



PRELIMINARY INFORMATION FORM (PIF) for INDIVIDUAL PROPERTIES

Note: PIFs are prepared by applicants and evaluated by DHR staff and the State Review Board based on information known at the time of preparation. Recommendations concerning PIFs are subject to change if new information becomes available.

DHR No. (to be completed by DHR staff) 008-5052-0005

1. General Property Information

Property name: The Original Terminal Building at Ingalls Field (Hot Springs Airport)

Property address: 6240 Airport Road

City or Town: Hot Springs, Va

Zip code: 24445

Name of the Independent City or County where the property is located: Bath County

Category of Property (choose only one of the following):

Building X Site _____ Structure _____ Object _____

2. Physical Aspects

Acreage: only about 1 acre of the total airport facility acreage of 354 acres

Setting (choose only one of the following):

Urban _____ Suburban _____ Town _____ Village _____ Hamlet _____ Rural X

Briefly describe the property's overall location and setting, including any notable landscape features:

Bath County (Virginia) is currently served by Ingalls Field, a General Aviation airport atop Warm Springs Mountain, near the Bath and Alleghany county line. Ingalls field has a main (asphalt) runway that was built in the early 1960's and a crosswind (grass) runway that dates to 1930. This PIF seeks to add the original terminal building for this grass strip to the National Register of Historic Places.

The crosswind runway is the original airstrip that was built back in the late 1920's and was dedicated by Charles Lindbergh in June of 1931. This grass runway accommodates gliders and light aircraft; and like the main runway, does not have a control tower (both strips are classified as "uncontrolled"). And although there is no scheduled commercial airline service to the airport at this time, general aviation and charter service can be accommodated if so desired. It remains a popular place for general aviation aircraft of all varieties to 'drop in' to take on fuel OR just to say they have been to the highest (altitude) public use airport east of the Mississippi River.

The facility is at an elevation of 3,792 feet, and is approximately 3 miles from Hot Springs as the crow flies (but the road between Hot Springs and the airport is a much longer path). Being on top of Warm Springs Mountain, the airstrips are only a short distance away from some stunning overlooks and a popular hiking trail that is maintained by The Nature Conservancy.

3. Architectural Description

Architectural Style(s): Single Story Wood Frame Building near the grass airstrip at Ingalls Field

If the property was designed by an architect, landscape architect, engineer, or other professional, please list here: unknown

If the builder is known, please list here: unknown

Date of construction (approximate): late 1920's or early 1930's; dedicated in 1931 by Charles Lindbergh

Narrative Description (Please do not exceed one page in describing the property):

Briefly describe the property's general characteristics, such as its current use (and historic use if different), as well as the primary building or structure on the property (such as a house, store, mill, factory, depot, bridge, etc.). Include the materials and method(s) of construction, physical appearance and condition (exterior and interior), and any additions or other major alterations.

This structure, built either in the late 1920's or shortly thereafter, served as the first 'terminal' for the newly constructed Ingalls Field (later designated to be the Hot Springs Airport, with the three-letter designation of "HSP"). It was (and still is) a single level, wood frame building built on top of a very solid stone masonry foundation, and served as the building that housed the on-duty 'Air Traffic Controller' that assisted aircraft pilots in their landings (and takeoffs) from the field.

The building differs only slightly from a typical single family residence of the time in that it had a short (and flat) section on the roof that allowed the operator on duty to get a better view of the field and of the approaching aircraft. A ladder attached to the building allowed the operator to gain access to the roof. A picture (below) shows the building, ladder, and one of the operators from that time period; a second picture shows the building as it now stands.



In a bullet list, include any outbuildings or secondary resources or major landscape features (such as barns, sheds, dam and mill pond, storage tanks, scales, railroad spurs, etc.), including their condition and their estimated construction dates.

