

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Kelly Field Historic District
other names/site number 1600/1700 Area, Kelly Air Force Base

2. Location

street & number Roughly encompassing the 1600 and 1700 Areas of Kelly AFB ☐ not for publication
city or town Kelly Air Force Base, San Antonio ☐ vicinity
state Texas code TX county Bexar code 024 zip code 78241

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Maurice J. Kutz
Signature of certifying official

24 Apr 03
Date

Deputy Assistant Secretary of the Air Force
(Environment, Safety and Occupational Health)
State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

[Signature]
Signature of commenting or other official

4-15-02
Date

State Historic Preservation Officer, Texas Historical Commission
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- ☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other, (explain): _____

[Signature]
Signature of Keeper

Date of Action

Edson H. Beall 7/10/03

Kelly Field Historic District
Name of Property

Bexar County, Texas
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

☐ private
☐ public-local
☐ public-State
☒ public-Federal

Category of Property

(Check only one box)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
31	13	buildings
0	0	sites
8	5	structures
0	1	objects
39	19	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Cat:	Sub:
DEFENSE	Air facility (training/supply depot)
DOMESTIC	Single family dwelling
DOMESTIC	Multiple family dwelling
DOMESTIC	Secondary building
LANDSCAPE	Landscape architecture

Current Functions

(Enter categories from instructions)

Cat:	Sub:
DEFENSE	Air facility (supply depot)
DOMESTIC	Single family dwelling
DOMESTIC	Multiple family dwelling
DOMESTIC	Secondary building
LANDSCAPE	Landscape architecture

7. Description

Architectural Classification

(Enter categories from instructions)

Modern Movement: Art Moderne
Mission/Spanish Colonial Revival

Materials

(Enter categories from instructions)

foundation: CONCRETE
walls: BRICK, STUCCO, METAL
roof: ASPHALT, TERRA COTTA
other:

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets pp. 5-32.

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

Narrative Description

INTRODUCTION

The Kelly Field Historic District (Figures 1 and 2) forms the core of development associated with pre-World War II mobilization and war-time activities undertaken at Kelly Field (present-day Kelly Air Force Base [KAFB]) to train, house, supply, and maintain field personnel and equipment. The district is located near the center of the base and contains 58 buildings, structures, objects and sites, of which 39 are contributing elements (Table 1). The district contains a mix of housing, office, instructional, recreational, hangar, maintenance, service and support, utility and warehouse buildings, infrastructure, and landscaping elements.

Eleven property types and five architectural styles are found within the district. The property types represented are: Housing; Hangars; Infrastructure; Landscape Features; Maintenance and Repair Shops; Office and Instructional Facilities; Outbuildings; Recreation Facilities; Service and Support Facilities; Utility Structures; and Warehouses. The buildings are constructed from a variety of materials including concrete frame, poured-in-place concrete, hollow-clay tile and stucco, and wood frame, and range in size from one-story warehouses and utility buildings to three-story barracks and the 85-foot high Miniature Range Building. Many are well designed and well executed examples of Art Moderne, Mediterranean, or Spanish Colonial Revival style architecture. Others are reflective of utilitarian with International style elements. Buildings erected since the 1970s typically exhibit elements of Brutalism or Post-Modern design. Infrastructure, landscape, and streetscape features (including a formal axial plan, large lawn areas, mature trees, and sidewalks) contribute to the historic character of the area.

The historic resources of the district are a distinctive complex of buildings, structures, objects, and sites, most of which were constructed between 1940 and 1943 to provide training, administrative, repair, supply, and residential facilities for recruits, instructional and maintenance personnel, and both commissioned and noncommissioned officers associated with the activities of the base at a time when Kelly Field was operating programs of national or regional significance. The resources are well maintained and retain a high degree of integrity of location, setting, feeling, design, workmanship, materials, and association. They create a sense of time and place associated with pilot training activities during World War II and its mobilization period that distinguish the Kelly Field Historic District from other areas of the base.

GEOGRAPHICAL SETTING

The Kelly Field Historic District is on level terrain within the boundaries of KAFB, which is currently located on 3,936 acres in the southwestern portion of the city of San Antonio, Texas. KAFB was established in 1917 as Camp Kelly on 677 acres of farmland in south San Antonio. This facility developed into what some military officers and historians have described as "the largest and most complete flying field in the nation" and the "grandfather of all other advanced flying training organizations" (Boden 1967:21; Freeman and Freeman 1994:27; Office of History, San Antonio Air Logistics Center, Kelly Air Force Base, Texas [Office of History] 1980:27).

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Narrative Description (continued)

SETTLEMENT AND BUILDING PATTERNS

Overview of the District's Development

Although the first building within the Kelly Field Historic District was built in 1937, the true development of the district occurred between 1940 and 1943 in three major phases and encompassed approximately 117.5 acres (approximately 16.5 acres of this land remained undeveloped). Development included office, classroom, housing, training, supply, utility, and infrastructure facilities for officers, noncommissioned officers, instructional personnel, and recruits in what was called the "new permanent building area" (Kane and Freeman 1995).

Development Patterns Within Kelly Field Historic District

The Esplanade, which is the centerpiece landscaping and planning element in the district, serves as the axis for a traditional, symmetrical street and landscape pattern (see Figure 2). It provided the framework for the construction of buildings found in the 1938 layout plan of the new permanent area (see Section 8 for further discussion of the 1938 layout plan). The Esplanade measures approximately 237.5 feet in width by 1,100 feet in length and, creating a park-like setting with its expanse of lawn and trees, serves as the focal point for buildings in the district. The Enlisted Men's Barracks (Building 1650) and the Cadet Barracks (Building 1676) are modified "U" and "T" plan Mediterranean-style buildings of three and four stories that face each other on a visual axis, anchoring each side of the Esplanade. The Academic Building (Building 1680) and the Miniature Range Building (Building 1625) are located at opposite ends of the Esplanade. Other buildings constructed in the immediate vicinity of the Esplanade area are the one-story, Spanish Colonial Revival-style Photo Lab (Building 1627), the one-to-three-story, wood-frame Theater (Building 1628), and the two-story wood-frame temporary barracks for enlisted men (Buildings 1670 and 1671). All of the wood-frame buildings are utilitarian.

North of the Esplanade are supply, utility, service, and support buildings such as the Water Pump House (Building 1638), the Air Corps Warehouse (Building 1621), the Quartermaster Warehouse (Building 1626), and the Quartermaster Maintenance Building (Building 1632). These are one-story Art Moderne buildings. Adjacent to the Quartermaster Maintenance Building is the Army Air Forces (AAF) Signal Office (Building 1635) which now serves as a Public Affairs Department and warehouse. The former Water Pump House (Building 1638), has been converted to an electric distribution substation. North and west of the Esplanade are utility, storage, and service buildings such as the one-story Oil Storage Building (Building 1618), the Spanish Colonial Revival-style Quartermaster Vehicle Repair Shop (now composite Building 1623), the Norden Bombsight Repair Shop (Building 1600), and the utilitarian, multiple-story Air Corps Operations Hangar (Building 1610).

One- and two-story Art Moderne noncommissioned officers' housing (Buildings 1681-1689) and associated detached Art Moderne garages (Buildings 1690, 1691, 1692, 1693, 1694, 1696) are located south of the district's core along England Drive. One- and two-story Art Moderne company officer housing (Buildings 1750, 1752, 1753, 1755, 1757, and 1758) is located to the east around Chennault Circle. Between the noncommissioned officers' housing and the Enlisted Men's Barracks (Building 1650) are recreational facilities such as the lighted Swimming Pool (Building 1645) and related Water Filtration House (Building 1644), as well as a Bath House (Building 1643).

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Narrative Description (continued)

Alterations to the Resources of Kelly Field Historic District

Although changes to individual buildings within the district have occurred since 1945, the original street plan and hierarchical pattern of development and circulation have remained intact. Minor alterations have been made to the majority of the contributing buildings in the district. Modifications to the larger buildings (such as the Air Corps Operations Hangar, Building 1610; the Enlisted Men's Barracks, Building 1650; and the Cadet Barracks, Building 1676) have generally been restricted to the installation of upgraded ventilation and heating and cooling systems, and the enclosure and/or replacement of some windows. Despite these changes, these buildings retain the majority of their character-defining design elements, as well as their original scale, massing, form, and workmanship. The alterations have not significantly impacted their physical or design integrity. Other minor changes include the partial removal of some landscaped areas in the Esplanade, behind the Enlisted Men's Barracks and the Cadet Barracks, and along secondary streets to provide parking areas. The residential buildings have been altered by the replacement of the original metal industrial-type windows with anodized aluminum, double-hung, sash windows. The original wood-paneled doors have been replaced with hollow metal doors with leaded glass designed to look like wood. Some quarters have been modified with the addition of rear lean-to storage areas. Monument-type combination mailboxes and address markers, reflective of Art Moderne design, have been constructed at the curb in front of each house (Buildings 1681-1689, 1750, 1752, 1753, 1755, 1757, and 1758) in the residential areas.

Major alterations through significant changes have been made to several buildings built from 1940 to 1943. Alterations have included opening the exterior walls of the Norden Bombsight Repair Shop (Building 1600) for the installation of windows, and the extensive remodeling of the Air Corps Warehouse (Building 1621) and the Quartermaster Warehouse (Building 1626). Both the Quartermaster Vehicle Repair Shop (Building 1623) and the Quartermaster Maintenance Building (Building 1632) have been fused or connected with other buildings. Other major alterations include the application of stucco to the Theater (Building 1628) and its redesign as a Mediterranean-style building as well as the demolition of all but two of the temporary World War II wooden barracks (Buildings 1670 and 1671) and their combining into a single building for offices. The World War II-era chapel has been demolished. Finally, all of the streets in the district, except Chennault Circle and Chennault Drive (Feature C), have been resurfaced.

New construction includes a new Chapel (Building 1669) located in the eastern extension of the Esplanade, several utility and medical-related buildings on Wagner Drive, as well as miscellaneous bus shelters, storage, and infrastructure buildings. New cobra-head street lighting fixtures were installed about 1970. All new construction is compatible with the historic resources of the district in terms of scale and siting and therefore does not create significant visual or functional disruption. Most new construction has occurred in areas of the district designated for open space in the 1938 layout plan. The new buildings and structures, however, have been sited to provide generous setbacks and landscaped areas. The original patterns created by the axial plan and the scale and massing of the buildings in the district have been retained. The Kelly Field Historic District, therefore, retains a high degree of integrity of design, location, setting, feeling, association, materials, and workmanship and is recognizable to the years 1940-1945, the district's period of significance.

With the exception of the Bungalow Colony Historic District to the southeast, development in the area surrounding the district is typically less cohesive and lacks unifying age, stylistic, planning, and landscape elements. A large grassy field lies east of the district, and a variety of warehouses and offices are located to the north across Billy Mitchell Drive. The East Apron and related airplane taxiways are located adjacent to the flight line on the west, and a variety of manufacturing and maintenance facilities are found to the

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south. Most of the buildings and structures in areas adjoining the district date from the post-World War II-era and are sited in arrangements that lack the cohesive spatial relationships characteristic of the Kelly Field Historic District.

PHYSICAL CHARACTERISTICS OF THE KELLY FIELD HISTORIC DISTRICT

General Character-Defining Elements of the District

The axial plan is the district's most important visual and spatial feature. It is the element responsible for the district's cohesive quality because it provides a framework for the siting of buildings. The size and architectural treatment of buildings in the district are also important. The buildings are arranged in a hierarchical pattern with the largest and most visually dominating buildings around the Esplanade, at the core of the district. Service, supply, support, and maintenance buildings are located along secondary streets. These are typically of a smaller size, sited less formally, and of a simpler design. Smaller, private residential buildings are located away from the Esplanade, on the border of the district.

Unifying this hierarchy are the irregularly shaped parcels of land (Feature A) created by the layout plan. These parcels have resulted in patterns markedly different from the orthogonal regularity of the remainder of the base. Landscaping on the Esplanade and in the triangular-shaped islands, located at the junction of several of the streets, includes lawn and mature oak trees which provide visual reinforcement of the axial plan. Concrete sidewalks are located along Gilmore and Goodrich drives and on some of the secondary streets in the district. The Esplanade is bisected by a concrete path that facilitates access between the Enlisted Men's Barracks (Building 1650) and the Cadet Barracks (Building 1676). Sidewalks in both of the private residential areas have rolled curbing. Chennault Circle and Chennault Drive have concrete paving. Landscaping in the private residential areas creates a distinct streetscape element that identifies them as separate within the district.

Specific Characteristics of the Buildings in the District

Of the four major buildings in the district, three (the Enlisted Men's Barracks [Buildings 1650], Cadet Barracks [Building 1676], and the Academic Building [Building 1680]) are monumental in scale and complex in planning. Buildings 1650 and 1676 are three and four stories in height, and Building 1680 is two stories in height. Each is organized around a formal, central, entry pavilion (Building 1650 has a very elaborate entry) topped with hipped, red tile roofs. Flanking the highly decorative central entry pavilions on these buildings are complementary, flat-roofed wings distinguished by regular fenestration patterns and limited ornamentation. Large street setbacks with landscaped lawn and mature oak and pecan trees create a park-like setting for each of these buildings. These elements, combined with the formality of the Mediterranean-style architecture, contribute to the anchor appearance of the three buildings within the district.

Two of these buildings are large barracks (Buildings 1650 and 1676) that serve as housing and are included in that property type. Building 1680 is a Mediterranean-style building, constructed as the Air Corps Academic Building. The Art Moderne-style Miniature Range Building (Building 1625) is the fourth major building in the district. Its imposing 85-foot height, unusual octagonal plan, and smooth, unadorned walls are topped by a flat parapet roof with a zigzag motif. It is the most visible and recognizable building in the district, if not the entire base.

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Buildings along the secondary streets are typically one and two stories in height and are distinguished by Art Moderne or Spanish Colonial Revival-style design elements. The Art Moderne-style buildings (such as the Oil Storage Building [Building 1618] and Quartermaster Maintenance Building [Building 1632]) are characterized by irregular massing, flat roofs, zigzag-patterned ornamentation, and curved wall-corners. The Spanish Colonial Revival-style buildings (such as the Photo Lab [Building 1627], Bath House [Building 1643], and Water Filtration Building [Building 1644]) typically have pitched or hipped, red clay tile roofs, scroll-topped pilasters, and label stops over windows and doors. Other buildings, including the two, two-story temporary barracks now converted to offices (Buildings 1670 and 1671) are utilitarian in form and scaled down to provide a transition between the large major public edifices of the district and the small private residential buildings.

Residences are one- and two-story single-family and duplex units arranged in clusters on two narrow streets, England Street and Chennault Circle. They are distinguished by Art-Moderne styling, including flat parapet roofs, irregular massing, curved wall-corners, and smooth wall treatments embellished with horizontal banding. Corner windows on some buildings reflect International-style design in their nearly ribbon-like arrangement. The scale of the buildings, the consistent street setback, and landscaping treatment identify them as private buildings within the district.

The interiors of the houses in the two residential areas reflect a conventional approach to space and circulation patterns (Figures 3 and 4) regardless of which of the four interior plans was utilized. All of the residences are one- and two-story combinations with the public areas such as a living room, dining room, and kitchen on the first floor. A maid's room, now typically used as a study, also is located on the first floor. Upstairs are the private family spaces of bedrooms and baths. The units, whether they are the attached duplex type or the detached single-family type, typically have three or four bedrooms and two or three baths. The large number of baths, relative to other 1930s houses of this size, is, perhaps, the one unusual aspect of the interior design.

PROPERTY TYPES

Housing

Description

Housing in the Kelly Field Historic District consists of single- and multiple-family residences and barracks. The single- and multiple-family buildings are one- and two-story wood-frame and hollow clay-tile buildings with painted stucco exterior walls constructed from three different prototypical sets (exterior configuration) of standardized military housing plans. These buildings were occupied by commissioned officers and noncommissioned officers and their families. The permanent barracks are monumental, three-story, concrete frame and hollow clay-tile buildings with stucco-covered exterior walls designed to provide group quarters. The temporary barracks are wood-frame structures.

All of the housing in the district reflects national trends in architectural design during the 1930s and early 1940s. The large barracks make reference to nationally popular styles of the 1930s and 1940s in the use of Mediterranean-style architecture embellished with ornamental plaster work around window and door openings. The single- and multiple-family housing reflects contemporary tastes in the use of characteristic Art Moderne design features such as irregular massing, curved wall-corners, porthole window entry doors, and

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molded stucco horizontal banding at the cornice line. These "modernistic" features were complemented by the use of industrial-type metal windows, some arranged in nearly ribbon-like bands, which was influenced by a growing awareness of International style architecture.

Typical alterations made to the large barracks include the removal of original windows and their replacement with aluminum frame windows as well as the enclosure of some window openings. Changes to the single- and multiple-family residences include the removal of the original industrial-type metal windows and their replacement with anodized aluminum, double-hung sash windows. The original wooden front doors (some with porthole windows) have been replaced with hollow metal doors with leaded glass. Some units (Buildings 1681-1689) have been altered with the addition of a rear stucco-finished storage lean-to. Buildings 1750, 1752, 1753, 1755, 1757, and 1758 have been modified with the enclosure of the original three-bay recessed front porch area. The interiors of all units are largely intact. The most notable changes are the upgrading of kitchen and bathroom cabinets and fixtures, and the conversion of the maid's room into a study. The exterior changes were made in 1973, after the period of significance, and although they have had a somewhat negative impact on the integrity of the buildings, it remains possible to visually identify the architectural style, function, and period of significance from the front façade. These buildings retain the majority of their character-defining architectural detailing as well as their overall form, massing, and scale.

Significance

Housing in the Kelly Field Historic District may be eligible for National Register listing under Criterion A because its construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Housing may be eligible under Criterion C despite the alterations to windows and doors that have somewhat compromised the integrity of these buildings' materials.

Registration Requirements

Properties identified as housing within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, housing should retain integrity of location, setting, the majority of its exterior materials, feeling, association, workmanship, and principal elements that identify it as housing. The majority of window openings should retain their original dimensions and exterior treatment. Other alterations to the buildings, such as additions, should be evaluated in relationship to the effect the changes have had on the buildings since their period of significance and should be such that the buildings remain recognizable to their period of significance. However, the removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render housing ineligible for listing.

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Narrative Description (continued)

Hangars

Description

The hangar within the Kelly Field Historic District consists of a multiple-level, vaulted utilitarian building (Air Corps Operations Hangar [Building 1610]) with a two-way box truss system that extends eight bays along the length of the building. The steel superstructure rests on concrete piers and is covered with corrugated metal. A two-story office section distinguished by Art Moderne-style horizontal molded stucco bands and International-style, metal, industrial-type windows runs the length of the building on the east side and wraps around the north and south sides. The hangar entrance has large sliding doors. Alterations include the removal of some of the original doors and windows and their replacement with aluminum storefront components and aluminum sash windows, the renovation of a portion of the interior in 1970, and modifications to some first floor exterior openings on the east and south façades.

Significance

The hangar in the Kelly Field Historic District is eligible for National Register listing under Criterion A because its construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. The hangar is also eligible under Criterion C because it is an excellent example of the utilitarian industrial architecture that typified Air Corps hangar design between 1917 and 1946. Additionally, it also displays features associated with the International style that was utilized at many airfields during the 1930s and 1940s.

Registration Requirements

Properties identified as Hangars within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, the majority of their exterior materials, feeling, association, workmanship, and the principal architectural elements that identify them as hangars. Alterations to the buildings should be evaluated in relationship to the effect the changes have had on the buildings since their period of significance and should be such that the buildings remain recognizable to that period. Alterations to Hangars include reconstruction and conversion to office space, the removal of some of the original industrial-type metal windows, and replacement with metal frame, fixed multiple-pane windows, as well as the enclosure of some exterior wall openings and the replacement of exterior doors. Such alterations, when compatible with the original design, materials, scale, and detailing, should not necessarily be a basis for ineligibility. However, the extensive removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a hangar ineligible for listing.

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Narrative Description (continued)

Maintenance and Repair Shops

Description

The Maintenance and Repair Shop within the district consists of a one-story utilitarian building (Norden Bombsight Repair Shop [Building 1600]) embellished by curved corners and simple Art Moderne-style, horizontal molded stucco banding along the front façade at the entry. Constructed on concrete foundations with cast-in-place reinforced concrete walls, this building has a flat, parapet roof. Original metal frame windows and iron curtain doors have been replaced with aluminum frame windows and storefront door stock. Other alterations since the district's period of significance include the piercing of the exterior walls to install doors and windows (where none had existed) and the construction of a large-scale, concrete, handicap access ramp.

Significance

The Maintenance and Repair Shop within the district may be eligible for National Register listing under Criterion A because its installation was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945.

Registration Requirements

The Maintenance and Repair Shop within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, it should retain integrity of location, setting, materials, feeling, association, workmanship, and design and the architectural elements that identify it as a Maintenance or Repair Shop. Alterations should be evaluated in relationship to the effect the changes have had on the building since the period of significance.

Alterations include the penetration of the exterior walls to create new openings and the removal of original doors and windows. Such alterations, when compatible with original character-defining elements including materials, scale, fenestration patterns (or their absence), and detailing and when carried out between 1940 and 1945, are considered evolutionary in nature and a record of the changing needs of the base. However, changes that obscure the original design, feeling, or association, or result in extensive removal or alteration of distinctive features, or in changes in scale will render a building ineligible under Criterion C. Extensive alterations to the Norden Bombsight Repair Shop (Building 1600), the only building associated with this property type in the district, have rendered the property ineligible.

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Narrative Description (continued)

Office and Instructional Facilities

Description

Office and Instructional Facilities within the Kelly Field Historic District include both single- and multiple-story buildings occupied by personnel who were involved in the administration of flight activities and who provided and received instruction at Kelly Field between 1940 and 1945. In some cases, such as the Quartermaster Maintenance Building (Building 1632), office space is a small area within a larger, special purpose building such as a warehouse. In some instances, the architectural design is reflective of Art Moderne styling with flat parapet roofs, smooth stucco wall surfaces, and limited ornamentation in the form of horizontal banding at the cornice line or near the building entry. Construction is typically concrete framing with hollow clay-tile infill. Such buildings are classified according to their primary function and included in the respective property type (such as "Warehouse").

