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North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

July 6, 1994

Thomas Roberts
Federal Aviation Administration
Atlanta Airports District Office
1680 Phoenix Parkway
Suite 101
Atlanta, GA 30349

RE: Historic Structures Survey Report for Laurinburg-
Maxton Airport Expansion, Scotland and Robeson
Counties, ER 94-9012

Dear Mr. Roberts:

We have received a letter of June 2, 1994, transmitting the historic structures survey report by Ruth Little concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places for the reasons cited below:

These properties have little historical or architectural significance:

Claude Johnson House

Elmore Stanton House

Arther and Lila Locklear House

Skyway Baptist Church. The church has lost its integrity of setting, feeling, and association because of the destruction of almost all of the other military base buildings.

Hangar Complex. The buildings have lost their integrity of design, setting, feeling, and association because of the extensive additions to the complex.

Old Wilson House. The house has undergone numerous character-altering changes.

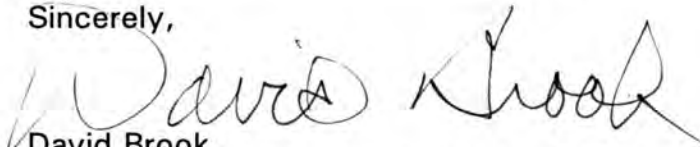
In general the report meets our office's guidelines and those of the Secretary of the Interior.

Thomas Roberts
July 6, 1994, Page 2

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

A handwritten signature in black ink that reads "David Brook". The signature is written in a cursive, flowing style.

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: Ruth Little, Longleaf Historic Resources
Ken Justice, Hobbs Upchurch & Associates
Rick Barks, NCDOT Division of Aviation
Scotland County Historic Properties Commission

bc: ✓ File
Brown/Stancil
County
RF

Historic Property Evaluation

**Laurinburg-Maxton Airport Expansion EA
Scotland and Robeson counties**

**prepared for
Hobbs, Upchurch & Associates, P.A., consulting engineers
Southern Pines, N.C.**

**prepared by Longleaf Historic Resources
Raleigh, N.C.**

May 1994

Historic Property Evaluation

**Laurinburg-Maxton Airport Expansion EA
Scotland and Robeson counties**

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May 1994

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I. Management Summary

This management summary records the results of a reconnaissance survey of the Laurinburg-Maxton Airport property and the area of potential effect surrounding it. The survey was conducted as part of the planning process for expansion of the airport runway. The airport property consists of 4,200 acres bounded by Big Shoe Heel Creek on the west, Lumber River on the east, McGirt's Bridge Road on the north and roughly by SR 1369 on the south. The US 74 bypass, built about 1980, roughly parallels the southern border. Approximately one-third of this area contains manufacturing complexes and the remainder is wooded. The area of potential effect consists of the area inside the 65 LDN contour line, as shown on a Noise Contour map prepared by Hobbs, Upchurch & Associates. These noise contours project northwest and southeast approximately 3.2 miles in each direction, and are approximately one-third mile wide. All of the airport property is located in Scotland County, but the southeast noise contour extends into Robeson County. Boundaries of the survey area and location of properties identified during the survey are shown on the accompanying base map, composed of the three USGS maps, Laurinburg, Wakulla and Maxton quadrangles, that served as field maps.

The Laurinburg-Maxton Airport occupies the site of the Laurinburg-Maxton Army Air Corps Base, which operated between October 1942 and April 1945 and is said to have been one of the major combat glider training bases in the United States. Thirty-nine parcels of land, primarily old farms, were acquired in 1941 to form the base. Located between the major waterway of the Lumber River and the smaller waterway of Shoe Heel Creek, this flat land contained so much wetlands that fill dirt had to be trucked in to construct the base. The base contained perhaps as many as one hundred buildings at the height of its operation, including glider and vehicle storage, maintenance and training buildings, mess halls, recreation buildings, housing for men and women (WACS), and service buildings such as a fire station.

In 1947-48 the United States Defense Department gave the entire base to the two adjacent towns of Laurinburg and Maxton. In that year the Laurinburg-Maxton Airport began to operate on 1400 acres of the base, using the base runways. Some buildings on the base also continued to be used, such as the old base hospital, located on NC 71, that operated until 1954 when it was demolished. According to airport director Larry Barnett, the base buildings were constructed of "pine boards and tarpaper" and gradually rotted, burned, or were demolished. Foundations of

these buildings appear in the woods, as do the remains of asphalt and concrete base roads.

Industries gradually began to locate around the airport. The first was Johns Manville, who built a plant here in 1958. At the present time there are thirteen industries operating on airport property which provide 3000 jobs to the area.

A 1908 map of Scotland County with locations of rural farmhouses, churches and schools indicates that this east-central section of the county was quite sparsely populated. The potential for historic properties in the survey area is low, given the high percentage of wetlands, the likelihood that any pre-1941 structures would have been demolished when the Defense Department acquired the base land, and the fact that the 1982 historic architecture survey of Scotland County, conducted by Tom Butchko, recorded only two historic sites in this area: the former Commanders House and Lee's Mill. The Commanders House has apparently disappeared; Lee's Mill is outside of the 65 LDN contour line. Rural Robeson County is unsurveyed.

Survey methodology consisted of a windshield survey covering 100% of the survey area, utilizing current USGS maps as field maps. All three maps had been updated in 1982, yet showed a number of base buildings and roads that have since disappeared. Larry Barnett, director, and Mickey Oxendine, staff member of the Laurinburg-Maxton Airport, served as local guides. There are no properties within the study area either listed in or determined eligible for the National Register at the present time.

The reconnaissance survey identified a total of twelve properties over fifty years of age or almost fifty years of age, located in or adjacent to the survey area: four air corps base sites, five off-base houses, one cemetery, one water treatment plant, and one former sawmill kiln and office. The survey team photographed all of these properties and keyed them to the base maps.

A meeting to review the survey results was held on May 20, 1994. Attending were Robin Stancil, assistant environmental review coordinator, North Carolina State Historic Preservation Office; M. Ruth Little, survey consultant, Longleaf Historic Resources; and Ken Justice, project engineer, Hobbs Upchurch & Associates. Ms. Stancil determined that none of the surveyed properties meet the criteria for eligibility to the National Register of Historic Places. However, six of these have sufficient historical significance to warrant recordation, and descriptions and evaluations of these follow. Survey files containing data sheets, photographs and negatives for these are on file at the North Carolina SHPO. Photographs of the remaining six properties are also on file at this location.

