

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC Hangar 9 (Brooks Air Force Base)

AND/OR COMMON Edward H. White II Museum

**2 LOCATION**

STREET &amp; NUMBER Inner Circle Road, Brooks Air Force Base

NOT FOR PUBLICATION

CITY, TOWN San Antonio

CONGRESSIONAL DISTRICT

23

STATE Texas

VICINITY OF

CODE 48

COUNTY

Bexar

CODE

029

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☒ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY** Contact: Base Commander, Brooks Air Force Base  
John Bullard, Base Historian

NAME U.S. Air Force

STREET &amp; NUMBER The Pentagon

CITY, TOWN Washington

STATE

D.C.

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the County Clerk

STREET &amp; NUMBER

Bexar County Courthouse

CITY, TOWN

Houston

STATE

Texas

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Texas State Historical Survey; National Register of Historic Places

DATE

1970; 1970

☒ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Texas State Historical Commission; National Register

CITY, TOWN

Austin; Washington

• STATE

Texas; D.C.



## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Hangar 9 is the lone survivor of 16 similar structures erected at Brooks Field early in 1918. Facing generally northeast-southwest, they formed a segmental arc flanking the north side of a northeast-southwest dirt runway, which today is covered with close-clipped grass. Over the years the Army removed the old edifices one by one and eventually announced, in the 1960's, that the last one, Hangar 9, would be demolished as well. At that time aviation enthusiasts and the Bexar County Historical Society asked for and received Air Force permission to restore the hangar to the service's safety specifications. San Antonio citizens and others raised the necessary funds, saw the work carried out, and in 1968 dedicated the refurbished structure, in honor of Astronaut Edward H. White II, as an aviation museum.

The hangar is rectangular shaped and two stories high with a low pitched, gambrel roof supported by wood trusses still held together by the original bolts. White-painted weatherboarding sheathes the sides and ends, except where doors and windows stand. Affixed to the eight-bay-long north side is a center-placed, four-bay-long, one-bay-wide, flat-roofed, white-painted, frame wing. An original fixture, it now houses museum offices and restrooms and is accessible from the exterior by a single door in the center of the north wall and from the aircraft storage area by two widely spaced, single doors in the hangar's north wall.

Except where interrupted by the north wing, each bay of the eight-bay-long north and south sides of the hangar is naturally lighted by a two-tiered, triple window set in a wood frame and displaying six-over-six sashes. The middle four bays on the north side have only upper-level windows. All six wing bays have single-tiered, triple windows with six-over-six sashes.

At each end of Hangar 9, four massive, approximately 16-foot-long, white-painted, board-and-batten, sliding doors stand on flat steel rails and hang from a double, metal track that extends some 16 feet beyond each side of the building to rest on buttressed wood posts. This system allows the hangar to be fully open at each end. Also at each end, one of the large hangar doors has a smaller, standard-sized, board-and-batten door for easy individual access when the larger doors are shut. Two widely separated, single, wood doors provide additional entry on the south side.

Inside the hangar the walls are unsealed and the wood trusses exposed. The floor is a concrete slab (original), and upon it rest numerous historical aviation exhibits, including a single-engine Curtiss biplane.



## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1918-1945 BUILDER/ARCHITECT Thomas and Harmon Co.

### STATEMENT OF SIGNIFICANCE

The only survivor among several hangars that the U.S. Army Signal Corps Aviation Section built on its hastily established World War I training fields, Hangar 9 is the Nation's oldest Air Force aircraft storage and repair facility. Erected in 1918 and recently restored to serve as an aviation museum, the wood-trussed, white-painted, frame structure symbolizes both early Army efforts to create an effective air arm and the rapid progress made toward that goal under the impetus of war.

When the United States entered the First World War in April 1917, the Army had only 35 pilots and about 200 training planes, none of which mounted weapons. In May, however, the National Defense Council created an Aircraft Production Board, and in the next 18 months American manufacturers produced almost 14,000 planes and 42,000 aircraft engines. Meanwhile the Aviation Section recruited thousands of potential pilots and constructed or leased 18 flying fields at which to train them.

Brooks Air Force Base--originally known as Gosport Field and later as Brooks Field--was one of the new training sites. It differed somewhat from the others, however, for when it opened in March 1918 its staff trained new instructors in the experimental Gosport system of teaching flying. Devised earlier by the British, the method was adopted subsequently for all U.S. Army flight-training centers. After turning out scores of World War I pilots and new instructors, Brooks in mid-1919 temporarily became a center for balloon-flight instruction, but 3 years later heavier-than-air craft returned. The Army made Brooks a primary flying school, and during the next 9 years, 5,573 students reported here for pilot's training. A partial list of the field's instructors and students, many of whom have a direct association with Hangar 9 and all of whom are memorialized by it, reads like an honor roll of pioneer military aviators. Included are: Claire Chennault, Thomas D. White, Jimmy Doolittle, John Macready, William C. Ocker, Charles A. Lindbergh, and Nathan F. Twining.

### History

When the United States entered the First World War in April 1917, the Army lacked an effective air arm. Responsibility for aerial opera-



## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet.)

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre.

UTM REFERENCES

A 14 554010 3246020  
ZONE EASTING NORTHING  
C         

B           
ZONE EASTING NORTHING  
D         

VERBAL BOUNDARY DESCRIPTION

The boundary of the nominated property coincides with a line that extends entirely around Hangar 9 at a distance of 30 feet from the plane of the main block's northeast and southwest end walls and 45 feet from the main block's northernmost and southernmost side walls.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

## 11 FORM PREPARED BY

NAME / TITLE

George R. Adams, Managing Editor

ORGANIZATION

American Association for State and Local History

DATE

April 1976

STREET & NUMBER

1400 Eighth Avenue South

TELEPHONE

615-242-5583

CITY OR TOWN

Nashville

STATE

Tennessee

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   

LOCAL   

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



UNITED STATES DEPARTMENT OF THE INTERIOR  
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Hangar 9  
Brooks Air

CONTINUATION SHEET Force Base

ITEM NUMBER 8

PAGE one

tions lay with the Signal Corps' Aviation Section, which had only 35 pilots and about 200 training planes of dubious military value. True, only a little more than 13 years had lapsed since the Wright brothers' first successful manned flight in a powered airplane, but as early as 1914 France had boasted 171 trained pilots and 260 planes, and Germany, according to some reports, had manufactured more than 500 military aircraft. The lagging condition of American military aviation was due in part to lack of money. In 1898 the War Department awarded Samuel P. Langley \$50,000 to develop a man-carrying version of his powered glider, and in 1907 the Board of Ordnance and Fortification ordered construction of a plane that could carry two people at a speed of 40 miles per hour, but not until 1911 did Congress vote a specific aviation budget. It allotted the Army \$125,000 with which to purchase planes and conduct aeronautical experiments. That appropriation enabled the corps to establish its first flying school (at College Park, Md.), but identical sums the next 2 years did not allow expansion of the program. Although Congress increased subsequent appropriations, these remained woefully short of the amounts needed to keep up with European military aviation. One official Air Force history describes the service's situation in 1917 as bleak:

Little or nothing was on hand, either of planes, fields, instructors, curricula; or--most important of all--experience that would indicate what was needed. The United States had never trained an aviator for actual combat overseas; and there was no one who knew what kind of instruction was necessary for radio operators, photographers, or . . . enlisted personnel.<sup>1</sup>

The official history might have added that the United States also lacked an air doctrine. No decision had been made about what role aircraft should play in warfare. Should their mission be observation only, or did it include offense and defense?

Once it became clear that the Nation's difficulties with Germany would result in a declaration of war, military and civilian officials alike moved to correct the deficiencies in American military aviation. Three days before Congress approved the war declaration, the National Advisory Committee for Aeronautics, a research agency entirely sepa-

<sup>1</sup>

Quoted in Carroll V. Glines, The Compact History of the United States Air Force (New York, 1963), 72.



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Hangar 9  
Brooks Air  
CONTINUATION SHEET Force Base ITEM NUMBER 8 PAGE two

rate from the Signal Corps, asked American aircraft manufacturers what kind of reconnaissance planes they could provide and in what quantity. The replies proved inconclusive, but nevertheless in May the National Defense Council created an Aircraft Production Board which promptly announced that the United States could build at least 3,500 aircraft in its first year of production. Congress, meanwhile, came under increasing pressure from the civilian Aero Club of America, Secretary of War Newton D. Baker, and finally from President Woodrow Wilson to provide funds for a large fleet of planes. In July the solons voted \$640 million for an air force. Many companies, especially in the automobile industry, now hastened to join the Curtiss Company, Boeing, Vought, and others in aircraft production. Two noted automobile engineers, Jesse G. Vincent and J. G. Hill, developed plans for a light-weight, V-8 "Liberty" engine, which they later converted to 12 cylinders. By October 1918 U.S. factories were turning out "Liberties" at the rate of 4,200 a month, and by Armistice Day total aircraft engine production equaled about 42,000. Aircraft production for this same period totaled almost 14,000.