Buildings constructed specifically for use as offices or instructional facilities, such as the Miniature Range Building (Building 1625) and the Academic Building (Building 1680), exhibit distinguishing characteristics of Mediterranean-style or Art Moderne architecture. The Mediterranean-style buildings are designed with formal entry pavilions embellished with decorative ornamentation and topped with hipped, red clay tile roofs. Flanking the central entry unit are more simply articulated flat roofed wings. The Art Moderne buildings are constructed with flat parapet roofs, zigzag-patterned detailing along the parapet, and massive exterior concrete walls. The scale of these buildings testifies to the important role that Kelly Field played in training pilots and navigators during World War II mobilization and the war.

Other present-day office buildings have been converted from two-story wood-frame barracks (Buildings 1670 and 1671) and shop and repair buildings (Quartermaster Vehicle Repair Shop, Building 1623). They have undergone major alteration in the replacement or enclosure of original building massing and windows, the removal of the original siding, and the reconstruction of exterior wall surfaces. The original type and function of these buildings are no longer recognizable.

Significance

Office and Instructional Facilities in the Kelly Field Historic District may be eligible for National Register listing under Criterion A because their construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Office and Instructional Facilities may also be eligible for National Register listing under Criterion C if they display features that are examples of Art Moderne or Mediterranean style architecture.

Registration Requirements

Properties identified as Office or Instructional Facilities within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and

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Narrative Description (continued)

1945. Within the parameters of those years, the buildings should retain integrity of location, setting, materials, feeling, association, workmanship, and the principal architectural elements that identify them as Office or Instructional Facilities. Alterations to the buildings should be evaluated in relationship to the effect the changes have had on the buildings since their period of significance and should be such that the buildings remain recognizable to their period of significance.

Typical alterations include the removal of some original windows as well as the closure of some exterior wall openings. In some cases, original exterior doors have been modified or replaced. Such alterations, when compatible with the original design, materials, scale, and detailing, and when the dimensions of the original door and window openings remain intact, should not necessarily be a basis for ineligibility. However, the extensive removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a building ineligible for listing under Criterion C.

Outbuildings

Description

Outbuildings in the Kelly Field Historic District include detached garages and storage sheds. They are one-story concrete block or wood-frame buildings with exterior stuccoed walls and flat or gabled roofs. The garages reflect the Spanish Colonial/Mediterranean Revival architectural trends of their time and the Art Moderne styling and flat roofs of the individual residential buildings with which they are associated. The garages are embellished with projecting corbelled beams above the doors. The storage sheds reflect Spanish Colonial Revival-style design in their red clay tile gabled roofs and smooth exterior stucco walls. The Outbuildings in the district are virtually intact. The glass in some of the lights in the garage doors has been replaced and in others, an additional light has been added. Such alterations are minor in nature and are compatible with the original design, materials, scale, and detailing of the buildings.

Significance

Outbuildings in the Kelly Field Historic District may be eligible for National Register listing under Criterion A because their construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Outbuildings and storage sheds contribute to a fuller understanding of the design and function of the larger buildings with which they are associated and the respective role of those buildings within the context of the base between 1940 and 1945.

Registration Requirements

Properties identified as Outbuildings within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and the principal architectural elements that identify them as outbuildings. Alterations to the buildings should be evaluated in relationship to the effect the changes have had on the buildings since their period of significance and should be such that the buildings remain

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recognizable to their period of significance. Common alterations include the re-roofing of the buildings and the replacement of glass lights within the garage doors. Such alterations, when compatible with the original character-defining elements of Art Moderne or Spanish Colonial Revival styling, are considered to be minor alterations that do not significantly impact the integrity of the buildings. However, the removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a building ineligible for listing under Criterion C.

Recreation Facilities

Description

Recreation Facilities within the Kelly Field Historic District include a Theater (Building 1628), Swimming Pool (Building 1645), and Bath House (Building 1643). All of the recreation buildings in the district, with the exception of the Theater, reflect the architectural tastes of the time in their use of Spanish Colonial Revival-style design references. The two-story wood-frame Theater originally had siding and a gabled roof vaguely reminiscent of the bungalow design. In 1994, it was extensively remodeled into a Mediterranean-style building with stucco clad exterior walls. The one-story, hollow, red clay tile, stucco-clad Bath House has a red clay tile shed roof with a parapet overhang and small wood-frame windows and venting. Other recreation elements include the Swimming Pool, built by the Works Progress Administration (WPA), which has a painted gunite interior and black lane striping.

Significance

Recreation Facilities in the Kelly Field Historic District may be eligible for National Register listing under Criterion A because their construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. They also may be eligible under Criterion A if they were associated with one of the national work relief programs of the 1930s or 1940s, such as the WPA. Recreation facilities may also be eligible for National Register listing under Criterion C if they display architectural features suggestive of Spanish Colonial Revival design influence.

Registration Requirements

Properties identified as Recreation Facilities within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and the principal architectural elements or design, layout, and materials that identify them as recreation facilities. Alterations should be evaluated in relationship to the effect the changes have had on the facilities since their period of significance and should be such that they remain recognizable to their period of significance. Alterations, when compatible with the original design, materials, scale, and detailing, should not necessarily be a basis for ineligibility. However, the removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a recreation facility ineligible for listing under Criterion C.

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Service and Support Facilities (Base Operating Support)

Description

Service and Support Facilities in the Kelly Field Historic District include the Weather Building (Building 1607), Photo Lab (Building 1627), and AAF Signal Offices (Building 1635). For the most part, these buildings are modestly scaled. They reflect an understanding of the popular architectural tastes of the time in which they were built through their use of Spanish Colonial Revival and Moderne architectural design elements. The buildings are constructed of concrete and hollow clay-tile walls with stucco exteriors. Roofs were gabled, red clay tile or composition shingle.

Significance

Service and Support Facilities may be eligible for National Register listing under Criterion A because they were integral components in the successful involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Service and Support Facilities may also be eligible for National Register listing under Criterion C if they display architectural features suggestive of Spanish Colonial Revival or Moderne design.

Registration Requirements

Properties identified as Service and Support Facilities within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, the buildings should retain integrity of location, setting, materials, feeling, association, workmanship, and the principal architectural elements or design, layout, and materials that identify them as Service and Support Facilities. Alterations should be evaluated in relationship to the effect the changes have had on the facilities since their period of significance and should be such that they remain recognizable to that period.

Typical alterations include the installation of upgraded ventilation systems and the infill of a few exterior wall openings. Such alterations are considered minor in nature and, when compatible with the original design, materials, scale, and detailing, should not be a basis for ineligibility. However, the removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a Service and Support Facility ineligible for listing under Criterion C.

Utility Structures

Description

Utility Structures in the Kelly Field Historic District include water, electric, heating, and air conditioning facilities such as pump stations, water filtration facilities, substations, and generating plants. Initial construction of these facilities occurred in the late 1930s concurrently with the development of the district and as part of the expansion of existing utility systems on the base; some structures

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involved the use of WPA funding. These structures utilize concrete and hollow clay-tile walls, stucco exteriors, and flat roofs. They reflect the popular architectural tastes of their time in the use of Art Moderne styling as well as elements reflective of the International style.

Significance

Utility Structures may be eligible for National Register listing under Criterion A because they were integral components in the successful involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. They may be eligible under Criterion A if they were associated with one of the national work relief programs of the 1930s, such as the WPA. Utility structures may also be eligible for National Register listing under Criterion C if they display architectural features suggestive of Art Moderne or International design influence.

Registration Requirements

Properties identified as Utility Structures within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and design. Alterations should be evaluated in relationship to the effect the changes have had on the structures since their period of significance and should be such that they remain recognizable to their period of significance.

Reuse of Utility Structures is common, and alterations may be compatible with the original materials, detailing, and scale. However, changes that obscure the function of the utility structure or that alter the features that identify its function from the time of significance would render it ineligible. Typical alterations include the modification of the structure to house a different utility or expansion of a structure to accommodate increased demand. Adaptation of a structure to house a different utility is considered minor in nature and, when compatible with the original design, materials, scale, and detailing, should not be a basis for ineligibility. However, the removal or alteration of distinctive exterior architectural features, materials and detailing, or changes in scale will render a utility structure ineligible for listing under Criterion C.

Warehouses

Description

Warehouses, such as the Air Corps Warehouse (Building 1621), the Quartermaster Warehouse (Building 1626), the and Quartermaster Maintenance Building (Building 1632), in the Kelly Field Historic District include one-story concrete-frame and hollow clay-tile buildings that are linear in form and have a minimum number of windows. Warehouses were designed with long horizontal elevations, loading docks, concrete floors, and low pitched roofs or flat parapet roofs. These structures reflect the popular architectural tastes of the time in their use of Art Moderne detailing as well as elements reflective of the International style.

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Significance

Warehouses may be eligible for National Register listing under Criterion A because they were integral components in the successful involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Warehouses may also be eligible for National Register listing under Criterion C if they display architectural features suggestive of Art Moderne or International design influence.

Registration Requirements

Properties identified as Warehouses within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and design. Alterations should be evaluated in relationship to the effect the changes have had on the buildings since their period of significance and should be such that they remain recognizable to their period of significance. Because Warehouses are simple utilitarian buildings, additions and alterations may be especially destructive to their integrity. Alterations should be compatible with the original materials, detailing, and scale. However, changes that obscure the original function of a building, or that alter the features that identify its function from the time of significance, would render it ineligible under Criterion C.

Infrastructure

Description

Infrastructure in the Kelly Field Historic District includes the axial plan and the related Esplanade, the triangular intersection islands, and the irregularly shaped parcels of land. Also included in the infrastructure are the streets, sidewalks, paths, lighting fixtures, and flagpoles of the district. Such elements embody distinctive characteristics of the City Beautiful urban planning concepts important in the history of American planning and architecture between 1892 and 1945. Initial construction of these elements was concurrent with the development of the district and represented an expansion of the base infrastructure originally installed during World War I. Street locations and widths appear to be unaltered from their date of construction. In some cases, the removal of sidewalks, paths, and open space to provide room for parking has impacted the integrity. In others, street resurfacing has had an impact on their integrity. The original flagpole, sited near the Miniature Range Building, was relocated to its present site at the intersection of Moorman and Gilmore drives in 1957.

Significance

Infrastructure may be eligible for National Register listing under Criterion A because its construction was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945. Infrastructure, as represented by

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the streets, the Esplanade, the triangular intersection islands, and the irregularly shaped parcels of land in the district, may be eligible under Criteria A and C because it was installed concurrently with the development of the district and contributes to its historic character and prominence of the 1600/1700 area.

Registration Requirements

Elements identified as Infrastructure within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been built between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and their original dimensions. Alterations to the Infrastructure should be evaluated in relationship to the effect the changes have had on character-defining features since their period of significance. Typical alterations to Infrastructure include the resurfacing of streets with successive layers of asphalt and the modification of street lighting fixtures through the removal of original poles and light globes. Such alterations, when compatible with the original character-defining elements including materials, scale, and detailing, and when carried out between 1940 and 1945, are considered to be evolutionary in nature and a record of changing technology. However, extensive removal or replacement of original construction materials will render Infrastructure elements ineligible for National Register listing.

Landscape Features

Description

Landscape features in the Kelly Field Historic District include the lawns and many mature oak and pecan trees utilized in the Esplanade, in the triangular islands at street intersections, in the irregularly shaped parcels that make up the core of the district, and in the park-like landscaped areas surrounding the major buildings and the private residential areas of the district. These features date from the district's period of significance and are considered contributing. Landscaping forms a consistent backdrop for the buildings that creates a formal setting, a sense of time and place, and visually delineates the district as distinct within the context of the larger base.

Significance

Landscape features within the district may be eligible for National Register listing under Criterion A because their installation was the result of the involvement of present-day KAFB in the development and support of military activities of a regional or national scope. Such activities included training pilots, navigators, and instructional personnel between 1940 and 1943; combat training during World War II; and supply, repair, and maintenance support to the Air Corps and the Army Air Force between 1940 and 1945.

Registration Requirements

Landscape elements within the Kelly Field Historic District should be associated with the historic context, *Kelly Air Force Base, An American Flying Field and Air Depot, 1917-1946*, and should have been installed between 1940 and 1945. Within the parameters of those years, they should retain integrity of location, setting, materials, feeling, association, workmanship, and their original dimensions

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and materials. Replacement of plant material over time is a natural occurrence because plants are living organisms that have a finite life span. Plant replacement should be evaluated in relationship to the effect the changes have had on character-defining features of the district as a whole since its period of significance. Replanting of large shrubs and trees lost to disease, old age, or the elements, when compatible with the original location and mature size, are considered appropriate. However, changes that obscure the original setting, feeling, association, or building patterns of the district or that alter character-defining features of the original layout plan from the period of significance would be considered inappropriate and would render the landscape element ineligible under Criterion C.

REPRESENTATIVE PROPERTY DESCRIPTIONS

Introduction

The 11 identified property types in the district can be further categorized into subtypes. There are seven subtypes in the Housing classification: Single Company Officers' Quarters (Buildings 1752, 1753, 1757, and 1758); Double Company Officers' Quarters (Buildings 1750 and 1755); Noncommissioned Officers' Quarters Type A (Buildings 1682, 1683, 1686, and 1689); Noncommissioned Officers' Quarters Type B (Buildings 1681, 1684, 1685, 1687, and 1688); Enlisted Men's Barracks (Building 1650); Cadet Barracks (Building 1676); and Temporary Barracks (Buildings 1670 and 1671). These subtypes are divided according to historic function, which corresponds with plan design. The four subtypes of officers' quarters were designed in the Art Moderne style. The fifth and sixth housing subtypes are the three-story, Mediterranean style, multiple-wing barracks. The seventh housing subtype is comprised of two temporary wood-frame barracks.

There is only one subtype within the Hangar category: the Air Corps Operations Hangar (Building 1610), a multiple-story utilitarian building with a steel superstructure. The Maintenance and Repair Shops classification is represented by the Norden Bombsight Repair Shop (Building 1600), a one-story, flat roof, utilitarian building. Office and Instructional facilities are represented by three subtypes: the Miniature Range Building (Building 1625); the Quartermaster Vehicle Repair Shop (Building 1623); and the Academic Building (Building 1680). The Miniature Range Building is Art Moderne in style; the Quartermaster Vehicle Repair Shop and the Academic Building are Spanish Colonial Revival and Mediterranean, respectively. In the Outbuildings category there are two subtypes: Detached Garages (Buildings 1690, 1691, 1692, 1693, 1694, and 1696); and the Norden Bombsight Storage (Building 1609). For the most part, these buildings are utilitarian with Art Moderne or Spanish Colonial Revival styling. Recreation Facilities are also represented by three facilities (Buildings 1628, 1643, and 1645); all but Building 1628 are Spanish Colonial Revival in style. The Service and Support classification has three subtypes: the Weather Building (Building 1607); the AAF Signal Office (Building 1635); and the Photo Lab (Building 1627). The Weather Building is a one-story, flat roof, utilitarian building; the AAF Signal Office is a one-story, Moderne-influenced building; and the Photo Lab is an one/two story, Spanish Colonial Revival-style building. Three subtypes are represented in the Utility Structures class: the Oil Storage and Distribution System (Building 1618); the Water Pump House (Building 1638); and the Water Filtration Building (Building 1644). Both the Oil Storage and the Water Pump House are one-story, Art Moderne-style structures; the Water Filtration Building is a flat roof structure built in the Spanish Colonial Revival style. Warehouses are represented by three buildings: the Quartermaster Maintenance Building (Building 1632), the Quartermaster Warehouse (Building 1626), and the Air Corps Warehouse (Building 1621); all are Art Moderne/International-style buildings.

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Two of the 11 property types are not subdivided into subtypes landscape and infrastructure. Elements included in the landscape property type include the trees and lawn in the Esplanade, the intersection islands, the irregularly shaped parcels of land, and other types of historic green spaces. Infrastructure includes streets, sidewalks, paths, and traffic islands.

Properties not categorized under a property type include 11 buildings and structures (Buildings 1611, 1622, 1636, 1637, 1651, 1654, 1655, 1669, 1674, 1697, and 1698) built after the period of significance. These properties, while not particularly obtrusive, do not contribute to the Kelly Field Historic District. Typically, these buildings and structures exhibit Brutalist and Post-Modern architectural traditions or are utilitarian in design.

Housing

Single Company Officers' Quarters (Buildings 1752, 1753, 1757, and 1758)

Building 1753 (Photos 1 and 2) is an example of the Single Company Officers' Quarters. Constructed in 1940, it is a one- and two-story, irregular plan, asymmetrically massed residence designed in the Art Moderne style. Massing and volumetric proportions of the house and the garage recall the cubistic qualities of the International style. It measures approximately 63 feet by 37 feet. Building 1753 and the three other quarters were constructed from Art Moderne-style, standardized military housing plans developed by the Quartermaster General's Office that were probably first used in 1936 at the Sacramento Air Depot (now McClellan Air Force Base) in Sacramento, California.

The foundation consists of a concrete perimeter footing. Walls are frame and hollow clay tile with a smooth stucco exterior finish. A flat parapet roof caps the building. Doors are hollow metal designed to look like wood, and the original industrial-type metal windows have been replaced with anodized aluminum sash windows. Ornamental features include decorative horizontal banding at the cornice line and metal downspouts and gutters. The original three-bay recessed front porch has been altered through the enclosure of this space and the installation of aluminum sash windows. A one-story, flat parapet-roofed, one-car, Art Moderne-style garage is adjacent to the residence and has been connected to the house by means of a stucco-covered garden wall.

The interior of the residence features a traditional organization of space with public rooms on the first floor and private family rooms upstairs. The first floor features a living room with a fireplace, kitchen, dining area, and former maid's room (now a study) and its associated bath. This interior plan (see Figure 3) is the same as that used for the duplex units (Buildings 1750 and 1755) in the neighborhood.

Most of the alterations to the dwelling occurred in 1973, after the period of significance. While modifications have taken place, the officers' quarters remain excellent examples of Art Moderne residences. The basic plan, finishes, and Art Moderne design elements remain intact. The most significant changes have included the replacement of the original windows and front door and the enclosure of the porch. In 1993, monument-style stucco-covered mailboxes and address markers embellished with horizontal banding were constructed at the curb in front of each unit. These elements are compatible with the district in that they are designed with Art Moderne stylistic references. Because they were constructed after the district's period of significance, the mailboxes are noncontributing elements. The dwellings are eligible for National Register listing under Criteria A and C.

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Double Company Officers' Quarters (Buildings 1750 and 1755)

Building 1750 (Photos 3 and 4) is an example of the Double Company Officers' Quarters constructed in 1940. It is a one- and two-story, irregular plan, symmetrically massed, duplex residence designed in the Art Moderne style (the units are asymmetrical, the building is symmetrical). The massing and volumetric proportions of the two residential units and the two garages recall the cubistic qualities of the International style. This duplex and Building 1755 were constructed from Art Moderne-style, standardized military housing plans developed by the Quartermaster General's Office and first used around 1936 at what is present-day McClellan Air Force Base. Each duplex unit has the same dimensions as its single-family neighbors (Buildings 1752, 1753, 1757, and 1758).

The foundation consists of a concrete perimeter footing. Walls are wood frame and hollow clay-tile with a smooth stucco exterior finish. A flat parapet roof caps the building. Doors are hollow metal designed to look like wood, and the original industrial-type metal windows have been replaced with anodized aluminum sash windows. Ornamental features include decorative horizontal banding at the cornice line and metal downspouts and gutters. The original three-bay recessed front porch on each unit has been altered through the enclosure of this space and the installation of aluminum sash windows. A one-story, flat parapet-roofed, one-car, Art Moderne-style garage is adjacent to each unit and has been connected to its respective dwelling by means of a stucco-covered garden wall.

The interior of the quarters features the same plan utilized in the single-family residences (Buildings 1752, 1753, 1757, and 1758) in the neighborhood (see Figure 4). The units have a common wall between the living rooms in the one-story portion of the building.

Most of the alterations to the dwelling occurred in 1973, after the period of significance. While modifications have taken place, the duplexes remain excellent examples of Art Moderne residences. The basic plan, finishes, and Art Moderne design elements remain intact. The most significant changes have included the replacement of the original windows and front door and the enclosure of the porch. In 1993, monument-style stucco-covered mailboxes and address markers embellished with horizontal banding were constructed at the curb in front of each unit. These elements are compatible with the district in that they are designed with Art Moderne stylistic references. Because they were constructed after the district's period of significance, the mailboxes are noncontributing elements. The dwellings are eligible for National Register listing under Criteria A and C.

Noncommissioned Officers' Quarters Type A (Buildings 1682, 1683, 1686, and 1689)

Building 1682 (Photo 5 and 6) is an example of a Noncommissioned Officers' Quarters Type A. It was constructed in 1940 during the second phase of construction in the 1600/1700 area. It is a one- and two-story, irregular plan, symmetrically massed, duplex residence in the Art Moderne style (the units are asymmetrical, the building is symmetrical). The massing and volumetric proportions of the building recall the cubistic qualities of the International style. This building measures approximately 57 feet by 37 feet. It is identified as the Type A plan and was constructed from Art Moderne-style, standardized military housing plans developed by the Quartermaster General's Office and first used around 1936 at the Sacramento Air Depot (Kane and Freeman 1995:43).

The foundation consists of a concrete perimeter footing. Walls are wood frame and hollow clay-tile with a smooth stucco exterior finish. A flat parapet roof caps the building. The entry door, which was originally plain wood with a porthole window, has been replaced with a hollow metal door with leaded glass. A flat-roofed projecting canopy supported by a curved bracket shelter the entry

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door. Ornamental features include decorative horizontal banding at the cornice line and around the front door at the projecting canopy. These simple decorative features emphasize the horizontality of the building. The original industrial-type metal windows have been replaced with anodized aluminum sash windows and a stucco-finished, shed-roof, lean-to has been added at the rear of the building. Detached one-story, flat-roofed, three-bay garages are located behind the duplexes.