- There are no external buildings at or around the site, only a (seldom used) grass airstrip
- On the airport property, about 400 yards away, is an active asphalt runway that is the main runway for the HSP (Hot Springs) Airport, with aircraft hangers and a soon-to-be-built NEW terminal
- Other buildings exist on the entire 354 acre property, of course, but are a long distance away from this original terminal building; they are on the other side of the asphalt runway. These building include a maintenance hanger, an aircraft storage hanger, fuel storage tanks & pumps, a NEW terminal building (now being reconstructed), and a double wide trailer that serves as the airport's operations office. These buildings can be seen in the separately provided satellite pictures of the airport property.
- A newly reconstructed trail will pass close to this building, allowing hiker access to not only this building (as a possible shelter during inclement weather), but will also allow hiker access to the Pinnacle Rocks Overlook on the east side of Warm Springs Mountain—providing a spectacular view of the valley and the mountains to the east of the airport. See pictures, below:



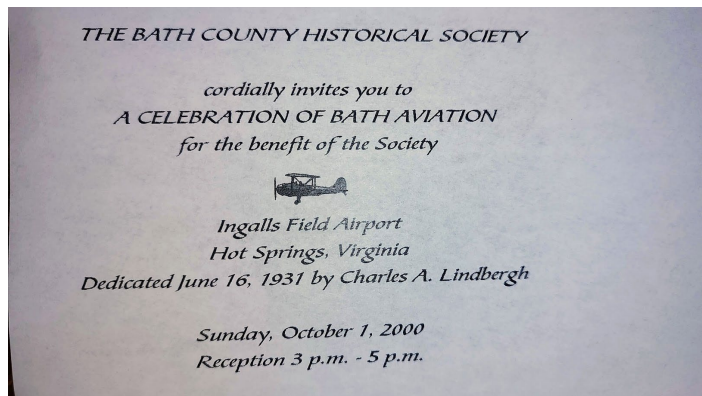
4. Property's History and Significance (Please do not exceed one page)

Briefly explain the property's historic importance, such as significant events, persons, and/or families associated with the property. If the property is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

This original terminal building is architecturally significant in that it is likely one of the only surviving airport terminals of its time and although, humble in its rural vernacular design, contains details and features specific and unique to the operation of an early commercial airport terminal. The building has suffered an expected level of deterioration since it was replaced by the current terminal and airstrip in the early 1960's Exterior wood trim and "porch" details have deteriorated but its roof has remained sound and therefore its original building fabric is almost entirely intact. Combined with historic photographic evidence this building can be restored in-kind. The historic terminal building sits adjacent to its original airstrip (the currently used grass airstrip) and adjacent to this historic terminal is what was the airfield's service area where service buildings and hangars once stood. The opportunity exists, not only to preserve the early airport terminal, but to preserve it in the context of the original airfield layout.

One historical reference (copied below) indicates that Charles Lindbergh, an early aviation pioneer, actually dedicated this airstrip (and this terminal building) back in June of 1931, and locals confidently recall that Mr. Lindbergh visited here on more than one occasion.

The fact that the building is still standing (without any modern renovating or restoring—or any care AT ALL, for that matter) after all of these years is a testament to its solid construction. Many people have commented on the solid construction of not just the wooden building itself, but also of the masterful stone masonry job displayed by the rock-solid foundation (see picture, below). Mr. Terry Ammons, a local architect with expertise in evaluating historic structures, doubts if there are any similar buildings still standing here in the Eastern USA—he knows of none.



Please list all sources of information used to research the history of the property, such as deeds, census and tax records, and/or published articles and books. (It is not necessary to attach lengthy articles or family genealogies to this form.)

- The Records Office at the Bath County Courthouse in Warm Springs, Va
- The Bath County Historical Society in Warm Springs, Va
- The personal pictures & documents belonging to members of the Bath County Airport Authority
- The records and documents (including pictures) belonging to the nearby Omni Homestead Resort

5. Property Ownership (Check as many categories as apply):

Private: _____ Public\Local X Public\State _____ Public\Federal _____

Current Legal Owner(s) of the Property (If the property has more than one owner, please list each below or on an additional sheet.)

name/title: Mr. Jeff Ford, Chairman

organization: Bath County Airport Authority

street & number: 6240 Airport Road

city or town: Hot Springs state: Virginia zip code: 24445

e-mail: jeffreybryantford@gmail.com telephone: (540) 797-0220

Legal Owner's Signature:

Jeff Ford

Date: January 27, 2025

• • *Signature required for processing all applications.* • •

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: either Jeff Ford (contact info above) or Tom Richardson (contact info below)

Daytime Telephone: Tom Richardson 540.608.2090 or 540.530.0537

Applicant Information (Individual completing form if other than legal owner of property)

name/title: Dr. Thomas Richardson, Airport Authority Board Member

organization: Bath County Airport Authority

street & number: 10101 Jackson River Turnpike, PO box 80

city or town: Bacova state: Virginia zip code: 24412

e-mail: twrichar@gmail.com telephone: (540) 608.2090 or (540) 430.0537

Date: January 26, 2025

PLEASE DO NOT ATTACH CONTINUATION SHEETS TO THIS FORM. THANK YOU!

