroom.

DJ: What happened to it, do you know?

DS: I really don't know. I think it burned down or something.

DJ: So you heard that it burned down?

DS: Yes. I left in 1964 and this hangar *(Hangar Two)* burned down too.

DJ: Yes it did. I heard that before. When you lived here did you live here with your family? You, your wife?

DS: Me, my wife and eight kids.

DJ: My goodness! I'll bet this was a busy place. What a great place to grow up though. What was it like when you lived out here? Were you the only person living out here?

DS: Later on another fellow moved out here. Douglas Dumas.

DJ: Oh yes, I've heard his name before. Where did he live?

DS: He built a house here.

DJ: Oh, on the other side of that tank?

DS: Yes, two houses there. *(Pointing to the former sites of the Cadet Class & Waiting Room and Army Supply Building)*

DJ: Mr. Dumas lived in one of those? What about the other one?

DS: No.

DJ: So when you first came out here in the mid-fifties were you the only people living here? So during the day would anybody else come out here or would you have the place all to yourselves?

DS: Mostly to ourselves.

DJ: What about air traffic? Were there ever any planes?

DS: Not too many, just Chief Anderson's planes.

DJ: So Chief Anderson was really the only one that used the airfield. And what did the airfield look like at that point?

DS: Well, it didn't have no concrete runway.

DJ: So it was just a flat surface of dirt. I'm trying to make sure. There were some other questions we wanted ask you. What about the Skyway Club when you were here.

DS: There was nothing here it was just a field.

DJ: So nobody was using it at that point? Was pretty much the whole site filled with empty buildings?

DS: Yes that's right.

DJ: Now what would your children do? Would they play in these buildings?

DS: I assume they would you know.

DJ: I'll bet it would be fun.

DS: It was nice out here.

DJ: I'll bet it would be. Now was it a lot of work to keep it mowed and take care of it?

DS: Where that building sits there used to be a little pond back there. *(Pointing in a southerly direction behind the Physical Plant Warehouse site and to the east of the Skyway Club)*

DJ: Oh there was a pond back there. OK.

DS: They had a building there and they had a motor made, you know, to pump water for all these buildings.

DJ: Yes, OK.

DS: They had hoses in them you know.

DJ: Now explain that. There's a pond up there that had a pump.

DS: They had a little house with a pump in there.

DJ: Like a pump house?

DS: Yes. Water hoses in all these buildings.

DJ: They had hoses?

DS: Oh yes big old hoses.

DJ: Now were the hoses above ground?

DS: No. No.

DJ: Underground?

DS: Yes.

DJ: So there was like a system of hoses.

DS: Yes and they came up in the buildings. Like you could crank the motor in this building and pump water for the fire department.

DJ: Oh, I see. Was that part of your responsibility?

DS: Oh yes we had to do that all the time.

DJ: Did you check it on a regular basis.

DS: Yeah, a lot of times they came down to check it too.

DJ: How often would you all check that?

DS: Well I'd check that about every day or two. I'd have to give it a crank.

DJ: Just to make sure. Oh, that's interesting. Do you know when that pond had been built?

DS: No, it was there when I moved in here. Just a small pond up on the hill there.

DJ: Well that's interesting. I've seen pictures or drawings of that pond so I knew it was here. We are looking at that area today and I mean its very wooded back there. When you were here was it wooded like that?

DS: No.

DJ: So if we pan this *(view)* going from the Vehicle Storage Shed *(Wahehouse/Vehicle Storage Bldg.)* looking all the way around to the Skyway Club and Hangar One would you say the landscape was very open?

DS: It was open. This has all growed up like this now.

DJ: So it has grown up a lot?

DS: Lord, yes. Thirty years of growing.

DJ: When you came into this site did you come through the entrance gate that you drove in today? *(DS nods "yes").* Was there any road that came in above the Skyway Club? *(DS nods "no").* So the only way in to the site was through that gateway. *(DS nods "yes")* When you talk about the landscape being open around here was there any farming activity going on at all. What kept the land open? Now you didn't mow this whole.

DS: No. No.

DJ: You just mowed in the vicinity of where the buildings are. Who was managing the rest of the land? Did Tuskegee come out here and bush hog it?

DS: Well, no. I just cut this area around the building.

DJ: Right. Did you get some of those eight children down here to help you take care of this?

DS: I had four boys.

DJ: Did you put them to work?

DS: Oh yes, they were glad to help with something like this.

DJ: That's wonderful.

DS: Get out here in no time and cut this grass.

DJ: I'll bet with four boys and yourself. So the way you maintained it was basically you would get the equipment from off the campus and bring it out here on the weekend.

DS: That's right. Yes.

DJ: What about your girls? Did they do anything to help?

DS: Oh yes. I had four girls and we all worked together.

DJ: Well that's good. When you left did leave because you were moving to Illinois or why did you leave?

DS: Well I left because me and my wife separated.

DJ: I'm sorry to hear that.

DS: (chuckling)

DJ: So you just moved away?

DS: Yeah, I resigned.

DJ: What happened to your wife and children?

DS: My wife got married again. She married Dumas.

DJ: Oh, you're kidding! Oh my goodness should I turn off the recorder now? Now I want to hear this story. So you and your wife and eight children were living here and you left and you all separated.

DS: Well before that, he (Dumas) asked the superintendent if he could move down here and all through the years, I found out that my wife was seeing him and I just left for good.

DJ: So she ended up marrying Mr. Dumas after you all had separated and divorced?

DS: That's right. But I don't know how she got married, cause she never asked for a divorce. I was surprised to hear she got married!

DJ: OK. So you never officially got a divorce that you know of, right? And she's not here to speak. Did she and Mr. Dumas stay here do you know?

DS: No.

DJ: So they all moved away. So then who took care of it do you know? At the time you were here and your family was here. Now did Mr. Dumas have a family here.

DS: Yes, he had a wife and kids too.

DJ: There were some exciting times here.

DS: Oh yeah, it was rough, I left with nothing but a suitcase.

DJ: Oh goodness. But it sounds like you have happy memories of when you were here.

DS: Oh that's true.

DJ: That it was a nice place.

DS: Yeah, it was a nice place and it still is.

DJ: Now is there anything I haven't asked you? We are just trying to sort of understand. You have given us some great insight in to sort of what was happening here between the mid-fifties and the mid-sixties.

DS: Yes, I left here in '64 *(1964)* and I worked 13 ½ years on the police force and most of those years I worked on construction. That was a lot of years.

DJ: So you were at the campus up until 1964 working and staying here as well. What about repairs that needed to be done on the buildings while you were here?

DS: At night it was like a city down here.

DJ: Now explain that. It was what now?

DS: Like a city lit up. Lights everywhere.

DJ: Tell me about that.

DS: All beside the road here, all in here, just lights you know.

DJ: What kind of lights?

DS: On posts.

DJ: Oh, okay like…

DS: The whole side of the road on the left over here.

DJ: Okay so there were light poles that had lights on them so at night it was…

DS: Yeah, they'd keep the lights on at night and I'd write it up before bed.

DJ: Now when you say write it up, whom would you write it up for?

DS: Well you see I was a policeman so every morning I had to write up my report, you know.

DJ: I see. It was really a part of your work on the police force.

DS: That's right. For Moton Field.

DJ: And you would just include a report and say....

DS: What was wrong.

DJ: What would be some typical things you would put on your report?

DS: Well, I believe I didn't have no problems down here unless it was anything bad or something. Anything could go wrong like in the house, the plumbing or something like that.

DJ: Would you like pick up like say if the roof was leaking would they come down?

DS: Oh yeah.

DJ: Did you ever notice some of those things happening?

DS: Not while I was here.

DJ: So, were the structures in pretty good shape when you were here?

DS: Yes. In good shape. It looked like it was in pretty good shape up there.

DJ: When you think back about when you were sort of responsible for this site was there anything you had problems with?

DS: No more than Dumas.

DJ: No more than Dumas. You know we have got to talk to him too.

DS: You know I was surprised, the first year I got a job on the police force.

DJ: You know, life's not fair sometimes.

DJ: That is interesting you say this place was well lit. What was the reason for that?

DS: Well I don't know. I reckon that was to keep people from coming in up there.

DJ: When you say the gate are you talking about the brick gate?

DS: Yeah.

DJ: So there was a gate there?

DS: No just a chain across there.

DJ: I see. Now were you the person responsible for locking and unlocking that.

DS: Well, me and Mr. Dumas.

DJ: And Mr. Dumas. So, would go and unlock it when you went out in the morning?

DS: Well, I locked when I went out and when I came back.

DJ: So it was locked all the time?

DS: Yes, all the time.

DJ: Now where did Chief Anderson operate out of? Like if he came out here to fly.

DS: He kept his planes in the hangar up there.

DJ: Okay, where did he keep his plane?

DS: In the hangar.

DJ: The one we are looking at right now *(Hangar One)*?

DS: Yes.

DJ: So, did he have a key to come through the gate as well?

DS: Yes.

DJ: Who else had access to the site besides you and Mr. Dumas?

DS: Nobody but the people from the campus and maintenance people had the keys.

DJ: Oh, okay. And other than that it was very limited to the people....

DS: Oh yeah.

DJ: Okay. This has been real helpful. One thing I do want to do is get your address. I'd like to send you a copy of this transcript. Do you have it written there? We already spelled your name so it would be 213 Aloberture Circle, Tuskegee, Alabama, 36083. Do you know your phone number? What's your phone number?

DS: 724-9809.

DJ: If we come up with any other questions, I want to be able to call you.