The interior of the residence features a traditional organization of space with living, dining, kitchen, and study (originally the maid's room) on the first floor and private family rooms, such as the bedrooms and baths, upstairs. The units have a common wall between the living rooms in the two-story portion of the building. This plan was used for eight of the duplex units (Buildings 1682, 1683, 1686, and 1689).

Most of the alterations to the dwelling occurred in 1973, after the period of significance. While modifications have taken place, the duplexes remain excellent examples of Art Moderne residences. The basic plan, finishes, and Art Moderne design elements remain intact. The most significant changes have included the replacement of the original windows and front door and the addition of a lean-to at the rear porch. In 1993, monument-style stucco-covered mailboxes and address markers embellished with horizontal banding were constructed at the curb in front of each unit. These elements are compatible with the district in that they are designed with Art Moderne stylistic references. Because they were constructed after the district's period of significance, the mailboxes are noncontributing elements. The dwellings are eligible for National Register listing under Criteria A and C.

Noncommissioned Officers' Quarters Type B (Buildings 1681, 1684, 1685, 1687, and 1688)

Building 1685 (Photos 7 and 8), an example of Noncommissioned Officers' Quarters Type B, was constructed in 1940. It is a one- and two-story, irregular plan, symmetrically massed, duplex residence in the Art Moderne style (the units are asymmetrical, the building is symmetrical). The massing and volumetric proportions of the building recall the cubistic qualities of the International style. This building measures approximately 63 feet by 30 feet. It is identified as the Type B plan and was constructed from Art Moderne-style, standardized military housing plans developed by the Quartermaster General's Office and first used around 1936 at what is now McClellan Air Force Base in Sacramento, California (Kane and Freeman 1995:43).

The foundation consists of a concrete perimeter footing. Walls are wood frame and hollow clay-tile with a smooth stucco exterior finish. A flat parapet roof caps the building. Doors, originally plain wood with diamond-shaped windows, have been replaced with hollow metal doors with leaded glass. Ornamental features include decorative horizontal banding at the cornice line that is broken by a slightly projecting pier stretching the full height of the building and articulating the internal demising wall. Other decorative elements include the ribbon-like windows at the corners of the second floor, which expresses an awareness of International-style design. Detached one-story, flat-roofed, three-bay garages are located behind the duplexes.

The interior of the residence features a traditional organization of space with living, dining, kitchen, and study (originally the maid's room) on the first floor and private family rooms, such as the bedrooms and baths, upstairs. The units have a common wall between the living rooms in the two-story portion of the building. This plan was used for 10 of the duplex units (Buildings 1681, 1684, 1685, 1687, and 1688).

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Most of the alterations to the dwelling occurred in 1973, after the period of significance. While modifications have taken place, the duplexes remain excellent examples of Art Moderne residences. The basic plan, finishes, and Art Moderne design elements remain intact. The most significant changes have included the replacement of the original industrial-type metal windows with anodized aluminum sash windows, the closure of the recessed front porch, and the relocation of the entry door to the front wall of the former porch. The decorative pipe rail at the porch has been removed and a stucco-finished, shed-roof, lean-to has been added at the rear of the building. In 1993, monument-style stucco-covered mailboxes and address markers embellished with horizontal banding were constructed at the curb in front of each unit. These elements are compatible with the district in that they are designed with Art Moderne stylistic references. Because they were constructed after the district's period of significance, they are noncontributing elements. The dwelling appears eligible for National Register listing under Criteria A and C.

Enlisted Men's Barracks (Building 1650)

Building 1650 (Photos 9 and 10) is a three-story, Mediterranean-style barracks constructed in 1939 on a raised concrete foundation with a concrete frame infilled with hollow clay tile. The exterior of the building is stuccoed and painted. The roof is complex with gabled and flat parapet types present. The east-west axis of each portion of the building is capped with a gabled red clay tile roof. Projecting north-south wings are flat roofed.

Ornamentation is used sparingly and is applied to the cornice line, to the window and door surrounds, and at the façade containing the entrance to classroom space at the southwest corner of the building. The ornamentation includes broken-pediment and coffered-panel treatments above and below windows on the wing ends, dentils at the cornice line, and a well-developed formal entry at the southwest corner of the building. The entry features a centrally placed multiple-panel door inset in a recessed surround embellished with molded plasterwork. Above the door is a semicircular fixed-pane window, and on the third floor is a row of five arched windows articulated with hoods and arranged in a manner reminiscent of a loggia. An ocular window is located at the apex of the pediment. These Spanish and Italian Renaissance elements are reminiscent of the Mediterranean Revival style of architecture popular in the 1930s and 1940s.

Alterations include the replacement of all original windows with aluminum sash and the enclosure of a few windows to accommodate ventilation equipment. Because the scale of the building is so large, these changes have not made as much visual or physical impact as would have occurred on a smaller building. Additionally, the original window opening size has been retained, thus allowing the original fenestration patterns to continue to be visible. As a result, the building remains recognizable to the district's period of significance. It is therefore eligible for National Register listing under Criteria A and C.

Cadet Barracks (Building 1676)

Building 1676 (Photos 11 and 12) is a three-story, Mediterranean-style barracks constructed in 1940 on a concrete foundation and raised half-story basement. The structure of the building is a concrete frame infilled with hollow clay tile, and the exterior walls are stuccoed and painted. The roof is complex with hip and flat parapet types present. The building is symmetrical with a projecting central entry pavilion distinguished by a recessed door set in a yellow brick voissior-arch frame and capped with a red clay tile hip roof and stucco-covered chimney. Bands of yellow brick cladding embellish the first two stories of the pavilion; thereafter, the façade has a smooth stucco finish punctuated by a cartouche. Flanking the central entry are stucco-clad wings, which are flat roofed. The end walls

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Narrative Description (continued)

of each wing are embellished with projecting third-story stucco balconies. Attached to the rear of the building is a one-story barrel-vaulted wing. These Spanish and Italian Renaissance elements are reflective of the building's Mediterranean Revival style of architecture which was popular in the 1930s and 1940s.

Alterations include the replacement of all of the original windows and doors with aluminum sash and aluminum-and-glass storefront components and the attachment of barrel-vaulted aluminum awnings at the front entrance and at the entry to the rear barrel-vaulted wing. Because the scale of the building is so large, these changes have not made as much visual or physical impact as would have occurred on a smaller building. Additionally, the original size of the window openings has been retained and the original fenestration patterns continue to be visible. The building remains recognizable to the district's period of significance and is eligible for National Register listing under Criteria A and C.

Temporary Barracks (Buildings 1670 and 1671)

Building 1670 is a two-story office building originally constructed in 1942 as a temporary 63-man barracks. It is constructed on a concrete foundation with wood framing and asbestos shingle siding topped with a gabled roof. The building has undergone major alterations, first in the 1960s and again in 1994. The changes to the building include the conversion of the barracks into offices, the replacement of the original windows and doors with anodized aluminum frame components, the removal of the asbestos siding and replacement with vinyl siding, and the removal of the covered open walkway that connected this building with Building 1671. Building 1671 has been altered in the same manner and the two were joined in 1994 by a one-story Post-Modern hyphen where the covered walkway was located. Because of the extensive alterations made to Buildings 1670 and 1671, they are no longer recognizable to the district's period of significance and are therefore not eligible for National Register listing and are noncontributing to the district.

Hangars

Air Corps Operations Hangar (Building 1610)

Building 1610 (Photo 13) is a multiple-story, vaulted ceiling, aircraft hangar constructed in 1939 on a concrete foundation. Clad in corrugated metal, the building rests on concrete piers and utilizes a steel-frame, two-way, box truss system that extends eight bays along the length of the building. The hangar entrance has large sliding doors. A two-story office runs the length of the building on the east side and wraps around the north and south sides. It is embellished with simple horizontal banding and large blocks of windows alternating with stucco panels reflective of both Art Moderne and International-style architecture. Original doors and some original multiple-pane industrial-style windows have been replaced with aluminum storefront components and aluminum sash windows. Despite the alterations to the office portion of the building, it retains sufficient architectural elements to make it recognizable to its period of significance and is eligible for National Register listing under Criteria A and C.

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Narrative Description (continued)

Maintenance and Repair Shops

Norden Bombsight Repair Shop (Building 1600)

Building 1600 (Photo 14) is a one-story utilitarian building constructed in 1942 on a concrete foundation with cast-in-place concrete walls and flat built-up roof. Original doors and windows have been replaced with aluminum window and storefront stock. Alterations made to the building after 1945 include the penetration of exterior walls with doors and windows not originally present, the replacement of the original iron curtain doors with glass and aluminum units, and the construction of a large-scale, concrete, handicap access ramp. Because of these alterations, it is not eligible for National Register listing and is a noncontributing building within the district.

Office and Instructional Facilities

Miniature Range Building (Building 1625)

Building 1625 (Photo 15) is a multiple-story, Art Moderne-style, instructional facility built in 1937 on a concrete foundation. Walls rise eight levels (85 feet) high and are constructed of cast-in-place, slip-form concrete. The octagonal building is topped with a flat parapet roof embellished with a horizontal zigzag frieze cast into the concrete. Other ornamentation includes exterior stair towers, a simply executed, classically inspired doorway surround, articulated corners, and a belt course that, with the frieze ornament, serves to divide the façade into unequal thirds and visually reduce its height. Original metal, industrial-style, awning windows with wire security muntins and metal and wood doors pierce the façade. Designed as a facility for aerial observation and bombardment training, the building is now part of the air conditioning plant. Built by the WPA, the building is the primary focal point of the district's axial plan. Alterations appear to be confined to the installation of piping in the lower third of the building to assist in the air conditioning process. The building retains a high degree of integrity and is recognizable to the district's period of significance. The building is eligible for National Register listing under Criteria A and C.

Quartermaster Vehicle Repair Shop (Building 1623)

Building 1623 is a split level, hip/gable roof, Spanish Colonial Revival-style office originally constructed in 1942 and substantially rebuilt in its present form in 1966. The foundation is concrete and the walls include concrete framing and hollow tile infill. The roof massing is complex, a combination of one-story gable and two-story hip. The tallest portion of the building has a severely truncated hip roof, which is very similar to a Mansard. Massing is asymmetrical and exterior walls are smooth stucco. Ornamentation includes pilasters topped with volutes and molded stucco elements just below the cornice line.

Major alterations include the reconstruction of several buildings in 1966 into a composite Building 1623. Original uses of these buildings included office, maintenance, and service functions. The reconstruction involved the enclosure of the arched service bays and windows, and the replacement of original windows with aluminum frame windows and door stock. Although compatible with the district in terms of massing, style, and materials, the building is no longer recognizable to the district's period of significance. It is considered not eligible for National Register listing and is a noncontributing building within the district.

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Academic Building (Building 1680)

Building 1680 (Photos 16 and 17) is a three-story Mediterranean-style building constructed in 1940 on a concrete foundation and raised half-story concrete basement. The walls are concrete frame and hollow clay-tile infill. The exterior walls are clad in stucco. The building is symmetrical and has a projecting entry pavilion with marble steps in the center topped by a hipped red clay tile roof. The entry pavilion is the most highly ornamented portion of the building, with the main door set into a recessed arch flanked by pilasters. Directly above the door at the second floor level are three windows arranged in a loggia-like manner and topped with molded stucco ornamentation. Flanking the entry pavilion are flat-roofed, two-story wings. Fenestration patterns are regular with windows placed in groups of three across most of the façade. Inside, the building retains its original wall and ceiling surfaces, entry flooring, and brass rail. Interior archways from the central hall into the wings remain intact. Exterior alterations appear to be confined to the replacement of the original metal windows with anodized aluminum sash components. The original window openings remain intact. Despite the alterations to the windows, the building retains a very high degree of integrity and is recognizable to the district's period of significance. The building is eligible for National Register listing under Criteria A and C.

Outbuildings

Detached Garages (Buildings 1690, 1691, 1692, 1693, 1694, and 1696)

Buildings 1690 (Photo 18), 1691, 1692, 1693, 1694, and 1696 are simple one-story three-bay garages built in 1940 in association with the adjacent noncommissioned officers' duplexes. Erected on concrete footings, the exterior and demising walls are constructed of hand-made concrete masonry blocks. The exteriors are stuccoed and the nearly flat roof projects beyond the garage doors, which are nine-panel overhead wood doors with single glazed lights. Ornamentation is limited to projecting corbelled beams at the front of the buildings. Alterations are minor in nature and consist of the installation of new glass in some of the single glazed lights or the installation of an additional light. These buildings reflect the Art Moderne styling of the adjacent duplex units in the use of simple cubistic volumetric forms, flat roofs, and smooth, plain stucco wall surfaces. They are eligible for National Register listing under Criteria A and C.

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Norden Bombsight Storage (Building 1609)

Building 1609 (Photo 19) is a simple one-story utilitarian building constructed in 1942 on a concrete foundation with cast-in-place concrete walls. The roof is a flat concrete deck. The building has no windows and its original oversized doors are in place. Originally used as the storage building for Norden bombsights, it continues to serve as a storage building. Its simple construction and utilitarian form are compatible with the district as a whole. However, the property retains significance from both a functional and architectural standpoint and is considered eligible for National Register listing under Criteria A and C.

Recreation Facilities

Bath House (Building 1643)

Building 1643 (Photo 20) is the one-story Bath House constructed in 1942 on a concrete foundation with hollow tile and stucco walls. The roof is flat with a red tile shed overhang. Windows are arranged in horizontal bands of vertical openings containing horizontal ventilation slats surrounded by flat board molding. Doors are five panel wood doors and entry to the changing areas is through arched wall openings. Flooring and walls inside the Bath House are covered with ceramic tile. Alterations include the replacement of some windows with aluminum ventilators, the boarding-up of a refreshment sales window, and the installation of an aluminum-and-fiberglass patio cover adjacent to the Swimming Pool. The simple construction and Spanish Colonial Revival-style design of this building is compatible with the nearby Water Filtration Building and with the district as a whole. Building 1643 is eligible for National Register listing under Criteria A and C.

Theater (Building 1628)

Building 1628 (Photo 21) is a three-story Theater built in 1942 on a concrete foundation with wood framing, flat board siding, and a gabled roof with boxed eaves. The building has been extensively altered into a Neo-Mediterranean Revival-style building with a stucco exterior. Because of the extensive alterations, the building has lost its physical integrity and is no longer recognizable to its period of significance. It is not eligible for National Register listing and is noncontributing to the district.

Swimming Pool (Building 1645)

Building 1645 (Photo 22) is the 212,000-gallon (6,000 square feet) Swimming Pool constructed in 1942 by the WPA. The pool is finished with a painted gunite interior and surrounded by concrete decking. Black lane stripes delineate the interior of the pool and aluminum ladders provide egress for swimmers. Alterations include the replacement of the original diving boards with two aluminum/fiberglass diving boards, the installation of the extant ladders, and the repainting of the pool interior. The pool is adjacent to a Spanish Colonial Revival-style Bath House and Water Filtration Building, both built in 1942. The pool is eligible for National Register listing under Criteria A and C.

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Narrative Description (continued)

Service and Support Facilities

Weather Building (Building 1607)

Building 1607 (Photo 23) is a simple one-story utilitarian building constructed in 1943 on a concrete foundation with hollow tile and stucco walls. The roof is flat and has slightly overhanging eaves. The building has no windows and appears to retain its original wood doors and metal hardware. Originally used as a weather building in support of flight activities, it is now a storage building. It is eligible for National Register listing under Criterion A.

AAF Signal Office (Building 1635)

Built in 1940 as the AAF Signal Office and Warehouse, Building 1635 (Photo 24) is now used by the Public Affairs Office. It is a one-story utilitarian structure influenced stylistically by the Moderne movement. Built on a concrete foundation, the structure utilizes a concrete frame with hollow clay-tile infill. The exterior surface is stuccoed and painted. Doors are metal in original openings and windows are industrial-type metal units. The roof is built-up with overhanging eaves. The original configuration and character of the building are intact. It is eligible for National Register listing under Criteria A and C.

Photo Lab (Building 1627)

Building 1627 (Photo 25) is a one-story, T-plan, Spanish Colonial Revival-style Photo Lab built in 1942. It has a concrete foundation with concrete and hollow tile walls and a smooth stucco exterior finish. The hip/gable roof is complex in its massing and gable direction and is covered with red clay tile and pierced by two dovescotes. The projecting eaves have a rolled stucco edge. The building occupies a corner parcel and has two primary elevations. The most fully developed façade faces the intersection of Chitty and Buckner drives. It is divided into three sections articulated by a slightly projecting central pavilion and a decorative entry distinguished by molded stucco ornamentation, including a broken scroll-topped pediment and faux-rusticated blocks around the recessed doorway. The other primary façade faces Chitty Drive and is articulated by a recessed entry surrounded with decorative molded plasterwork including label stops. Windows are industrial metal arranged in symmetrical and asymmetrical patterns around the building. Alterations include the conversion of a few windows on the rear of the building into exhaust vents for the interior workspace and the conversion of one window into a doorway. Despite these changes, the building retains a very high degree of integrity and is recognizable to the district's period of significance. It is eligible for National Register listing under Criteria A and C.

Utility Structures

Oil Storage and Distribution Building (Building 1618)

Building 1618 (Photo 26) is a one-story Art Moderne pump station completed in 1937. It has a concrete foundation with cast-in-place concrete walls and a stucco exterior finish capped by a flat parapet roof. Windows are composed of industrial-metal units. Entry is gained through the metal door on the main elevation, or through the metal loading dock door or adjacent metal pedestrian door at the rear of the building. The building is two bays in width by three bays in length. Each bay is ornamented by a cast-concrete zigzag-pattern frieze at the parapet line and separated by step-fretted concrete piers that extend above the parapet line. In 1942, an addition

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increased the building's size by one bay in width and three bays in length. Three aboveground, 10,000-gallon, oil tanks were originally located adjacent to the building. These tanks have been removed. Other alterations include the boarding-up or removal of original windows. Despite these changes, the building retains a high degree of integrity and remains recognizable to the district's period of significance. It is eligible for National Register listing under Criteria A and C.

Water Pump House (Building 1638)

Building 1638 (Photo 27) is a one-story Moderne-styled utilitarian structure built on a concrete foundation. The structure is concrete framed with hollow clay-tile infill. The exterior walls are stuccoed and painted. The built-up roof is flat and projects beyond the exterior walls at the eaves. The building wraps around a parapeted tower, which extends beyond the adjacent roofline. The doors remain intact and the industrial-styled metal windows are six-light awning types. Ornamentation includes Spanish Colonial-style exterior light fixtures and ornamental metal pipe rails. Built in 1941 as a 1,364-square-foot Water Pump House, Building 1638 was built over an artesian well that supplied over one million gallons per day. It was converted to an electric substation, but maintains a high level of integrity. It is eligible for National Register listing under Criteria A and C.

Water Filtration Building (Building 1644)

Building 1644 (Photo 28) is a one-story Spanish Colonial Revival-influenced Water Filtration Building constructed in 1942. It has a concrete foundation with hollow clay-tile walls capped with a flat roof distinguished by a shed-roofed red clay tile overhang. Exterior walls are smooth stucco and void of windows. Entry is through a five-panel wood door on the south elevation. No alterations are apparent. The Water Filtration Building originally served as the location for the filtration equipment associated with the adjacent Swimming Pool, a function it still serves. The building is compatible with the district as a whole and the adjacent Bath House, in particular, and dates from the district's period of significance. It is eligible for National Register listing under Criteria A and C.

Warehouses

Quartermaster Maintenance Building (Building 1632)

Building 1632 (Photo 29) is a one-story J-plan, Art Moderne warehouse constructed in 1940. It has a concrete foundation with a concrete frame and hollow clay-tile infilled walls capped by a flat roof with overhanging eaves. Metal L-shaped braces form the exposed rafter tails. The original industrial-style metal windows with security muntins remain intact as do most original door openings and the loading docks. The front façade is distinguished by a curved corner wall and an attached concrete stoop with curved pipe railings. Other entries into the building also have attached concrete stoops with curved pipe railings.

Alterations to the building include the connection of Buildings 1633 and 1634 to present-day Building 1632. All were warehouse buildings constructed adjacent to each other and connected in the 1950s to form the J-shaped configuration. Other alterations include the modification of some original doors. Despite these changes, which only affected the rear portion of the building, the warehouse retains a high degree of integrity and remains recognizable to its period of significance. It is eligible for National Register listing under Criteria A and C.

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Narrative Description (continued)

Quartermaster Warehouse (Building 1626)

Building 1626 (Photo 30) is a one-story utilitarian structure built on a concrete foundation and having concrete frame with hollow clay-tile infill. The exterior of the structure is clad in painted stucco. The roof is both corrugated metal and built-up. Numerous additions have been made to the building since its construction in 1940. These have included the addition of ramps and a dock in 1950; a concrete platform in 1963; an 840-square-foot front canopy; and a 4,384-square-foot addition in 1971 to accommodate walk-in freezers. Because of the extensive alterations, the structure has lost its physical integrity and is no longer recognizable to its period of significance. It is not eligible for National Register listing and is noncontributing to the district.

Air Corps Warehouse (Building 1621)

Building 1621 (Photo 31) is a one-story utilitarian structure built on a concrete foundation. The structure has a concrete frame; its walls and filling are hollow clay tile. Exterior walls are stuccoed and rise to parapets that surround the built-up roof. The building has been extensively remodeled with the addition of a clay tile mansard roof and the replacement of all original doors and windows with storefront stock and aluminum sash. Because of these alterations, the building has lost its physical integrity and is no longer recognizable to its period of significance. It is not eligible for National Register listing and is noncontributing to the district.

Infrastructure

Infrastructure in the Kelly Field Historic District includes the Esplanade, the triangular intersection islands, and the irregular parcels of land in the district as well as streets, sidewalks, paths, and street lighting fixtures. The Esplanade, the intersection islands, and the irregularly shaped parcels of land, as well as the streets, were completed in 1940. The streets originally were paved with concrete. The concrete sidewalks, pedestrian pathway, and original street lighting fixtures were in place by 1945.