In the meantime, the Army, having established its first tactical air unit in 1916 with only eight planes, recruited men for flight training, and thousands of would-be pilots volunteered. Selecting only about half of these, the Army sent them first to 8 weeks of ground school at one of eight large engineering colleges and then to flight school at one of 18 leased or hastily constructed flying fields. One of these specially built training centers was Gosport Field, later Brooks Field and now Brooks Air Force Base, near San Antonio, Tex. Although nearly all the installation's original structures have been razed, original Hangar 9, erected in 1918, remains as a symbol of these early Army efforts to make effective military use of the airplane.

The War Department chose San Antonio as a training center because of its favorable climate, good water supply, and convenient transportation facilities. Happy at the prospect of the economic boost that an air base would give the community, the San Antonio Chamber of Commerce assembled an 873-acre tract south of the city and offered it as a site for the training field. The Army accepted, and military and civilian officials broke ground on December 8, 1917. Thomas and Harmon Company began constructing the facilities immediately afterward. The first commanding officer, Maj. Henry C. Pratt, arrived on February 16, 1918, and the first aircraft landed here on March 28, 1918.

In the field's first few years, the Army utilized it for various purposes. During the war a primary mission of the installation was



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Hangar 9  
Brooks Air

CONTINUATION SHEET Force Base ITEM NUMBER 8 PAGE three

training flight instructors in the Gosport System of teaching flying. Devised earlier by the British, the method was adopted eventually for all U.S. Army flight-training centers. Among other things, the Gosport program required that an individual student remain with the same instructor throughout his primary flight training. This system became so closely identified with the San Antonio base, that for some time it was known informally as Gosport Field. Its formal name, Brooks Field, memorialized San Antonio pilot Sidney J. Brooks, Jr., who died in a crash at Kelly Field in 1917. In May 1919, a few months after World War I ended, the Army redesignated Brooks Field a balloon and airship school. A now-demolished balloon hangar was erected, and for some 3 years the field provided the setting for training lighter-than-air-craft pilots and ground crews.

Meanwhile in 1920 Congress passed the Army Reorganization Act, which established the Air Service as a combatant arm of the line, coordinate with the Infantry, Cavalry, and others. The new law authorized 1,500 officers and 16,000 enlisted men for air duty. This represented a reduction in the number of personnel from wartime, and even this figure was never realized in the 1920's due to lack of funds. Still, creation of the Air Service represented an important step forward for military aviation.

As part of the reorganization effort, in 1922 the Army chose Brooks Field as the site for a primary flying school. Heavier-than-air craft returned, and the next 9 years proved one of the most significant periods in the post's history. More than 5,500 students reported here for training, and a partial list of the field's instructors and students, many of whom have a direct association with Hangar 9, reads like an honor roll of pioneer military aviators. Included are: Claire Chennault, Thomas D. White, Jimmy Doolittle, John Macready, William C. Ocker, Charles A. Lindbergh, and Nathan F. Twining. During this same decade airmen at Brooks also conducted the world's first series of paratroop experiments. Mass air drops in 1929 demonstrated the practicality of tactical paratroop warfare.

In 1931 the Army relocated Brooks' primary flight school at nearby Kelly Field and assigned an aerial observation group to Brooks. During World War II, pilot-training returned and continued after the war for 14 years in the form of reserve activities. In 1959 the Air Force relocated its School of Aviation Medicine at Brooks, and in 1963 officials dedicated a new \$40 million complex of buildings that today form the nucleus of the U.S. Air Force School of Aerospace Medicine as well as headquarters for the Aerospace Medical Division.



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CONTINUATION SHEET Force Base      ITEM NUMBER      9      PAGE      one

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Hanger 9 (Brooks Air Force Base) Photo #1

Edward H. White, Museum  
San Antonio, Texas

George R. Adams, AMSLH

March 1976

Neg. at Historic Sites Survey, NPS

Southwest end and north de.

REGISTERED NATIONAL  
HISTORIC LANDMARKS



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

**1 NAME**

HISTORIC  
Hangar 9 (Brooks Air Force Base)

AND/OR COMMON  
Edward H. White II Museum

**2 LOCATION**

CITY, TOWN  
San Antonio

\_\_\_\_ VICINITY OF

STATE

Texas

COUNTY

Bexar

**3 PHOTO REFERENCE**

PHOTO CREDIT  
George R. Adams, AASLH

DATE OF PHOTO

March 1976

NEGATIVE FILED AT  
Historic Sites Survey, NPS

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET  
Southwest end and north side.

PHOTO NO. 1





Hangar 9, Brooks Air Force Base  
San Antonio, Texas

1971

Photo: U.S. Air Force



Hanger 9 (Brooks Air Force Base)

Edward H. White II Museum

San Antonio, Texas

Photo #2

1101 J 71

USAF Photo

neg. at Brooks AFB

1971

Northeast end and south side

12  
—  
182

REGISTERED NATIONAL  
HISTORIC LANDMARKS



UNITED STATES DEPARTMENT OF THE INTERIOR  
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**2 LOCATION**

CITY, TOWN

San Antonio

\_\_\_\_ VICINITY OF

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STATE

Texas

**3 PHOTO REFERENCE**

PHOTO CREDIT

USAF Photo

DATE OF PHOTO

1971

NEGATIVE FILED AT

Neg. at Brooks AFB

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Northeast end and south side.

PHOTO NO. 2







Hanger 9 (Brooks Air Force Base)

Photo #3

Edward H. White II Museum  
San Antonio, Texas

1101 F 71

UAAF Photo

Neg. at Brooks AFB

1971

Northeast end.

REGISTERED NATIONAL  
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STATE

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**3 PHOTO REFERENCE**

PHOTO CREDIT

USAF Photo

DATE OF PHOTO

1971

NEGATIVE FILED AT

Neg. at Brooks AFB

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Northeast end.

PHOTO NO. 3





Hangar 9, Brooks Air Force Base  
San Antonio, Texas

c. 1925

Photo: U.S. Air Force



Hanger 9 (Brook AFB)  
Edward H. White II Museum  
San Antonio, Texas

Photo #4

USAF Photo

Neg. at Brook AFB

1920's

South side and northeast end.

REGISTERED NATIONAL  
HISTORIC LANDMARKS

$\frac{10}{120}$

1920's



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**3 PHOTO REFERENCE**

PHOTO CREDIT

USAF Photo

DATE OF PHOTO

1920's

NEGATIVE FILED AT

Neg. at Brooks AFB

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET  
South side and northeast end.

PHOTO NO.

4



UNITED STATES DEPARTMENT OF THE INTERIOR  
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PROPERTY MAP FORM**

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COUNTY

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STATE

Texas

**3 MAP REFERENCE**

SOURCE

U.S.G.S. 7.5' Series

Tex.; Southton Quad.

SCALE

1:24,000

DATE

1967; photorevised 1973

**4 REQUIREMENTS**

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

SOUTHTON QUADRANGLE  
TEXAS-BEXAR CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)

Hangar 9 (Brooks Air Force Base)  
Edward H. White II Museum  
San Antonio, Texas  
U.S.G.S. 7.5' Series  
Tex.: Southton Quad.  
Zone 14  
E. 554,010  
N. 3,246,020

SAN ANTONIO

BROOKS AIR FORCE BASE

SAN ANTONIO

BROOKS AIR FORCE BASE

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BROOKS AIR FORCE BASE

SAN ANTONIO

BROOKS AIR FORCE BASE

Maped by the Army Map Service  
Edited and published by the Geological Survey  
Control by USGS, NOS/NOAA, and USCE

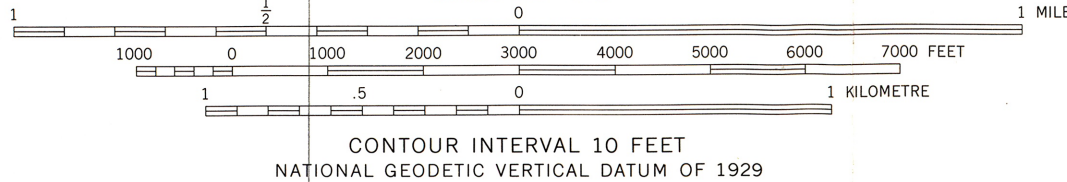
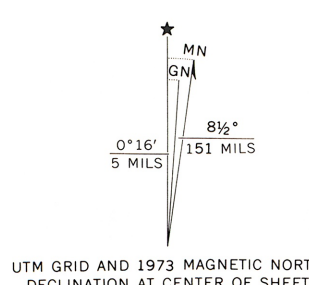
Topography by photogrammetric methods from aerial photographs  
taken 1952. Field annotated 1953. Revised by Geological Survey  
from aerial photographs taken 1966. Field checked 1967.