DS: Do you know _____? Government _____?

DJ: No. No.

DS: That's where I live.

DJ: Oh, okay, in Tuskegee?

DS: Yes, going toward Montgomery.

DJ: Oh, I see. So is that where you live?

DS: Yes.

DJ: Okay. It really helps a lot and I really appreciate the information you have given us. The only other question would be we know the hangar structure is gone, are there any other ones that

were here that are not here now? I just thought of another question. What about the landing area? There used to be an area where they could park planes. It was a big paved area.

DS: They didn't have no fence then.

DJ: Okay, there was no fence.

DS: Big hangar right there by the big door, you see that would be open sometimes in the spring. Somebody came in once in a while to fly planes.

DJ: Okay. So sometimes people would fly here? Like how often would that be?

DS: Oh, I don't know. Once in a while.

DJ: Like once every month?

DS: No, not that often. Once or twice a year or something like that.

DJ: So like maybe a couple of times a year somebody might land here?

DS: Yes.

DJ: And then the parking pad that was there. Do you remember that paved area that went out?

DS: Yeah.

DJ: This is all paved here that we can see. But wasn't there on the other side of that control tower was there not more paved area?

DS: Out in the back you know.

DJ: Right. Once you got here that part was paved. Was there anything else on it or was it just pavement.

DS: Just paved.

DJ: Did you keep the vegetation from growing on that at all?

DS: Yes, just around the edge, I mowed because I wasn't paid to do any more.

DJ: Okay. So you just did it right in this area. How were the fields the abandoned areas taken care of?

DS: I don't know who took care that. I don't know how they cut that grass or how they did that. It took a good while.

DJ: Did you ever see them burning it?

DS: I don't think I ever saw a fire.

DJ: But I mean that was the fire they would then put out.

DS: Yes.

DJ: You know sometime you'll maintain landscape by burning it to keep the grass down. Do you ever remember managing it that way?

DS: No. Now the grass it wasn't growing too bad you know, because the runway was dirt. I think they must have cut some of it.

DJ: Maybe the maintenance people at the institute did that possibly. What about landscape plantings like the Crape Myrtles? Did you do any maintenance to any shrubbery?

DS: No.

DJ: Do you ever remember them taking any shrubbery from the site back to the institute?

DS: No.

DJ: So as far as like the plantings

DJ: Okay, so there was a propane tank? Right in front of the Skyway Club?

DS: Right over by that post.

DJ: Okay, about where that post is. Do you have different names for any of these buildings?

DS: No. No.

DJ: Did you call them anything particularly like if your family was talking about that building, did you have a name for it?

DS: No. Just an empty building.

DJ: Okay and you called those hangars I guess. What about the light that's in the landscape? Do you remember that being there?

DS: No.

DJ: That was not there, okay.

DS: No, but there is something a little different about this building *(Skyway Club).*

DJ: Does it look a little different? In what way?

DS: Seems to me that door wasn't there but I guess it was an opening.

DJ: You go around to the back?

DS: That was the front then.

DJ: Oh, the other side was the front?

DS: Oh yeah, you'd go down to the furnace room.

DJ: Now what kind of room?

DS: The furnace, heat.

DJ: Oh, okay. Where was that now?

DS: Down below, around the other side.

DJ: Oh, okay. If you were going to go into that building you would have gone around to the other side to get in.

DS: I don't know about that door there, it might have been here but I don't remember.

DJ: So was anything else different?

DS: No.

DJ: Now this building is different isn't it *(Warehouse/Vehicle Storage Bldg.)*?

DS: Yeah, they enlarged it or something.

DJ: What is your memory of what it looked like?

DS: It was wooden with big doors, I kept my two cars up in there and on this end there was another little side door/room in there. But then that big side is where they kept all them washing machines and stuff like that.

DJ: So that's the Vehicle Maintenance Building. What did it used to be called? How far does this road go? Does it go very much further down?

DS: The road didn't go no further there, but there's an old road that goes down to the creek.

DJ: That extended from this road?

DS: Yes.

DJ: So once you got to the end of it, you took a dirt road?

DS: Yeah, it go all the way down to the creek, down there you know.

DJ: What would you all do at the creek?

DS: Well, we'd fish you know.

DJ: Fish down there? Did you all ever swim down there?

DS: Oh, yeah we used to go all the time, it was beautiful. The big creek goes all the way down you know, and another creek coming to it there's a fork on the left down in there. In the summertime you know we would get so many fish I'd have to drive down to get them.

DJ: You'd have to take the car down there to get it? What kind of fish did you all get?

DS: All different kinds you know, carps and long-billed sharks.

DJ: What are they called?

DS: It's called a shark, wasn't it?

DJ: A shark?

DS: A shark with a long bill, used to be very plentiful.

DJ: Very plentiful.

DS: But they weren't too much for eating fish.

DJ: Did you all bring them back and eat them?

DS: Sometimes yeah. Sometimes they had too many bones you couldn't eat them.

DJ: What's the name of that creek?

DS: Uphapee.

DJ: Uphapee Creek?

DJ: Now what was over there?

DS: Oh, nothing in there back of the hangar just concrete and there used to be big planes back there, old plane rotted out.

DJ: Oh, really? Okay. So was that a paved area also?

DS: Yes.

DJ: And there was an old plane there?

DS: That's right, used to be all the way down there where that shed is.

DJ: So that whole area was pretty much paved. See those bigger trees coming in, do you remember those? Was it clear from here down to the creek?

DS: Yes right here. All the way down to the creek

DJ: Okay

DS: Now it's so grown up, you can hardly see down there.

DJ: So when you would stand at your house the landscape was much more open.

DS: Yes.

DJ: You don't remember this?

DS: No.

DJ: Is that a crape myrtle? Do you remember anything like in your front yard?

DS: No, nothing like this, just a slab at the front door.

DJ: So, your house was right there at that slab?

DS: Yes.

DJ: Was the building you lived in has that always been a house?

DS: It was built as a house.

DJ: It had been built as a house?

DS: Yes.

DJ: Do you know who had lived in it before you guys?

DS: I really don't. The 10 years that we were out here the campus just took over. It was pretty nice, they paid everything. They paid the telephone bill.

DJ: They paid your telephone bill too? So everything you had they paid for everything for you to look after the place.

DS: Yes.

DJ: Great! Thank you!

(Looking at Photos – 1945 Aerial View)

AW: So, that's your house right there?

DJ: This is 1945.

AW: See there's the locker building right here where we are so I am thinking it's the next one down.

DJ: That's the hangar as you come in.

DS: See all down here that's concrete.

DJ: Yes, you're right

DS: All between the hangars, that was concrete.

DJ: See here's the back of your house.

DS: Yes that's where that hangar is and that's the other building, and there was another one below that one.

DJ: Which one did Dumas live in?

DS: That one back there.

DJ: Okay so he lived in the one closest to the field *(Cadet Class & Waiting Room)*.

DS: Yes.

DJ: What is that on the hill there? Do you remember? This is early and that may have been gone when you were here.

DS: I don't know. Golf course tees?

DJ: What about the tennis courts behind the Skyway Club? Were those there?

DS: No. They come up through them tennis courts right there so, they must have been there afterwards.

DJ: So you don't remember tennis courts being there?

DS: No.

DJ: One other question. They had a golf course out here at one time.

DS: We had something back up in here.

DJ: Now that was during when you were here wasn't it?

DS: Yes they was trying to get it built, they was working on it.

DJ: So was the golf course here when you were?

DS: Yes. They used to come out to fish and golf but it's all growed up like that now you know.

DJ: Oh, okay. Anne's got some other ones here too.

AW: Here are some old pictures of the inside of the Skyway Club.

DJ: Did you ever go inside that building?

DS: Oh yes.

DJ: What was the inside looking like when you were here.

DS: It was nice inside but there was nothing in there you know.

DJ: No furniture?

DS: No.

DJ: So do any of these pictures look familiar?

DS: No. The Skyway Club I guess that's when the force was working you know.

AW: See that house?

DJ: It was demolished in 1989.

DS: Yes that's my house.

DJ: So that's it.

DS: Yes, right over here, that's where my front door was.

DJ: Yes, that's where that little stoop is. So that's where the front door came out. You're right, there wasn't room to put a plant, that came in after. I see.

AW: See, here's a clue here too. Did Elmore Whitlow live here as well?

DJ: Well he was here in 1977, and Mr. Simpson left in 1964. Now which one of these did Dumas live in?

DS: This one I believe.

DJ: It looks like this one called 207. Here's the Skyway Club. Now was this taken in 1977? Look at the plant material. Do you remember it with shrubs like that?

DS: No. I don't remember.

DJ: You always went in the back.

AW: These are going to be later shots. That looks like the office spaces that were on the backside of the hangar.

DS: Where all the trees are here was concrete.

DJ: What other pictures, Anne?

DS: These are going to be older here, more like when it was being constructed, earlier shots. Was there a gatehouse when you were here?

DS: No. There used to be soldiers down here, all men.

DJ: Now what? Soldiers lived here? You mean when it was an airfield?

DS: Yes.

DJ: Not when you were here?

DS: No.

DJ: Did anybody ever come out here, when you were here, that had been an airman that just wanted to come back and see it?

DS: Not that I know of.

AW: Do you remember they're being any benches in front of this building here? We have this one picture we think is the front of this locker building.

DS: No, maybe in foresight, people living out here you know.

DJ: Well good. We picked out your house. So we know which one you lived in.

DS: Yes, that's it.

DJ: That looks like there was a little plant right there.

AW: Looks like crape myrtle.