None of the identified properties appear to be eligible for the National Register of Historic Places. In the case of the air base properties, the buildings have undergone character-altering remodelling and additions that diminish their integrity as World War II era buildings. All of the base sites: the former hangar complex, former base church, former base fire station, and site of the base theatre, are widely scattered among newer industrial facilities. No section of the former base retains any cohesion or integrity that would make it a well-preserved remnant of the war era. The best preserved property is Skyway Baptist Church, apparently unaltered but for artificial siding. A mobile home manufacturer expanded the hangar complex into a plant. The fire station is used for office/storage.

All but one of the off-base houses stand in the southeast noise contour on the fertile land east and west of the Lumber River. All are early twentieth century in date and are typical of middle-class farmhouses in Scotland and Robeson counties of the period, with the exception of the Locklear House, which has a more urban character. Two have the steep pyramidal roof form and wraparound porches that were especially popular in this section of the state, one is a vernacular Craftsman style house, and one, the Locklear House, is an L-plan house with Italianate bracketed trim.

The properties which were photographed but not recorded are the base fire station and theatre site, the cemetery, which has only a few mid-twentieth century markers, the sawmill kiln and office which are of recent vintage and have lost their integrity, the 1930s water treatment plant, which is deteriorated, and the Jackson House, which has lost its integrity.

List of over-fifty year old properties that were photographed but not recorded:

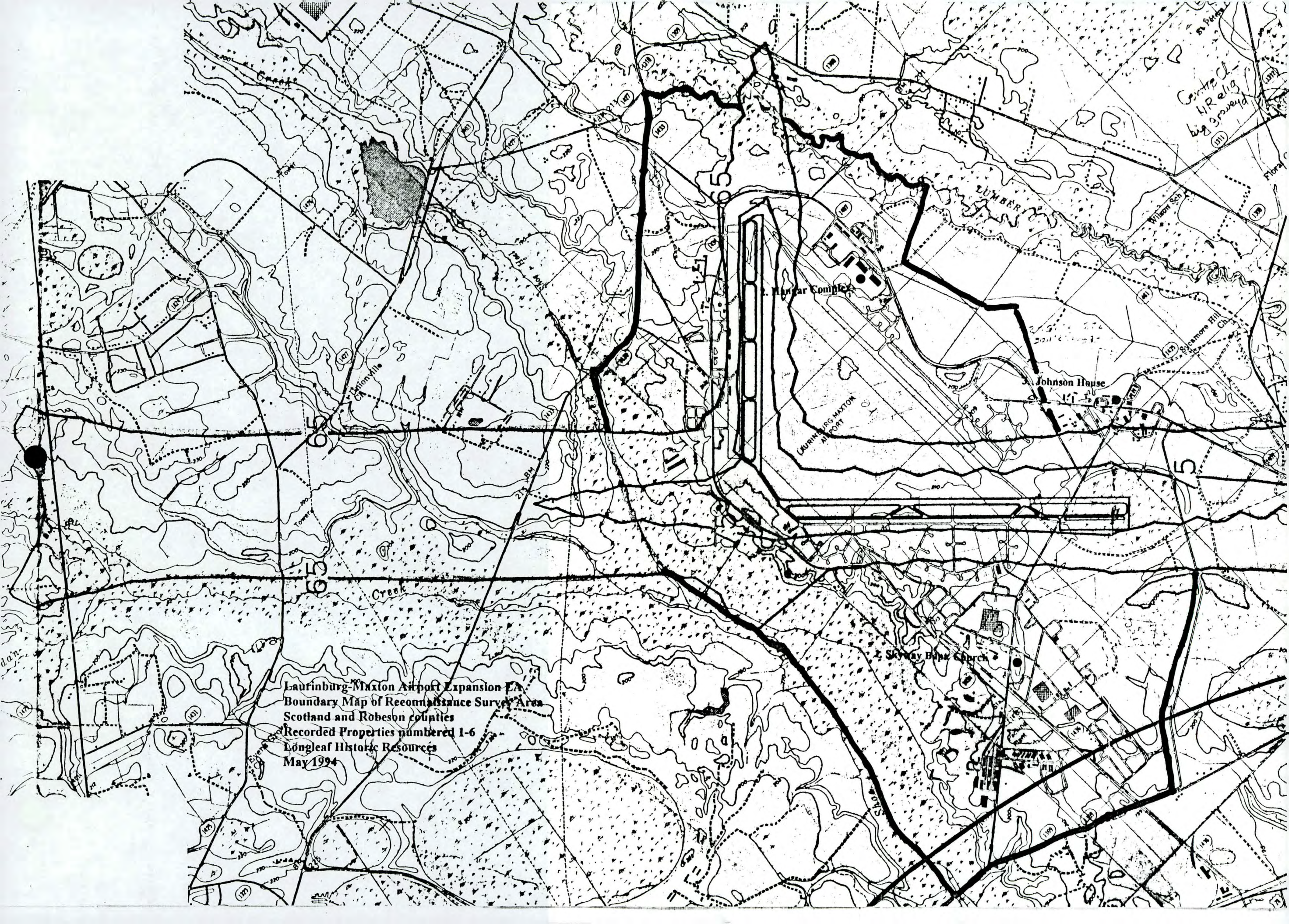
Former Laurinburg Water Treatment Plant
 Jackson House
 Cemetery
 Former fire station
 Theatre site, Laurinburg-Maxton Army Air Corps Base
 Former Webb's Sawmill Kiln & Office

List of over-fifty year old properties that were recorded:

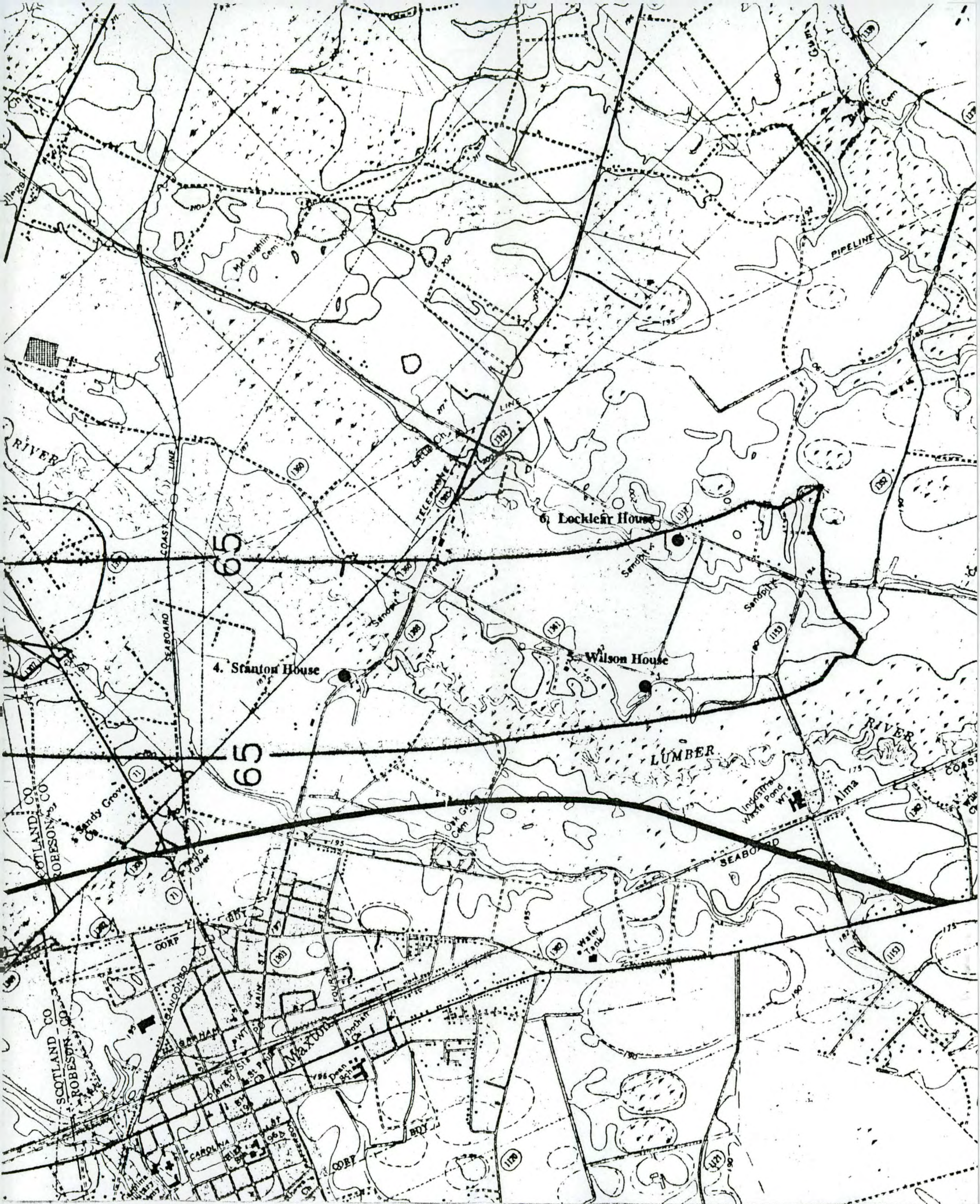
1. Skyway Baptist Church, Laurinburg-Maxton Army Air Corps Base
2. Former hangar complex, Laurinburg-Maxton Army Air Corps Base

3. Claude Johnson House
4. Elmore Stanton House
5. Old Wilson House
6. Arther & Lila Locklear House

II. Boundary Map of Reconnaissance Survey Area with recorded properties



Laurinburg-Maxton Airport Expansion EA
Boundary Map of Reconnaissance Survey Area
Scotland and Robeson counties
Recorded Properties numbered 1-6
Longleaf Historic Resources
May 1994



III. Property Inventory and Evaluations:

Recorded Properties not eligible for the National Register

1.. Skyway Baptist Church, on former Laurinburg-Maxton Army Air Corps Base. ca. 1942. S side SR 1435 (Skyway Church Rd.) .1 mi. E of jct. with SR 1436, on airport property, Scotland County.

Description: This large frame church has a front gable facade, three bays wide, and is seven bays deep. A belfry crowns the facade peak. It is covered with recent fiberboard siding, and has six-over-six sash windows in the front area and sixteen-over-sixteen sash windows in the nave. A stoop with iron posts protects the front door. Except for the siding, the building is apparently unaltered. This building, measuring 37 x 70 feet, appears on a Air Corps Base map of July 1945. It was apparently a nondenominational church during the war, and was converted to a Baptist church later.

Evaluation: Skyway Baptist Church is the best preserved building associated with the Air Corps Base still standing, likely because it is still used for its original purpose. However it has lost its integrity of setting, feeling and association because of the destruction of almost all of the other base buildings and is therefore not eligible for the National Register.