Alterations to these elements include some modification of the irregularly shaped parcels of land through the construction of parking lots adjacent to buildings, the successive resurfacing with asphalt of all the streets except Chennault Circle and Chennault Drive, and the removal and reconstruction of some sidewalks and pathways over time. The original street lighting fixtures, which consisted of a fluted metal pole set in concrete and topped with a glass globe, have been replaced with contemporary cobra-headed lighting fixtures. The changes in parcel shape are considered relatively minor since the basic form of the parcels is still recognizable to the district's period of significance. Therefore, the Esplanade, the intersection islands, and the irregularly shaped parcels (Feature A) are considered contributing elements. The sidewalks (Photos 32 and 33) along England Drive and Chennault Circle (Feature B) and street paving on Chennault Drive and Chennault Circle (Feature C) also are contributing elements. Features A, B, and C are considered eligible for National Register listing under Criteria A and C.

Landscape Features

Landscaping (Feature D) in the Kelly Field Historic District includes trees and lawn in the Esplanade, the intersection islands, and the irregularly shaped parcels of land and adjacent to buildings and structures. Alterations to these elements include the removal of some landscaping to make room for parking and the removal of some trees due to disease or old age. The majority of the trees are mature

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oaks and pecans and date from the period of significance. They appear to be eligible for National Register listing under Criteria A and C.

SUMMARY OF PHYSICAL CONDITION AND INTEGRITY

Of the 58 buildings, structures, and objects in the district, 39 resources (67 percent) retain their integrity and are contributing elements. All are well maintained. While the original concrete streets have been resurfaced with asphalt and many concrete sidewalks and paths have been removed, repaired, or replaced with new concrete, portions of these elements remain intact. In addition, the axial plan and its related land configurations, which form the organizational center of the district, remain intact. Landscaping elements retain a high degree of integrity. Together, these elements constitute an area with a visual cohesiveness that creates its identity as a discrete historic district.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheets pp. 33-50.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) See Continuation Sheets pp. 51-55.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Military

Architecture

Period of Significance

1940-1945

Significant Dates

1940, 1943

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Quartermaster Corps, Construction Division (architect/builder, various bldgs)
Works Progress Administration (Builder, buildings 1625, 1643, 1644, 1645)
Smith, Gordon; Pitts, DeHaven; Weidner, Charles T (architect, Building 1627)
P. O'B. Montgomery (contractor, buildings 1676, 1650, 1680)
Hill and Combs (contractor, buildings 1621, 1626)

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☒ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

National Archives, Suitland, Maryland
Office of History, Kelly Air Force Base

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Narrative Statement of Significance

Kelly Air Force Base (KAFB), which was founded in 1917, has been a vital center for American military aviation throughout its history. It served as an important training center for pilots and aircraft mechanics as well as a large aviation supply and maintenance depot. Flight training was the primary mission of what was then known as Kelly Field.¹ The scope of its primary mission changed throughout the years with respect to Congressional funding and the changing needs of the U.S. military. By 1943, it was the largest maintenance and supply facility in the country. At that time supply depot activities became the primary mission of the base and flight training activities were transferred elsewhere.

The Kelly Field Historic District, which was started in 1940 as the "new permanent area" or "reconstruction" of Kelly Field, reflects Kelly Field's strategic importance during the late 1930s and early 1940s as a training center for America's military pilots. The base experienced dramatic growth at this time to meet the needs of a developing air force and, later, a nation at war. The Kelly Field Historic District is a planned addition which was built to serve personnel involved with Kelly Field's flight training mission. This area continued to serve an important role in the war effort after it was consolidated into the San Antonio Air Depot in January 1943. Because of its associations with military history and the development of the U.S. Air Force, the district is nominated to the National Register of Historic Places under Criterion A at a national level of significance. The district is nominated under Criterion C at a local level of significance.

FOUNDING AND DEVELOPMENT OF KELLY AIR FORCE BASE

San Antonio Selected as Center of U.S. Military Aviation

Brigadier General George P. Scriven, U.S. Army Chief Signal Officer, testified in August 1913 before the U.S. House of Representatives concerning the establishment of a military aeronautical center in San Antonio, Texas. At that time military aeronautics were part of the Aviation Section of the U.S. Army Signal Corps. Expressing an opinion that his subordinate, Captain William "Billy" Mitchell endorsed, Scriven described San Antonio as "the most important strategic position of the South" (Isbell 1962:42-43). Three years later, when Fort Sam Houston was the primary site of the Signal Corps' aerial equipment and personnel, a writer for *The San Antonio Light* predicted that the city would be "the most important military aviation center in the United States" (*The San Antonio Light* 1916a). Its significance would derive from a system that involved assembling and training personnel at the aviation post and their subsequent deployment to stations in other parts of the country. "In other words, this will be the center from which all lines of military aviation work will radiate" (*The San Antonio Light* 1916b).

¹ Present-day Kelly Air Force Base was known by different names over time. These are: Camp Kelly, 1917; Kelly Field No. 1 and Kelly Field No. 2, 1917-1925; Duncan Field and Kelly Field (replaced Kelly Field No. 1 and Kelly Field No. 2, respectively), 1925-1943; Kelly Field (re-consolidation of Duncan and Kelly), 1943-1944; San Antonio Air Technical Service Command, 1944-1948; and Kelly Air Force Base, 1948-Present. In addition, the supply depot at Duncan Field was known by different names over time. Among these are: Aviation General Supply Depot, 1917-1921; San Antonio Air Intermediate Depot, 1921-1927; San Antonio Air Depot, 1927-1943; San Antonio Air Depot Control Area Command, 1943; San Antonio Air Service Command, 1943; San Antonio Air Technical Service Command, 1944-1946; San Antonio Air Materiel Area, 1946-1974; and San Antonio Air Logistics Center, 1974-Present (Freeman and Freeman 1994:7; Office of History n.d.).

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Narrative Statement of Significance (continued)

The Development of Camp Kelly

The center of military aviation envisioned by Scriven, Mitchell, and writers at *The San Antonio Light* had its beginning on May 7, 1917, with the establishment of Camp Kelly. Camp Kelly was named for Lieutenant George E. M. Kelly, who died in a plane crash at Fort Sam Houston on May 10, 1911. KAFB is thereby the oldest active air base in the country (Table 2).² Major Benjamin Foulois, who trained with Lieutenants Frank P. Lahm and Frederic E. Humphreys under Wilbur Wright in 1909 in Maryland and who flew the Wright Model A biplane before thousands of San Antonio residents in 1910, returned to San Antonio in 1916 as Chief Aviation Officer for the Southern Department. His mission was to identify a site suitable for development as an aviation camp. Foulois located what he considered an ideal tract along Leon Creek in the southwest portion of the city. The land was relatively level and had access to the International and Great Northern Railroad shops and roundhouse, as well as to the tracks of the Southern Pacific Railroad (Isbell 1962:67). In addition, abundant water was available from artesian wells.

Major General George O. Squier, Chief Signal Officer and Chief Staff Officer responsible for Army aviation, approved Foulois' choice on November 16, 1916. The San Antonio Chamber of Commerce then assisted the Army in acquiring a lease for the property since money for land purchase had not been included in earlier Congressional appropriations. Foulois, C. S. Fowler of Fowler Brothers' Land Company, and representatives from the San Antonio Chamber of Commerce traveled to Washington D.C., to secure the necessary land acquisition appropriation. On January 11, 1917, the War Department authorized the lease of the land selected by Foulois and went forward with its plans to complete the organization of the Third Aero Squadron at the new facility, rather than at nearby Fort Sam Houston. In March 1917, members of the squadron began moving equipment and hangar materials to Camp Kelly. Ernest Koerner—a San Antonio contractor and carpenter who was responsible for the construction of two hangars at Fort Sam Houston in 1915—had recently cleared vegetation from Camp Kelly. On March 27, engineer George A. Williams supervised the construction of hangar foundations.

The construction work at Camp Kelly climaxed with the arrival on April 5 of the first planes flown from Fort Sam Houston, piloted by Captains Bert M. Atkinson, Carl Spaatz, and George E. M. Reinburg and civilian aviator Eddie Stinson. Members of the Third Aero Squadron learned the following day that the United States had declared war on Germany. U.S. involvement in World War I magnified the importance of military aviation and accelerated the urgency of developing Camp Kelly, which was one of only four operational Army flying fields in the country. Scattered among these four fields were 85 students, 14 civilian instructors, 51 primary planes, and four advanced planes. Total personnel in the Aviation Service was 65 officers and 1,120 enlisted men (Sweetser 1919:54; Office of History 1980:4). Many significant programs would be located at Kelly Field during World War I, when the level of activity and number of people at the installation increased dramatically (Freeman 1997:L-31). An Engineering Department, a Recruit Camp and Concentration Center, primary flight training camps, an aircraft mechanics training program, a school to train ground officers, an aviation supply depot, and primary and advanced flying schools were among the activities located here during the war (Freeman 1997:L-31).

² Until 1948, when the Air Force became a separate branch of the military, flight activities occurred under the jurisdiction of the Army. For a detailed history of Kelly Air Force Base, see Freeman 1997.

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Kelly Field No. 2

As American mobilization continued into the summer, it became clear that the land originally acquired for Camp Kelly was insufficient to accommodate the new facilities and the growing number of recruits. Consequently, in a repeat of its 1916 actions, the San Antonio Chamber of Commerce worked to obtain leases for additional land that the chamber then sublet to the government. Consisting of numerous parcels, the property that became known as Kelly Field No. 2 was adjacent to Camp Kelly and extended west and south to Leon Creek. Formal land leases with local landowners were signed with the government's representative, Colonel Edgar, in July 1917, as was a contract with the Boston engineering firm of Stone & Webster for the construction of a "double unit" flying school in the new area. This double unit school became the "most important of all the schools in the United States [with] more pilots receiving their training at Kelly Field than at any other school in the country" (Niederlander 1919:443). During World War I, Kelly Field No. 2 was "one of the largest aviation schools in the world" (Stone & Webster 1918:7).

A surge of new programs occurred at Kelly Field No. 2 as soon as the facilities there were completed. This included the Primary Flight School, which was begun at Kelly Field No. 1 in August 1917 and moved to Kelly Field No. 2 shortly thereafter. This school was one of six in the United States established to conduct practical, primary training for three- to three-and-one-half months. The Ground Officers Training School (GOTS) was opened in September 1917 for the purpose of training qualified nonflyers during an eight-week course to serve as administrative, supply, and maintenance officers. The GOTS program remained at Kelly Field No. 2 until December 1917 when it moved to Kelly Field No. 1 and then closed a month later.

The School of Advanced Flying, unquestionably the most important program to use the facilities at Kelly Field No. 2 during World War I, was authorized by General Order No. 70, which was issued October 3, 1917. Several months later the school opened and cadets began to receive instruction in advanced flying, cross-country flying, bombing, aerial gunnery, telegraphy, maintenance, and administration. Instructors included aviation luminaries such as Captain Roy N. Francis, who, at the age of 31 in 1918, ranked as the oldest experienced flyer in the service. He had designed the first successful twin tractor in the United States in 1911 and a year later set the American high altitude record at Goldfield, Nevada (9,700 feet).

Further Development of Camp Kelly/Kelly Field No. 1

As construction began at Kelly Field No. 2 in the summer of 1917, complementary programs took shape at Camp Kelly. It became the location of the Recruit Camp and Concentration Center in the spring of 1917. On July 19, a War Department memorandum designated Camp Kelly as a four-squadron training station that eventually would have 288 students and 144 airplanes. The student pilots consisted of cadets who were products of ground schools, such as the one that had opened at the University of Texas in Austin on May 21, and of commissioned officers drawn from existing officer ranks within the Army (Office of History 1980:11, 14-15). On July 30, 1917, the name Camp Kelly, which applied to the aviation camp east of Frio City Road, was changed to Kelly Field No. 1. The original portion of the base was known thereafter as Kelly Field No. 1, and the more recent portion, west of Frio City Road, was known as Kelly Field No. 2. Centralized leadership administered both areas.

Recruits, continuing to pour into the facility, created a need for additional buildings at Kelly Field No. 1 in September 1917 to accommodate them and the various programs under development. The Enlisted Mechanics Training Department began on October 17, 1917. Organized for the purpose of training mechanics and maintenance personnel who could maintain, repair, and rebuild

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aircraft, the department operated for two-and-one-half months before closing due to unsatisfactory results. It reopened on March 18, 1918, and by July, it occupied seven of the 12 hangars at Kelly Field No. 1. The name was changed to the Air Service Mechanics School in September 1918. The Air Service eventually concentrated all of the mechanical training at Kelly Field No. 1.

Wartime Service

Kelly Fields No. 1 and No. 2 reached their largest population during World War I in December 1917, when more than 1,100 officers and 31,000 enlisted men were stationed there. The numbers at the facility slowly declined, thereafter, as qualified aviators, mechanics, and other trained personnel were sent to the dozens of other flying fields constructed between July 1917 and June 1918. By October 1918, the two fields accommodated 363 cadets, 680 officers, and 17,000 enlisted men.

When the Armistice brought an end to the fighting in Europe on November 11, 1918, more than 30 new Air Service flying fields were in operation. At Kelly Field No. 1, more than 250,000 men had passed through the reception and testing center, a facility that served the entire Air Service. Kelly Field No. 1 had organized a total of 326 squadrons and had shipped out all but 20 to their stateside stations or overseas. The combined installations had functioned as the largest and most active of 31 training airdromes established by the Air Service. Programs at Kelly Field No. 2 had produced 298 pilots from its Advanced Flying School and had turned out 1,452 officer pilots from its Primary School of Flying. These flying school programs produced more than twice as many pilots as Rockwell Field (North Island) in San Diego, California.

Through its Air Service Mechanics School, Kelly Field No. 1 was responsible for developing innovative programs and graduating hundreds of trained technicians whose skills were essential for keeping aircraft aloft. Along with the other Army mechanics training center in St. Paul, Minnesota, Kelly Field No. 1 "trained more than half of the total 14,176 mechanic graduates from the various schools prior to the Armistice" (Boden 1967:3). Finally, the Aviation General Supply Depot, which moved to the installation in September 1917, provided logistical and maintenance functions in support of the Engineering Department. The depot supplied parts to Kelly Fields No.1 and No. 2 and functioned as an integral component in all flying activities.

Budget Cuts in the Inter-War Years

Following the Armistice, strong American isolationist views reasserted themselves and Congress cut military appropriations dramatically. With this loss in funding, the Air Service experienced cutbacks in personnel and equipment. Appropriations of \$952,304,758.00 in 1919 were reduced to \$28,123,503.00 in 1920. The number of officers (5,575) and enlisted men (26,948) in June 1919 declined to 1,168 officers and 8,428 enlisted men in January 1920 (Anonymous n.d.:16-17; Boden 1967:59-61, 76; Johnston 1942:59; Keis 1988:23). The number of men in the Air Service reportedly dropped from over 32,000 in 1919 to less than 10,000 by 1920 (Freeman and Freeman 1994:10). From 1921 to 1925, appropriations by Congress for the purpose of Army construction were cut by 42 percent. Even the budget for repair and maintenance was lowered substantially (Risch 1962:713).

Despite these cutbacks, Kelly Fields No. 1 and No. 2 continued to play an important role in national defense. The Aviation General Supply Depot (1917-1921) was one of only three Air Service supply depots to survive post-war cutbacks. After 1920, the depot's control area encompassed the Eighth Air Corps Areas of Texas, Oklahoma, Colorado, New Mexico, and Arizona. In 1921, Kelly Field No. 1, for the first time, became one of three air intermediate depots in the country offering both supply and maintenance

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services at major control units. At this point, the depot was renamed San Antonio Air Intermediate Depot (1921-1927). By 1926, more than 50 percent of the Air Service flying activities took place within the Eighth Air Corps Area. This area also was responsible for at least one-third of the Army's aircraft. In 1922, during the midst of the budget cuts, all advanced military flight training was formally consolidated at Kelly Field No. 2 (Freeman 1997:L-2). As the location of the Advanced Flying School, responsible for all specialized training in aerial bombardment, pursuit, attack, and observation, Kelly Field No. 2 continued to be significant in personnel training (Office of History 1937).

Although Kelly Field No. 1 and Kelly Field No. 2 was an important installation to the Air Service, the installation did not receive adequate funding. The budget cuts of the early inter-war period were reflected in equipment and housing. As early as 1919, Colonel Henry C. Pratt characterized the accommodations as among the worst in the United States (Freeman and Freeman 1994:12). Beginning in the 1920s, the poor state of the officers' housing and the enlisted men's barracks, as well as hangars and other buildings and structures at the airfield, was noted regularly in annual inspection reports.³

In 1925, Kelly Fields No. 1 and No. 2 were officially separated and designated as Duncan Field and Kelly Field, respectively. The changes to the installation were mostly in name only. The inspector reported in 1926 that "the necessity for construction of school buildings, barracks, and officers quarters at Kelly Field has been brought to the attention of the War Department by previous reports. . . this subject is again mentioned for consideration whenever funds are made available" (1926 Inspection:5). The majority of the buildings and structures at Kelly Field in the early 1930s were of World War I vintage. The author of the 1931 report stated that all buildings at Kelly Field were of temporary construction and that their condition was so bad that it was no longer economical to repair them. He went on to report that "the non-commissioned officers' quarters are totally inadequate. . . Non-commissioned officers of the United States Army should have better living conditions than they now have at Kelly Field" (1931 Inspection:3).

The conditions at Kelly Field were not unique. There was a great need for new housing and new technical construction throughout the Army during this period (Committee on Military Affairs 1936:2). In the years between the wars, poor living conditions became a well-known and widely reported fact of Army life. Architectural historian Bethanie Grashof reports that in 1931 "over one-half of the entire Army in the continental United States was living in temporary structures built in 1917, or in even older structures, many of which dated from the Civil War" (Grashof 1986:1:41). The Supervising Architect at the Office of the Quartermaster General explained that:

. . . officers and their families have continued to be quartered in all sorts of propped up and pinned together shacks until on some posts this has become a scandal regularly reported by inspecting officers and referred to by prominent Congressmen in their reports to the proper appropriating committees [Leisenring 1937:15].

Despite the lack of funding, Major William Henry Garrison, Jr., the persistent commander of Kelly Field and the San Antonio Aviation General Supply Depot, was able to secure a limited amount of money from the War Department. These funds went to obtain land and to begin construction of what is today known as the Bungalow Colony Officers' Housing in the early 1920s (Freeman and

³ Inspection Reports can be found in the Office of History, San Antonio Air Logistics Center, Kelly AFB, Folder: Kelly Field Construction 3 of 5: Inspection of the Air Service Advance [sic] Flying School, Kelly Field, Texas for years 1926, 1927, and 1931.

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Freeman 1994:12).⁴ Eight bungalows were constructed in 1922, a Bachelor Officers' Quarters building was made out of an infirmary, and garages, a pump house, a swimming pool, and street lights were provided for the residential area (Freeman and Freeman 1994:28). All of the bungalows but one were completed between 1920 and 1927. Construction of the last bungalow was completed in 1943 (Freeman and Freeman 1994:38-39). The Bungalow Colony at Kelly Field represents a rare program during an era of military budget austerity. It did not provide, however, a sufficient number of homes for the depot officers it was intended to house, let alone for all officers at Kelly Field (Freeman and Freeman 1994:30). Kelly Field continued to have a great need for housing and other new buildings and structures.

The Changing Role of Air Power

At the same time that levels of appropriations were dropping, the organization and role of the air arm in the U.S. military was the focus of heated debate. Contention about the role of air power centered on two related issues. The first issue was whether or not the Air Service should function as an independent branch of the military. The second issue was if the primary function of the Air Service should remain the support of land and sea forces through observation and pursuit, or if the Air Service should undertake bombardment operations independent of surface forces (Freeman 1997:L-33; Goldberg 1957:29-30). The air forces of World War I did not adequately test theories about the potential of bombardment operations. Many air officers, such as Billy Mitchell, Mason M. Patrick, and Benjamin Foulois, believed in the great potential of an independent air arm and strongly advocated its establishment. Members of the War Department, Congress, and many Army and Navy officers disagreed (Freeman 1997:L-33; Goldberg 1957:29-30, 32). Furthermore, calls for a new branch of the military equipped and trained to undertake offensive military missions were in conflict with the isolationist attitude prevalent in American politics and public opinion during the inter-war years. Legislative measures resulting from this debate precipitated changes in the size, organization, and role of the air arm. One of the effects of these changes would be the reconstruction of Kelly Field on the eve of World War II. Legislation during this period directed the development of the U.S. military's air arm and had an impact on the physical development of Kelly Field.

The Army Reorganization Bill/National Defense Act of 1920

In 1920, the Army Reorganization Bill, also known as the National Defense Act of 1920, was passed by Congress. It was the first of two pieces of crucial legislation dealing with the air arm to become law during this decade. The National Defense Act of 1920 fell far short of the hopes of air officers for an independent Air Service. The size of the Air Service was limited, and the Air Service was made a branch of the Army. The act mandated that flying units must be commanded by flying officers and created the new position of Chief of Air Service (Freeman 1997:L-33). Due to budget cuts, the Air Service never reached the size, either in manpower or machines, authorized by the National Defense Act of 1920 (Goldberg 1957:36).

The Air Corps Act of 1926

The Air Corps Act of 1926 was the second piece of 1920s legislation important to the air arm. It created the position of Assistant Secretary of War for Military Aeronautics and added two positions for brigadier generals, who would serve as Assistant Chiefs of the Air Corps. Perhaps most importantly, the act changed the name of the Air Service to the Air Corps, "thereby strengthening the

⁴ For a detailed history of the Bungalow Colony see Freeman and Freeman 1994.

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conception of military aviation as an offensive, striking arm rather than an auxiliary service" (Goldberg 1957:36). The Air Corps Act also authorized a five-year Air Corps expansion program. This program never fully materialized due to budget constraints (Goldberg 1957:36-37). Kelly Field personnel reportedly played a role in the passage of this significant piece of legislation (Freeman 1997:L-33).