DJ: It can't be because it's on the other side of the house. I don't know what that plant is. Whatever was here was here when you got here. You all didn't see landscape I wouldn't assume. You were just trying to take care of what was here.

DS: That's right.

DJ: Oh great.

Phone Interview with Edna Earle Eich
By Anne Wilfer, The Jaeger Company
October 12, 2001

Phone Conversation with Edna Earle Eich (wife of S. M. Eich (Jr.) - son of S. M. Eich who sold property to Tuskegee Institute for Moton Field.

Edna & S. M. Eich Jr. were married in 1943
They lived on the Eich Farm Homestead the first year of their marriage – no place to rent in town due to the war. The following year they found a one-bedroom apartment in Tuskegee and had to share a bathroom with another couple down the hall. They lived there until 1952, until they could afford to build a house of their own on land they had purchased (in Greenville?). Edna remembers the Eich Homestead as a two-story house located across the railroad tracks on what is now called Eich Road. Her husband's grandfather (Peter Eich) created the homestead, which she described as having 500 acres. The house burned down sometime in the 1980s – area had become known for drug dealing. She has a picture of the house and has promised to send a copy to TJC.

S. M. Eich (Jr.) learned how to drive at age 14 or 15 on Moton Field. His father chose this site because it was so flat and open (probably a pasture at the time). S. M. Jr. worked on the family farm most of his life and also taught adult education courses in Tuskegee.

Annie Eich (wife of S. M. Eich) was originally from Hogansville, GA and always talked of wanting to return there to live. She was 28 years old when she married S. M. (he was considerably older). One day S. M. came home and surprised his wife by announcing that he had sold enough land (to Tuskegee Institute for Moton Field Tract) so they could afford to return to her beloved Georgia. By that time she had changed her mind and wanted to stay in Alabama. They rejected another offer to sell the remaining property with the homestead and later purchased additional farmland in the immediate area.

Phone Interview with Harold G. Eich
By Anne Wilfer, The Jaeger Company
October 15, 2001

Phone Conversation with Harold G. Eich (son of S. M. Eich).

Harold is S. M. Eich's second child (S. M. Jr. was the eldest – died in 1999 at age 79, sister Annie Virginia age 77). Harold is 79 years old and lives with his second wife in Lecanto, Florida. (FYI: Eich = strong oak in German)

Current Address:
Harold G. Eich
3455 W. Fennessy Lane
Lecanto, FL 34461-9326
PH: 352.746.2715 e-mail: strongoak1@netzero.net

FAMILY BACKGROUND

Mother: Anne Lizzie Todd (born in 1890, died 1984, age 94) married S. M. Eich at age 28, (he was 14 years her senior, born 1876, died 1965, age 88). She was originally from Hogansville, GA and always said she wanted to go back to the clay hills of Georgia to grow roses.

S. M. Eich knew G. W. Carver at Tuskegee Institute personally and took Harold to interview him at age 12 or 13. Harold remembers Carver as a very humble man who was opening mail at his desk the day of his visit. Inside one envelope was a check for $500 as compensation for some peanut oil he had sent to someone to try as a treatment for polio (pre-vaccine) and he just tossed it aside, claiming not to need the money – just glad he could offer some help for someone in need. He also made a lot of contributions to the university's agriculture program and to the local farm community by sharing innovative technology. In addition, Carver received plant introductions from the U.S. Department of Agriculture for field trials.

LAND ACQUISITION

Property was sold to Tuskegee Institute, approx. 500-600 acres, for $80,000. Therefore 112 acres remaining – which contained the 2-story homestead house (ca 1925), pecan grove and cow pastures. The Tuskegee Railroad was the dividing line between the two parcels. After the sale of the larger parcel to T. I., Mrs. Eich decided that she didn't want to leave all their friends in Alabama and they rejected another offer from T. I. for the purchase of their remaining tract with the house – was to become residence for Dr. Moton. S. M. purchased another 300-acre site (which contained a civil war bunker) near Chehaw for $6,500 and began a seed farm. This property was later sold for $200,000 and the money used for Annie Eich's health care. Harold had another 200-acre farm and later

acquired additional property as a sod farm. Harold oversaw the rental of the homestead house, which later became a drug dealing headquarters and burned to the ground sometime in the late 60s or early 70's.

FARMING INFORMATION

Described his 'Daddy' as a "General Farmer" who grew a little bit of everything: cotton, corn, oats, sugar cane, etc. They had produce deals with a local A & P Grocery Store and grew specific crops such as turnip greens. They also had their own mill and produced syrup from the sugar cane. S. M. implemented crop rotation long before this became a standard practice. The only crop that didn't rotate was the sugar cane, which didn't deplete the soil as much as other plants. In addition to the seasonal crops, they had around fifty pecan trees (nuts were shipped as far away as China) and a variety of fruit trees on the farm: peach, apple, plum, etc. The farm contained several soil types, none of which held any red clay - (Macon County is known as having the greatest variety of soil types of any other county in Alabama). There was also a fairly substantial supply of gravel and sand on the property where the Uphapee & Red Creeks converged. This area was referred to as "Eich's Beach" and was also the site of a 2-3' waterfall, which made for a popular swimming spot and fishing hole. One year all crops failed but there happened to be a large accumulation of gravel and sand (freshly supplied after rains) which was sold to keep the farm afloat. At the time of the sale of the property to T. I. it was primarily a cattle farm with some hogs and chickens. After the sale of the Moton Field Tract and the decision to stay in Alabama, they purchased another property (300-acre site) approx. ½ mile across the creek for seed farming: clover, oats, blue lupine, etc.

Tenant Farmers

Approx. 20 tenant houses on the Eich Farm ranging from one-room to fairly sizeable houses. There were day laborers, monthly laborers and sharecroppers - 2-3 farmers were white, the rest were black. Houses were often rented for a bale or two of cotton, $8/mo during the Depression and usually included a garden, a well and firewood. The sharecropping was generally a financial wash – no one made any money but usually broke even. S. M. Eich would personally pay for their doctor's bills and treated everyone like one big family. He also encouraged the workers to find ways to advance themselves and a large number of them moved to Birmingham, AL, White Plains, NY or Akron, OH where they found better jobs. Many of the farm workers corresponded with S. M. after they moved away.

One sharecropper of particular note was a black man named George who Harold labeled as a "Ladies' Man", with many girlfriends and illegitimate children in Tuskegee. He rented 20 – 30 acres of land on the Eich Farm with a barn that was burned down three times, allegedly by jealous husbands. Mr. Eich paid to have the barn rebuilt because George was such a valuable man to have around

– he also knew construction and had experience with concrete work. George took 'piddling' crops to town (Tuskegee) via wagon to sell to the black neighborhoods.

NATIVE AMERICAN REFERENCE

Harold mentioned that the family frequently unearthed arrowheads and believed that there were Native Americans on the property before it became their farm. He particularly cited the corner of Moton Field where there were cold water springs as being the location of many of these artifacts (artesian wells near Hangar No. One).

Interview with Elmore Whitlow
by Anne Wilfer, The Jaeger Company
(Explanatory Notes are shown in parentheses and italics)
Moton Field
December 6, 2002

AW: I am here with Elmore Whitlow and we are going to talk about the Moton Field site. First of all I guess can you tell me how you got connected with this site.

EW: I started working for the university on April 15, 1965 and I worked on campus, directly on campus, about two years. They had a guy working down here on the golf course at Moton Field and something happened. I think he was a student and a he didn't put up enough time to keep the golf course up. So they transferred me from on campus down at Moton Field to keep the golf course up. I would report to the office on campus every morning then I would come down to Moton Field and stay on the golf course until about 3:30 then I would go back up on campus. I done that from probably June of '65 *(1965)* up until '71 *(1971)* and that's when I started living down here at Moton Field.

At that time I didn't have to report on campus every day I just go to work you know. I had a supervisor come down every day and check and on me. He didn't have no specific time. He would probably check anytime of the day. He did that to try to catch me off guard you know to see if I was doing what I was supposed to do. After he found out that I would work without being watched then that kind of subsided. I lived down here from '71 *(1971)* and worked on the golf course until they phased it out. I don't know what year they phased the golf course out. That's when they got ready to do the airfield. What year that was done I couldn't say exactly because at the time the airfield was dirt. They wanted to redo it and pave it all and all but it had to be in the early seventies. Between '70 and '72 *(1970-1972)* when they done it. After I started working on the golf course I continued to live down here and worked up on campus. I was later assistant supervisor the year of '76 *(1976)*. I moved from down here where the hangars are in '79 *(1979)* up on the hill up there.

AW: In the Skyway Club building?

EW: No, where my house is now. I moved up there I think in '79 *(1979)* or '80 *(1980)* and I've been there ever since.

AW: Do you know who lived there before you moved here?

EW: A guy by the name of Oscar Johnson. He lived in that house *(Physical Plant Warehouse)* that I moved in right here before I did. When he moved out that house I moved in that one and moved in the one up on the hill *(House still standing adjacent to former filtration plant)*.

AW: I have an aerial picture here that shows that building you are talking about. Here is the locker building right here where we are standing and then I think that would be your old house.

EW: That's it right there. That's the house I lived in. That was it.

AW: Right across from Hangar Two.

EW: This were the hay barn that building right there was the hay barn. That's where they kept all the hay and stuff to feed the animals and they redone that building. For a year I couldn't say definitely but it was in the early seventies when they done that. But that was the hay barn they kept all the stuff to feed the animals.

AW: And that's the vehicle storage building they called it originally.