Photographs: see following page

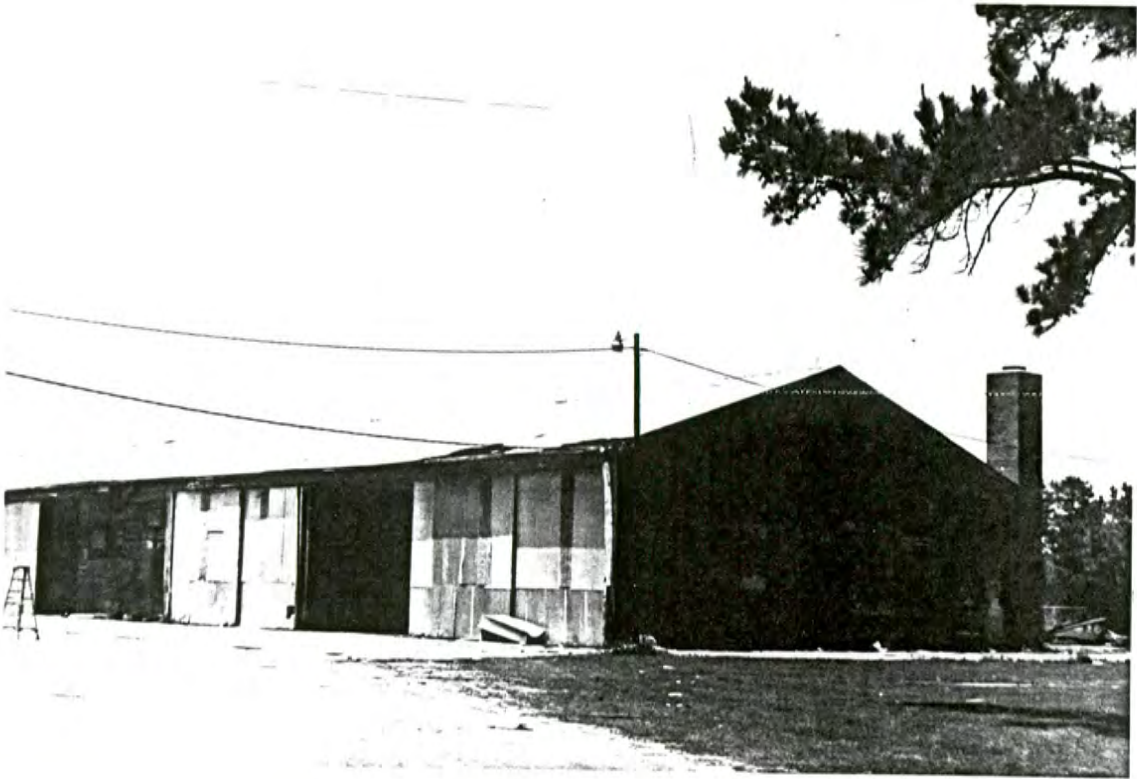
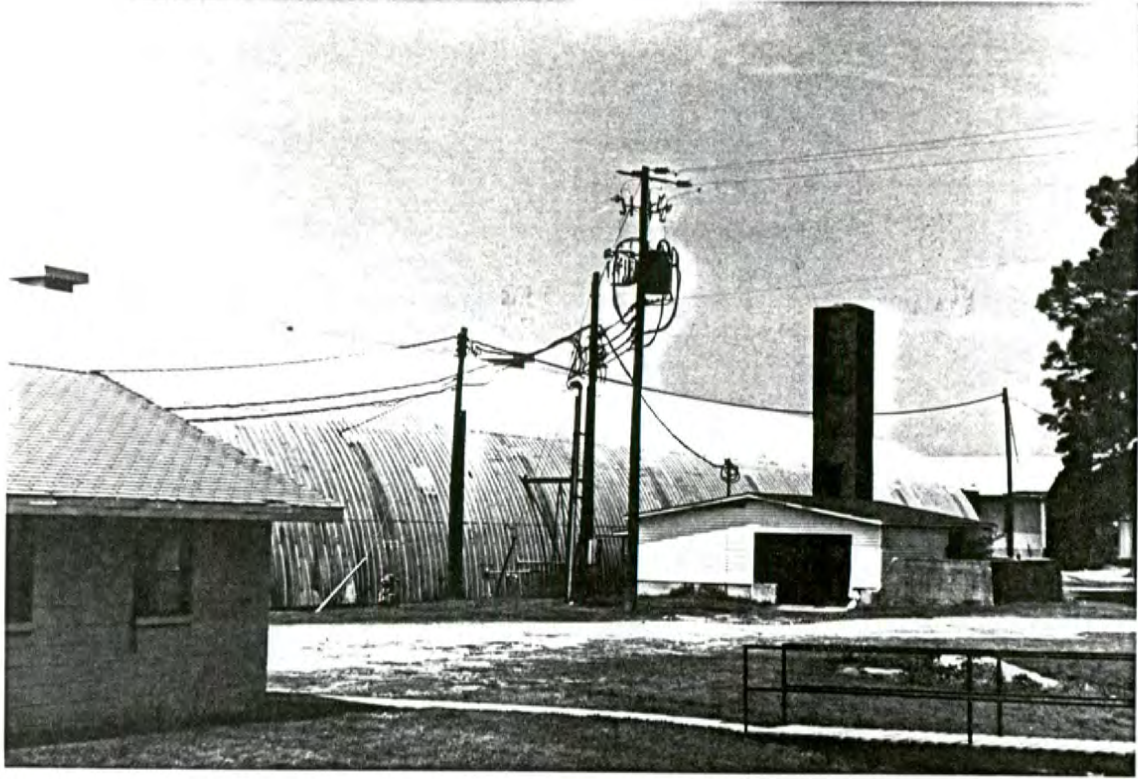


2. Former hangar complex, Laurinburg-Maxton Army Air Corps Base. ca. 1942. (currently Redman Homes Factory). W side SR 1407 .5 mi. S of jct. with SR 1434, on airport property, Scotland County.

Description: This complex consists of two huge quonset structures placed end to end and a long frame building with a gabled roof set at a right angle to the quonsets. The quonsets contain narrow vertical metal patches that probably were originally ventilation openings. In front of each quonset is a thick brick chimney that is now freestanding but originally probably had a heating plant attached. On the 1945 Air Corps Base map the quonsets are labelled "hangers" and the frame building "glider shed." Redman Homes, manufacturer of mobile homes, now occupies the complex and has added a large gabled shed between the two quonsets, as well as numerous other frame buildings around the periphery.

Evaluation: The World War II era hangars and glider shed have lost their integrity of design, setting, feeling and association because of extensive additions to the complex. They do not meet eligibility requirements for the National Register.

Photographs: see following page



3. Claude Johnson House. early 20th century. NE jct. SR 1435 & 1407, airport vicinity, Scotland County.

Description: This large pyramidal cottage has original plain siding, one-over-one window sash on the main level and six-over-six sash in the large attic dormer, original front door with sidelights, and an original wraparound front porch. The carport is a later addition. Large brick chimneys project from the roof.

Evaluation: Although this early twentieth century pyramidal cottage retains its integrity, it is representative of a house form that was very popular in Scotland and Robeson counties during the period. It does not appear to possess the special significance needed for eligibility to the National Register.