Polyconic projection. 1927 North American datum  
10,000-foot grid based on Texas coordinate system,  
south central zone  
1000-metre Universal Transverse Mercator grid ticks,  
zone 14, shown in blue

Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence lines

Revisions shown in purple compiled by the Geological Survey from  
aerial photographs taken 1973. This information not field checked

Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Primary highway, hard surface  
Secondary highway, hard surface  
Unimproved road  
Interstate Route  
U.S. Route  
State Route



SOUTHTON, TEX.  
N2915-W9822.5/7.5

1967  
PHOTOREVISED 1973  
AMS 6342 IV SW-SERIES V882



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**HISTORIC Hangar 9 (Brooks Air Force Base) *NHL*

AND/OR COMMON Edward H. White II Museum

**2 LOCATION**

STREET &amp; NUMBER Inner Circle Road, Brooks Air Force Base

CITY, TOWN San Antonio

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

23

STATE Texas

VICINITY OF

CODE 48

COUNTY

Bexar

CODE

029

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT  
☒ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH  
PUBLIC ACQUISITION  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
ACCESSIBLE  
☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE  
☐ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☐ INDUSTRIAL  
☐ MILITARY  
☒ MUSEUM  
☐ PARK  
☐ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☐ TRANSPORTATION  
☐ OTHER:**4 OWNER OF PROPERTY** Contact: Base Commander, Brooks Air Force Base  
John Bullard, Base Historian

NAME U.S. Government; Department of Defense

STREET &amp; NUMBER The Pentagon

CITY, TOWN Washington

VICINITY OF

STATE

D.C.

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the County Clerk

STREET &amp; NUMBER

Bexar County Courthouse

CITY, TOWN

Houston

STATE

Texas

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Texas State Historical Survey; National Register of Historic Places

DATE

1970; 1970

☒ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

Texas State Historical Commission; National Register

CITY, TOWN

Austin; Washington

\* STATE

Texas; D.C.



## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Hangar 9 is the lone survivor of 16 similar structures erected at Brooks Field early in 1918. Facing generally northeast-southwest, they formed a segmental arc flanking the north side of a northeast-southwest dirt runway, which today is covered with close-clipped grass. Over the years the Army removed the old edifices one by one and eventually announced, in the 1960's, that the last one, Hangar 9, would be demolished as well. At that time aviation enthusiasts and the Bexar County Historical Society asked for and received Air Force permission to restore the hangar to the service's safety specifications. San Antonio citizens and others raised the necessary funds, saw the work carried out, and in 1968 dedicated the refurbished structure, in honor of Astronaut Edward H. White II, as an aviation museum.

The hangar is rectangular shaped and two stories high with a low pitched, gambrel roof supported by wood trusses still held together by the original bolts. White-painted weatherboarding sheathes the sides and ends, except where doors and windows stand. Affixed to the eight-bay-long north side is a center-placed, four-bay-long, one-bay-wide, flat-roofed, white-painted, frame wing. An original fixture, it now houses museum offices and restrooms and is accessible from the exterior by a single door in the center of the north wall and from the aircraft storage area by two widely spaced, single doors in the hangar's north wall.

Except where interrupted by the north wing, each bay of the eight-bay-long north and south sides of the hangar is naturally lighted by a two-tiered, triple window set in a wood frame and displaying six-over-six sashes. The middle four bays on the north side have only upper-level windows. All six wing bays have single-tiered, triple windows with six-over-six sashes.

At each end of Hangar 9, four massive, approximately 16-foot-long, white-painted, board-and-batten, sliding doors stand on flat steel rails and hang from a double, metal track that extends some 16 feet beyond each side of the building to rest on buttressed wood posts. This system allows the hangar to be fully open at each end. Also at each end, one of the large hangar doors has a smaller, standard-sized, board-and-batten door for easy individual access when the larger doors are shut. Two widely separated, single, wood doors provide additional entry on the south side.

Inside the hangar the walls are unsealed and the wood trusses exposed. The floor is a concrete slab (original), and upon it rest numerous historical aviation exhibits, including a single-engine Curtiss biplane.



# 8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1918-1945 BUILDER/ARCHITECT Thomas and Harmon Co.

STATEMENT OF SIGNIFICANCE

The only survivor among several hangars that the U.S. Army Signal Corps Aviation Section built on its hastily established World War I training fields, Hangar 9 is the Nation's oldest Air Force aircraft storage and repair facility. Erected in 1918 and recently restored to serve as an aviation museum, the wood-trussed, white-painted, frame structure symbolizes both early Army efforts to create an effective air arm and the rapid progress made toward that goal under the impetus of war.

When the United States entered the First World War in April 1917, the Army had only 35 pilots and about 200 training planes, none of which mounted weapons. In May, however, the National Defense Council created an Aircraft Production Board, and in the next 18 months American manufacturers produced almost 14,000 planes and 42,000 aircraft engines. Meanwhile the Aviation Section recruited thousands of potential pilots and constructed or leased 18 flying fields at which to train them.

Brooks Air Force Base--originally known as Gosport Field and later as Brooks Field--was one of the new training sites. It differed somewhat from the others, however, for when it opened in March 1918 its staff trained new instructors in the experimental Gosport system of teaching flying. Devised earlier by the British, the method was adopted subsequently for all U.S. Army flight-training centers. After turning out scores of World War I pilots and new instructors, Brooks in mid-1919 temporarily became a center for balloon-flight instruction, but 3 years later heavier-than-air craft returned. The Army made Brooks a primary flying school, and during the next 9 years, 5,573 students reported here for pilot's training. A partial list of the field's instructors and students, many of whom have a direct association with Hangar 9 and all of whom are memorialized by it, reads like an honor roll of pioneer military aviators. Included are: Claire Chennault, Thomas D. White, Jimmy Doolittle, John Macready, William C. Ocker, Charles A. Lindbergh, and Nathan F. Twining.

## History

When the United States entered the First World War in April 1917, the Army lacked an effective air arm. Responsibility for aerial opera-



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INVENTORY -- NOMINATION FORM**

Hangar 9  
Brooks Air  
Force Base

CONTINUATION SHEET

ITEM NUMBER 8 PAGE one

tions lay with the Signal Corps' Aviation Section, which had only 35 pilots and about 200 training planes of dubious military value. True, only a little more than 13 years had lapsed since the Wright brothers' first successful manned flight in a powered airplane, but as early as 1914 France had boasted 171 trained pilots and 260 planes, and Germany, according to some reports, had manufactured more than 500 military aircraft. The lagging condition of American military aviation was due in part to lack of money. In 1898 the War Department awarded Samuel P. Langley \$50,000 to develop a man-carrying version of his powered glider, and in 1907 the Board of Ordnance and Fortification ordered construction of a plane that could carry two people at a speed of 40 miles per hour, but not until 1911 did Congress vote a specific aviation budget. It allotted the Army \$125,000 with which to purchase planes and conduct aeronautical experiments. That appropriation enabled the corps to establish its first flying school (at College Park, Md.), but identical sums the next 2 years did not allow expansion of the program. Although Congress increased subsequent appropriations, these remained woefully short of the amounts needed to keep up with European military aviation. One official Air Force history describes the service's situation in 1917 as bleak:

Little or nothing was on hand, either of planes, fields, instructors, curricula; or--most important of all--experience that would indicate what was needed. The United States had never trained an aviator for actual combat overseas; and there was no one who knew what kind of instruction was necessary for radio operators, photographers, or . . . enlisted personnel.<sup>1</sup>

The official history might have added that the United States also lacked an air doctrine. No decision had been made about what role aircraft should play in warfare. Should their mission be observation only, or did it include offense and defense?