EW: I don't know what it was originally. This house here, what's that?

AW: Actually that's an old farmhouse. I think that's the Skyway Club right there.

EW: Okay. I don't remember that site but I know back up in that wooded area I mean where the golf course used to cover a whole lot of this area and I could see brick and signs of where a house used to sit there. But I wasn't aware of it.

AW: When you came were there tennis courts still up on the hill?

EW: No. It was all abandoned.

AW: Could you see where kind of where they had been though?

EW: The rods was still there. You know the rods they had in the ground where the net hung to it? They were still there and whatever dirt they had down, grass just didn't grow too well you know, probably was some special soil they had down. It was kind of half-bare around the tennis courts. But I could tell the tennis courts was there.

AW: But the golf course is the only thing that anybody was using at the time when you were here?

EW: That's right.

AW: Did people still go down to the creek to fish and stuff like that?

EW: Yes ma'am. They still went down to the creek. I think that road over here I believe. I'm not sure. They still went down to the creek.

AW: Is that a road you can still drive on today?

EW: No. It's all growed up. It's all growed up.

AW: I walked up kind of past where your house is and it kind of looked like someone had driven there recently. There's this little dirt road that goes in.

EW: Somebody got a road where you can turn off the highway. If you go this way, the road will be just before you get to the National Guard, to your left, and you can weave around through the woods. I think once they closed it off and put that fence up and they had a whole lot of roads left but the people out on the farm, on the ag side, I guess they had something to do with this property too because they would come and dump debris. The trails they made to keep them from you know making roads going down there. A lot of them would use it to dump debris you know trash and stuff like that. They would dump it at night and you never knew who it was because you couldn't find no names or nothing like that in the debris. So that's why they blocked them off.

AW: I've seen some piles out here.

AW: I've seen several different spellings of the creek. What do you think it's called? What do you call it normally?

EW: I can't recall what it used to be called. We had a guy working down here by the name of Sebastian Sinclair. He worked on the vet school side with the animals. He would do a lot of fishing down there after working hours. I would go down there with him and watch how he would fish and I knew that creek was full of channel cats. He used to call the name of it all the time. He

said it as he worked his way down this way. But that's been so long. That was back in the seventies. I don't recall. He's dead now. He's been dead for about ten years.

AW: What was this area like when you were here? You can see on some of these aerial photographs how open it was. There is even an earlier one here that shows the fields and farmland. I know it was originally a farm when they bought the property. How much has it changed around here since you've been here?

EW: Its 100 percent different. When I started, all this I didn't see none of this because... This section in here was part of the golf course. They redone all this. They graded that out and changed the whole golf course you know. Right in this area right in here this was the number nine green.

AW: Where's that now?

EW: That would be right out towards there. Right out behind that house there about 100 feet back across there. But it has changed. It grew up like this, I would say in the last fifteen years. All across there like that. It wasn't like that. I mean it was clear because I would bush hog it every year. I done that on my own up around the house where I live in now. If I hadn't kept where you could see, part of that area just broom straw. See all that was clear all the way back to that bank there. If I hadn't kept that cut woods would have been growed all the way up to the house I live in. But I would take it on my own, they wouldn't pay me to do this, I did this on my own. That's why the straw area looks like that cause I keep it bush hogged. I haven't bush hogged in a year but during the holidays, although it belonged to the Park Service, I'm going to bush hog it down cause it's a good thing for somebody to come along and drop a cigarette on the edge of the road and have a fire up. I just like everything cut down and around all and all but after the peoples out on the farm started taking something to do with that property I kinda backed off. That's how all them pines volunteered back up there all and all. The farm they would cut that field and use that for bedding hay. They said they were going to cut it this year that's why I haven't bush hogged it yet. To put in the stall for the animals to lay on, not to eat. So that's why it hasn't been cut yet. They said they are not going to bale it so I'm going to cut it down. I'll do it when I'm off during the Christmas holidays you know.

AW: That was going to be for the vet school animals?

EW: Yes ma'am. Yes ma'am. I don't know whether you are aware of and might not have seen a whole lot of bales of hay rolled up around the airstrip. This was done before I started working for the university. After I started working for the university, they had changed all this landscape into a golf course. All this right in here is clear now but it had growed up.

AW: What about this whole area here that you can see on this 1945 aerial.

EW: This was a place probably the airplanes go. For a long time an old piece of airplane was stuck right back there in those bushes.

AW: Do you think its still back there?

EW: I think when they did construction and redone it, the contractors they got it out from back there. It's a lagoon where they run the feces and so forth and so on from the animals, you know, like a cesspool, back over in that wooded area back in there. They had a goat experiment going on, horses experiment going on, turkey experiment, they had all different kinds of animals in the holding pens that they were running different types of research. When I started working down here, all this had been turned into a holding area for animals.

AW: But they kept it paved? They put that stuff on top of it?

EW: Yes. They put that stuff out there and most of it is still out there. This section over here, they took in concrete. A part of that section straight in front of us, where the road is going right through there, it went back into pavement.

AW: Did that road just kind of wind back around?

EW: I'm not familiar with that road. That road was I guess killed out. I'm assuming that road went all the way back out to that creek. The way I used to go to the creek I would go out this way. The little road going out toward the airstrip.

AW: Out through the airstrip?

EW: Yeah, the airstrip was out across this way.

AW: Where did that go...out to the creek you mean?

EW: Yeah, I would go to the creek back this way or I could keep straight and across, and the creek was over here. From right there you go straight down yonder to the back of the creek. See it done growed up now. But it would take me on that tractor; I don't know how many miles it would be...

I would run over that with the mower and keep that cut down and a lot of times I would take some Roundup and spray it over the cracks and keep that grass from growing in there you know because we wanted it to look good for the people coming in to get the commodities from Hangar One.

AW: So this area between the two hangars in the center was always asphalt it was never concrete where the tanks are?

EW: It was just like it is. When I come in it was just like it is now. This was concrete, that is the middle was asphalt, and that part in front of the hangar was concrete.

AW: What about the main road that comes in here? Was that always asphalt too?

EW: That was always asphalt. Yes ma'am that's always asphalt.

AW: How about this road that goes up to the Skyway Club was that originally there or did they add that?

EW: That was dirt right where you see that concrete make that little rise. That was dirt. The asphalt is stopped where the concrete began. I graded that down with a tractor, this tractor right here, with a blade behind. I graded that down for them to pour that concrete. Because it would get so bad when it rained, a vehicle couldn't get up there.

AW: Do you remember their ever being another road that came up behind Hanger One to go up to the clubhouse?

EW: No.

AW: Nothing like that. Okay. This road here that loops around here on this plan we are looking at was there ever any evidence of a road that looped around the Skyway Club like they are showing there?

EW: They had a road that went all the way around but it didn't look that good. It was beaten down. Just a trail you might say for vehicles to drive all the way around. It didn't look that good. All this, I don't know nothing about that but I know when you come up here and go right around

the house. Security used to do that when they patrolled at night they would drive around just checking.

AW: Speaking of that, was there a gate house left out front anywhere when you came here near those houses that are gone now?

EW: No, no gatehouse. I played part of security too. I kept watch over the place at night by me living in that house right there you know a lot of times I would be sitting on the fence out there at night probably up until 11 o'clock at night until I get ready to go to bed. Watching to make sure nobody comes to steal an animal or something like that. I kept watch.

AW: Did you have a gate that you locked in the front then like a chain?

EW: No nothing like that.

AW: Okay.

EW: Somebody came by here in a suspicious car, I would take the tag number and if something come up missing I would turn that tag number in. If I saw a suspicious vehicle I wouldn't approach or nothing like that, I just got the tag number.

AW: So how much longer do you think you are going to be working at Tuskegee?

EW: About four years and nine months I'm going to retire. I'll be sixty-two.I started when I was just eighteen years old.

AW: That's a long time. Are you ready to retire and relax a little?

EW: Yeah. I'm about ready to give it up.

AW: Do you think you'll stay living in the house up there?

EW: No. I probably move back down home. My grandmother willed me a house and a guy by the name of Darnell Carter he became the director of the physical plant after Ed Pryce retired from that position. He's the one that got me to move down here from Junction. He's the one that got the house up there.

AW: What was his name...Carter?

EW: Uh huh. Darnell Carter. I didn't want to move on down there but once I got here I liked it. I just fell in love with this place I'll be honest with you.

AW: When you started working at eighteen, were you already here as a student?

EW: No, no. I came right off the farm. Right now I don't have a degree in none of this stuff but I'm a small motor mechanic and I can do plumbing you know. I believe if somebody is around here doing something, I learn to do it too. I'm the assistant supervisor of ground maintenance on campus and I got 935 out front riding mower and weed eating. I do all the maintenance on them myself you know. I might send one out for an engine overhaul because it would take me away from my supervising too long. Other than that if something goes wrong I fix it myself.

AW: So you don't do anything around here anymore?

EW: No. Now this is the first year we haven't come down and poured no mace down here cause none of them will come down and cut the grass and the weeds sticking up. We cut all that stuff down around that goat holding pen there. We cut all that stuff. We didn't do anything down

here this year. I asked Howard over from the park service what did he want me to help him with down here all and all and they said they could handle it so I don't know if that's part of it or what. The year before last we did some kind of ceremony for a Bob Riley. We came down and cleaned up and manicured the place for his presence. Park service hadn't put that fence out over there on the asphalt and put a platform down.

AW: Was he a former pilot?

EW: He's got something to do working with the government in Alabama.

AW: He wasn't connected to the site.