Photographs: see following page

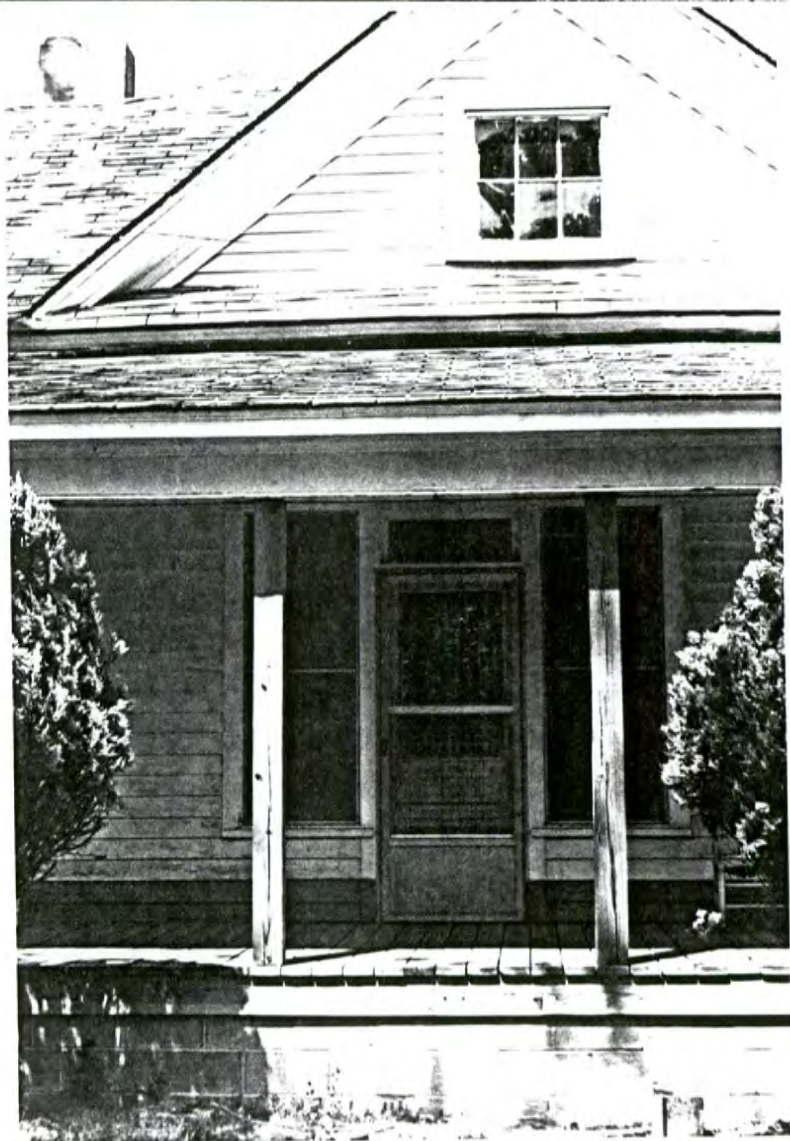


4. Elmore Stanton House. early 20th century. N side SR 1360 (Old Red Springs Rd.) .1 mi. W of Lumber River, Maxton vic., Robeson County.

Description: This is another example of the popular pyramidal cottage house, with a decorative front gable, a wraparound porch with replacement posts, and a front door with adjacent windows. The house has original plain siding, one-over-one sash windows and interior brick chimneys. To the rear are two small gabled frame outbuildings.

Evaluation: The Stanton House is representative of a common local house type but is not one of the better examples because of its replacement porch posts. It therefore has no special significance that would elevate it to National Register eligibility.

Photographs: see following page



5. Old Wilson House. early 20th century. W side SR 1361 1 mi. S of jct. with SR 1360, Maxton vic., Robeson County.

Description: Owner Louise Cummings says that "This is the oldest house around here," and the Wilson family owned it "way back." Probably built 1915-1920, this is a vernacular house with Craftsman massing, with a side-gable roof, an engaged wraparound porch, interior chimneys, and a decorative front gable. The house has undergone considerable exterior renovation, including vinyl siding, replacement windows and replacement porch posts and concrete floor. The front door has sidelights.

Evaluation: The Old Wilson House has undergone so much replacement of original fabric that it has completely lost its architectural integrity and is not eligible for the National Register.

Photographs: see following page



6. Arther [sic] & Lila Locklear House. ca. 1900. W side SR 1312 (Red Hill Rd.) .5 mi. N of jct. with SR 1153, Maxton vic., Robeson County.

Description: Arther and Lila Locklear lived in this house for many years, but he is dead and Lila lives with one of her children, so the house is empty. The L-plan 1-story house has unusually decorative trim for rural Robeson County, including wide boxed eaves with eave returns and curvilinear paired brackets, a circular ventilator in the gable ends, and a front door with sidelights and transom. The plain siding and six-over-six window sash are original. The front porch, with plain posts, is replacement.

Evaluation: The Locklear House is a slightly earlier and more decorative house than the pyramidal cottages and Craftsman house found in the rest of the Area of Potential Effect for the Laurinburg-Maxton Airport, yet it does not appear to have the special historical or architectural significance necessary for National Register eligibility.

Photographs: see following page



IV. Bibliography

Commemorative monument outside Airport Terminal Building, erected by Scotland County Association of Military Retirees and National World War II Glider Pilots Association, 1989.

Interviews with Larry Barnett, executive director, Laurinburg-Maxton Airport Commission, February 9, 1994; April 18, 1994.

Laurinburg-Maxton Army Air Base Map, prepared July 1945 by J. P. Larsen, copy on file at the airport main office.

Map of Scotland County, 1908, Bandy & Myers Engineers, Greensboro, N.C. (copy on file in miscellaneous file, Scotland County inventory, NC SHPO Office).

Scotland County Survey Files, prepared 1980 by Tom Butchko, principal investigator, North Carolina Historic Preservation Office Archives, Raleigh.

**LIST OF OVER-50 YEAR OLD PROPERTIES IN LAURINBURG-
MAXTON AIRPORT SURVEY AREA** (that were not recorded)

Longleaf Historic Resources

May 1994

evaluated in the lpt. → these are located on the USGS map and photoed

Keyed to Laurinburg, Wakulla and Maxton Quad maps

1. **Former Laurinburg Water Treatment Plant.** 1930s. S. side SR 1425 (Blakely Rd.) on W bank of Jordan Creek, Laurinburg vic., Scotland County.

Description: Small brick building with a frame annex located below the bridge on the creek bank. Abandoned and overgrown.

Evaluation: This small industrial structure is likely one of many such structures which have survived from the 1920s and 1930s in North Carolina. It does not appear to have any special engineering significance, or to be an early example of its type, and is thus not eligible for the National Register.