Public Law 45

The same year the Air Corps Act was passed by Congress, Public Law 45 (P.L. 45) was enacted in an attempt to remedy the poor housing situation at Army installations across the country. The bill authorized the Secretary of War to sell 43 military reservations "or parts thereof" and use the proceeds to establish a Military Post Construction Fund (Grashof 1986:1:43; Risch 1962:713), also called the Housing Fund (Bash 1929:7). A 10-year-long program to replace temporary World War I buildings with permanent construction was initiated with money from this fund (Risch 1962:713). Construction began in fiscal year 1927, "enabling the abandonment of at least some of the temporary war-time structures" (Pitz 1936:9). Air Corps installations and facilities in the northern parts of the United States reportedly received the first benefits from these moneys (Grashof 1986:1:43). Additional funds for the program were made available through the National Industrial Recovery Act of 1933 and, later, from the Public Works Administration (PWA) and the Works Progress Administration (WPA) when the House Fund program was extended to 1940 (Grashof 1986:1:46-47). The building program funded by P.L. 45 resulted in better housing for Army personnel at some installations, but Army growth outpaced construction, resulting in a continued need for new housing (Risch 1962:715). Although the first phase of the partial reconstruction of Kelly Field was undertaken using funds from the PWA and WPA, it is likely that Kelly Field did not benefit from funds made available by P.L. 45. The PWA and WPA money used in construction at Kelly Field was almost certainly from the Work Relief and Public Works Appropriation Act of 1938, which was unrelated to P.L. 45 (Grashof 1986:1:46-47; National Archives and Records Administration 1937a:2, 10; U.S. Government 1938).

The Wilcox Bill

A major air installation construction program of the inter-war era came about as a result of the Wilcox Bill, passed by Congress in 1935. This bill emphasized the need for air bases for national defense and, perhaps most importantly, was supported by local chambers of commerce from across the country. These chambers of commerce hoped to secure the economic benefits that construction and operation of an air base would bring to their communities (Miller et al. 1982:9-13). The Wilcox Bill authorized 10 "Frontier defense bases" in 10 different regions of the country but did not appropriate funds for these bases (U.S. Government 1935:1).

Passage of the Wilcox Bill affected construction at Kelly Field's "new permanent area" in at least two ways. First, the increased demand for trained personnel at the new air installations eventually caused attention to be focused upon inadequacies of the physical plant at the Advanced Flying School. Second, Art Moderne was selected as an appropriate architectural style for some of the construction at the new air bases. One of the bases established as a result of the Wilcox Bill was the Sacramento Air Depot, which is present-day McClellan Air Force Base. The construction of the Sacramento Air Depot marked the acceptance of Art Moderne as an appropriate architectural style for Air Corps installations. This style was adopted for use in the new construction at Kelly Field, and the plans for Sacramento's Double Officers' Quarters were used also at Kelly Field to construct the Double and Single Officers' Quarters in what is now the 1700 Area of KAFB.

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The construction of bases authorized in the Wilcox Bill brought not only the acceptance of Art Moderne as an appropriate architectural style for Air Corps installations, but was responsible also for a surge in the number of Air Corps personnel. The influx of personnel soon would prompt a 1937 investigation into the poor condition of the physical plant at Kelly Field, bringing official attention to the need for new construction. In the meantime, Kelly Field personnel were able to obtain funding for construction of the first buildings shown on the 1938 layout plan for partial reconstruction of the field: the Miniature Range Building, Gas Storage and Distribution Facilities, and Oil Storage and Distribution System Facilities (Construction Division, Office of the Quartermaster General [O.Q.M.G.] 1938). This project also included the improvement of the landing field and the paving of runways (National Archives and Records Administration 1937a:2).

The 1937 Special Report

A special report was prepared on conditions at Kelly Field in the winter of 1937. The report was prompted by a letter from the Inspector General to the Chief of Staff asserting that poor conditions at Kelly were rendering the installation unable to fulfill its training mission (Office of History 1937:257). The Inspector General argued that "although the Air Corps has faced a major expansion of its trained personnel for years; although new units and new stations are now being planned for, and although nothing effective can be done along these lines without graduates from both of these schools [Kelly and Chanute], both have been allowed to decay until their physical plants have reached such a low point as to endanger working personnel" (Office of History 1937:258).

As a result of the 1937 investigation, Brigadier General James E. Chaney recommended that Kelly Field be reconstructed and that "a *Cadet Barracks*, a *Cadet Mess* and a *Cadet Administration Building* (the last two combined into one building near the barracks) which will accommodate at least 200 cadets. . . should be given first priority in the construction of Kelly Field, and that the necessary preliminary steps should be taken now, looking forward to securing funds therefor as soon as possible" (Office of History 1937:268; emphasis in original). The Inspector General also urged "the construction of two large modern hangars" (Office of History 1937:258).

Clouds of war, gathering on the horizon, gave weight to the concerns raised by the 1937 report and encouraged the adoption of Chaney's plan. As political and military events in Europe and Asia made the inevitability of war apparent, the United States began to consider how to best prepare itself. German displays of a superior air force at the Munich meetings of 1938 convinced American military and political leaders that air power would be an important strategic tool. As a result, the War Department became increasingly open to members of the Air Corps whose opinions had been shunned a short time before. Military strategists realized that they would be wise to build and train an effective air force. A 1937 visit by the Office of the U.S. Inspector General found that despite the fact that facilities and equipment at Kelly Field No. 2 were inadequate and obsolete, Kelly Field was one of the foundation stones of the Air Corps. In a decisive move, President Franklin D. Roosevelt proposed spending \$300 million on Air Corps expansion in 1939. The proposal allocated \$130 million for training personnel and \$170 million for new planes, air bases, and new construction at existing air bases (Office of History 1980:64).

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The Partial Reconstruction of Kelly Field

The new permanent area of Kelly Field was constructed near the center of present-day KAFB. The layout plan for partial reconstruction of Kelly Field (Construction Division, O.Q.M.G. 1938) dates to 1938, the year after the Special Report on conditions at Kelly Field. There is no doubt that this was an official plan for new construction at Kelly Field, approved by both the Chief of the Air Corps and the Chief of Construction of the Quartermaster Corps (Construction Division, O.Q.M.G. 1938). A version of the plan sketched on a 1938 aerial photograph (Figure 5) is on file at the Office of History, San Antonio Air Logistics Center, KAFB. All of the buildings on the plan were to be permanent (National Archives and Records Administration 1940a).

By June 20, 1939, construction was well underway in the new permanent area. Between July 1935 and March 1942 at least 33 buildings and structures were constructed in more than five separate building projects in what are now the 1600 and 1700 Areas at KAFB (National Archives and Records Administration 1917-1943; Real Property Office, Kelly Air Force Base [Real Property Office]). The majority of the buildings were constructed in the Art Moderne style; others were built in the Spanish Colonial Revival or Utilitarian style. All were part of what was referred to as the "new permanent building area" (National Archives and Records Administration 1940a) or the "partial reconstruction" of Kelly Field (Yount 1939:43).

The new permanent building area was intended to include nearly 200 buildings and structures (National Archives and Records Administration 1936-1945, 1940a; Yount 1939:43). Planned buildings and structures included Hangars; Housing; Office, Administrative and Instructional Facilities; Maintenance and Repair Shops; Recreation Facilities; and Utilities and Infrastructure (Office of History ca. 1938; see Figure 5).

The rapid growth of the military, occasioned by the build-up for World War II, forced a change in construction priorities. Work on relatively expensive and slow-to-build permanent housing ceased, and the construction of less expensive, quickly built, temporary mobilization buildings began. A directive from the Adjutant General's Office, dated June 1, 1940, included an order temporarily halting the construction of permanent quarters for married officers and noncommissioned officers (Grashof 1986:1:56). It is likely that this directive is the reason that no further construction of noncommissioned officers' or officers' housing took place within the 1600 and 1700 Areas after 1940 (Figures 6 and 7). Although two additional buildings and two structures shown on the plan were completed in 1942, little plan-related construction seems to have been initiated after the U.S. declaration of war. All work was completed by 1945. Figure 8 shows the 1600 and 1700 Areas in 1945, while Figure 2 depicts the 1600 and 1700 Areas today.

By 1941, when the Army Air Forces was established, the organization of the military's air arm had expanded enormously. The War Department had formulated new goals for the production of combat aircraft and for the training of thousands of officers and enlisted men. These new goals necessitated the creation of new flying schools and the upgrading of facilities at established schools. It also required that existing depot facilities be upgraded in order to fully support the increased role of military aviation. As a result, facilities at Duncan and Kelly fields expanded rapidly. Scores of new buildings were constructed at Duncan Field as depot personnel worked to maintain new airplanes used to train pilots at Kelly Field and the other San Antonio flying fields. Duncan Field was under tremendous pressure to meet the demands of its multiple-state control area. Many realized that the operation of four airfields (Kelly, Brooks, Duncan, and Stinson) close to each other was dangerous for flyers.

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Lieutenant Colonel Clements McMullen wrote the Chief of the Maintenance Command in July 1941 recommending that some of the pressure on Duncan Field could be alleviated if all of Kelly Field east of Leon Creek was allotted to the depot. McMullen wrote again in October 1941, pointing out that another site for an advanced training school was more easily obtained than a depot site, which depended on specific, well-developed transportation facilities, which Kelly Field possessed (Kirkland 1943:14-15, 18). McMullen's idea, however, did not prevail. Construction of new facilities at Duncan Field continued until after Pearl Harbor. In the fall of 1942, a board of officers studied the situation at Duncan and Kelly and recommended the transfer of Kelly Field to the Air Service Command. Kelly Field ceased training operations in early 1943, alleviating the dangers inherent in the operation of four air bases in proximity to each other.

Shortly after the two fields were consolidated on January 7, 1943, Colonel Wilkins requested permission for the construction of an additional 1,920,000 square feet of warehouse space to accommodate a 500 percent increase in items shipped to the depot. In February 1943, the depot was renamed San Antonio Air Depot Control Area Command and given responsibility for 46 sub-depots, 24 air depot detachments, three air depot training centers, and three specialized storage depots (McGaffey 1955:10). Flight training moved elsewhere for the first time since 1917. World War II turned Kelly Field into a huge industrial complex with a work force of more than 30,000 people overhauling equipment. The complex utilized the buildings on the consolidated base, and the base headquarters moved into the Academic Building (Building 1680), where Colonel Wilkins oversaw operations of what one source called "the world's largest aviation depot" (Office of History 1980:90).

In March 1943, the depot was renamed San Antonio Air Service Command. This name was used until 1944 when the depot was renamed San Antonio Air Technical Service Command, a name used until 1946. Programs and services continued to grow throughout the duration of the war. Present-day KAFB probably reached its peak of production in late 1944, when air combat declined or ceased in the North African, European, and Mediterranean theaters and aircraft were shipped back to the United States for repair and storage (Office of History 1980:92, 102). The installation expanded in size once again in 1945 when it annexed nearby Normoyle Ordnance Depot, which served as a depot for Fort Sam Houston during World War I. With the 1943 expansion and the acquisition of Normoyle in 1945, the San Antonio Air Technical Service Command became the largest air depot in the United States.

HISTORICAL DEVELOPMENT OF THE RESOURCES

The new permanent area or reconstruction of Kelly Field, which has been delineated as the Kelly Field Historic District, was the result of a large influx of cadets to flight training and a complementary increase in staff as the United States prepared for World War II. The plans included nine sets (18 housing units) of noncommissioned officers' housing and eight sets of officers' quarters. Patterned after the officers' housing at the Sacramento Air Depot (present-day McClellan Air Force Base), the officers' quarters at Kelly Field became known as the Apache Village or the Oasis. Also built as part of the housing expansion were garages, driveways, roads, and landscaping. Both the noncommissioned officers' housing and the officers' housing were built in the Art Moderne style, a popular branch of the International style that was an important element in American architecture in the 1930s and 1940s. This comprehensive plan also included a headquarters building, a large barracks building, an academic building, and numerous other support buildings. Although only one row of noncommissioned officers' housing (of six rows planned) and one block of officers' quarters (of four planned) were built, the basic framework of the comprehensive plan remains today in what are now the 1600 and 1700 Areas of KAFB.

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On the east side of the plan is the officers' quarters area, which is now the 1700 Area. The eastern area was to include 24 Double Officers' Quarters, 44 Single Officers' Quarters, a building combining a Bachelor Officers' Quarters and an Officers' Mess, and a swimming pool. Separated from the officers' quarters area by a strip of open space was a larger, western area of planned development. In the northern part of this area, running parallel and just to the south of present-day Billy Mitchell Road, land was reserved for a Utility Yard, Quartermaster Utility building, Quartermaster Warehouse, Air Corps Warehouse, "P.O. and Dope" buildings, and an "A. C. Gas Storage" building. Near the Miniature Range Building were a Quartermaster Gas Building, Quartermaster Garage, Photo Lab, and Theater (Figure 9). Stretching to the southeast of the Miniature Range Building were a Cadet Barracks, Cadet School, Administration Building, Enlisted Men's Barracks, Post Exchange, Hospital, Service Club, two pools (one in the north near the utilities and one in the south beside the Service Club), and a Gymnasium. To the south of these buildings was a section reserved for Noncommissioned Officers' housing. Sixty-five Double Noncommissioned Officers' Quarters were planned for this area as well as 20 detached garages. Finally, running in a northwest-southeasterly direction, parallel to the flight line, a row of four hangars was planned.

It is not known whether a comprehensive plan similar to the 1938 layout plan (Construction Division, O.Q.M.G. 1938) for partial reconstruction existed in 1935, when construction began on the Miniature Range Building, Gas Storage and Distribution Facilities, and Oil Storage and Distribution Facilities. Their construction may have been independent of any larger plan for new construction at Kelly. Evidence supporting this is found in a 1940 letter from Major W.H. Roberts at Kelly Field to the Quartermaster General in Washington, D.C. Major Roberts explains that the Miniature Range and "A C Gas" buildings were in the new construction area, and that Kelly personnel would like to renumber the buildings in accordance with the system "established for the new building area based on anticipated buildings shown on Constructing Quartermaster blueprints" (National Archives and Records Administration 1940a). Buildings in the plan were categorized according to their intended use. Officers' quarters were numbered 200 to 299, Air Corps technical buildings were numbered 301 to 400, "all other buildings" were numbered 401 to 500, and Noncommissioned Officers' Quarters were numbered 501 to 599 (National Archives and Records Administration 1940a). According to the construction completion report for the Miniature Range Building, Gas Storage and Distribution Facilities, and Oil Storage and Distribution Facilities, the work was undertaken with WPA funding (National Archives and Records Administration 1937a:2).

Miniature Range Building (Building 1625)

Building 1625 was not the first building at Kelly Field to be referred to as the Miniature Range Building. A construction completion report in the collections of the National Archives indicates that as early as 1930 a Vickers-Bygrave Bombing Teacher was installed in Hangar No. 24 at Kelly Field for \$1,021.74. This building was referred to in the report as "Miniature Range Building 339-a" (National Archives and Records Administration 1930:50).

Construction began on the new Art Moderne Miniature Range Building in July 1935 (National Archives and Records Administration 1937a:10). The approximately 86-foot high octagonal tower was completed in the spring of 1937 at a total cost of \$55,400.00 (National Archives and Records Administration 1937a:2; Real Property Office 1943). The construction completion report for the project states that "the Miniature Range was designed in the office of the Quartermaster General for the purpose of affording facilities for bombing training for Kelly Field students" (National Archives and Records Administration 1937a:2). Local newspapers reported that the new building would be used for both observation and bombing training (Office of History n.d.). More recent sources assert, however, that the building was used mainly, or even exclusively, to train students in the Advanced Flying School in observation

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(Hussey et al.1991:59; Office of History n.d.). Colonel Harvey Prosser, former commander of Kelly Field, indicated in a 1975 interview that the Miniature Range Building was not used as a training facility for long because the type of training conducted there was discontinued (Office of History n.d.). The Miniature Range Building fell into disuse until 1954, when it was used for storage by Kelly's chaplain. Weather radar was installed on the building in 1955 for use in storm detection (Office of History 1955:6). A short-lived attempt was made to establish a museum in the building in the late 1950s. Since 1967, the Miniature Range Building has functioned as an air conditioning plant (Office of History n.d.).

Oil Storage and Distribution System (Building 1618)

Building 1618, the Oil Storage and Distribution System, is an Art Moderne-style structure with associated tanks (National Archives and Records Administration 1940a; Office of History ca. 1938). Construction was completed September 9, 1937. The Oil Storage and Distribution System was constructed for \$12,500.00 and has a capacity of 50,000 gallons (National Archives and Records Administration 1937b).

Gas Storage and Distribution System (Building number unknown)

Construction of the Gas Storage and Distribution System was completed in 1937 (National Archives and Records Administration 1937a:10). It is possible that it was part of the same structure as the Oil Storage and Distribution System. W. H. Roberts called Building 306 the "A C Gas Station" (National Archives and Records Administration 1940a). Building 306 is identified in records at the Real Property Office at KAFB as present-day Building 1618, the Oil Storage and Distribution System. This would support the theory that the structures were one and the same. A comparison of construction costs, however, indicate otherwise. The Oil Storage and Distribution System cost \$12,500.00, while the Gas Storage and Distribution System cost \$55,750. If the Gas Storage and Distribution System was a separate structure, it is likely that it is not extant. There is no Real Property Card for it, and it does not appear on the Real Property Inventory Detail List. The structure's number, style, and location are unknown.

Art Moderne Officers' and Noncommissioned Officers' Housing (Buildings 1750, 1752, 1753, 1755, 1757, and 1758)

Construction of the Art Moderne Officers' and Noncommissioned Officers' Quarters was the first project undertaken at Kelly Field certain to have been considered plan-related from its inception. Work on the Noncommissioned Officers' and Officers' Quarters followed restrictions placed on projects by Titles I and II of the Work Relief and Public Works Appropriation Act of 1938, making it likely that the PWA and WPA allotments used for the Noncommissioned Officers' and Officers' Quarters project came from the act. These restrictions included set dates for construction and caps on funds allowed for each Noncommissioned Officers' and Officers' Quarters building. According to E. G. Thomas of the Quartermaster Corps, President Roosevelt "directed that work must begin on all projects on or before August 15, 1938. . . The Act itself provided that no funds were to be allotted for any project which could not be started prior to January 1, 1939 and substantially completed prior to January 1, 1940" (Thomas 1940:27).

Construction of the Noncommissioned Officers' and Officers' Quarters at Kelly Field began July 1, 1938, and was "practically completed by the end of 1939" (Historical Section A-2 n.d.:55), although the houses were not finished until October 2, 1940 (National Archives and Records Administration 1940b:13). Officers' Quarters— in projects funded by the Work Relief and Public Works Appropriations Act of 1938—could cost no more than \$14,500.00 and Noncommissioned Officers' Quarters no more than \$12,400.00

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(Thomas 1940:63). The Officers' Quarters at Kelly Field cost \$12,403.22 per single-family dwelling and the Noncommissioned Officers' Quarters cost \$17,087.29 for each two-family unit (Real Property Office). Additional evidence that the Officers' and Noncommissioned Officers' Quarters may have been funded with money from the Work Relief and Public Works Appropriations Act of 1938 is provided in the Construction Completion Report for the project. This document states that the construction project "was accomplished by force account under O.P. 713-2-63 (WPA) and O.P. 752-3-68 (PWA) at a cost of \$253,011.36" (National Archives and Records Administration 1940b:2).

One of the most interesting aspects of the Noncommissioned Officers' and Officers' Quarters construction project at Kelly Field is that the plans for the houses were taken from three different sources. This was typical of projects funded by the Work Relief and Public Works Appropriation Act of 1938. Because of the haste necessary in preparing for construction, as well as the low cost allowed per building, the Quartermaster Corps was forced to use standardized or other plans already in existence, whenever possible. As Major E. G. Thomas of the Quartermaster Corps reported, For this Program, time did not permit the preparations of detailed plans in every instance. When these cases were brought to the attention of the using service, "typical" plans, which were on hand and which had been used in some previous construction program, were approved by them. This was done in order to start the work at the earliest possible time, even though these plans might have been improved upon in many ways had time permitted (Thomas 1940:62).

Single Company Officers' Quarters (Buildings 1752, 1753, 1757, and 1758) and Double Company Officers' Quarters (Buildings 1750 and 1755) were built in what is now the 1700 Area. The "As-Built" files in the Real Estate Office at Kelly AFB contain a plan for Double Company Officers' Quarters labeled with the O.Q.M.G. Number 625-6481, which was built at Sacramento Air Depot in 1936 (Burns, personal communication 1992). The heading "Sacramento Air Depot" has been partially erased from the plan on file at Kelly AFB. A comparison of O.Q.M.G. Plan Number 625-6481 and a floor plan of the Double Company Officers' Quarters at Kelly AFB drawn in 1955 (see Figure 4) reveals that the two plans are nearly identical, leading to the conclusion that the plans used at Sacramento were also used at Kelly Field. A comparison of the floor plans for the Single Company Officers' Quarters in the 1700 Area (see Figure 3) and the Double Company Officers' Quarters indicates that the single-family officers' quarters were adapted from the plan for the Double Officers' Quarters. In essence, each single-family house is half of a two-family house. Although standardized plans were used frequently in the construction of Noncommissioned Officers' Quarters funded by the Work Relief and Public Works Appropriations Act of 1938, author E. G. Thomas reported that "In only one case was it possible to utilize existing plans for Officers' Quarters, and that with considerable modification" (Thomas 1940:63). It seems likely that the Officers' Quarters in the present-day 1700 Area of Kelly AFB, built from plans modified from those used at Sacramento Air Depot, were the case in question. The front facades of these buildings have been altered and the windows replaced since construction (Freeman and Freeman 1994).