EW: No. He was trying to promote a bill he was trying to get passed or whatever he was trying to do.

AW: Okay. Now have you seen any of the plans they have put together? There was a special resource study that was done and they are looking at places where they might put an interpretive center on the site here so that people could come visit and have a place to go and there would be exhibits and things like that and then they would come down to this area. Have you seen any of those things?

EW: No.

AW: One of them was up on the hill up there in that field and there was another one outside the entrance gate somewhere. Do you know if there is anything significant in any either one of those areas where they shouldn't build something like that?

EW: No. Cause up in that field there was one or two houses because there's an old well. It's still there. It's an oak tree growing out of it. See when I would bush hog around that area I always left that oak tree there. It started out as a little twig you know what I mean. I left a sign so no one would stumble and fall in there or something. It was a house site, with two houses in that area.

AW: What's the well made out of … is it concrete?

EW: No. No back then they had wood and when the got concrete curbing over the well you know. That was an old fashioned well they had. The curbing was made out to wood. Square like a box. All that stuff done rotted.

AW: Is that near where those trucks are parked up there somewhere up on the hill? There are some old trucks that are parked up there.

EW: No, those were my vehicles. I had moved all those trucks, all except one, and I got to get it out of there.

AW: So it's further down towards the road?

EW: Next to the main road.

AW: Okay. We might want to go find that. You can see in this old area that's an old farm house that was up there and there probably were a couple more out there.

EW: There was a farmhouse. I could see some of the signs when I was cutting some of the golf course I could see some of the signs of it. I think a guy by the name of Zellus Eich used to farm all this land. I used to hear the Sinclair guy talk about. Across the road from there you know he used to own all that land and farm all that land and stuff.

AW: Any of those people around any more that you know?

EW: No. Because that road I think they named that road going through that trailer park after them. The road going through the trailer park they called it Eich Road. He owned all that land and the trailer park you know. All right I'm going to have to run!

Annotated Bibliography

Final September 25, 2002

George Washington Carver Museum, Tuskegee University, Tuskegee, Alabama

Macon County Soil Surveys, 1937, 1944. Interpretive Files, NPS offices in basement.
Possible sources of information for Cultural Landscape Report.

NPS Curatorial Storage Facility, Tuskegee Institute NHS, Tuskegee, Alabama

WWII-era Aerial Photograph of Moton Field, Historic Photograph Collection.
Excellent photograph from the air above and behind the clubhouse. Christy Trebellas, NPS, borrowed the original print for copying. We have scanned the original.

Interior Photographs of All Ranks (Skyway) Club. Originals courtesy of Mrs. Inez Glass (widow of Airman Robert Glass). Print copies (not as good quality), Tuskegee Airman Collection.
Copystand copies by Christy Trebellas, NPS. We have scanned these copies.

Historic Photograph Collection.
According to Mike Jolly, NPS Curator, Rick McCullough, NPS, currently has 27 of the historic photographs of Moton Field from the collection.

Macon County Courthouse, Tax Assessor's Office, Tuskegee, Alabama

Alabama Property Record Cards and Tax Maps, Moton Field.
Current property tax and owner information from Tax Assessor's Office.

Deed Records, Moton Field, Macon County Courthouse:

Deed Book 6, pages 260, Bartow N. and Sidney L. Eich to Samuel Mizel Eich, December 10, 1901. *Deeded (649 acres). Description: an undivided 1/5 interest in E ½ of Section 7 (279 acres), N ½ of Section 7 (25 acres), E ½ of E ½ of Section 18, W ½ of W ½ of Section 17, NE ¼ of Section 19 (10 acres), SW ¼ of Section 8 (15 acres).*

Deed Book 9, page 253, John P. and wife Willie J. Eich to S. M. Eich, April 5, 1902. *Deeded (649 acres). Description: 1/5 interest in E ½ of E ½ of Section 18 (320 acres), E part of E ½ Section 7 (279 acres), part of W ½ of Section 7 (25 acres), NE ¼ of Section 19 (10 acres), SW ¼ Section 8 (15 acres).*

Deed Book 9, page 388, Mr. & Mrs. O. D. Thomas to S. M. Eich, October 16, 1905. *Deeded (649 acres). Description: E ½ of E ½ of Section 18, E ½ Section 7 (279 acres), W ½ Section 17 (25 acres), NE ¼ of Section 19 (10 acres), SW ¼ Section 8 (15 acres). This conveyance is intended to cover an undivided 1/5 interest in the lands known as the Eich Plantation, belonging to the late Peter Eich.*

Deed Book 11, page 216, W. F. Eich to S. M. Eich, December 7, 1901. *Deeded (117 acres). Description: known as the Varner tract in Section 7 South of the Euphaupee Creek.*

Deed Book 13, page 470, John H. Drakeford and wife Mamie F. Foreman Drakeford to S. L. Brewer, August 7, 1911. *Deeded (19.88 acres). Description: SW ¼ of Section 19. This land was deeded to A. D. Edwards by William G Swanson and wife on November 31, 1868 and recorded in Probate Office of Macon County, Alabama in Deed Book L, page 27. Land was deeded to J. H. Drakeford by Florence A. Laslie on October 26, 1910 and was originally inherited by her husband Major C. Laslie from A. D. Edwards.*

Deed Book 14, pages 216 –218, Boundary Dispute between C. W. and wife Lizzie Hare and S. M. Eich, November 17, 1911. *Description: area where Sections 17, 18, 19 and 20 converge.*

Deed Book 14, pages 439 – 441, J. C. and A. H. Drakeford to S. L. Brewer, January 28, 1913. *Deeded (960 acres). Description: SW ¼ of Section 7 (less 25 acres off East side), (N ½ of Section 3, all of Section 12, W ½ of NW ¼ of Section 18, NW ¼ Section 13 (100 acres) – these portions <u>not</u> part of Moton tract).*

Deed Book 17, page 164, J. P. and wife Willie Eich to S. M. Eich, December 4, 1918. *Deeded (279 acres). Description: Western portions of Section 17 and Eastern portions of Section 18, SE ¼ of Section 7 (plus 25 acres of the SW ¼), SW ¼ of Section 7 = (185 acres), SW ¼ of Section 8 = (15 acres), NE ¼ of Section 19 (10 acres). This land is described in a deed from Hugh M. King and wife to Peter J Eich, dated March 3, 1879 and recorded in Probate Office of Macon County, Alabama in Deed Book J, page 617. Seized land was passed on to S. M. Eich after father Peter J. Eich died.*

Deed Book 20, page 475, J. C. Drakeford to S. L. Brewer, December 27, 1918. *Deeded (111 acres). Description: SW ¼ Section 7 (except 25 acres) and (less 35 acres) = (96 acres), W ½ of NW ¼ Section 18 = (15 acres)*

Deed Book 20, page 354, S. L. Brewer to S. M. Eich, December 30, 1918. *Deeded (311 total acres). Description: SW ¼ Section 7 (except 25 acres) = (131 acres), W ½ of NW ¼ Section 18 = (15 acres), (Entire Section 12 = (165 acres) – not part of Moton tract).*

Deed Book 17, page 562, S. L. Brewer and wife to S. M. Eich, May 16, 1920.
Deeded (46 acres). Description: W ½ of NE ¼ Section 18, W ½ of SE ¼ of Section 18, E ½ of NW ¼ of Section 18, E ½ of SW ¼ of Section 18.
The above described land being known as the M. L. Drakeford Plantation, containing (286 acres) more or less and being conveyed to M. L. Drakeford by J. W. Willis and wife by warranty deed dated July 2, 1867. Recorded in Probate Office of Macon County, Alabama in Deed Book N, page 117.

Deed Book 20, page 554, Aleck and wife Mary Ella Ford to S. M. and wife Annie L. Eich, March 11, 1924. *Deeded (6 acres). Description:*

Deed Book 34, pages 339-341, S. M. Eich & Wife to Tuskegee Institute, September 4, 1941.
Deed to property (668.9 acres) comprising original Moton Field.

Deed Book 34, pages 341-342, Tuskegee Institute to S. M. Eich, September 4, 1941. *Institute deeded back 1 acre to Eich with the stipulation that no structure would be constructed on the property higher than 25 feet so long as the adjoining land was used as an air field.*

Deed Book 88, pages 829-832, Tuskegee Institute to City of Tuskegee, June 16, 1972.
Institute deeded 325.9 acres to City of Tuskegee for municipal airport with the stipulation that the property always be used for a public airport and landing field or it would revert back to the grantor.

Plat Records, Moton Field, Macon County Courthouse:

Plat Book 1, page 110 (slide 30), date of survey April 19, 1941.
Plat of Eich Farm (781.3 acres), with tracts and acreage shown as described in deed.

Tuskegee University Physical Plant, Tuskegee, Alabama

Booker Conley's Files, Physical Plant.
Two-drawer file cabinet with files accumulated by Mr. Conley during his years as Physical Plant director. Various files on Moton Field and the buildings constructed there, hand sketches of details and site elements, 1970s photographs of buildings at Moton Field.
8½ x 11" xeroxes of Booker Conley's sketches:

- Outdoor Caprine Shed Project Site, Moton Field (shows pond w/ spillway)
- Outdoor Caprine Sheds, Moton Field (dated 1.30.85)
- Moton Field Sewage Disposal System (dated 8.22.74)
- Nine Hole Golf Course Plans near Hangar No. 2 (dated 3.15.70)
- USGS Map portions of Moton Field
- Dimensioned plan of proposed airport buildings & runway expansion
- Topographic Plans with building identification numbers (dated 2.30.92)

Also included with Booker Conley's sketches are:
A one page summary of Tuskegee Institute Airports entitled: *Tuskegee University, Miscellaneous Buildings/Structures/Others, Removal, Relocation and other Information, Prepared by Booker Conley –*

1995 -Describes Airport # 1, Kennedy Field, Airport # 2, Moton Field, historic use of property and post World War II uses.