2. **Jackson House.** early 20th century. N side SR 1433 (McGirt's Bridge Rd.) .5 mi. W of jct. with SR 1407, airport vic., Scotland County.

Description: One-story, side gable house, four bays wide, with recent siding, porch, carport, and concrete block chimneys.

Evaluation: The Jackson House typifies perhaps the most common early twentieth century house type in this region, and lacks integrity due to intrusive alterations. It does not meet eligibility criteria for the National Register.

3. **Cemetery.** ca. 1954. W side SR 1436 (Airport Rd.) .2 mi. N of jct. with SR 1369, on airport property, Scotland County.

Description: This is the only cemetery located on airport property, and consists of approximately thirty graves over a widely scattered area, of which only three have markers. These are marble or concrete bases from which headstones have been removed. One of the bases has the date 1954. One headstone, uprooted from a grave, lies face down in the leaves. A public housing project stood to the west of the cemetery until recent years and residents vandalized the gravemarkers. Airport officials do not know the history of this cemetery.

Evaluation: This cemetery has lost almost all of its character, as its setting and monuments are gone and does not meet any of the special criteria required for cemetery eligibility to the National Register.

4. **Former fire station, Laurinburg-Maxton Army Air Corps Base.** ca. 1942. NW jct. SR 1435 & 1436 on airport property, Scotland County.

Description: One-story frame, side-gable building, with a door and flanking windows in the right side where the office was located and a garage door and window in the left side where the fire truck was stored. The building has 6/6 window sash and asbestos wall shingles. It has been used for a variety of purposes since World War II.

Evaluation: Because this small building has lost its context as one of a number of support structures for the Air Corps Base, it lacks integrity of feeling and association that would be necessary for it to be a significant remnant of a World War II base. It therefore is not eligible for the National Register.

8. Theatre site, Laurinburg-Maxton Army Air Corps Base. ca. 1942. SW jct. SR 1435 & 1407, on airport property, Scotland County.

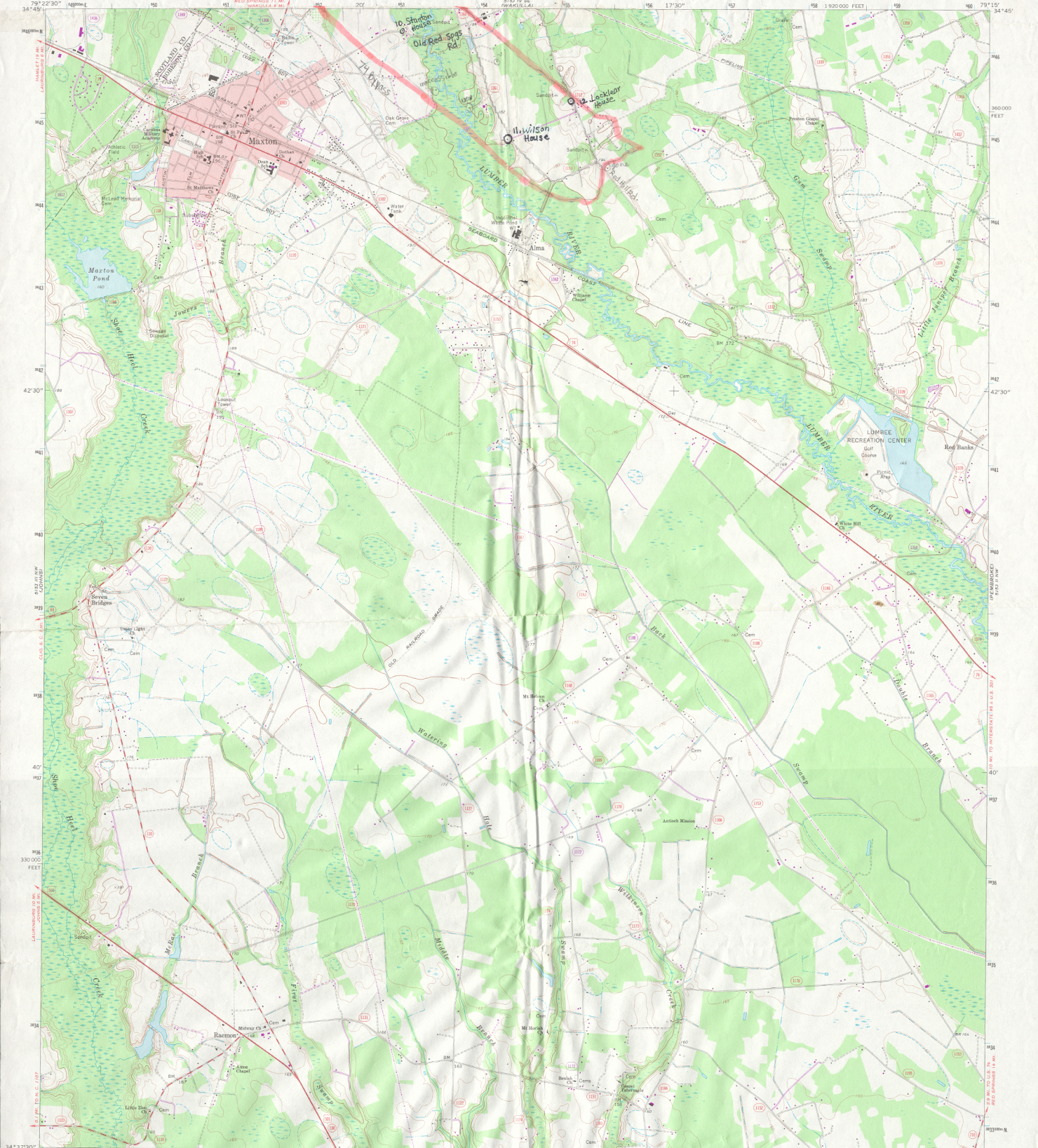
Description: The base theatre stood on this corner until it was destroyed by fire sometime after the war. All that remains is this tall chimney, now completely overgrown.

Evaluation: This theatre site, marked only by a chimney, has lost almost all of its significance as part of the Air Corps Base, and is not eligible for the National Register.

9. Former Webb's Sawmill Kiln & Office. ca. 1950. E side NC 71 .1 mi. N of jct. with SR 1307, airport vicinity, Robeson County.