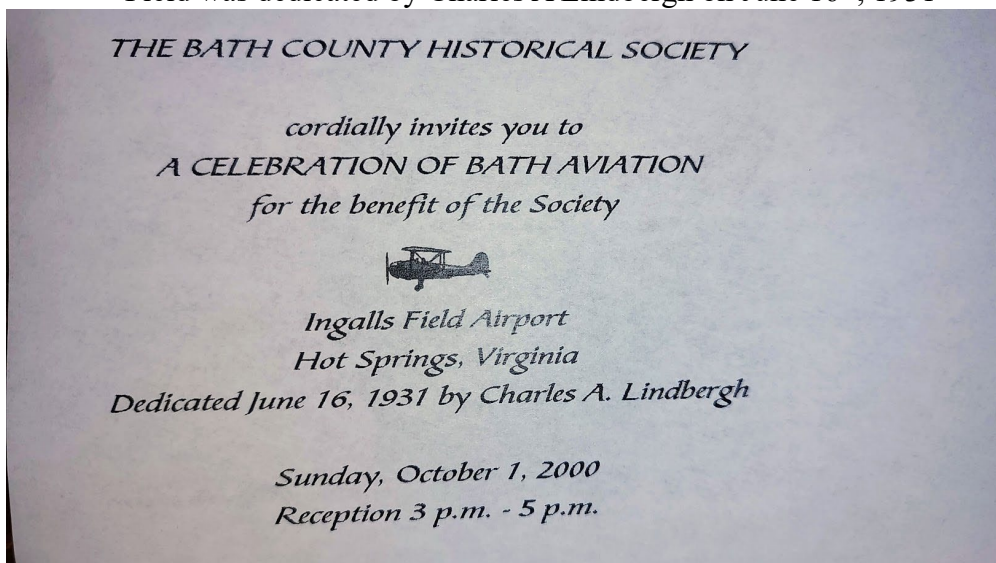
The Original Terminal Building at Ingalls Field (Hot Springs Airport) in the mid 1930's. When an airplane radioed in on approach to the field, the "Air Traffic Controller" climbed the ladder (over the man's left shoulder) and talked the pilot in from the roof of the building.



The original grass airstrip, with the original terminal building off to the left of the aircraft



A June 2000 invitation to a Bath County Historical Society Function where it mentions that Ingalls Field was dedicated by Charles A Lindbergh on June 16th, 1931



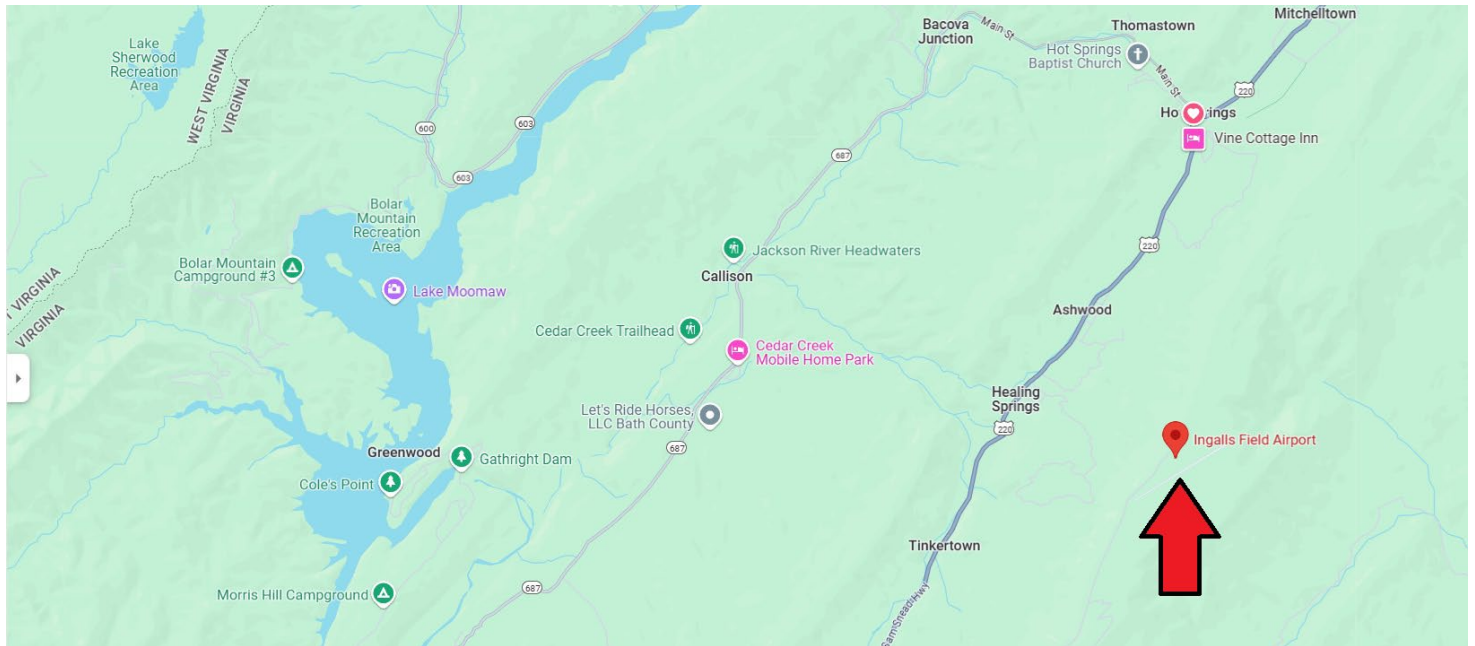
This is a view of the inside, from one of the windows. When the runway lights were replaced many years ago, the OLD runway lights were stored in this room—and there, they have stayed.