Once it became clear that the Nation's difficulties with Germany would result in a declaration of war, military and civilian officials alike moved to correct the deficiencies in American military aviation. Three days before Congress approved the war declaration, the National Advisory Committee for Aeronautics, a research agency entirely sepa-

<sup>1</sup>

Quoted in Carroll V. Glines, The Compact History of the United States Air Force (New York, 1963), 72.



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Hangar 9  
Brooks Air  
CONTINUATION SHEET Force Base ITEM NUMBER 8 PAGE two

rate from the Signal Corps, asked American aircraft manufacturers what kind of reconnaissance planes they could provide and in what quantity. The replies proved inconclusive, but nevertheless in May the National Defense Council created an Aircraft Production Board which promptly announced that the United States could build at least 3,500 aircraft in its first year of production. Congress, meanwhile, came under increasing pressure from the civilian Aero Club of America, Secretary of War Newton D. Baker, and finally from President Woodrow Wilson to provide funds for a large fleet of planes. In July the solons voted \$640 million for an air force. Many companies, especially in the automobile industry, now hastened to join the Curtiss Company, Boeing, Vought, and others in aircraft production. Two noted automobile engineers, Jesse G. Vincent and J. G. Hill, developed plans for a light-weight, V-8 "Liberty" engine, which they later converted to 12 cylinders. By October 1918 U.S. factories were turning out "Liberties" at the rate of 4,200 a month, and by Armistice Day total aircraft engine production equaled about 42,000. Aircraft production for this same period totaled almost 14,000.

In the meantime, the Army, having established its first tactical air unit in 1916 with only eight planes, recruited men for flight training, and thousands of would-be pilots volunteered. Selecting only about half of these, the Army sent them first to 8 weeks of ground school at one of eight large engineering colleges and then to flight school at one of 18 leased or hastily constructed flying fields. One of these specially built training centers was Gosport Field, later Brooks Field and now Brooks Air Force Base, near San Antonio, Tex. Although nearly all the installation's original structures have been razed, original Hangar 9, erected in 1918, remains as a symbol of these early Army efforts to make effective military use of the airplane.

The War Department chose San Antonio as a training center because of its favorable climate, good water supply, and convenient transportation facilities. Happy at the prospect of the economic boost that an air base would give the community, the San Antonio Chamber of Commerce assembled an 873-acre tract south of the city and offered it as a site for the training field. The Army accepted, and military and civilian officials broke ground on December 8, 1917. Thomas and Harmon Company began constructing the facilities immediately afterward. The first commanding officer, Maj. Henry C. Pratt, arrived on February 16, 1918, and the first aircraft landed here on March 28, 1918.

In the field's first few years, the Army utilized it for various purposes. During the war a primary mission of the installation was



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Hangar 9  
Brooks Air

CONTINUATION SHEET Force Base ITEM NUMBER 8 PAGE three

training flight instructors in the Gosport System of teaching flying. Devised earlier by the British, the method was adopted eventually for all U.S. Army flight-training centers. Among other things, the Gosport program required that an individual student remain with the same instructor throughout his primary flight training. This system became so closely identified with the San Antonio base, that for some time it was known informally as Gosport Field. Its formal name, Brooks Field, memorialized San Antonio pilot Sidney J. Brooks, Jr., who died in a crash at Kelly Field in 1917. In May 1919, a few months after World War I ended, the Army redesignated Brooks Field a balloon and airship school. A now-demolished balloon hangar was erected, and for some 3 years the field provided the setting for training lighter-than-air-craft pilots and ground crews.

Meanwhile in 1920 Congress passed the Army Reorganization Act, which established the Air Service as a combatant arm of the line, coordinate with the Infantry, Cavalry, and others. The new law authorized 1,500 officers and 16,000 enlisted men for air duty. This represented a reduction in the number of personnel from wartime, and even this figure was never realized in the 1920's due to lack of funds. Still, creation of the Air Service represented an important step forward for military aviation.

As part of the reorganization effort, in 1922 the Army chose Brooks Field as the site for a primary flying school. Heavier-than-air craft returned, and the next 9 years proved one of the most significant periods in the post's history. More than 5,500 students reported here for training, and a partial list of the field's instructors and students, many of whom have a direct association with Hangar 9, reads like an honor roll of pioneer military aviators. Included are: Claire Chennault, Thomas D. White, Jimmy Doolittle, John Macready, William C. Ocker, Charles A. Lindbergh, and Nathan F. Twining. During this same decade airmen at Brooks also conducted the world's first series of paratroop experiments. Mass air drops in 1929 demonstrated the practicality of tactical paratroop warfare.

In 1931 the Army relocated Brooks' primary flight school at nearby Kelly Field and assigned an aerial observation group to Brooks. During World War II, pilot-training returned and continued after the war for 14 years in the form of reserve activities. In 1959 the Air Force relocated its School of Aviation Medicine at Brooks, and in 1963 officials dedicated a new \$40 million complex of buildings that today form the nucleus of the U.S. Air Force School of Aerospace Medicine as well as headquarters for the Aerospace Medical Division.



## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet.)

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY

less than one acre.

UTM REFERENCES

A 14 554010 3246020  
ZONE EASTING NORTHING  
C         

B           
ZONE EASTING NORTHING  
D         

VERBAL BOUNDARY DESCRIPTION

The boundary of the nominated property coincides with a line that extends entirely around Hangar 9 at a distance of 30 feet from the plane of the main block's northeast and southwest end walls and 45 feet from the main block's northernmost and southernmost side walls.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

## 11 FORM PREPARED BY

NAME / TITLE

George R. Adams, Managing Editor

ORGANIZATION

American Association for State and Local History

DATE

April 1976

STREET & NUMBER

1400 Eighth Avenue South

TELEPHONE

615-242-5583

CITY OR TOWN

Nashville

STATE

Tennessee

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   

LOCAL   

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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Hangar 9  
Brooks Air

CONTINUATION SHEET Force Base

ITEM NUMBER 9 PAGE one

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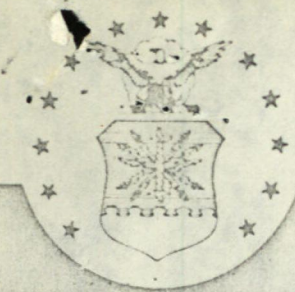
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Holley, I.B., Jr., Ideas and Weapons: Exploitation of the Aerial  
Weapon by the United States During World War I (New Haven:  
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United States Air Force News Release No. 68-476, November 7, 1968.  
Office of Information, Aerospace Medical Division, Air Force  
Systems Command, Brooks Air Force Base, Texas.





# NEWS RELEASE

## UNITED STATES AIR FORCE

Office of Information, Aerospace Medical Division, Air Force Systems Command, Brooks Air Force Base, Texas 512-53-2881

FOR IMMEDIATE RELEASE

Release #68-476

Nov. 7, 1968

The Texas Historical Foundation has termed the restoration of Hangar 9 at Brooks Air Force Base, Texas, "The most important historical restoration project now pending in this State."

Why? What makes this squat, run-down building with the peeling paint and the broken windows so historically important?

It could be because the flight line where Hangar 9 stands was where America adopted the Gosport system of flying instruction which was used to train thousands of World War I pilots. This flight instruction system, which allowed voice communication by a speaking tube between instructor and student, was devised by the English at Gosport, England and later, after testing, it was adopted by the War Department for all flying schools. From this system of flight instruction, the new airfield southeast of San Antonio was originally known as Gosport Field.

Maybe it's because a little known pilot instructor, Lt. John Macready, taught flying along the flight line where Hangar 9 stands. Macready went on to push a super-charged Lapere biplane to an altitude record of 34,509 feet in September 1921. And in May 1923, he and Lt. O. G. Kelly made the first non-stop transcontinental flight.

-more-

FORGING MILITARY SPACEPOWER



If Hangar 9 could talk, it would tell of the seven-year old "Jenny" that landed nearby one day. Flying the World War I craft was a man named Lindbergh, and, believe it or not, he was reporting for duty as a flying cadet. Unusual, yes; but Mr. Lindbergh later proved that for him the unusual could be commonplace.

Perhaps it would tell of the booming voice of a captain who held forth in Hangar 11 as Director of Flying. Even then Claire Chennault was developing some of the tactics he later made famous as the boss of the Flying Tigers in China.

There might be a story or two of anxious moments as William C. Ocker and Carl J. Crane developed the Ocker-Crane method of instrument or "blind flying." This method was later adopted by the Army Air Corps.