Property Descriptions of Moton Field and surrounding area - (2 sheets of typed legal information).

Physical Plant Records, Drawing File # 24, Moton Field.
Original and later drawings of Moton Field, including building plans, site plans, detail drawings, hand sketches of various site elements, building renovation plans, etc.

List of Tuskegee University Physical Plant Drawings (arranged generally by date):

Building Plans

Civil Elementary Army Training School, Tuskegee, Alabama
(Building Facilities at Airfield)
May 7, 1941
Floor plan, elevation, and building location with respect to landing field of Hangar # 1.
(scanned)

Caution Light
Made by: E.C.M. & G.A.R., Traced by: G.A. Reed, Approved by: A.P. Mack (?)
June 2, 1941
Detail drawing of caution light and pole. Don't know the location of this light.
(scanned)

Hangar Electrical Layout, Tuskegee Institute, Army Elementary Training Field
No Date (probably 1941-see next drawing)
Floor Plan of Hangar # 1 with rooms identified and notes.
(scanned)

Hangar Electrical Layout, Tuskegee Institute, Army Elementary Training Field
Made by: W. C. Curtis
July 13, 1941
Floor plan of Hangar # 1 with electrical layout, fixture schedule, and notes.
(scanned)

Plan of Hangar Utilities, Air Corps Training Detachment, Tuskegee Institute, Alabama
No Date
Floor plan of Hangar # 1 with telephone cable, electric service, water lines, sanitary sewer, and location and type of fire extinguishers.
(scanned)

Proposed Alterations to Air Corps Primary School, Tuskegee Institute, Alabama
Architect: Edward C. Miller, Engineer: George L. Washington
June 6, 1942
Floor plan and elevation of lunchroom and classroom addition to Hangar # 1.
(scanned)

Booth Details for Lunch Room, Air Corps Primary School, Tuskegee Institute, Alabama
Drawn by: M.L., Checked by: E.C.M.
No Date (see drawing above)
Details of seats and tables for the lunchroom addition in Hangar # 1.
(scanned)

Alterations to Army Offices— 66th FTD, Tuskegee Institute, Alabama, Floor Plan, Elevation, and Structural Section (2 drawings— one with handdrawn notes)
Engineer: G. L. Washington, Architect: Edward C. Miller
No Date
Floor plan, elevation, and section of additions to Hangar # 1.
(scanned)

Proposed Cadet Class and Waiting Room, Air Corps Primary School, Tuskegee Institute, Alabama
Architect: Edward C. Miller, Engineer: George L. Washington
May 3, 1942, revisions June 1942
Floor plan, elevations, and section of Flight Commander's Office.
(scanned)

Supplementary Sheet to Drawing No. 1, Cadet Class Room
Note: Dimensions Supersede Dimensions on Dwg. No. 1
No Date
Revised floor plan, elevation, and hood detail for Flight Commander's Office. (see drawing above)
(scanned)

Full Size Window Details, Cadet Class & Waiting Room, Air Corps Primary School
Drawn by: M.L., Checked by: E.C.M.
June 25, 1942
Window details of Flight Commander's Office/Cadet Class and Waiting Room
(scanned)

Airport No. 2 Additions
August 3, 1942
Plan and details of lunch/tea room addition to Hangar # 1.
(copy from NPS)

Proposed Equipment Arrangement, Lunch Room at Air Corps Primary School, Tuskegee Institute, Alabama
Drawn by M. L.
August 11, 1942
Proposed equipment arrangement for lunch/tea room in Hangar # 1.
(copy from NPS)

Proposed Wing Rack for Air Corps Primary School, Tuskegee Institute, Alabama
Drawn by: M.L., Checked by: E.C.M.
August 14, 1942
Detail drawings of wing racks. Not known at this date if these were built.
(scanned)

66th U.S. AAF Training School, Tuskegee, Alabama, Plan and Elevations of Hangar
Architect: Edward C. Miller, Engineer: G. L. Washington
Sept. 28, 1942
Floor plan and elevations of Hangar # 2.
(scanned)

Plan and Elevations of Hangar
Architect: Edward C. Miller, Engineer: G. L. Washington
Sept. 28, 1942
Floor plan and elevation of Hangar # 2 not built. Control tower design looks like a lighthouse.
(scanned)

Construction Details, New Hangar for Airfield No. 2, Tuskegee Institute, Alabama
Architect: Edward C. Miller, Engineer: G. L. Washington
Oct. 15, 1942
Section showing construction details of hangar and perimeter rooms in Hangar # 2.
(scanned)

Plans and Elevations of Control Tower
Architect: Edward C. Miller, Engineer: G. L. Washington
November 7, 1942
Floor plans and elevations of the control tower at Hangar # 2.
(scanned)

Plan, Elevation and Details for Fire Escape for Control Tower
Drawn by M. L.
January 5, 1943
Details for construction of fire escape on south facade of Control Tower.
(scanned)

Details for Control Tower Stair Construction
Drawn by M. L.
January 9, 1943
Section details for construction of interior stairway in Control Tower.
(scanned)

Details for Firesafe Door, New Hangar Airfield No. 2, Tuskegee Institute, Alabama
Drawn by M. L.; Checked by E. C. M.
November 7, 1942
Details for construction of firesafe door in Hangar # 2; not known if this was built.
(copy from NPS)

Floor Plan of Observation Deck, Control Tower
No Date
Floor plan of fourth-floor observation deck on Control Tower.
(copy from NPS)

Dispatcher Building
No Date
Floor plan of T-shaped building. Not sure if this building was ever constructed. Or could this building have been built at TAAF rather than at Moton?
(scanned)

66th U.S. AAF Training School, Tuskegee, Alabama, Alterations to Warehouse
Architect: E. C. Miller, Engineer: G. L. Washington, Drawn by Booker Conley
May 19, 1943
Proposed alterations and additions to the Army Supply Building; not constructed.
(copy from NPS)

Proposed Dispensary for Civil Elementary Flying School
No Date
Floor plan of dispensary. Not sure if this building was ever constructed. Constructed at TAAF?
(scanned)

Changes on the Moton Field Cottage, Tuskegee Institute
By Department of Buildings and Grounds, Drawn by L. Cole
May 1, 1964
Floor plan of Skyway Club.
(scanned)

Alterations of the Moton Field Cottage, Tuskegee Institute, Ala.
By Department of Buildings and Grounds, Drawn by L. Cole
August 10?, 1964
Floor plan of Skyway Club.
(copy from NPS)

Swine Disease Center, School of Veterinary Medicine, Tuskegee Institute, Alabama
Lockwood Greene, Architects-Engineers, Atlanta, Spartanburg, Dallas, New York
Sept. 6, 1974
Plans, elevations, sections, and schedules for renovating the former Warehouse/Vehicle Storage Building for the Swine Disease Center.
(copied)

Hangar Renovation, Moton Field, Tuskegee Institute, Alabama
Millkey & Brown Associates, Architects, 53 Auburn Avenue, NE, Atlanta, Georgia
June 2, 1980
Plans for renovation of Hangar # 1 and construction of a new aircraft painting building and storage building. None of these renovations are believed to have been carried out. The painting building and storage building were not constructed. A site plan showing existing buildings at Moton Field is included.
(copied)

Site Plans

Main Airdrome, Civil Elementary Army Training, Tuskegee Institute
Scale: 1" = 400'-0" Date: April 5, 1941
Revised: June 15, 1941 (not implemented)

Topographical Map of Civil Elementary Army Training Field, Tuskegee Institute, Ala.
Made by: R.B.C. & G.A.R., Traced by G.A.R.
April 9, 1941
Topo map and site plan of a portion of Moton Field before construction began.
(scanned)

Caution Light and Light Pole
Made by E. C. M. and G. A. R.
Traced by G. A. Reed
June 2, 1941
Detail drawing of caution light and light pole; this light has not been found in any historic photographs.
(scanned)

Tuskegee Institute Main Airdrome (Field No. 2), 3 miles North of Tuskegee, Alabama, for Civil Elementary Army Training Program
G. L. Washington
October 5, 1941
Site plan of Moton Field showing buildings constructed by Oct. 1941 (Hangar # 1, two frame buildings to the west); handwritten notes on the drawing noting various features.
(scanned)

Proposed Drainage of Hill Area
Civil Elementary Army Training Field, Tuskegee Institute, Alabama
D. A. Williston, Landscape Architect
G.A.R. January 27, 1942
Scale: 1" = 50'-0" Date: January 27, 1942
Plan and section drawings of springs and wells - also shows Hangar No. 1.

Unnamed Site Plan
Drawn by: G.A.R.
May 14, 1942
Site plan showing Hangar # 1 with parking area to the west (before construction of the Flight Commander's Office and Army Supply Building) and septic tank and disposal field.
(scanned)

Proposed Site Improvement, Air Corps Primary School, Drawing No. 2
Date: June 5, 1942
Shows sidewalks around West side of Hangar No. 1 and two cottage buildings.

66th AAF Flying Training Detachment, Tuskegee Institute, Ala., Main Airdrome
August 21, 1942 (looks like golf course has been superimposed over original drawing, so date may not be correct)
Site plan of Moton Field area with buildings drawn in and golf course superimposed.
(scanned)

Map of 66th AAF Primary Flying School & Auxiliary Filed
Scale: 1" = 1 mile Date: November 25, 1942
Overall site plan with inset map of Moton Field on black background.