Description: Webb's Sawmill operated on this site prior to its present use as A & A Brokers, a trucking business. The long, gable-front cinder block and brick kiln building has two iron loading doors in the front and sliding metal doors across the entire rear. It has a low wood truss roof covered with metal roof that extends over the front facade to shelter the loading doors. This kiln now functions as the truck maintenance shop. A small cinder block gable-front building originally served as the sawmill office. This has metal bars over the front windows and a gas pump in front, indicating later use as a store. Lumber was one of the most important resources of Robeson County in the 19th-early 20th centuries, and this sawmill is situated on state highway 71 a short distance from the Lumber River, on which trees could have been transported.

Evaluation: The former Webb's Sawmill complex represents a significant theme in Robeson County history, but as it does not appear to be over fifty years old and does not have exceptional significance, it does not meet eligibility criteria for the National Register.



Mapped, edited, and published by the Geological Survey
Control by USGS, NGS, NOAA, and North Carolina Geologic Survey
Topography by photogrammetric methods from aerial
photographs taken 1971 and 1973. Field checked 1972 and 1974
Projection and 10,000-foot grid ticks: North Carolina
coordinate system (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid ticks, zone
17, shown in blue. 1927 North American Datum. To place on
the predicted North American Datum 1983 move the projection
lines 13 meters south and 21 meters west as shown by
dashed corner ticks
Short dashed blue lines indicate elliptical bay outlines
visible on aerial photographs
Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple and woodcut compiled in cooperation
with State of North Carolina agencies from aerial photographs taken
1981 and other sources. This information not field checked.
Map edited 1982

UTM GRID AND 1983 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24,000
CONTOUR INTERVALS IN FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

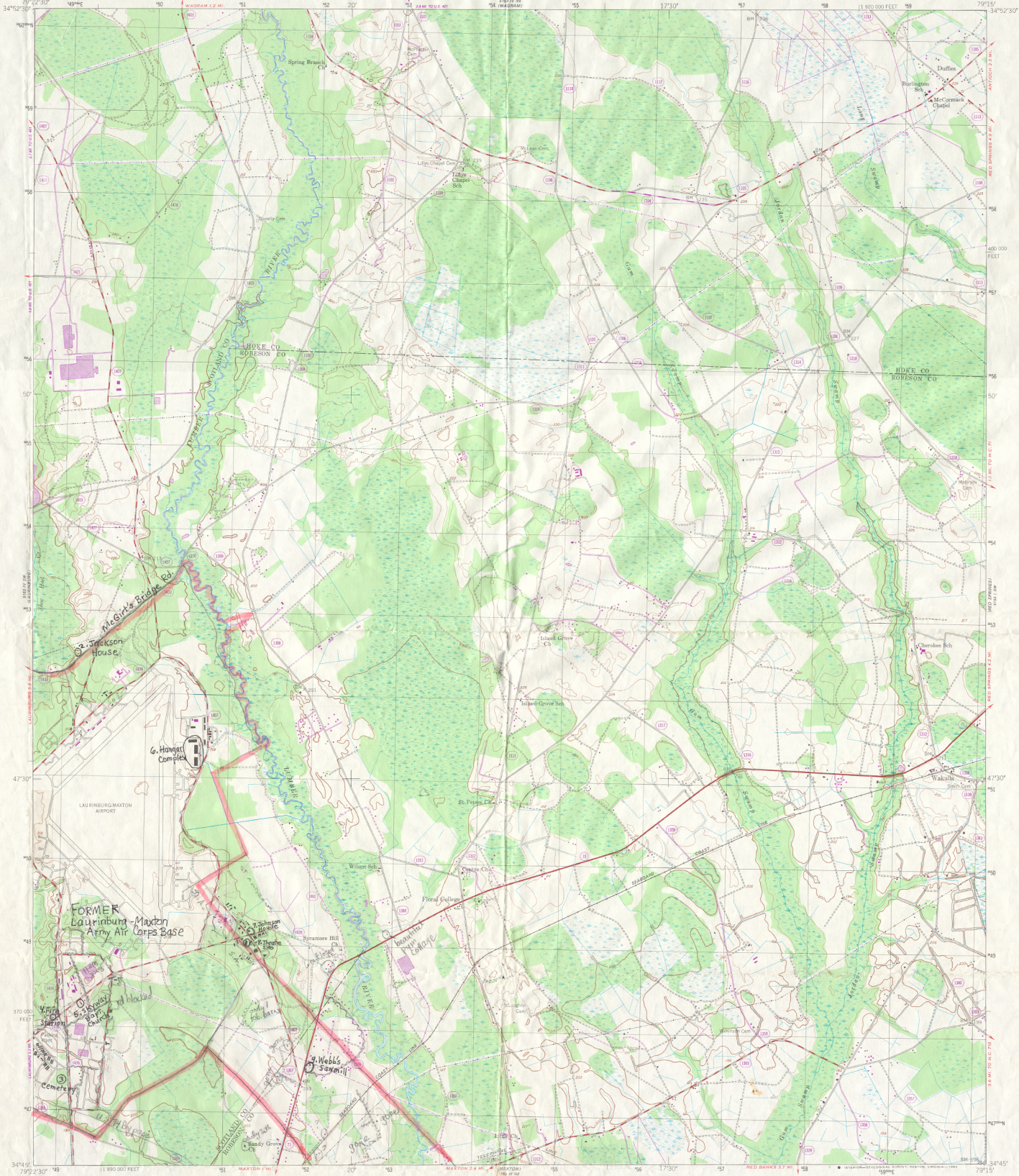
Field Map
Laurinburg - Maxton
Airport Expansion Survey
Longleaf Historic Resources
May 1994

ROAD CLASSIFICATION

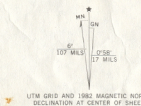
Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 20192
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MAXTON, N. C.
N3437.5-117915/7.5
1974
PHOTOREVISED 1982
DMA 5153 III NE-SERIES 1942