The "roll call" of greats and near greats in early aviation that walked past Hangar 9 includes a young cadet, Curtis LeMay, and some say the old Hangar's windows rattled when he was later named Chief of Staff, USAF. Thomas D. White trained at Brooks in 1924-1925 and he, too, went on to become Chief of Staff.

Jimmy Doolittle, the man who was destined to lead the famous carrier based B-25 raid on Tokyo, didn't dream of the history waiting for him as he flew the old planes while stationed at Brooks.

Nathan F. Twining, as a young flying instructor at Brooks, also managed the athletic events for the field. He eventually served his country as Chairman of the Joint Chiefs of Staff.



The old Hangar could tell of the field's conversion to a training school for pilots of lighter than air dirigibles and balloons, and of the day the C-2, a semi-rigid lighter than airship exploded and burned.

Hangar 9 is the only remaining hangar in the United States from the 1917-1927 decade of military aviation and these are all part of the reasons why it is so historically important to the State of Texas and San Antonio in particular.

But perhaps the most important reason is that just as San Antonio has been the "mother-in-law" of the Army for years, Brooks and Kelly Fields were the "mothers" of military aviation in an era when it was taking its first tottering steps toward space.

Today these tottering steps are being taken in seven league boots and it's partially because of research and development in aerospace medicine that is accomplished at Brooks Air Force Base. This base where the Jenny flew and early pilots trained is now headquarters for the Aerospace Medical Division of Air Force Systems Command, and the home of the U.S. Air Force School of Aerospace Medicine.



*Hogson 9*  
*refuse*  
*S.A.*

March 5, 1976

Mr. Floyd Snyder  
Lone Star Brewery Company  
605 Lone Star Boulevard  
P. O. Box 2060  
San Antonio, Texas 78297

Dear Mr. Snyder:

Thanks again for a most enjoyable tour of Lone Star's museum. I hadn't expected to learn so much about guns and big game hunting during this trip to Texas. Thanks also for the sample of Lone Star brew.

Cordially,

George R. Adams  
Managing Editor  
Historic Landmarks Project

GRA:mjg



For Rollie Adams

The officers to be alerted by official visitors  
to Hangar Nine, Brooks Air Force Base are

The commander, Colonel George Weinbrenner  
Base Commander  
Brooks Air Force Base  
Tel. 512/536-3411

Historical Action Officer, a civilian,  
Mr. Bullard; tel. 512/536-2204

The senior general, Aerospace Medical Division,

Brigadier General Harold R. Unger  
Commander, Aerospace Medical Division  
Brooks Air Force Base  
San Antonio, TX 78235  
Tel. 512/536-3652



March 5, 1976

Mr. John Bullard  
Historical Action Officer  
Hangar Number Nine  
6570th ABG/HO  
Brooks Air Force Base  
San Antonio, Texas 78235

Dear Mr. Bullard:

Thanks again for the guided tour and for the photographs  
and history of Hangar Number Nine. We will look forward to the  
results of your call to Langley, and we will send you a copy  
of the report when it is completed.

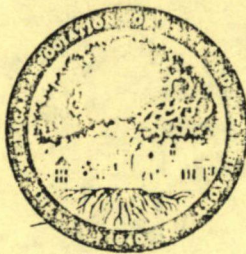
Gratefully,

George R. Adams  
Managing Editor  
Historic Landmarks Project

GRA:mjg

enclosures





March 12, 1976

Colonel George Weinbrenner  
Base Commander  
Brooks Air Force Base  
San Antonio, Texas 77535

Dear Colonel Weinbrenner:

At the request of the National Park Service, we are preparing a series of reports on potential National Historic Landmarks related to the theme Political and Military Affairs 1900 to 1929. Because Brooks Air Force Base Hangar Number Nine is one of, if not the, oldest military aircraft hangars extant in the United States and because of the base's role in the history of American military aviation, we wish to include the structure in our study. Accordingly I would like to visit the base for the purpose of photographing the hangar and gathering historical and descriptive data.

During the last week of this month, I will be visiting potential landmarks in several southern and southwestern states, and I will be in San Antonio on March 29. I would appreciate the opportunity of visiting the hangar at approximately 2:00 p.m.

For your information and convenience, I am enclosing a Park Service brochure that describes the NHL program and a copy of Executive Order 11593 that sheds further light on the relationship of that program to federal properties.

We will be grateful for your assistance and will look forward to hearing from you by March 26.

Sincerely,

George R. Adams  
Managing Editor  
Historic Landmarks Project

GRA/mjg  
enclosures

cc: Brigadier General Harold R. Unger, Commander Aerospace Medical Div.  
Mr. Bullard, Historical Action Officer  
AMERICAN ASSOCIATION FOR STATE AND LOCAL HISTORY



March 24, 1976  
March 24, 1976

Mr. Delbert Henson,  
Base Historian  
Scott Air Force Base, Illinois 62225

375AAW/CVH 263

Dear Mr. Henson:

Thanks again for the information about existing and nonexisting historic structures at Scott AFB. You helped confirm our belief that Hangar Number Nine at Brooks AFB is indeed the oldest surviving structure of its type.

Enclosed is literature about AASLH and the Park Service's National Historic Landmarks program.

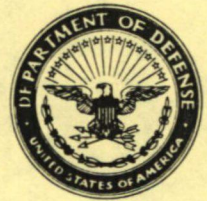
Sincerely,

George R. Adams  
Managing Editor  
Historic Landmarks Project

GRA:mjg



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 6570TH AIR BASE GROUP (AFSC)  
BROOKS AIR FORCE BASE, TEXAS 78235



*Reply to*  
*DOD 318*

30 March 1976

*Recd 4-5-76*

George R. Adams  
Managing Editor, Historic Landmarks Project  
American Association for State and Local History  
1400 Eighth Avenue South  
Nashville, Tennessee 37203

Dear Mr. Adams:

This is the brief base history I stated I would send. It has been edited by the Information Office, but still contains information you may find useful.

We appear to be able to claim Hangar 9 as the only remaining WW I hangar. The hangars of that era were demolished at Langley AFB during the 1930s. I also checked with Chanute AFB and learned its earliest hangar dates from 1923.

I want you to feel free to contact me if I can furnish any additional information you may require. We will be eager to learn the results of your survey and recommendation.

Sincerely,

A handwritten signature in cursive script, appearing to read "John W. Bullard", is written over the typed name.

JOHN W. BULLARD  
Chief, History Office

1 Atch  
Base History



*Prepared by:  
John W. Bullard  
Chief, History Office  
Brooks AFB*

## HISTORY OF BROOKS AFB 1917-1975

A history of Brooks Air Force Base is in a real sense a history of American military aviation as it has been the site of many of the great gains in America's conquest of the sky.

Following the entrance of the United States into World War I in 1917, the U.S. Army recognized its need for trained flying instructors. For year-round training, the Army sought a site where a favorable climate would not cause frequent interruptions. The Army chose the San Antonio area as the site for such a training base because it offered a favorable climate, a good water supply, and convenient transportation facilities.

The Chamber of Commerce subsequently assembled a tract of 873 acres of land near Berg's Mill and offered this as the site of the new aviation field.

Ground breaking ceremonies were held on 8 December 1917 and construction of the facilities was begun by the Thomas and Harmon Company. Shortly afterwards, Major Henry C. Pratt arrived and became the first commanding officer of the base on 16 February 1918.

The first aircraft flown from the new field was piloted by Major Leo A. Walton. This flight, on 28 March 1918, followed the ground breaking ceremonies by less than four months.

Originally referred to as Gosport Field, after the system of instruction which was to be taught there, the new facility was named Brooks Field in memory of Lieutenant Sidney J. Brooks, Jr. A native San Antonian, Brooks has been killed in an air crash at Kelly Field No. 2 on 13 November 1917. Killed on his final solo flight as a Cadet, Brooks was posthumously commissioned.

The first planes to fly from the Brooks flight line were the "Jennies" of World War I fame. By May 1919, the Gosport Instructors' School had been closed down and a Balloon and Airship School had replaced it. The new training school was given the mission of training lighter-than-air pilots and



ground crews in cooperation with Camp John Wise, which was located on the north side of San Antonio. Adversities in operating these hydrogen-filled craft led to the closing of the Balloon and Airship School on 26 June 1922.

In June 1922, heavier-than-air flying ships returned to Brooks with the establishment of a Primary Flying School. Five years later, a basic training mission was added, with students receiving four months basic training and four months primary instruction. Flying instruction continued until 20 October 1931 when the Primary and Primary Basic Flying Schools were moved to the newly constructed Randolph Field. Between June 1922 and October 1931, a total of 5,573 students had reported for flight training at Brooks.