Plot Plan Showing Asphalt Parking Ramp for AAF Primary Flying Field, Tuskegee Institute, Alabama
D. A. Williston, Landscape Architect, Drawn by: T. Gaillard
December 23, 1942
Site plan showing airplane parking area around Hangar # 2.
(scanned)

Plot Plan, 66th AAF Primary Flying Field, Tuskegee Institute, Alabama
Edward C. Miller, Architect; G. L. Washington, Engineer; Louis A. Scipio, Draftsman
Approved by G.L.W.
Site plan showing existing buildings at Moton Field. Building outlines include floor plans.
(scanned)

Proposed General Layout of Areas and Parking Spaces for Tuskegee Institute Primary Flying School
Drawn and designed by: H. H. Cooper (?)
No Date
Site plan showing Hangar # 1, Cadet Bldg. and Warehouse with proposed parking areas and landscaping, proposed tennis courts on hill. Guard house shown inside entrance gates.
(scanned)

Proposed Plan and Elevation, Entrance Gate for Airfield No. 2
Architect: E. C. Miller
(date illegible, on black background)

Local Flight Area Maps:
Scale: 1" = 4 miles
Scale: 1" = ½ mile Date: April 22, 1943
Hand-drawn poster with major landmarks around Moton Field identified

Construction and Planting Plan for Recreational Area at Moton Field
D. A. Williston, Landscape Architect
May 1944
Site plan showing landscaped areas around the clubhouse, including tennis courts; also detail drawings and planting list.
(scanned)

Tuskegee Institute Golf Course, Tuskegee Institute, Alabama
Kirchdorfer Irrigation, Inc., Louisville, Kentucky, Plan No. 623
November 9, 1966
Site plan showing 18-hole golf course with irrigation lines and sprinklers, but 9-hole course is pencilled in by hand.
(scanned)

Irrigation System for Golf Course, Tuskegee Institute
Drawn by: E.L.P.
Sept. 1, 1970
Nine-hole golf course shown in the area between the Hospital Water Filtration Plant and the pump house at Euphabee Creek.
(scanned)

Moton Field, Information requested by Lockwood Greene
Physical Plant Department, Tuskegee Institute
July 26, 1974
Site plan showing existing buildings at Moton Field.
(scanned)

Tuskegee University Archives, Tuskegee, Alabama

Tuskegee Institute: Aviation Files
Four boxes with a collection of information about the Tuskegee Aviation program and the Tuskegee Airmen. The collection contains newspaper clippings from the World War II era as well as copies from various publications, letters, articles written about the program by the Institute, etc.

Pilot Training School, Tuskegee Institute, Alabama. U.S. Army Air Forces Training Edition, May, 1944. A Picture Book of Flying Training Activities in The Division of Aeronautics of Tuskegee Institute.
Good pictorial guide to activities of the Tuskegee Airmen. Some written information. A few photos at Moton Field.

Tuskeana, 1945. The Official Publication of the Senior Class of Tuskegee Institute.
Senior year book. Two good photos of Moton Field not seen before.

Service, August 1941, Sept. 1942. A Monthly Published by Tuskegee Institute.
Monthly publication with articles about the Tuskegee Airmen. Photos of Moton Field being constructed. Written information about the program.

The History of Military and Civilian Pilot Training of Negroes at Tuskegee, Alabama 1939-45. Written by G. L. Washington.
This manuscript describes in great detail the paperwork and politics that went into the creation of the Air Pilot Training Program and Moton Field. It includes descriptions of flight training out of Montgomery, Auburn, and Kennedy Field as well Moton Field.
Information on Moton Field can be found on the following pages: 101, 178, 189-191, 194-195, 238-242, 294, 299-307, 310-316.
Particularly relevant pages for structural analysis are in bold.

Auburn University Library, Auburn, Alabama

Map Room – First Floor

USGS Map of Tuskegee Quadrangle, 1981, scale = 1:100,000

USGS Map of Tuskegee Quadrangle, 1971, scale = 1:24,000 (drawer # 13)

Aerial Photographs of Macon County (10" x 10" B&W)

1992, # 4699-190 (vertical file # 3, third drawer)

1980, # 171, # 187, # 188 (vertical file # 7, third drawer)

1973, # 261, # 262, # 263

1958, # 135, # 138 (show portions of site only - # 136 and # 137 are missing from collection and would contain entire site)

1954, # 34, # 35, # 36

Special Collections – Ground Floor

Warner, Robert T., *Moton Municipal Airport: An Experience in Airport Construction (with Federal Aid)*, November 17, 1973, Airport Management Col. Harold R. Decker
Nine 8.5 x 11" sheets containing project background and planning information with cost implications for proposed municipal airport. Also includes two maps showing before & after site layout plans of airport landing strip configurations. (xerox copy in the Gainesville office)

Assorted State of Alabama Maps (drawer # 1)

Assorted State Highway Maps (drawer # 2)

Macon County Maps (drawer # 3):
Macon County, 1962 - # 11
Macon County, 1975 - # 30 (two sheets) Alabama Land Ownership Maps

General Highway Maps (small) (drawer # 4) several for Macon County (1953 – 1979)

Alabama State Highway Maps 1928 – 1999 (some are missing) (drawer # 5)

Informational Maps of Alabama (drawer # 13)

Geologic Information Map (drawer # 14)

Federal Road Maps (drawer # 15)

ACES Soil Survey Maps (drawer # 19)
Macon County, 1904 - # 40

Publications of the Geologic Survey of Alabama & State Oil & Gas Board
Tuscaloosa, AL – 1997, Subject Index 51, Macon County
(series of geology-related maps: soils, hydrology, etc.)

Macon County Soil Survey Map, 1944

Alabama State Archives, Montgomery, Alabama

Macon County Soil Surveys, 1904, 1937
Relevant portion of 1937 survey scanned and copied by archivist.

Tuskegee News, 1940-1944
Local newspaper. No mention of Moton Field construction.

Macon County Vertical Files

Macon County Photo Collection
Pictures of Tuskegee Institute only.

Alabama State Planning Board Photo Collection 1948-1953
Photos by Horace Perry, 2910 Mallory Street, Montgomery, Alabama.
Aerial photographs of Macon County with suggested and proposed sites of industrial development. No information on Moton Field.

University of Alabama, Tuscaloosa, Alabama

Cartographic Laboratory, Department of Geography
Aerial Photograph, United States Department of Agriculture, 1941

NPS Oral History Project

Conley, Booker. Interview by Christine Trebellas, 14 March, 2000. Tuskegee Airmen Oral History Project, National Park Service, SERO, Atlanta, Georgia.
Interview with Booker Conley, student at Tuskegee Institute 1940-43; Tuskegee Institute Physical Plant director; good information on original construction of Moton Field.

Pryce, Ed. Interviews by Christine Trebellas, 13-14 March, 2000. Tuskegee Airmen Oral History Project, National Park Service, SERO, Atlanta, Georgia.
Interview with Ed Pryce, landscape architect; student at Tuskegee Institute 1934-38; taught floriculture at TI 1948-55; maintenance superintendent of grounds 1955-69; good information on the condition and use of Moton Field after World War II.

Rose, Sherman. Interview by Worth Long, 19 February, 2001. Tuskegee Airmen Oral History Project, National Park Service, SERO, Atlanta, Georgia.
Interview with Sherman Rose, Tuskegee Airman; participated in survey work for Moton Field.

Air Force Historical Research Agency, Maxwell Air Force Base, Montgomery, Alabama

66th AAFFTD Moton Field, Tuskegee, Alabama. (no date) (from AFHRA or Tuskegee University Archives?) (via NPS)
Tuskegee Army Air Field Yearbook. Photos and written information about Moton Field.

Solo. 10 March 1945. 234.821, in Moton Field Collection, AFHRA. (via NPS)
Newsletter written by flight cadets. This issue contains an article on the construction of the clubhouse (rec building).

History of 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, Section I – to 7 December 1941. Compiled by 1st Lt. Joseph W. Hensley. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

History of 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, Section II – 7 December 1941 to 31 December 1942 Inclusive. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

History of 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, Section III – 1 January 1943 to 31 January 1944 Inclusive. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

Station History, 2164th AAF Base Unit.CPS.P, Formerly 66th AAFFTD, Tuskegee Institute, Alabama. Section IV-VII, 1 February – 31 December 1944. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

Station History, 2164th AAF Base Unit CPS.P, Formerly 66th AAFFTD, Tuskegee Institute, Alabama. Section V – 1 July 1944 to 31 August 1944. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

History of the 2164th AAF Base Unit (CPS.P), Tuskegee Institute, Alabama. Section VIII – 1 January 1945 to 28 February 1945 Inclusive. 234.821, in Moton Field Collection, AFHRA. (via NPS)
History of the program at Moton Field. Includes details on construction of the field.

Ground Safety Rules and Regulations, 2164th AAF Base Unit, Moton Field, Tuskegee Institute, Alabama. 30 May 1944. Appendix XXVII from Section IV. 234.821, in Moton Field Collection, AFHRA.
Information on security and access to Moton Field, use of area for hunting and fishing.

History of the 2164th AAF Base Unit (CPS.P), Tuskegee Institute, Alabama. Section IX – 1 March 1945 to 30 April 1945 Inclusive. 234.821, in Moton Field Collection, AFHRA.
History of the program at Moton Field. Includes details on use of the field.