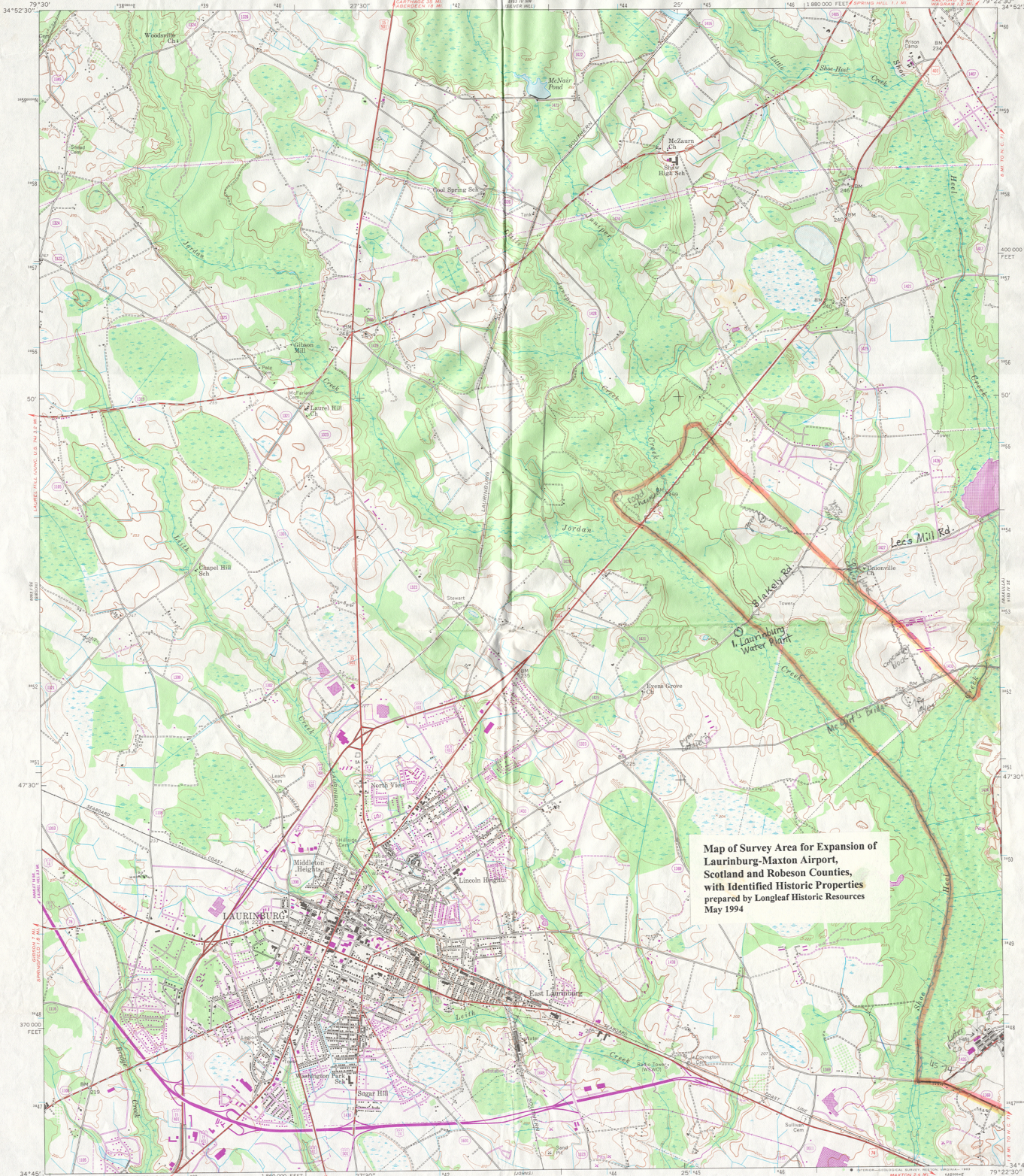
Maped by the Army Map Service
published for civil use by the Geological Survey
© USGS, NOS/NOAA, and USACE
Photography by photogrammetric methods from aerial
aerial photos taken 1948. Field checked 1949.
Horizontal scale: 10,000-foot grid ticks based on North
coordinate system. 1000-meter Universal Transverse
Mercator grid, zone 17. 1927 North American Datum
on the predicted North American Datum 1983
projection lines 12 meters south and 21 meters
shown by dashed corner ticks.
Red lines shown in purple and woodland compiled by
the Geological Survey in cooperation with State of North Carolina
agencies from aerial photographs taken 1981 and other sources.
This information not field checked. Map edited 1982.



Field Map
Laurinburg-Maxton
Airport Expansion Survey,
Longleaf Historic Resources
May 1994

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Unimproved road
Interstate Route
U.S. Route
State Route
Light-duty road, hard or improved surface
U.S. Route
State Route
WAKULLA, N. C.
SHEET LAURINBURG 19' QUADRANGLE
N3445-W7915/7.5
1949
PHOTOREVIEWED 1982
DMA 515 IV BE-SERIES 1949

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FOR SALE BY U.S. GEOLOGICAL SURVEY RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

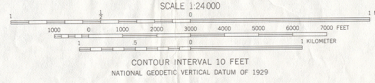


Map of Survey Area for Expansion of
Laurinburg-Maxton Airport,
Scotland and Robeson Counties,
with Identified Historic Properties
prepared by Longleaf Historic Resources
May 1994

Mapped by the Army Map Service
Published for civil use by the Geological Survey
Control by USGS, NOS/NOAA and USCE

Topography by photogrammetric methods from aerial
photographs taken 1948-1949. Culture and
drainage revised from aerial photographs taken
1955-1956. Field checked 1957.
Polyconic projection. 10,000-foot grid ticks based on
North Carolina coordinate system. 1000-meter Universal
Transverse Mercator grid ticks, zone 17, shown in blue
1927 North American Datum. To place on the predicted
North American Datum 1983 move the projection lines
12 meters south and 21 meters west as shown by dashed
corner ticks

UTM GRID AND 1983 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



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A FOLDER DESCRIBING TOPOGRAPHIC UNITS AND SYMBOLS IS AVAILABLE ON REQUEST

Field Map
Laurinburg-Maxton Airport
Expansion Survey
Longleaf Historic Resources
May 1994

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route □ State Route ○

LAURINBURG, N. C.
SW 4 LAURINBURG 15 QUADRANGLE
N3445 - W7922.5/7.5
1997
PHOTO REVISIONED 1982
DMA 5153 IV SW-SERIES Y842