The list of names of renowned airmen who received flying instruction at Brooks includes, among others, those of Generals Claire L. Chennault, Thomas D. White, Nathan F. Twining, and Curtis LeMay and Colonel Charles A. Lindbergh.

During the decade following the First World War, two events which would have great impact on the future of military aviation occurred at Brooks.

The first came on 30 June 1926 when the School of Aviation Medicine was relocated from Mitchel Field, New York, to Brooks. The Primary School at Brooks was considered to be an excellent source of opportunities for research with cadet flyers. Originally housed in the old balloon hangar, the School moved into a newly constructed stucco building in May 1927. The School was also moved to Randolph Field in October 1931.

The other significant event occurred on 28 April 1929 in the successful demonstration of the first mass parachute drop. Conceived by Master Sergeant Erwin H. Nichols, this idea demonstrated the practicality of tactical paratrooper warfare. The worth of this idea was proven time after time during World War II.

After the relocation of the Primary Flying School in 1931, Brooks became a center of activity in aerial observation when the 12th Observation Group was assigned to the base. These tactical observation activities continued until 1 July 1940 when the field once again became a training site. On that date, the 22nd Observation Squadron established a special school for combat observers.

The imminence of World War II was evident on 1 January 1941 when an Air Corps Advanced Flying School was established at Brooks. This school offered advanced instruction in piloting standard single-engine aircraft used in the Air Corps at that time. Two months later, the special school for combat observers was terminated on 3 March. Then, on 19 March, a division on observation aviation was organized within the Advanced Flying School.



Observation training once again received primary emphasis at Brooks following a change in policy on 11 October 1942. This fact was recognized by the War Department on 22 December 1942 when the Army Air Forces Advanced Flying School was redesignated Army Air Forces Advanced Flying School (Observation).

Less than a year later, observation training was discontinued. In its stead, the School was renamed the Army Air Forces Pilot School (Advanced Two-Engine). It immediately began a program of training pilots for the then new B-25 aircraft. This remained the primary mission for the remainder of the war years.

For fourteen years following World War II, Brooks served as the site of a succession of tactical and reserve flying activities. A P-51 tactical unit of the 3rd Air Force was based at Brooks in 1945 when pilot training had ended at the field. In subsequent years, units of the 10th, 12th, and 14th Air Forces as well as the Alamo Wing of the Reserves and the 182nd Air National Guard Squadron all served at the base. Also during some of these years, this was the base from which air evacuation flights of military patients were flown into and out of San Antonio.

An era in aviation history ended on 23 June 1960 when the last takeoff from the Brooks runway was made. Previously, the last flying units had been reassigned to other bases in the local area. All flight operations were discontinued on the base runways after a period of 42 years of service to the Army and the Air Force.

The summer of 1959 marked the entrance of Brooks into a new era in aerospace history. During July, the School of Aviation Medicine began a return move from Randolph Air Force Base to Brooks. The School began occupying a group of modern buildings which had been constructed for it on the high ground at the northwest corner of the base.

On 1 October 1959, the School was incorporated into the newly established Aerospace Medical Center. Brooks became the site of the Center Headquarters. Long the dream of a few far-sighted, research-oriented Air Force medical officers, the Aerospace Medical Center represented the initial step toward the placement of the management of aerospace medical research, education, and certain clinical practices under one command.

Two years later, on 1 November 1961, the Aerospace Medical Center was reassigned from the Air Training Command to the Air Force Systems Command. While the location was unchanged, the organization was redesignated the Aerospace Medical Division.



Formal dedication of the \$40 million dollar complex of modern buildings occupied by the Division headquarters and the USAF School of Aerospace Medicine was made on 21 November 1963 by President John F. Kennedy.

Brooks became the location of another unit of the Air Force Systems Command on 1 July 1968. Designated the Air Force Human Resources Laboratory, the newly formed organization was separate from Aerospace Medical Division.

Today, Brooks Air Force Base is the site of the free world's finest aerospace medical research center. And just as this base participated in the great strides in aviation history, it is not unreasonable to expect that it will record considerable achievements in aerospace history.



# HANGAR 9 (BROOKS AIR FORCE BASE)

NHL  
Tape

May 12, 1976

Mr. John Bullard, Chief  
History Office  
HQS 6570th Air Base Group (AFSC)  
Brooks AFB, Texas 78235

DOD 318

Dear John:

Enclosed is a copy of our NHL nomination for Hangar 9. You will see that we made good use of the material that you furnished. We tried to show the larger significance of the hangar as a symbol of the early evolution of military aviation, and we hope that this, in addition to the structure's being the last of its kind, will result in a favorable decision by the reviewing committees. They will meet in the fall, and we should have at least an unofficial decision by about mid-November.

Thanks again for all your assistance.

Cordially,

George R. Adams  
Managing Editor  
Historic Landmarks Project

GRA:mjg

Enclosure





# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

DEC 16 1976

The Secretary of the Interior

Thomas S. Kleppe

is pleased to inform you that the historic properties in your State described in the enclosed brief summaries have been found to possess national significance in commemorating the history of the United States. On the recommendation of the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments these properties have been designated national historic landmarks. We hope this action will be of interest to you and your constituents.

Also enclosed are leaflets explaining in detail the historic preservation programs of the National Park Service. National historic landmark status automatically enrolls the property on the National Register of Historic Places and extends to it the safeguards provided by the National Historic Preservation Act of 1966.

Recognition of the property's significance as a landmark is accorded by certificates and bronze plaques which are provided free of charge to the owners or administrators of these properties upon their agreement to adhere to simple preservation practices. The Director of the National Park Service will shortly notify the owners about these benefits and provide them with the appropriate agreement forms.

The owners of these properties are to be commended for preserving these significant examples of our Nation's cultural heritage for the education and enjoyment of all our citizens.

Enclosures



BASIC FILE RETAINED IN 772

FNP:HJ Sheely:kr 10/8/76  
bcc: Regional Director, Southwest Region  
972-Sheely

W. J. Sheely 11/19/76  
M. J. Emery 11/19/76

Sheen



H. J. Sheely 11/19/76  
H. J. Sheely 11/19/76

Hon. John G. Tower  
Hon. Lloyd Bentsen  
United States Senate  
Washington, D.C.

U.S.S. TEXAS, TEXAS  
HANGAR 9  
JOHN NANCE GARNER HOUSE

Hon. Bob Eckhardt  
House of Representatives  
Washington, D.C.

U.S.S. TEXAS

Hon. Abraham Kazen, Jr.  
House of Representatives  
Washington, D.C.

HANGAR 9  
JOHN NANCE GARNER HOUSE

Hon.





IN REPLY REFER TO:

*Shoen* 11. J. Sheely 12/28/76  
United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

DEC 28 1976

The Director of the National Park Service

Gary Everhardt

is pleased to inform you that the historic property described briefly in the enclosure has been found to possess national significance in commemorating the history of the United States and has, therefore, been designated a national historic landmark.

The purpose of landmark designation is to recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen through studies prepared by the National Survey of Historic Sites and Buildings; evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments; and approved by the Secretary of the Interior in accordance with the Historic Sites Act of 1935.

Recognition of the property's significance as a landmark is accorded by certificates and bronze plaques which are provided free of charge to the owners or administrators of these properties upon their agreement to adhere to simple preservation practices which would satisfy the criteria for continuing eligibility. These are set forth in the enclosed leaflet. We will be pleased to provide a certificate and bronze plaque. Enclosed are copies of the agreement. The form should be completed in triplicate and two copies returned to the National Park Service. The third copy may be retained for your records.

National historic landmark status automatically enrolls the property on the National Register of Historic Places. Under the provisions of the National Historic Preservation Act of 1966, entry on the National Register provides each property with safeguards against damage by Federal undertakings and fulfills one qualification for participation in a grant-in-aid program to assist in its preservation. Further information is contained in the enclosed leaflet describing the National Register.

We are pleased to include this property among the sites already designated national historic landmarks.