History of the 2164th AAF Base Unit (CPS.P), Tuskegee Institute, Alabama. Section X – 1 May 1945 to 30 June 1945 Inclusive. 234.821, in Moton Field Collection, AFHRA.
History of the program at Moton Field. Includes details on use of the field.

History of the 2164th AAF Base Unit (CPS.P), Tuskegee Institute, Alabama. Section XI – 1 July 1945 to 31 August 1945 Inclusive. 234.821, in Moton Field Collection, AFHRA.
History of the program at Moton Field. Includes details on use of the field.

History of the 2164th AAF Base Unit (CPS.P), Tuskegee Institute, Alabama. Section XII, Final Installment – 1 September 1945 to 30 November 1945 Inclusive. 234.821, in Moton Field Collection, AFHRA.
History of the program at Moton Field. Includes details on use of the field.

History of Tuskegee Army Air Field, Tuskegee, Alabama, from Conception to 6 December 1941. In Tuskegee Airmen Collection, AFHRA. (via NPS)
History of TAAF for comparison to Moton Field. Photographs of TAAF.

Moorland-Spingarn Research Center, Howard University, Washington, DC

Manuscript Division
Information on the Civilian Pilot Training Program at Howard was not contained in the following collections.

World War II Reference Files, Collection 122-3
Information compiled by Howard on university men and women who were in the Armed Forces 1941-1946. Contained press releases from T.A.A.F. of Howard graduates who were stationed at the base.

Art Carter Collection
Art Carter was a journalist and photographer who reported on the Tuskegee Airmen's campaign in the European Theater. His collection of photographs contained numerous pictures of individual airmen posing by planes.

Smithsonian: National Air and Space Museum, Washington, DC

African Americans in the Air Force Exhibit
"Wings for War 1941-1945" a short film that was narrated by Benjamin O. Davis.
This film showed some footage of pilots training and marching through Tuskegee Institute. All photographs in the collection were courtesy of the US Air Force.

National Archives and Records Administration (NARA), College Park, Maryland Branch

Prints and Photographs Collection
Negroes in the Air Force; Tuskegee Airmen Photo Collections

Cartographic and Architectural Collection
Historic USGS Quad Maps, 1971

Aerial Photograph, United States Department of Agriculture, 1937

Text Records Collection
Army Air Forces Project Files: Air Fields 1939-1942 (RG 18, Boxes 1826-1828)
Central Decimal Files, October 1942-May 1944 (RG 18, Box 1590)

NPS Tuskegee Airmen/Moton Field Files, SERO, Atlanta, Georgia

"Separate but Equal: Tuskegee Institute, Moton Field, and the Training of the Tuskegee Airmen." Conference paper given by Christine Trebellas, NPS, November 2000.

Books

Two Hundred Thousand Flyers. (need publication info.) (via NPS)
Information on Darr Aero Tech in Albany, GA, and Georgia Aero Tech in Augusta, GA.

Francis, Charles E. *The Tuskegee Airmen.* Boston: Branden Publishing Company, 1995.
This book tells the story of the Tuskegee Airmen, and starts with training at TAAF. It does not mention Moton Field.

Dryden, Charles W. *A-Train: Memoirs of a Tuskegee Airman.* Tuscaloosa, AL: University of Alabama Press, 1997.
Another book that relates the experience of an airman but contains no information about Moton Field.

Davis, Benjamin O., Jr. *An Autobiography.* Washington, DC: Smithsonian Institution Press, 1991.
Two brief comments about Moton Field are found on pages 72 and 84.

Goodson, Martia Graham, editor. *Chronicles of Faith: The Autobiography of Frederick D. Patterson.* Tuscaloosa, AL: University of Alabama Press, 1991.
Contains information on manufacture of Tuskegee block by Tuskegee Institute.

Jakeman, Robert J. *The Divided Skies: Establishing Segregated Flight Training at Tuskegee, Alabama, 1934-1942.* Tuscaloosa, AL: University of Alabama Press, 1992.
This book goes into the most detail about Moton Field (site selection, construction, and other air bases that were looked at for ideas and estimates). It is well documented with footnotes, most of which refer to items that the Resource Study used as well. There is an extensive bibliography at the end. Moton Field information can be found on pages 243-249; 255-256; and 265-267.

Thole, Lou J. *Forgotten Fields of America: World War II Bases and Training Then and Now.* Volume II. Missoula, Montana: Pictorial Histories Publishing Company, Inc., 1999.
Chapter on Moton Field.

Historic Photograph Collections

Historic Photograph Collection, Tuskegee University Archives, Tuskegee, Alabama.
According to the archivist, access to this photo collection is not available until September 30.

Historic Photograph Collection, Air Force Historical Research Agency, Maxwell Air Force Base, Montgomery, Alabama. (via NPS)
Excellent photograph collection of activities, structures, and site at Moton Field.

Historic Photograph Collection, Moorland-Spingarn Research Center, Howard University, Washington, DC.
Excellent photograph collection of activities, structures, and site at Moton Field.

Pond and Company, Atlanta, Georgia

Moton Field Stabilization Drawings, Tuskegee Airmen National Historic Site, Tuskegee, Alabama, March 15, 2000.

Moton Field Stabilization Photographs, Tuskegee Airmen National Historic Site, Tuskegee, Alabama, March 15, 2000.

Research on Archibald Alexander, Moton Field Building Contractor

State Historical Society of Iowa, Des Moines, Iowa.
Archives has file on Archibald Alexander. Have written letter officially requesting information.

Department of Special Collections, Library, University of Iowa, Iowa City, Iowa.
University attended by Archibald Alexander. Special Collections has file from which they are sending information.

"Archibald Alexander: Design and Construction Engineer," *Faces of Science: African-Americans in the Sciences*. Internet File.

Julius Rosenwald Fund Collection, Fisk University, Nashville, Tennessee

"Tuskegee Institute Flying Project" File, Special Collections, Library, Fisk University, Nashville, Tennessee.
Project file in the Julius Rosenwald Fund Collection. Three folders-1941, 1942, 1943-with information on the funding of the Moton Field construction. Archivist will review and copy pertinent information.

Additional Interviews

Carlisle, Arthur. Interview by Anne Wilfer, The Jaeger Company, December 5, 2001. Moton Field, Tuskegee, Alabama.
Interview with Arthur Carlisle, employed by Tuskegee Institute in sheet metal work, beginning in 1962 and lived at Moton Field with family as caretaker from 1963-1979. (Transcript included in Cultural Landscape Report)

Conley, Booker. Interview by Jon Buono, NPS; Anne Wilfer, Debbie Curtis Toole, and Courtney Foley of The Jaeger Company; and Mary Higginbothan, Paint Analysis Consultant, 26 September 2001. Moton Field, Tuskegee, Alabama
Interview with Booker Conley, student at Tuskegee Institute 1940-43; Tuskegee Institute Physical Plant director; (Transcript included in Cultural Landscape Report)

Childs, Bill. Phone Interview by Debbie Curtis Toole, The Jaeger Company, December 2001. *(Phone interview with Bill Childs, former aircraft mechanic at Moton Field and for Tuskegee Aviation. Provided information on the use of Moton Field during and after the war.)*

Eich, Edna Earle. Phone Interview by Anne Wilfer, The Jaeger Company. October 12, 2001 *(Phone Interview with Edna Earle Eich, widow of S.M. Eich, Jr., who currently lives in Montgomery, Alabama. Provided information on Eich property in the late 1940s, when she and late husband lived on site adjacent to Moton Field for approximately a year.) (Transcript included in Cultural Landscape Report)*

Eich, Harold G. Phone Interview by Anne Wilfer, The Jaeger Company. October 15, 2001 *(Phone Interview with Harold Eich, son of S.M. Eich and brother of S.M. Eich, Sr., who currently lives in Lecanto, Florida. Provided excellent information on Eich family property prior to and following acquisition of land for Moton Field, including data on agricultural production at site and father's associations with Tuskegee Institute.) (Transcript included in Cultural Landscape Report)*

Pryce, Ed. Interview by Jon Buono, NPS; Anne Wilfer, Debbie Curtis Toole, and Courtney Foley of The Jaeger Company; and Mary Higginbothan, Paint Analysis Consultant, 26 September 2001. Moton Field, Tuskegee, Alabama
Interview with Ed Pryce, landscape architect; student at Tuskegee Institute 1934-38; taught floriculture at TI 1948-55; maintenance superintendent of grounds 1955-69; (Transcript included in Cultural Landscape Report)

Simpson, Dru. Interview by Dale Jaeger, The Jaeger Company, December 5, 2001. Moton Field, Tuskegee, Alabama.
Interview with Dru Simpson, employed by Tuskegee Institute in construction and also the campus police force, who lived as caretaker at site from the 1950s to 1964. Resided in the Physical Plant Warehouse building.. (Transcript included in Cultural Landscape Report)

Whitlow, Elmer. Interview by Anne Wilfer, The Jaeger Company, December 5, 2001. Moton Field, Tuskegee, Alabama.
Interview with Elmer Whitlow, employed by Tuskegee Institute, first on campus in 1965 for approximately two years and then at Moton Field, primarily responsible for the golf course until it was phased out with the construction of the municipal airfield. In 1971 he also became a caretaker at Moton Field and remained on the site, living a portion of the time in the Skyway Club. (Transcript included in Cultural Landscape Report)

Research on D. A. Williston

Muckle, Kirk and Dreck Wilson. "David Augustus Williston: Pioneering Black Professional." *Landscape Architecture* (January 1982: 82-85).