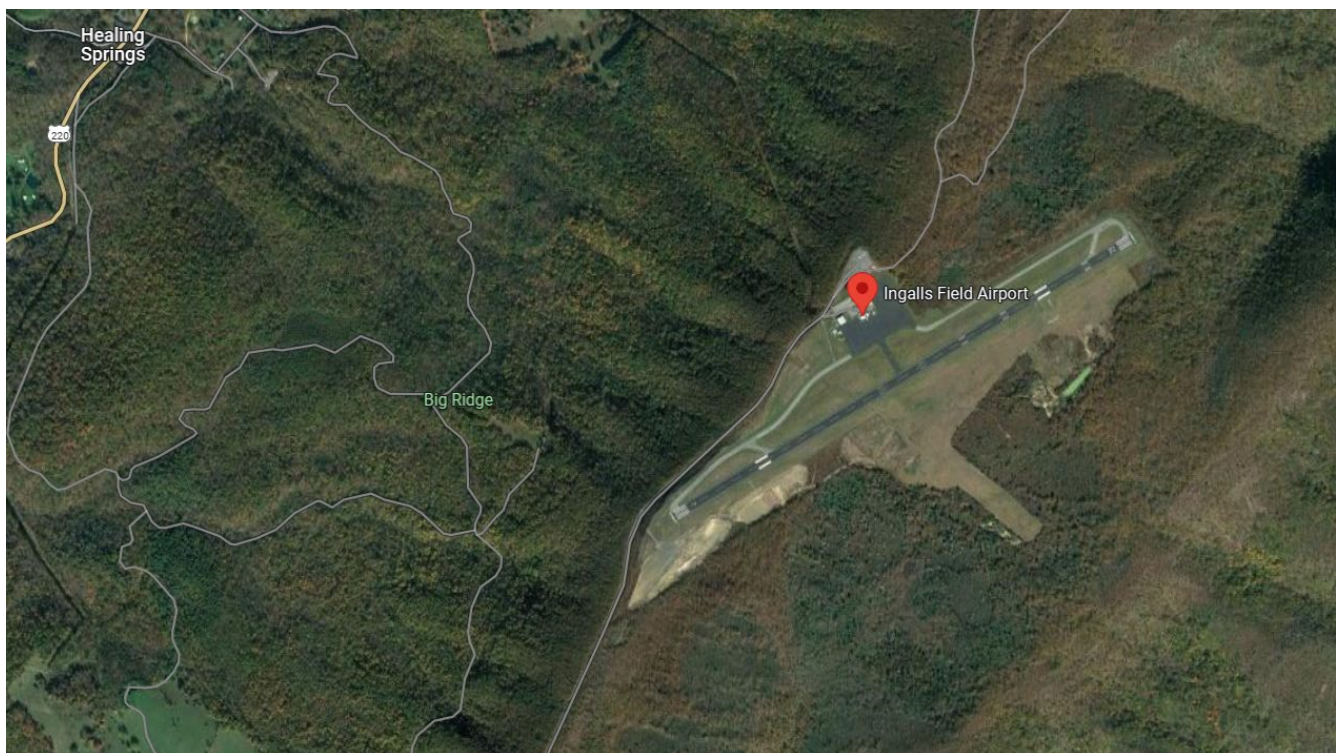
Here is an Old Bath County map, with Ingalls Field shown in the bottom center quadrant:



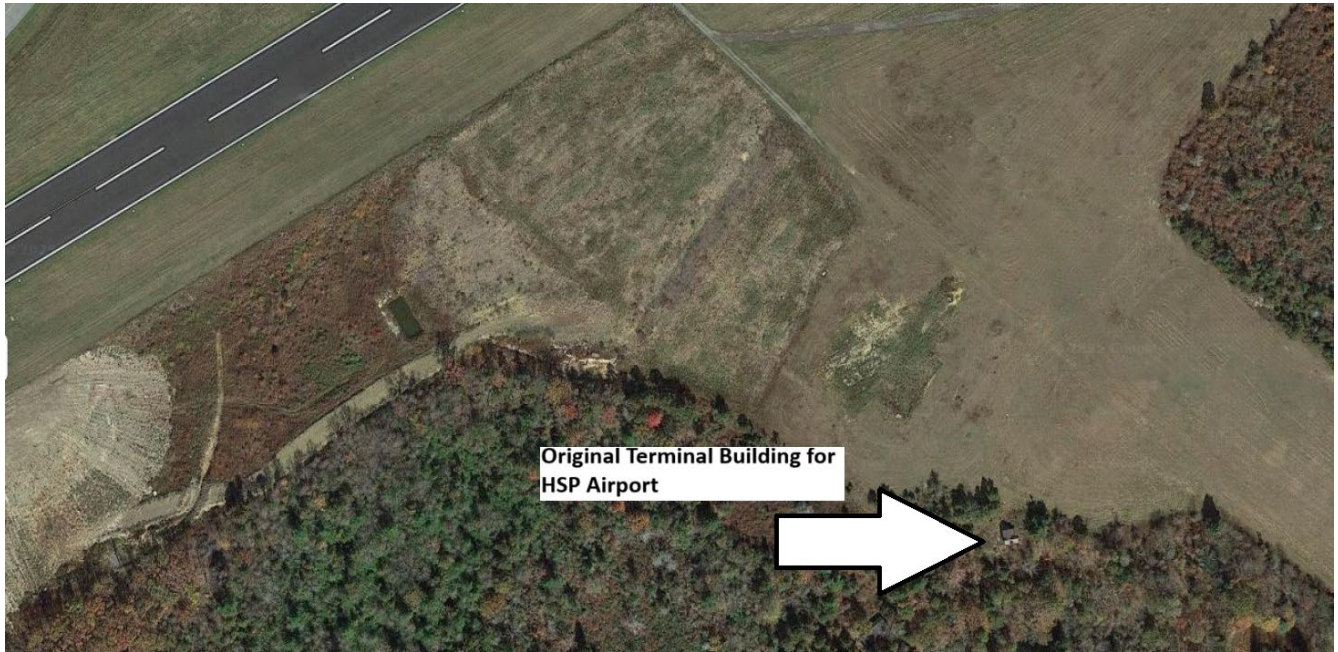
A much more recent map (from Google Maps) showing the location of the airport complex atop Warm Springs Mountain, Bath County, Va (about 3 miles from the Omni Homestead Resort)



A Satellite view of the airport complex (courtesy of *Google Maps*)




A closeup of the HSP (Hot Springs Airport, Ingalls Field) area where the original terminal building is located, and its physical location in relation to the main (asphalt) runway:





Ingalls Field Original Terminal Building
Bath County, VA
DHR ID# 008-5052-0005


 Proposed Boundary


0 300 600
Feet





Ingalls Field Original Terminal Building
Bath County, VA
DHR ID# 008-5052-0005

 Proposed Boundary

0 50 100
 Feet



Virginia Geographic Information Network (VGIN), VITA, Esri, HERE, Garmin, INCREMENT P, NGA, USGS