Hon. Thomas C. Reed  
Secretary of the Air Force  
Washington, D.C. 20330

cc: John Bullard  
Base Commander  
Brooks Air Force Base  
Inner Circle Road  
San Antonio, Texas 78235

FN: HJ Sheely:kr 12/17/76  
bcc: Regional Director, Southwest Region  
712-Sheely

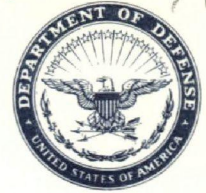


HANGAR 9 (BROOKS AIR FORCE BASE), TEXAS



700 760  
712

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 6570TH AIR BASE GROUP (AFSC)  
BROOKS AIR FORCE BASE, TEXAS 78235



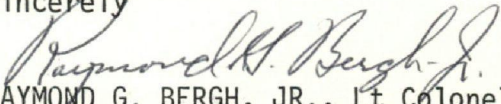
27 JAN 1977

Mr. Gary Everhardt  
Director  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

Dear Mr. Everhardt

Attached are duplicate forms requesting formal marking of  
Hangar 9, Brooks AFB, Texas as a national historic landmark.

Sincerely

  
RAYMOND G. BERGH, JR., Lt Colonel, USAF  
Deputy Commander

1 Atch  
Forms (2)





27 JAN 1977

(Date)

Mr. Gary Everhardt  
Director  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

Dear Mr. Everhardt:

As the (owner, ~~xxxxxx~~) of Hangar 9 (Brooks Air Force Base)  
(Name of site)

located in San Antonio Bexar Texas  
(City) (County) (State)

(I, ~~xx~~) hereby accept your offer of a certificate (x) and a bronze plaque, 17" x 18" (x), formally marking this historic property a national historic landmark. (Check one or both as desired.)

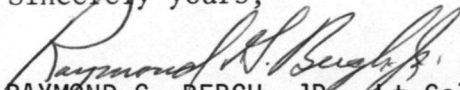
1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of national historic landmark status, (I, ~~xx~~) agree to preserve, so far as practicable and to the best of (my, our) ability, the historical values that will satisfy the criteria for continuing significance.

2. Toward this end, (I, ~~xx~~) agree to continue to use the property only for purposes consistent with its historical character.

3. (I, ~~xx~~) agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing landmark status.

4. If, for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the national historic landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the national historic landmark certificate nor the plaque will be displayed.

Sincerely yours,

  
RAYMOND G. BERGH, JR., Lt Colonel, USAF  
Deputy Commander

ATCH 1 TO ATCH 1



KP Ross 2/4/77  
H. J. Sheely 2/4/77

H3417-772

FEB 4 1977

Lt. Colonel Raymond G. Bergh, Jr., USAF  
Deputy Commander  
Headquarters 6570th Air Base Group  
Brooks Air Force Base, Texas 78235

Dear Colonel Bergh:

Thank you for your letter of January 27, 1977, returning the agreement form for the certificate and plaque identifying Hangar 9, Brooks Air Force Base, San Antonio, Texas, as a national historic landmark.

Our Southwest Regional Office coordinates planning for presentation ceremonies in Texas. The Regional Director will inform you when the certificate and plaque for Hangar 9, Brooks Air Force Base have been completed. Should you wish the help of the Service in arranging ceremonies for the presentation, he will be glad to assist you. His name and address is: Mr. John Cook, Regional Director, Southwest Regional Office, National Park Service, P.O. Box 728, Santa Fe, New Mexico 87501.

We are pleased to know that you plan active participation in the National Historic Landmarks Program.

Sincerely yours,

Signed

George F. Emery  
Acting Chief, Historic Sites  
Survey Division

Enclosure

FNP:KP Ross:kr 2/3/77  
bcc: Regional Director, Southwest Region w/c inc. application form  
001-Reading File  
040  
✓ 772-Sheely w/c inca application form  
772-Reading File

HP - Texas - Hangar 9, Brooks Air Force Base

BASIC FILE RETAINED IN 772





United States Department of the Interior

NATIONAL PARK SERVICE

SOUTHWEST REGION

P.O. Box 728

Santa Fe, New Mexico 87501

IN REPLY REFER TO:

H34-(SWR)CR

MAR 17 1977

Mr. Cooper Waldsachs  
Museum of Flight Medicine  
Hangar 9  
Brooks Air Force Base,  
Texas 78235

Dear Mr. Waldsachs:

It was good to visit with you by phone recently and to know of your plans to hold the ceremony of dedication of Hangar 9 as a National Historic Landmark on Saturday, May 14.

I have checked with the manufacturer of the bronze plaque, and he assures me that it will be received here in plenty of time to forward to you well in advance of the ceremony. I will advise you when I mail it.

The National Park Service representative who will participate in the ceremony will be Mr. Wayne Cone, Associate Regional Director, Professional Services, Southwest Region. Mr. Cone will present a Certificate signed by the Secretary of the Interior, and he will unveil (or refer to) the plaque as well, if that is your wish. If the plaque does not arrive in time to have it mounted prior to the ceremony, perhaps you would wish to display it on an easel and unveil it at the appropriate moment. Mr. Cone will make brief remarks at the time of the presentation.

Will you kindly send me the details of the ceremony as they develop? I will need to know who will accept the Certificate, exactly where and at what time the ceremony will be held, the names of participants in the program, honored guests, etc. I will keep our Washington office advised so that they can send notices of the ceremony to Congressmen and others. So, send me the plans as far in advance as possible, won't you.

Do call me if I can be of assistance to you in the interim. My phone here is 505-988-6445, or on FTS 476-1445.

Sincerely,

Margaret G. Twyman  
National Historic Landmark Specialist

bcc: Deputy Regional Director, SWRO  
Horace Sheely, WASO





United States Department of the Interior  
NATIONAL PARK SERVICE  
SOUTHWEST REGION  
P.O. Box 728  
Santa Fe, New Mexico 87501

Karen

IN REPLY REFER TO:

H34-(SWR)CR

MAR 21 9 47 AM '77  
MAR 17 1977

Memorandum

To: Associate Director, Preservation of Historic Properties, WASO  
Attention: Horace Sheely and Karen Ross

From: Acting Regional Historian

Subject: Two Ceremonies of Dedication

While I do not have all of the details at this point I thought you should know that two dedication ceremonies are scheduled as follows:

1. Battleship TEXAS, Houston  
April 23  
Certificate presentation to be made by Ted Thompson, Deputy Regional Director, Southwest Region
2. Hangar 9, Brooks AFB, San Antonio  
May 14  
Certificate presentation to be made by Wayne Cone, Associate Regional Director, Professional Services, Southwest Region

Please rush along the Certificates for these two, won't you. I have checked with Mr. King at the Foundry, and he promises to get the plaques to me for forwarding in plenty of time. Hope he does! I have requested the details of their plans and will forward as soon as I receive them here.

'twas SO nice to see you both when I was in Washington!

*Wayne Cone*





KP Ross 11/29/77  
W. J. Sheely 11/29/77  
M. J. K... 11/30/77

Green



# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H3417-772

November 29, 1977

The Director of the National Park Service

William J. Whalen

is pleased to inform you of a ceremony formally marking the national historic landmark listed below. A National Park Service representative will present the landmark certificate and bronze plaque recognizing this as a nationally significant property in our Nation's heritage. Plans and arrangements for the landmark presentation program are the prerogative of the owner of the property. The National Park Service is glad to cooperate in such activities when requested to do so. Pertinent facts about the ceremony follow. Please let us know if we may supply further information.

Name of property:	Hangar 9 (Brooks Air Force Base)
Location:	San Antonio, Texas
Date of ceremony:	December 8, 1977
Time and place:	11 a.m., at the site
Presenter:	Mr. Edward C. Rodriguez, Jr., Superintendent, Amistad Recreation Area
Recipient:	Brigadier General Howard R. Unger, Commander, Aero-Space Medical Division

Also notified: Senator John G. Tower and  
Representative Abraham Kazen, Jr.

IDENTICAL LETTER BEING SENT TO:

Hon. John G. Tower	Hon. Abraham Kazen, Jr.
Hon. Lloyd M. Bentsen	House of Representatives
United States Senate	Washington, D.C.
Washington, D.C.	

Green

040  
SHPO- Texas  
772-Reading File  
772-Sheely  
HP - Texas - Hangar 9  
001-Reading File  
190  
FNP:KP Ross:kr 11/29/77:523-5464  
bcc: Regional Director, Southwest Region  
FW-Mr. Richard Rodgers, Room 3144

BASIC FILE RETAINED IN 772





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON DC  
20332-5000

16 FEB 1988

Ms. Patty Milner  
National Historic Landmark Programs  
National Park Service  
Department of Interior  
Washington, DC 20013-7127

Dear Ms Milner

The Brooks Air Force Base Hangar 9 National Historic Landmark, National Park Service reference number 70000895, is recorded in your system as U.S. Department of Defense property. Please change your records to indicate U.S. Air Force ownership.

Please contact Dr. Ludlow Clark at 767-3639 if you require further information.