Noncommissioned Officers' Quarters (Buildings 1681 through 1689) are located in the 1600 Area. None of the Sacramento Air Depot plans appear to have been adapted for use at the 1600 Area. Other standardized plans, however, were used for the construction of two types of Double Noncommissioned Officers' Quarters at Kelly Field in this area. Floor plans label the two types of Double Noncommissioned Officers' Quarters constructed at Kelly Field as Type A and Type B (Kelly AFB, Civil Engineer Office, Map Room, Floor plan Files). Four of these buildings (Buildings 1682, 1683, 1686, and 1689) were constructed from Type A plans. Type A is a modified version of the plan identified as Standard Plan Number NCO-13 (Grashof 1986:5). Double Noncommissioned Officers' Quarters constructed from this standardized plan are also found at Langley Field, Virginia; Maxwell Field, Alabama; Fort. Sill, Oklahoma; Randolph Field, Texas; and, possibly, Hamilton Field, California (Grashof 1986:5:n.pg.). Volume five of Grashof's (1986) study of Army family housing standardized plans provides pictures of the Double Noncommissioned Officers' Quarters

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constructed from Standard Plan Number NCO-13 at three of the five known locations. None of the facades of the buildings pictured are Art Moderne in style. Kelly Field may be the only location where Standard Plan Number NCO-13 was built with an Art Moderne façade. Since construction, the porches of the Double Noncommissioned Officers' Quarters Type A at KAFB have been enclosed. The original windows were replaced with aluminum single-hung windows (Freeman and Freeman 1994).

Five Double Noncommissioned Officers' Quarters (Buildings 1681, 1684, 1685, 1687, and 1688) were built at Kelly Field. These quarters were constructed using Type B plans. According to Grashof (1986), the Type B plans or Standard Plan NCO-9, also called the "Fort Monmouth Type," can be found at 26 locations across the United States. These locations include Fort Monmouth, New Jersey; Fort Riley, Kansas; Fort Monroe, Virginia; Fort Myer, Virginia; Fort Mason, California; Barksdale Field, Louisiana; Scott Field, Illinois; Fort Wadsworth, New York; Mitchell Field, New York; Fort Benjamin Harrison, Indiana; Fort Wayne, Michigan; Fort Winfield Scott (Presidio), California; Selfridge Field, Michigan; Middleton Air Depot, Pennsylvania; Fort Francis E. Warren, Wyoming; Fort Douglas, Utah; Fort Knox, Kentucky; Fort Oglethorpe, Georgia; Fort Hamilton, New York; Fort Totten, New York; Fort George G. Wright, New York; Fort Lawton, Washington; Fort Logan, Colorado; Raritan Arsenal, New Jersey; Fort Dupont, Delaware; and Jefferson Barracks, Missouri (Grashof 1986:5). It is not known if Standard Plan NCO-9 was built with an Art Moderne façade at any of these locations, but none of the examples pictured in volume five of *A Study of United States Army Family Housing Standardized Plans: 1866-1940* (Grashof 1986) are Art Moderne style. Therefore, Kelly AFB may be the only location where Standard Plan Number NCO-9 was constructed with an Art Moderne facade. Since construction, the original windows in the five Double Noncommissioned Officers' Quarters have been replaced with aluminum single-hung sash windows and a lean-to has been added to the back of each building (Freeman and Freeman 1994).

Detached Garages (Buildings 1690 through 1694 and 1696)

Buildings 1690-1694 and 1696, Detached Garages associated with the 1600 Area Noncommissioned Officers' Quarters, were executed in the Art Moderne style at the same time as their associated quarters. All but Building 1693 are three-car garages which were built for \$1,050.00. Building 1693 is a four-car garage built at a cost of \$1,400.00 to complete (Real Property Office). The Officers' Quarters, Noncommissioned Officers' Quarters, and detached Noncommissioned Officers' Garages were completed in October 1940.

Cadet Barracks (Building 1676), Enlisted Men's Barracks (Building 1650), and Academic Building (Building 1680)

The next construction project involving the plan for partial reconstruction of Kelly Field began in May 1939 and was completed in November 1940 (National Archives and Records Administration 1940c: 37-38). Three buildings, a Cadet Barracks, Enlisted Men's Barracks, and Academic Building, "were designed in the office of the Quartermaster General for the purpose of increasing the facilities for housing and training of a greater body of cadets in advanced flying" (National Archives and Records Administration 1940c:4). The buildings were constructed in the Spanish Colonial Revival style. Foundations were completed by the constructing quartermaster "by force account" and by contract. A second contractor, P. O'B. Montgomery, built the superstructures of all three buildings, beginning on August 15, 1939, and ending on November 24, 1940. Thirteen separate subcontractors worked on different aspects of the project (National Archives and Records Administration 1940c:36-37). Appropriations were from "C. of B. U and A, No year" (National Archives and Records Administration 1940c:38). The meaning of the abbreviation "C. of B. U and A" is unknown.

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Building 1676 originally was constructed as a Cadet Barracks and was changed to a Bachelor Officers' Quarters (B.O.Q) and Operations Hotel in 1943 (Real Property Office). Construction of Building 1676 was planned to begin after April 1, 1939 (Historical Section, A-2 n.d.:55). The construction completion report indicates that the quartermaster worked on the project from May 25 to June 16, 1939. The general contractor worked on the building from August 15, 1939, until project completion, November 24, 1940 (National Archives and Records Administration 1940c:37-38).

Building 1676 cost \$368,295.56 to build (Real Property Office). Government records indicate that funds in the amount of \$205,000.00 for a Cadet Barracks at Kelly Field were allocated in the 1936 Sheppard Bill (U.S. Government 1936:80:8:8464-8465). This bill authorized appropriations for construction that was to take place over a period of four fiscal years, mostly "for the replacement of temporary housing facilities hurriedly constructed during the World War" (Committee on Military Affairs 1936:1). Since the meaning of "C. of B. U and A" could not be found, it is impossible to determine whether or not "C. of B. U and A" funds came from Sheppard Bill appropriations or not.

"The Palace," Building 1650, was built as the Enlisted Men's Barracks. Designed for Kelly Field, it was considered a prototype and was intended for use "with minor modifications, in different climatic zones of the Continental United States" (Platoff 1939:67). Designed by O.Q.M.G. architects to house 2,081 men (Platoff 1939:67), Building 1650 was reportedly planned in January 1939. O.Q.M.G. employee A. M. Platoff described the design of the barracks in 1939:

The central part of the barrack has three stories. The large mess hall occupies the first and second stories and has a two-story ceiling height; the dormitories are on the third floor. A one-story wing adjacent to the mess hall is occupied by the kitchen and bakery. The messing facilities are of the cafeteria type, allowing not only quicker service and smaller kitchen detail to serve, but also giving service at off-hours for the crews whose meal time is somewhat irregular due to the character of Air Corps activities. The other wings are occupied with dormitories, day rooms, noncommissioned officers' rooms, companies' offices, and other rooms belonging to the group of service facilities [Platoff 1939:67].

Sources indicate that "The Palace" was given its nickname by the first men who lived there because it was so much more comfortable than the facilities it replaced (Office of History 1982).

The constructing quartermaster began work on the barracks on June 23, 1939, and finished August 1, 1939. The general contractor started work on Building 1650 on October 17, 1939, and completed work on November 24, 1940 (National Archives and Records Administration 1940c:37-38). Construction of "The Palace" cost \$897,208.61 (Real Property Office). Funding for an enlisted men's barracks at Kelly Field was authorized as early as 1935 in the Sheppard Bill. The construction completion report indicates that the appropriation was made by "C. of B. U and A, No Year" (National Archives and Records Administration 1940c:38).

The constructing quartermaster began work on the Academic Building (Building 1680) on June 19, 1939, and finished June 23, 1939. The general contractor took over work on the building August 15, 1939, and completed work on November 1, 1940 (National Archives and Records Administration 1940c:37-38). Construction of the Academic Building reportedly cost \$143,349.22 (Real Property Office). By 1943, Building 1680 was being used as an administrative building (Real Property Office).

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Air Corps Operations Hangar (Building 1610)

Construction began on Building 1610, a utilitarian-type permanent hangar and its shops and annexes, in 1939. The building was designed by the O.Q.M.G. as "an operations hangar and shops with appropriate offices and supply rooms for the Air Corps at Kelly Field, Texas" (National Archives and Records Administration 1940d:3). Ground was marked off for the hangar by August 1939 (Historical Section, A-2 n.d.:55-56). The contractor for the project, Robert McKee of El Paso, began work on October 2, 1939, and finished by June 26, 1940 (National Archives and Records Administration 1940d:2, 11-12). The Air Corps Hangar, Shops, and Annexes cost a total of \$362,700.00 (National Archives and Records Administration 1940d:2; Real Property Office). The 1935 Sheppard Bill allocated \$945,000 for the construction of eight hangars at Kelly Field (Committee on Military Affairs 1936:8; U.S. Government 1936:80:8:8467). The construction completion report indicates that the building of the Air Corps Operations Hangar, Shops, and Annexes was funded by "C. of B. U. and A." appropriations (no year) (National Archives and Records Administration 1940d:12).

Air Corps Warehouse (Building 1621), Quartermaster Warehouse (Building 1626), and Quartermaster Maintenance Building (Buildings 1632, 1633, and 1634 combined)

The fifth construction project at Kelly Field involving the plan for partial reconstruction included three buildings: an Air Corps Warehouse, a Quartermaster Warehouse, and a Quartermaster Maintenance Building. The foundations were laid by force account and the superstructures were constructed by contract (National Archives and Records Administration 1940e:2). The contractor was Hill and Combs of San Antonio (National Archives and Records Administration 1940e:16). Twenty subcontractors and "material men" worked on the project (National Archives and Records Administration 1940e:2). The three buildings were designed by the local constructing quartermaster. The construction completion report indicates that "The A. C. Warehouse was designed to provide storage for Air Corps supplies; and the Q. M. Warehouse was designed to provide storage for Quartermaster supplies; and the Q. M. Maintenance Building was designed for repair and maintenance of Quartermaster equipment" (National Archives and Records Administration 1940e:7). The constructing quartermaster began work on all three buildings on November 29, 1940. The contractor, Hill and Combs, commenced work on January 8, 1940. Appropriations for the buildings came from "C. of B. U. and A., No year." All three buildings were completed by September 23, 1940 (National Archives and Records Administration 1940e:16-17).

The Air Corps Warehouse (Building 1621) was constructed as a utilitarian-type building (Freeman and Freeman 1994). This building cost \$80,083.37 to build. Building Number 1621 was later used for Administrative Offices. Building 1626 had undergone extensive renovations and alterations in 1940 (Freeman and Freeman 1994). The Quartermaster Warehouse cost a total of \$77,287.44 to complete. By 1943, the building was functioning as a sales commissary and warehouse (Real Property Office). The Quartermaster Maintenance Building (probably Buildings 1632, 1633, and 1634) was completed in 1940 and cost \$59,174.19. In the center of the building was an asphalt-covered open court (National Archives and Records Administration 1940d:25). The Real Property Inventory Record--Buildings and Structures cards (Real Property Office) for Buildings 1632, 1633, and 1634 indicate that the three buildings were originally numbered 403, making it likely that all three buildings were considered part of the Quartermaster Maintenance Building. Buildings 1632, 1633, and 1634 were connected in 1971. In 1989, Building 1634 was removed as a separate building number (Real Property Office).

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The End of Plan-Related Construction

Only two additional, permanent, plan-related buildings⁵ and two permanent, plan-related structures were completed in the present-day 1600 and 1700 Areas after Pearl Harbor. In 1941, an Art-Moderne-style Water Pump House (Building 1638) was completed at a cost of approximately \$6,000.00 (Real Property Office). The Water Pump House was built in the area shown on the 1938 layout plan and on the version of the plan sketched on a 1938 aerial photograph as "reserved for utility expansion" (Construction Division, O.Q.M.G. 1938). On March 30, 1942, a Spanish Colonial Revival-styled Public Relations Building and Photo Laboratory (Building 1627) was completed for \$63,353.00 (Real Property Office). Building 1612, an Operations Hangar and Fire and Crash Truck Station, was completed at a cost of \$199,391.00 on October 14, 1942, in one of the spaces set aside for a hangar on the 1938 layout plan (Construction Division, O.Q.M.G. 1938). The source of funds for construction of the Water Pump House, the Public Relations SAASC and Photo Laboratory, and the Hangar and Fire and Crash Truck Station are not known. Building 1645, a Swimming Pool near the Art Moderne Double Noncommissioned Officers' Quarters, was completed in 1942 at an estimated cost of \$12,000.00. The Swimming Pool was a WPA project (Real Property Office). It is not known if the Quartermaster Corps completed construction of these buildings and structures because the construction function of the Quartermaster Corps was assumed by the Corps of Engineers in 1941.⁶ By the end of 1942, all of the plan-related construction that would be undertaken was complete. Thirty-three buildings and structures, around one-sixth of the number planned in 1938, were constructed.

ARCHITECTURAL SIGNIFICANCE

The architectural styles for buildings designed by the O.Q.M.G. were not chosen arbitrarily (Leisenring 1937:18, 22, 42; Office of the Construction Branch, O.Q.M.G. 1937:61; Wheaton 1928:11). In the first half of the twentieth century, two styles, referred to by Quartermaster Corps authors as Colonial and Spanish Mission, predominated in Army construction. These styles were carefully chosen "after mature consideration" (Wheaton 1928:12) because they had "acquired some degree of national character and . . . become familiar to and . . . understood by a majority of the people" (Wheaton 1928:11). Colonial-style buildings were constructed in the north and Spanish Mission-style buildings in the south and southwestern regions of the country. The O.Q.M.G. found this regional differentiation of building types to be "eminently practical because the styles selected are first and foremost those developed to take advantage to the greatest possible extent of local materials and methods" (Wheaton 1928:13).

In the second half of the 1930s, a new style was introduced in Army construction. This style was characterized by ". . . modern lines—flat roofs, no overhanging eaves" (Leisenring 1937:22; emphasis in original). The prototype installation for this style was the Sacramento Air Depot (Leisenring 1937:22; Office of the Construction Branch, O.Q.M.G. 1937:61). The Moderne style was chosen for use at Sacramento for a variety of reasons: it was considered to blend attractively with Air Corps technical construction, was cost effective, and worked well in the climate. Finally, as an author from the O.Q.M.G. explained, ". . . the newer materials, particularly insulating products, make it possible to build satisfactory structures in these newer forms" (Office of the Construction Branch, O.Q.M.G. 1937:61).

⁵ A third building shown on the 1938 layout plan, Theater No. 1 (Building 1628) was completed January 29, 1942 (Real Property Office 1943). However, Theater No. 1 was a temporary World War II mobilization building (U.S. Engineer Office 1945).

⁶ After several unsuccessful attempts to obtain the construction function of the Quartermaster Corps, the Corps of Engineers succeeded in acquiring all Air Corps construction by September 1940. After the attack of the Japanese on Pearl Harbor, responsibility for all U.S. Army construction was assigned by President Roosevelt to the Corps of Engineers. The sole function of the Quartermaster Corps became one of supply (Garner 1990:24; Grashof 1986:3).

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CONCLUSION

The Kelly Field Historic District retains a high degree of integrity of setting, location, feeling, association, design, materials, and workmanship and meets National Register Criteria A and C. The buildings in the district are nationally significant for their associations with events important in the military history of the United States. Between 1940 and 1945, Kelly and Duncan fields experienced unparalleled growth and assumed national leadership in the training of military aviators and non-flying support crews and in the supply and maintenance of equipment necessary to an air force. By 1943, the supply and maintenance functions of the depot had replaced flight training as the primary function of the base, and the depot became the largest such facility in the world.

The Kelly Field Historic District is a visually and physically distinct and discrete sector within the larger base. The district was planned as a cohesive addition to existing facilities and remains highly recognizable to its period of significance and retains its identity as a unique area within the boundaries of KAFB. It provides the physical links to present-day KAFB's participation in events of national scope between 1940 and 1945. These events include the development of military aviation; the administration, maintenance, and supply of military flight operations for a multi-state area; and the training of airplane mechanics and flight instructors as well as pilots, navigators, and bombardiers who would distinguish themselves during combat in World War II.

NOMINATION CONTRIBUTORS

This National Register nomination is the result of work performed by numerous individuals. In 1991, Martha Doty Freeman, Joe Freeman, and Nancy Reese, working under contract to Geo-Marine, Inc., of Plano, Texas, and Duane E. Peter, principal investigator with Geo-Marine, conducted historical and architectural research and significance assessments at KAFB to ascertain the relative significance of buildings, structures, objects, and sites. Their investigations resulted in a historic preservation plan for KAFB. In addition, Joe Freeman conducted a Historic American Building Survey (HABS) documentation of a portion of the "new permanent area" as well as other historic areas of the base. Kim Kane, a historian with Geo-Marine, also produced a document with Mr. Freeman entitled, *An Architectural and Historical Assessment of the 1600 and 1700 Art Moderne Areas, Kelly Air Force Base, San Antonio, Texas* (1995). Section 8 of this nomination consists primarily of this research.

In 1996, Komatsu/Rangel, Inc., of Fort Worth, prepared a draft nomination for this district under the direction of Gordon A. Marchant for the U.S. Army Corps of Engineers, Fort Worth District. Working under contract with Komatsu/Rangel, Inc., Diane Williams wrote Section 7 of the Kelly Field Historic District nomination. Ms. Williams provided photography, fieldwork, and architectural assessments for the nomination. Kip Wright, also working under contract with Komatsu/Rangel, edited and formatted the draft National Register nomination for the Kelly Field Historic District. In 2000, the U.S. Army Corps of Engineers, Fort Worth District, contracted with Geo-Marine to update and finalize the 1996 draft nomination. Victoria Clow served as architectural historian and project manager for this effort. Ms. Clow and Daron Duke, archivist/historian, conducted a field survey to determine the current condition of the district for purposes of updating Section 7 of this document. Sharlene Allday and Patti Knowles provided editorial support for the production of this document.

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Bexar County, Texas

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Kelly Field Historic District
Name of Property

Bexar County, Texas
County and State

10. Geographical Data

Acreage of Property 216.5 (1600 area = 208 acres; 1700 area = 8.5 acres)

UTM References

(Place additional UTM references on a continuation sheet)

1	1 4	5 4 1 2 7 3	3 2 5 0 5 8 6	3	1 4	5 4 1 9 5 1	3 2 4 9 9 4 5
	Zone	Easting	Northing		Zone	Easting	Northing
2	1 4	5 4 1 9 0 8	3 2 5 0 5 1 7	4	1 4	5 4 1 5 4 9	3 2 4 9 9 1 6

v See Continuation Sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet p. 56.

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet p. 56.

11. Form Prepared By

name/title Various (see Section 8 for participants)

organization Geo-Marine, Inc. date May 26, 2000

street & number 550 East 15th St. telephone (972) 423-5480

city or town Plano state TX zip code 75074

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Tables

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Air Force Base Conversion Agency - Kelly Air Force Base

street & number 143 Billy Mitchell Blvd, Suite 1 telephone (210) 925-9612

city or town San Antonio state TX zip code 78226-1816

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

UTM References

5	1 4	5 4 2 0 9 0	3 2 5 0 4 1 7	7	1 4	5 4 2 2 1 6	3 2 5 0 3 2 0
	Zone	Easting	Northing		Zone	Easting	Northing
6	1 4	5 4 2 2 1 3	3 2 5 0 4 2 1	8	1 4	5 4 2 0 9 7	3 2 5 0 3 2 2

Verbal Boundary Description

The original boundaries of the Kelly Field area were Billy Mitchell Road on the north; Chennault Circle, Chennault Drive, Vannos Strand, and Tinker Drive on the east; Duncan Drive, the southern boundary of the garages (Buildings 1690, 1691, 1692, 1693, 1694, 1696 associated with the housing on England Drive), and the eastern boundary of the East Apron on the west (refer to Figure 2). The buildings, infrastructure, and landscaping elements of the district were concentrated around an axial development pattern, a feature that is distinct within the base, and constructed between 1940 and 1945 in the "new permanent building area." The resources within these areas retain a high degree of integrity and are unique within the base. No historic resources exist in the original 1600 and 1700 areas east of Wagner Drive between Tinker and Chennault. This area was not included in the district because it was not developed until the 1950s, 1960s, and 1970s.

Boundary Justification

The boundaries of the proposed Kelly Field Historic District are shown in Figure 2. Two discontinuous areas comprise the proposed historic district. The 1600 Area was originally a separate and spatially discreet element from the 1700 Area housing; the latter was originally planned to extend south to Foulis Street but was never completed. The open space between the two areas is not related to the significance of the district and visual continuity between the 1600 and 1700 areas has never been a factor in the district's significance. The 1600 Area portion of the district is bounded by Billy Mitchell Road on the north, Wagner Drive on the east, the southern boundary of the garages (Buildings 1690, 1691, 1692, 1693, 1694, 1696 associated with the housing on England Drive), and the eastern boundary of the East Apron on the west. The 1700 Area portion of the proposed historic district, also known as Apache Village, is bounded on the north, east, and south by Chennault Circle, and on the west by Van Nostrand.

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1600/Building	1942; altered 1942, 1967, 1973, 1982	Norden Bombsight Repair Shop/ Air Group HQ	Noncontributing
1607/Building	1943	Weather Building/storage	Contributing A
1609/Building	1942	Norden Bombsight Storage/storage	Contributing A and C
1610/Building	1940; altered 1955, 1964, 1966, 1970, 1980, 1987	Air Corps Operations Hangar/ Maintenance	Contributing A and C
1611/Structure	1951	Bus stop	Noncontributing
1618/Structure	1937; altered 1953, 1973	Oil Storage Building/pump station	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1621/Building	1940; altered 1940, 1953, 1968, 1969, 1971, 1989	Air Corps Warehouse/ offices	Noncontributing
1622/Structure	1987	Bus stop	Noncontributing
1623/Building	1942; altered 1966	Quartermaster Vehicle Repair Shop/Finance Department	Noncontributing
1625/Building	1935; altered 1960s, 1983	Miniature Range Building/Air conditioning plant	Contributing A and C
1626/Building	1940; altered 1950s, 1960s, 1971	Quartermaster Warehouse/ Commissary	Noncontributing
1627/Building	1942; altered 1950, 1967, 1981	Photo Lab/Photo Lab	Contributing A and C
1628/Building	1942; altered 1994	Theater/ classrooms	Noncontributing

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1632/Building	1940; altered 1950s, 1960s	Quartermaster Maintenance Building/ warehouse	Contributing A and C
1635/Building	1940; altered 1947, 1968	AAF Signal Office; warehouse/ Public Affairs Department	Contributing A and C
1636/Building	1954	Dental Clinic, housing, and counseling office	Noncontributing
1637/Building	1981	Base Exchange	Noncontributing
1638/Structure	1941	Water Pump House/electric substation	Contributing A and C
1643/Building	1942	Bath House	Contributing A and C
1644/Structure	1942	Water Filtration Building	Contributing A and C
1645/Structure	1942	Swimming Pool	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1650/Building	1940; altered 1950s-1980s	Enlisted Men's Barracks	Contributing A and C
1651/Structure	1959	Electric Substation	Noncontributing
1654/Structure	1955	Baseball Diamond	Noncontributing
1655/Structure	1986	Heating Plant	Noncontributing
1669/Building	1977	Chapel	Noncontributing
1670/Building	1942; altered 1960s, 1994	Temporary Barracks/Judge Advocate	Noncontributing
1671/Building	1942; altered 1960s, 1994	Temporary Barracks/Judge Advocate	Noncontributing

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1674/Building	1967	Telephone Equipment Building	Noncontributing
1676/Building	1940; altered 1950s-1980s	Cadet Barracks	Contributing A and C
1680/Building	1940; altered 1943, 1960s-1980s	Academic Building/Air Depot HQ	Contributing A and C
1681/Building	1940; altered 1971	Noncommissioned Officer's Quarters	Contributing A and C
1682/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1683/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1684/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1685/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1686/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1687/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1688/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1689/Building	1940; altered 1973	Noncommissioned Officers' Quarters	Contributing A and C
1690/Building	1940	Noncommissioned Officers' Garage	Contributing A and C
1691/Building	1940	Noncommissioned Officers' Garage	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1692/Building	1940	Noncommissioned Officers' Garage	Contributing A and C
1693/Building	1940	Noncommissioned Officers' Garage	Contributing A and C
1694/Building	1940	Noncommissioned Officers' Garage	Contributing A and C
1696/Building	1940	Noncommissioned Officers' Garage	Contributing A and C
1697/Building	1972	Storage Shed	Noncontributing
1698/Object	1957	Flagpole	Noncontributing
1750/Building	1940; altered 1973	Double Company Officers' Quarters/ Officers' quarters	Contributing A and C
1752/Building	1940; altered 1973	Single Company Officers' Quarters/ Officers' Quarters	Contributing A and C
1753/Building	1940; altered 1973	Single Company Officers' Quarters/ Officers' Quarters	Contributing A and C
1755/Building	1940; altered 1973	Double Company Officers' Quarters/ Officers' Quarters	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

TABLE 1
(CONTINUED)
CONTRIBUTING AND NONCONTRIBUTING ELEMENTS
KELLY FIELD HISTORIC DISTRICT

Building Number/ Category	Construction Date	Original/ Current Use	Contributing or Noncontributing
1757/Building	1940; altered 1973	Single Company Officers' Quarters/ Officers' Quarters	Contributing A and C
1758/Building	1940; altered 1973	Single Company Officers' Quarters/ Officers' Quarters	Contributing A and C
Feature A/ Structure	c. 1940	Esplanade along Goodrich and Gilmore drives; Irregularly shaped parcels; Triangular intersection islands	Contributing A and C
Feature B/ Structure	c. 1940	Sidewalks	Contributing A and C
Feature C/ Structure	c. 1940	Streets	Contributing A and C
Feature D/ Structure	c. 1940	Landscaping	Contributing A and C

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Kelly Field Historic District, Kelly Air Force Base
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TABLE 2
ACTIVE AIR FORCE BASES CONSTRUCTED IN THE U.S. PRIOR TO 1920

Name	Location	Date Established	Date Construction Began	Date of Beneficial Occupation
Langley	Hampton, VA	12-30-1916	6-20-1917	c. 6-20-1917
Kelly	San Antonio, TX	5-7-1917	3-17-1917	5-7-1917
Chanute	Rantoul, IL	5-21-1917	5-31-1917	7-5-1917
Wright-Patterson	Dayton, OH	5-22-1917	5-25-1917	6-28-1917
Scott	Belleville, IL	9-1-1917	6-23-1917	8-12-1917
Bolling	Washington, D.C.	10-2-1917	c. 5-17-1918	10-2-1917
Brooks	San Antonio, TX	c. 2-16-1918	12-8-1917	1-29-1918
Mather	Sacramento, CA	2-21-1918	3-15-1918	4-30-1918
March	Riverside, CA	3-23-1918	3-23-1918	4-29-1918
Maxwell	Montgomery, AL	4-9-1918	4-8-1918	7-7-1918
Pope	Fayetteville, NC	3-22-1919	9-5-1918	2-8-1919

Data derived from Mueller (1989:i)

Date Established: Date on which a base began operations or on which the administrative unit of an establishment was activated or organized by either a military service or a major command (Mueller 1989:xiii).

Date Construction Began: The date actual construction, as opposed to preliminary surveys or soil testing, began (Ibid.).

Date of Beneficial Occupation: Date of occupancy of an installation before completion, when the air arm occupant began its mission (Ibid.).

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**Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas**

Figure 1. Location of Kelly Field Historic District at Kelly Air Force Base.

Figure 2. Kelly Air Field Historic District, Kelly Air Force Base.

Figure 3. First Floor Plan of Single Company Officers' Quarters, 1955.

Figure 4. First Floor Plan of Double Company Officers' Quarters, 1955.

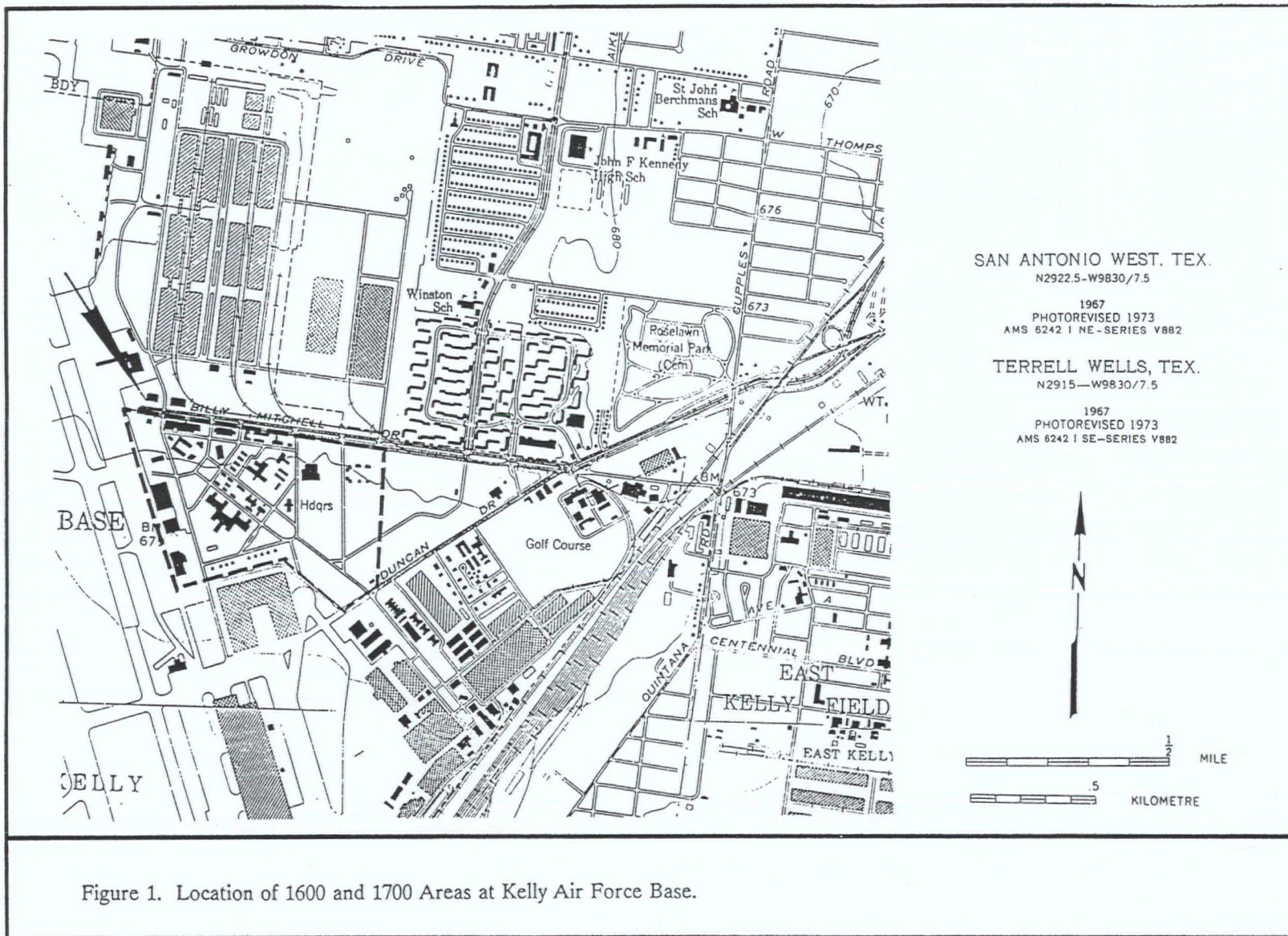
Figure 5. 1938 Aerial Photograph of Layout Plan for the Partial Reconstruction of Kelly Field.

Figure 6. Aerial Photograph of New 1700 Area Housing (1940).

Figure 7. Aerial Photograph of 1600 Area Housing (1955).

Figure 8. 1600 and 1700 Areas (1945).

Figure 9. View of Northwest Portion of 1600 Area (1955).



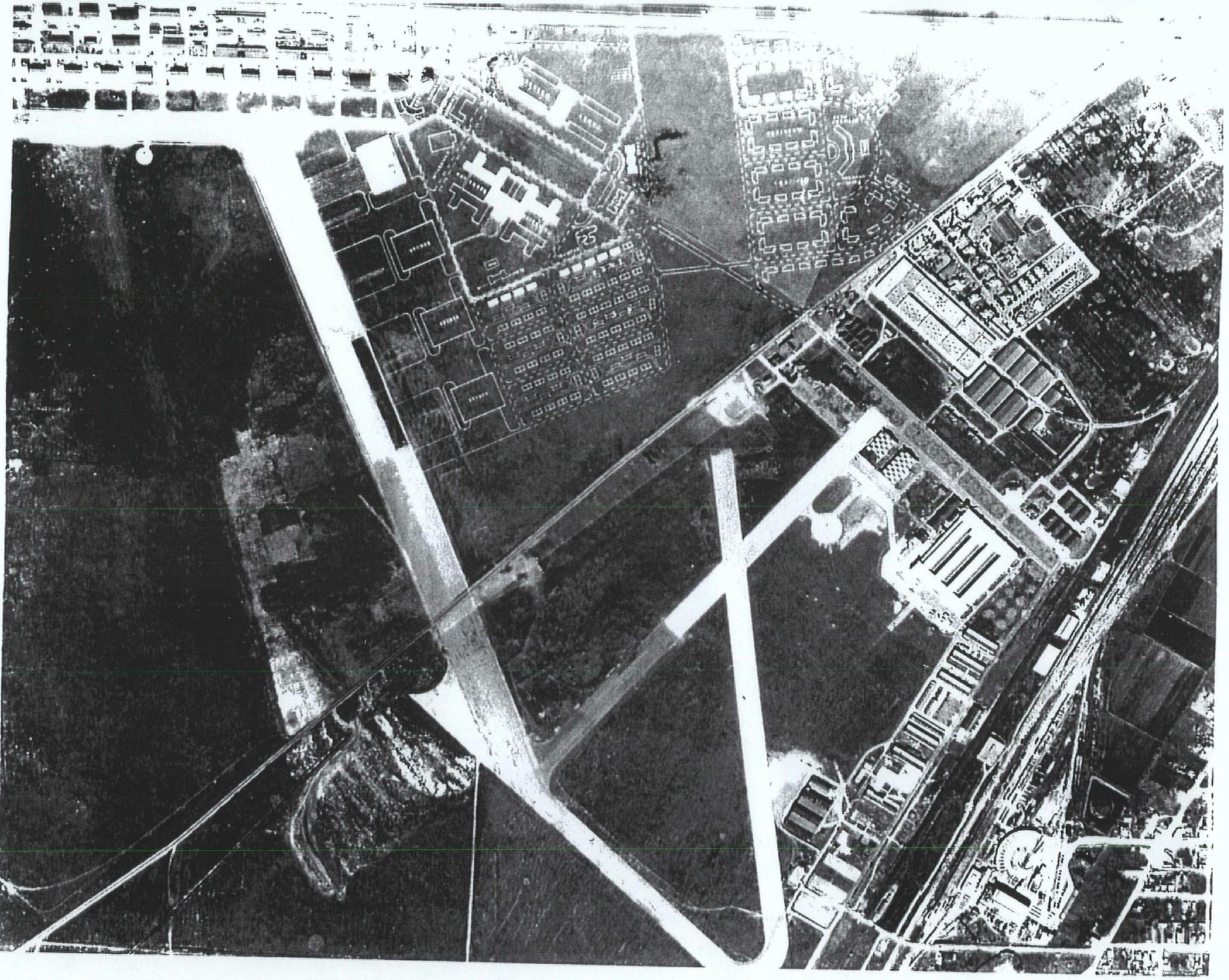
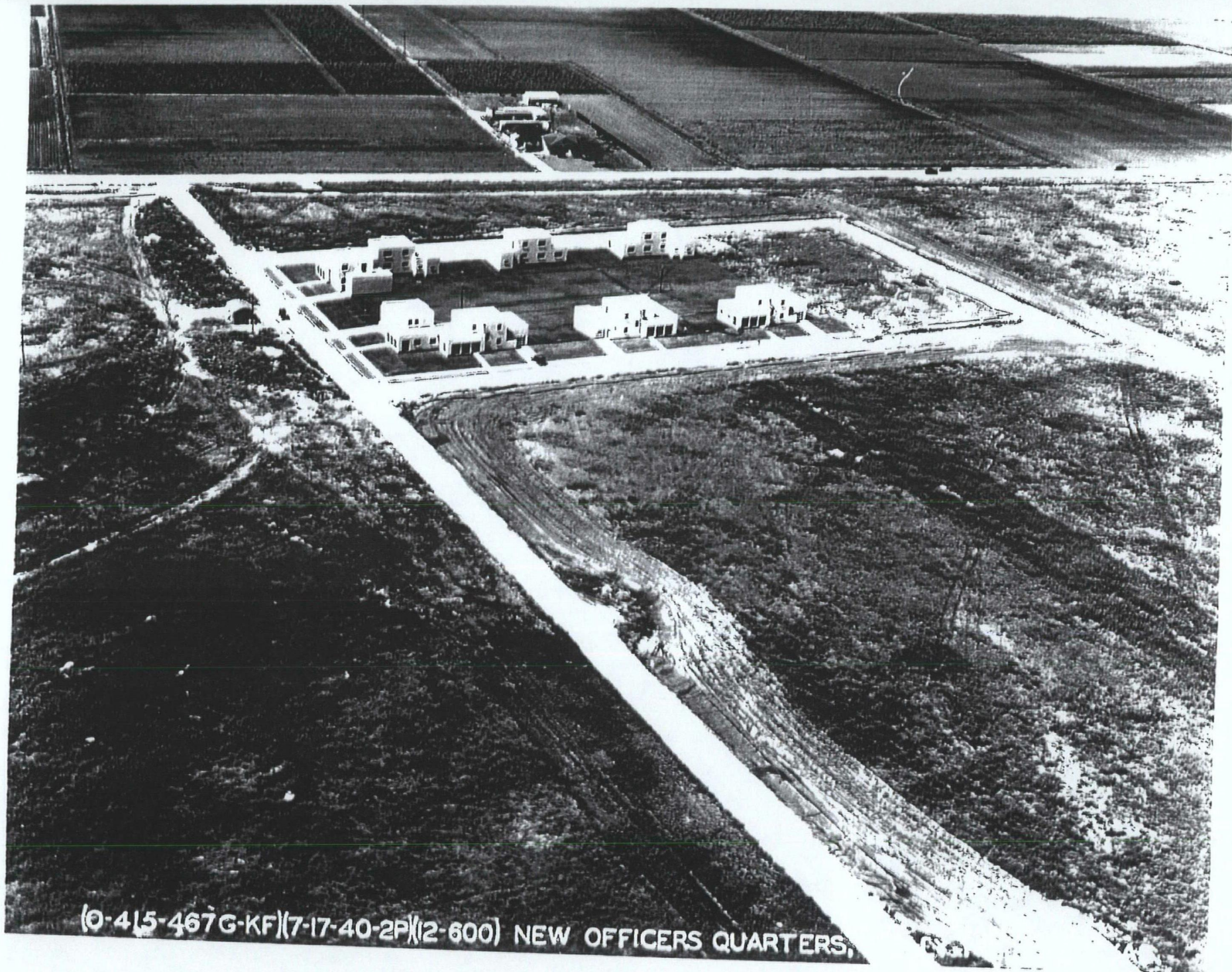


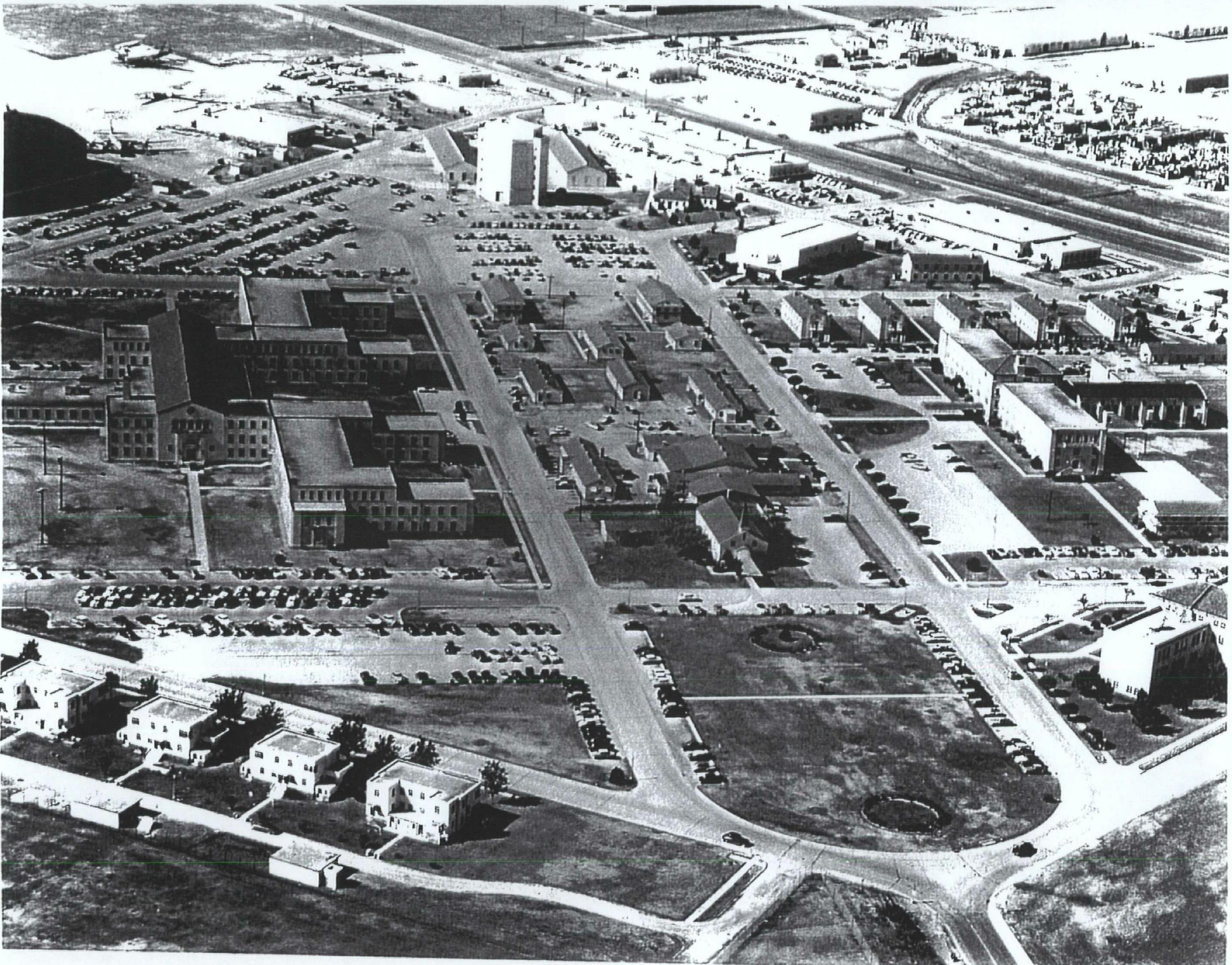
Figure 5. 1938 Aerial Photograph of Layout Plan for the Partial Reconstruction of Kelly Field.

Figure 6. Aerial Photograph of New 1700 Area Housing (1940).



(0-415-467G-KF)(7-17-40-2P)(12-600) NEW OFFICERS QUARTERS, 65-1

Figure 7. Aerial Photograph of 1600 Area Housing (1955).



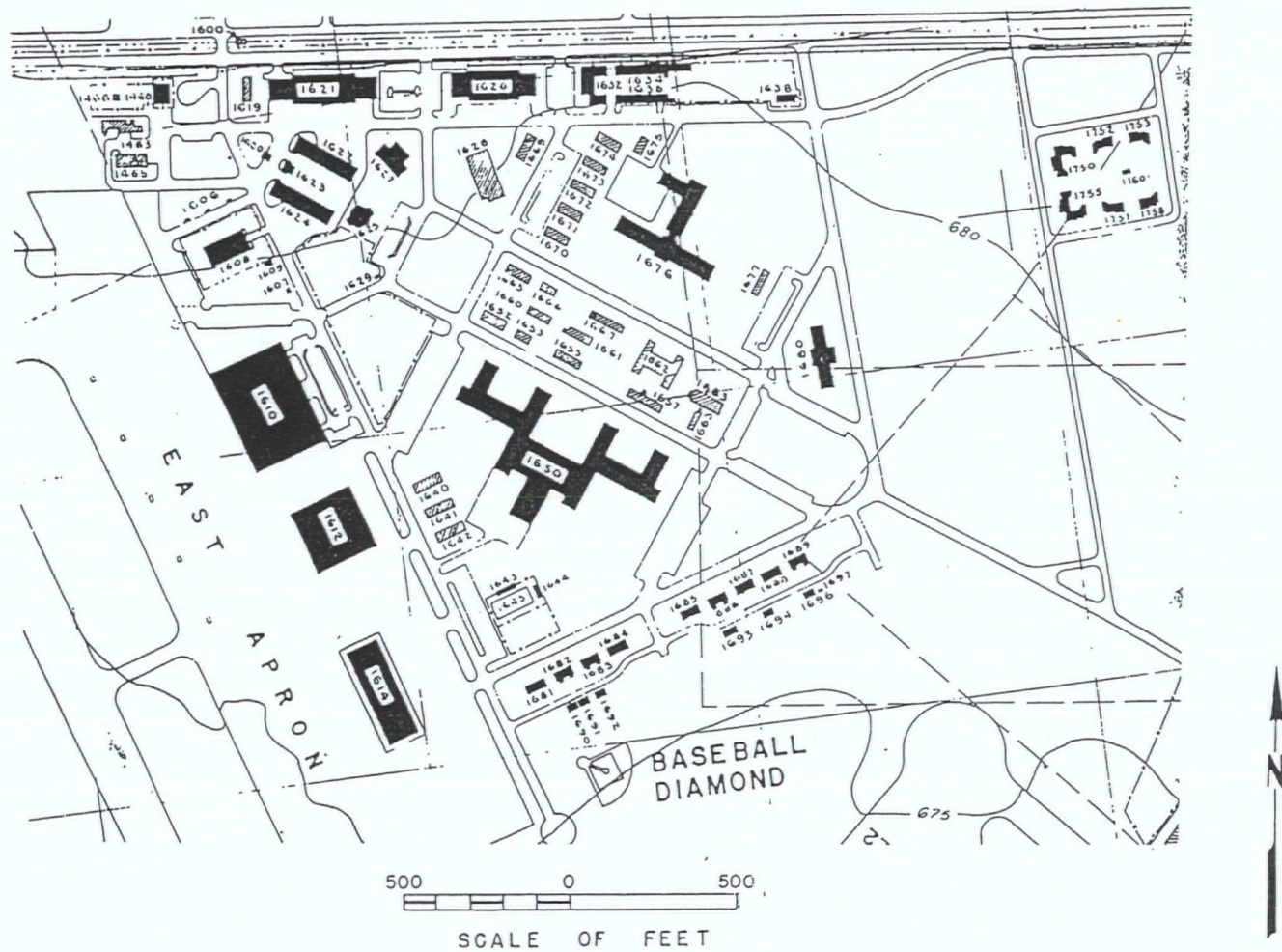


Figure 8. 1600 and 1700 Areas in 1945 (courtesy of the Base Civil Engineers, 651st Air Base Group, Kelly Air Force Base).



Figure 9. View of Northwest Portion of 1600 Area (1955).

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

Photographs by Joe Freeman (1991-95) or Victoria Clow (2000). Negatives are on file in the Planning Division of the U.S. Army Corps of Engineers, Fort Worth, Texas (except where otherwise noted).

- Photo 1. Building 1753, front façade (Contributing).
- Photo 2. Building 1753, rear (Contributing).
- Photo 3. Building 1750, front façade (Contributing).
- Photo 4. Building 1750, rear (Contributing).
- Photo 5. Building 1682, front façade (Contributing).
- Photo 6. Building 1682, rear (Contributing).
- Photo 7. Building 1685, front façade (Contributing).
- Photo 8. Building 1685, rear (Contributing).
- Photo 9. Building 1650, entry detail (Contributing).
- Photo 10. Building 1650, (Contributing). Looking southwest.
- Photo 11. Building 1676, entry detail (Contributing).
- Photo 12. Building 1753, front façade (Contributing). Looking northeast.
- Photo 13. Building 1610 (Contributing). Looking west.
- Photo 14. Building 1600, rear (Non-contributing).
- Photo 15. Building 1625 (Contributing). Looking northwest.
- Photo 16. Building 1680, entry detail (Contributing).
- Photo 17. Building 1680, front façade (Contributing). Looking southwest.
- Photo 18. Building 1690 (Contributing). Looking southeast.
- Photo 19. Building 1609 (Non-contributing). Looking northeast.

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Kelly Field Historic District, Kelly Air Force Base
Bexar County, Texas

- Photo 20. Building 1643 (Contributing). Looking east.
- Photo 21. Building 1628, front façade (Non-contributing). Looking northwest.
- Photo 22. Building 1645, (Contributing).
- Photo 23. Building 1607, (Contributing).
- Photo 24. Building 1635, front and side façades (Contributing). Looking northeast.
- Photo 25. Building 1627, front façade (Contributing).
- Photo 26. Building 1618, front and side façades (Contributing).
- Photo 27. Building 1638, front façade (Contributing).
- Photo 28. Building 1644, rear (Contributing).
- Photo 29. Building 1632 (Contributing). Looking northeast.
- Photo 30. Building 1626, front façade (Non-contributing). Looking northeast.
- Photo 31. Building 1621 (Non-contributing).
- Photo 32. Sidewalks (Feature B, Contributing).
- Photo 33. Streetscape (Feature C, Contributing). Looking southeast.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Kelly Field Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: TEXAS, Bexar

DATE RECEIVED: 5/27/03 DATE OF PENDING LIST: 6/18/03
DATE OF 16TH DAY: 7/04/03 DATE OF 45TH DAY: 7/11/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000626

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Building No. 1753
Kelly Field Historic District
Kelly AFB, Texas
Photo 1



Building No. 1753
Kelly Field Historic District
Kelly AFB, Texas
Photo 2



Building No. 1750
Kelly Field Historic District
Kelly AFB, Texas
Photo 3



Building No. 1750
Kelly Field Historic District
Kelly AFB, Texas
Photo 4



Building No. 1682
Kelly Field Historic District
Kelly AFB, Texas
Photo 5



Building No. 1682
Kelly Field Historic District
Kelly AFB, Texas
Photo 6



Building No. 1685
Kelly Field Historic District
Kelly AFB, Texas
Photo 7



Building No. 1685
Kelly Field Historic District
Kelly AFB, Texas
Photo 8



Building No. 1650
Kelly Field Historic District
Kelly AFB, Texas
Photo 9



Building No. 1650
Kelly Field Historic District
Kelly AFB, Texas
Photo 10



Building No. 1676
Kelly Field Historic District
Kelly AFB, Texas
Photo 11



Building No. 1676
Kelly Field Historic District
Kelly AFB, Texas
Photo 12



Building No. 1610
Kelly Field Historic District
Kelly AFB, Texas
Photo 13



Building No. 1600
Kelly Field Historic District
Kelly AFB, Texas
Photo 14



Building No. 1625
Kelly Field Historic District
Kelly AFB, Texas
Photo 15



Building No. 1680
Kelly Field Historic District
Kelly AFB, Texas
Photo 16



Building No. 1680
Kelly Field Historic District
Kelly AFB, Texas
Photo 17



Building No. 1690
Kelly Field Historic District
Kelly AFB, Texas
Photo 18



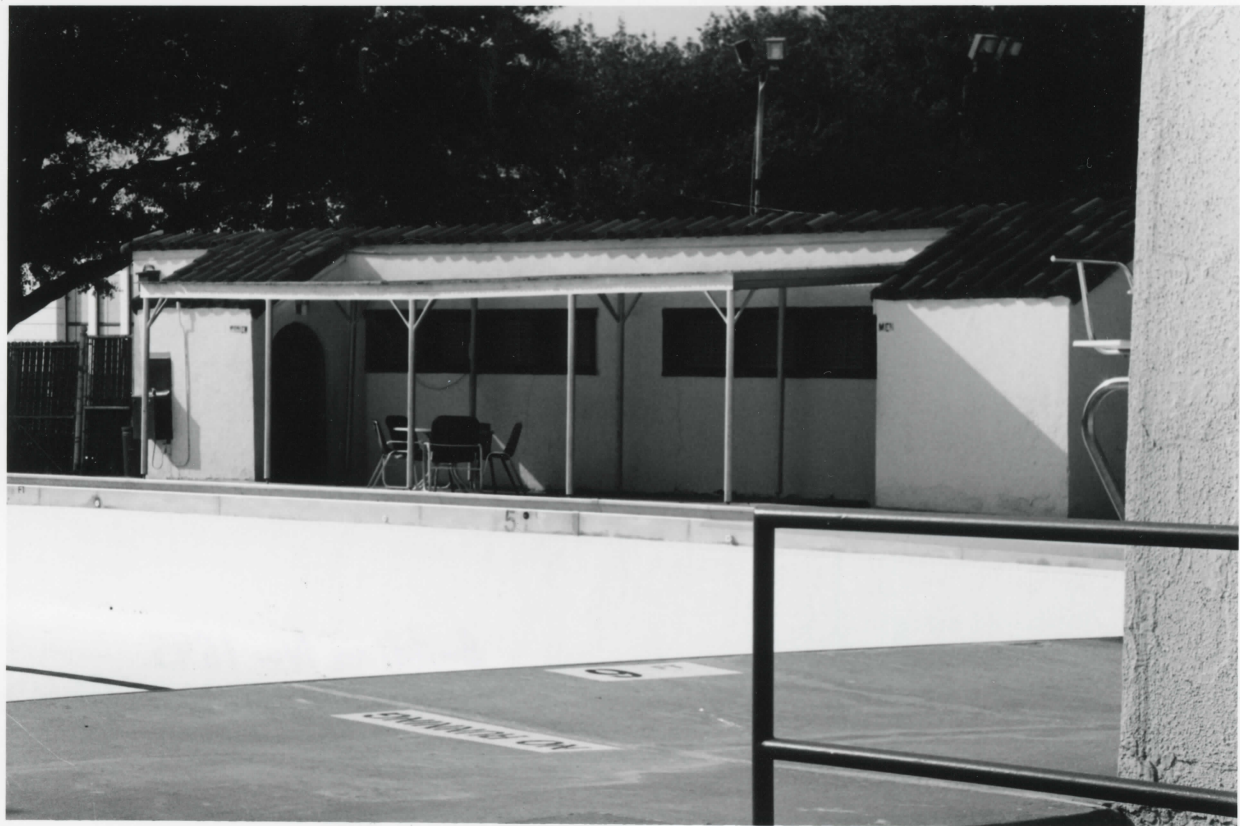
Building No. 1609
Kelly Field Historic District
Kelly AFB, Texas
Photo 19



Building No. 1643
Kelly Field Historic District
Kelly AFB, Texas
Photo 20



Building No. 1628
Kelly Field Historic District
Kelly AFB, Texas
Photo 21



Building No. 1645
Kelly Field Historic District
Kelly AFB, Texas
Photo 22



Building No. 1607
Kelly Field Historic District
Kelly AFB, Texas
Photo 23



Building No. 1635
Kelly Field Historic District
Kelly AFB, Texas
Photo 24



Building No. 1627
kelly Field Historic District
kelly AFB, Texas
Photo 25



Building No. 1618
Kelly Field Historic District
Kelly AFB, Texas
Photo 26



Building No. 1638
Kelly Field Historic District
Kelly AFB, Texas
Photo 27



Building No. 1644
Kelly Field Historic District
Kelly AFB, Texas
Photo 28



Building No. 1632
Kelly Field Historic District
Kelly AFB, Texas
Photo 29



Building No. 1621
Kelly Field Historic District
Kelly AFB, Texas
Photo 31



Building No. 1626
Kelly Field Historic District
Kelly AFB, Texas
Photo 30



Building No. 1750, Sidewalks
Kelly Field Historic District
Kelly AFB, Texas
Photo 32

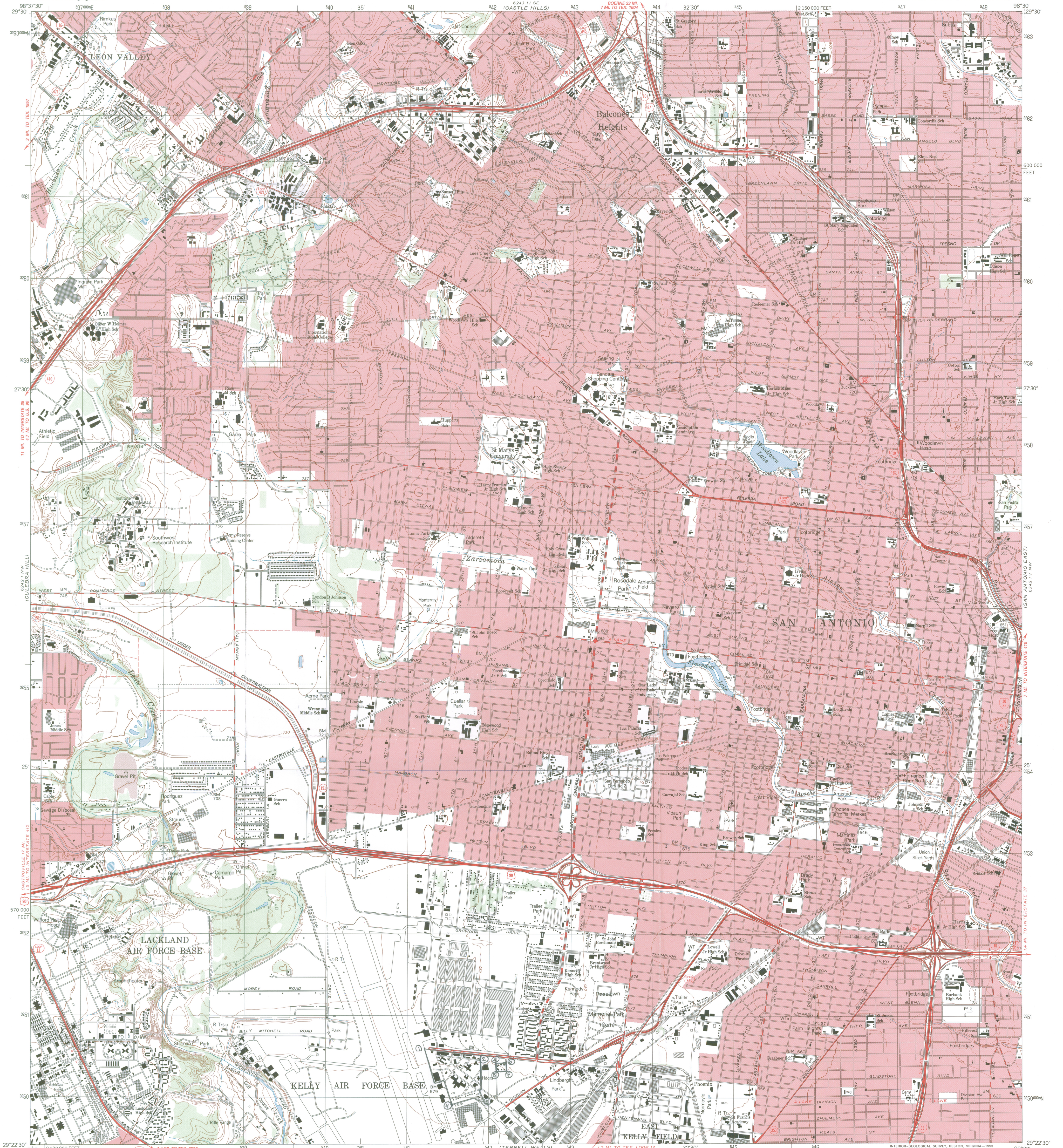


Building No. 1681, streetscape
Kelly Field Historic District
Kelly AFB, Texas
Photo 33



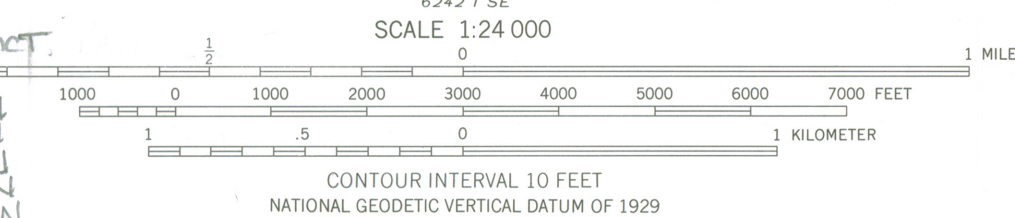
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

SAN ANTONIO WEST QUADRANGLE
TEXAS-BEXAR CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



Produced by the United States Geological Survey
Control by USGS, NOS/NOAA and USCE
Compiled by Defense Mapping Agency from aerial photographs taken 1962. Revised from aerial photographs taken 1986 and other source data. Field checked 1986. Map edited 1993
North American Datum of 1927 (NAD 27). Projection and 1000-foot grid ticks: Texas Coordinate System, south central zone (Lambert Conformal Conic). 1000-meter Universal Transverse Mercator grid, zone 14
The difference between NAD 27 and North American Datum of 1983 (NAD 83) for 7.5 minute intersections is given in USGS Bulletin 1875. The NAD 83 is shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Kelly Field Asterisk District
BEXAR COUNTY, TX
14 541273E/32 50586N
14 541902E/32 50517N
14 541951E/32 50495N
14 541549E/32 50496N
14 542090E/32 50417N
14 542213E/32 50421N
14 542166E/32 50322N
14 542047E/32 50322N



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved 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, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

2998-244

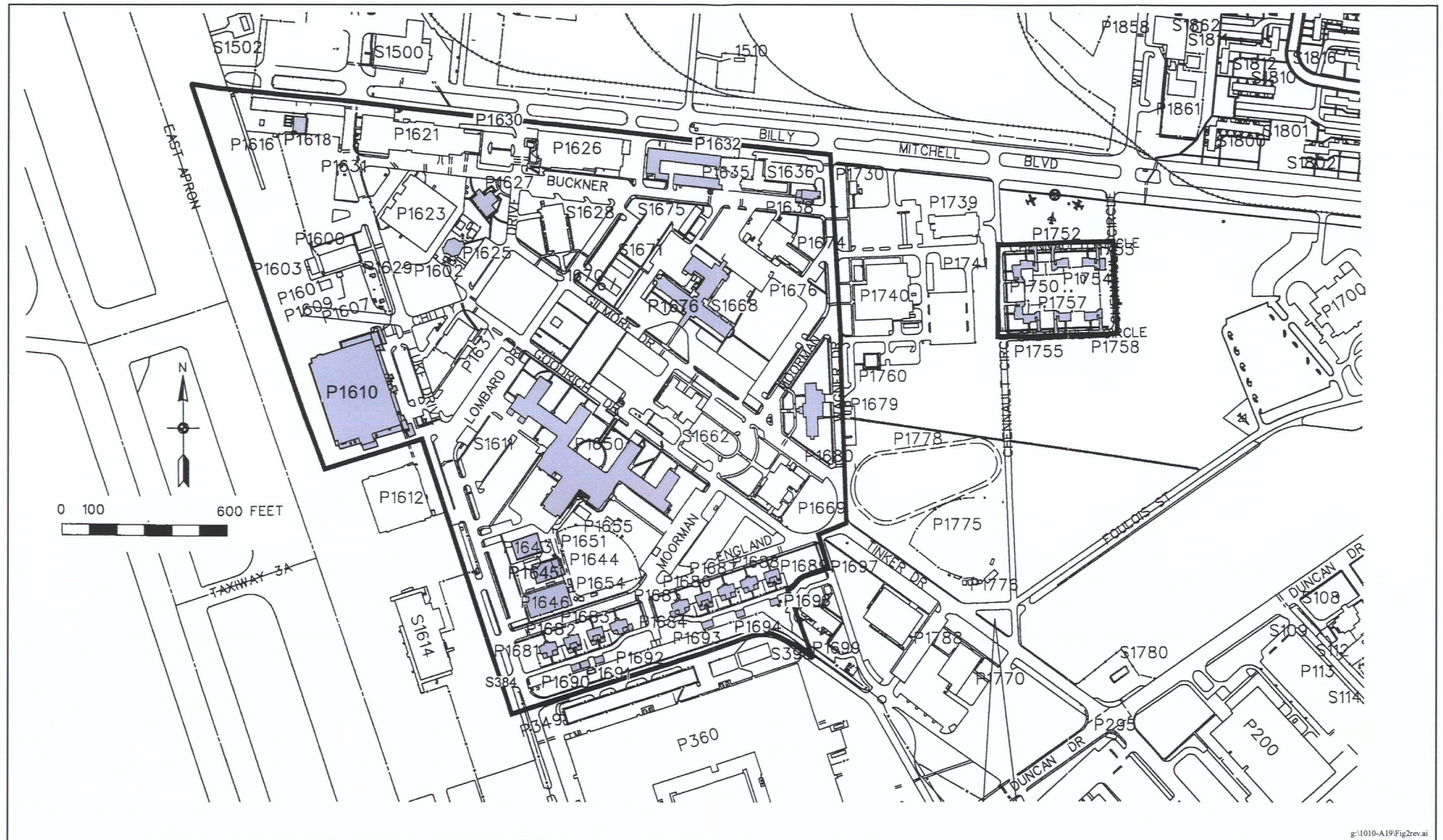
MAPSCO, INC.
6353 CAMP BOWIE #101B
FORT WORTH, 76116 817/731-1666

SAN ANTONIO WEST, TEX.
29098-05-TF-024

1993

DMA 6242 I NE-SERIES V882





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Figure 2. Kelly Field Historic District, Kelly Air Force Base (contributing resources shaded in grey).