Sincerely

A handwritten signature in cursive script, reading "Donald A. Kane".

DONALD A. KANE, COL, USAF, BSC  
Chief, Environmental Division  
Directorate of Engr & Svcs





*Hangar 9  
Brooks AF Base  
Bryan C. X  
HKT 12/8/76*

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON DC  
20332-5000

*State  
5/21/70*

16 FEB 1988

Ms. Patty Milner  
National Historic Landmark Programs  
National Park Service  
Department of Interior  
Washington, DC 20013-7127

Dear Ms Milner

The Brooks Air Force Base Hangar 9 National Historic Landmark, National Park Service reference number 70000895, is recorded in your system as U.S. Department of Defense property. Please change your records to indicate U.S. Air Force ownership.

Please contact Dr. Ludlow Clark at 767-3639 if you require further information.

Sincerely

*Donald A Kane*

DONALD A. KANE, COL, USAF, BSC  
Chief, Environmental Division  
Directorate of Eng & Ops



NATIONAL HISTORIC LANDMARK  
BIENNIAL VISIT REPORT

SITE Hangar 9

LOCATION Brooks Field, San Antonio, Texas

DAY(S) VISITED August 30 1977  
Month Day(s) Year

VISITED BY Charles K. Boatner

(Name)

Field Assistant to the  
Regional Director

(Title)

819 Taylor Street  
Fort Worth, Texas 76102

(Address)

ON FTS: 334-3143

(Phone Number)

PERSON(S) CONTACTED, WITH TITLE(S) \_\_\_\_\_

Cooper Waldsachs, John Bullard, historians Brooks

Field Museum

REPORT SUBMITTED BY:

Name Charles K. Boatner

Field Assistant to the

Title Regional Director

Signature Charles K. Boatner

Date Sept 13, 1977



## REPORT

- I. Did you have any difficulty making contact with the owner or administrator in advance of your visit? Yes \_\_\_\_\_ No X If yes, please describe:
- II. Did you feel that your visit was welcome? X not welcome? \_\_\_\_\_  
If not, please describe circumstances:
- III. Was the material provided by SWRO ample and helpful? Yes X No \_\_\_\_\_  
If not, please explain:
- IV. Approximately how long did you spend at the site? Two hours
- V. Please describe the condition of the site (structure(s), grounds, furnishings, etc.).  
The exterior of the restored Hangar is in bad shape. Shiplap siding rotting, paint gone in spots, flaking in others. Putty falling out of windows, if it hasn't already fallen. The interior has been floored and turned into a museum. The roof has an asphalt shingle covering of today's vintage.
- VI. Based on the reasons for the original designation, is it your opinion that the integrity of the site is being adequately maintained? Yes \_\_\_\_\_ No X  
If no, please explain:  
Please see handwritten notes previously supplied SWRegion headquarters.
- VII. Please describe in detail the management of the site (owner-managed, employee-managed, government-managed, etc.):  
U. S. Military.
- VIII. In your opinion, is the site management adequate? Yes X No \_\_\_\_\_ If you have any reservations, please describe:



IX. Is the site u. for commercial purposes? Yes \_\_\_\_\_ No X If yes, does this present any problems related to maintaining the integrity of the site? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, please describe:

X. Please describe any financial problems related to the site:

The question is whether a building of 1918, designed to be temporary, should be maintained permanently. Since the interior has been converted into a ho-hum museum already, I think a plaque just to mark the site would save thousands and thousands of dollars.

XI. What other problems did you encounter, if any?

XII. What specific suggestions, if any, did you make to the owner or administrator? That the Park Service do an appraisal of the cost to bring the structure to a satisfactory condition. The Brooks Field people agreed.

XIII. What follow-up action do you suggest for the SWRO and/or others? To immediately get with this problem, since the military engineering responsibility at Brooks is being phased out in favor of civilian contracts.

XIV. Is there any urgency regarding the suggested action? Yes X No \_\_\_\_\_ If yes, please clarify:

See above

XV. If this site is being managed under the terms of a signed agreement, has the plaque been mounted? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, describe exact location. If no, please explain why it has not been accepted or not been mounted. Also, describe location of the Certificate.

The plaque has not been mounted. There has been no ceremony. The military cannot possibly get the building ready - if they decide to spend the money - before Spring, 1979.

Questions?

(PLEASE ENCLOSE PHOTOS, CLIPPINGS, COPIES OF CORRESPONDENCE, OR ANY OTHER MATERIALS WHICH WILL SUPPLEMENT THE INFORMATION GIVEN IN THE REPORT)

Please see hand-written report, previously sent to the SWRegional Office.



Hangar 9  
Addendum

Key to the retention of Hangar 9 as a National Historic Landmark is the fact that it was built as a temporary wooden hangar in 1918 (life expectancy of 2 years) and in recent years it was restored for use as a museum.

The restoration of the exterior was done according to plans and specifications of the original building and again the wooden exterior has fallen into a state of disrepair that much of the shipyard exterior is rotting and falling out, especially at the bottom three feet where it is struck by grass water sprinklers. Putty is falling out of the six-pane double hung windows and the paint is flaked completely off the exterior on all sides.

Unless the Air Force is prepared to set up a special fund to keep this temporary building as a annual repair forevermore, it is my recommendation that we remove it from the landmark program and let it be razed.

The chief of programs, engineering, for Brooks, First Lt. S.M. Graham, tells me that he has no money (except what he can scrounge from other projects) to do any repairs to the building now. He also is dubious that monies would be provided in future budgets. The Air Force is doing away with his section shortly and will do such work by civilian contract, he added.

He wants, as I have told Wayne Cone, to have a historical architect visit in person, as soon as possible, and give him a realistic appraisal of the work to be done to maintain the integrity of the building's exterior; the cost, and how to manage to mount some air-conditioning to preserve the building's integrity and yet make it usable.

Again, I think the dollar expenditure to keep this hangar is far out of line to the historical importance of it - especially since the interior has been converted to a ho-hum museum. The one Jenny that was there has been removed to Brooks-Patterson because it was deteriorating so badly. Other exhibits there now aren't out of the ordinary and certainly are not visitor inducing.

C.B.



# HISTORY OF BROOKS FIELD

1917-1944

The 2510th Army Air Forces Base Unit (Pilot School, Adv. 2-Engine) at Brooks Field is built upon a long tradition of training extending back to World War I.

Named in honor of Lieutenant Sidney J. Brooks who gave his life while in training to become a military pilot for World War I, Brooks Field was one of the first army air fields to take its place in training men to master not only the skies but, through aerial observation, of the earth below. Brooks Field began of necessity, for at the time of World War I, the vital importance of air power in war was recognized. On 8 December 1917, a mesquite-covered plot of land southeast of San Antonio, Texas, was changed into a "weapon for victory."

## GOSPORT FLYING SCHOOL

1918-1919

Under the first Commanding Officer, Major Henry Conger Pratt (now Brigadier General, U. S. A.) the field developed rapidly and its mission, that of training army flying officers as instructors in the Gosport System of flying was a decided success. At that time this system of flying was somewhat revolutionary. An important feature of the Gosport System of instruction was the speaking tube by which the student was connected to his instructor for immediate receipt of correct procedure in the air. The system also provided for the student's remaining with one instructor until he had completely finished his flying training. That Brooks Field filled an important and essential function in the contribution to the first war effort can not be doubted for through its development of the Gosport System of instruction, it greatly influenced flying training methods.

## BALLOON AND AIRSHIP SCHOOL

1919-1922

Today, many of the "old timers" at Brooks Field look out toward the Hangar Line and visualize, towering at the south end of the field, a huge balloon hangar. This landmark, torn down in 1942, represented another early era in the history of Brooks Field. In May of 1919, Brooks was redesignated a Balloon and Airship School whose mission was the training of lighter-than-airship pilots and ground crews. This project was terminated in 1922.

## PRIMARY AND BASIC FLYING SCHOOL

1922-1931

In 1922 the utility of Brooks Field was again demonstrated, for in that year a Primary Flying School was established. In the decade that followed, the important work carried on at Brooks can best be exemplified by those men, who upon graduation, became invaluable assets to the nation's aviation program—both military and civil. Some of the outstanding men who graduated during that period were Frank M. Hawks, Charles A. Lindbergh, Robert G. Breen, Orville A. Anderson, Willis H. Hale, Marvin E. Gross, Lawrence G. Craigie, David Schlatter, and many others. In 1927 basic training was added to the primary training program.

## ORIGIN OF PARATROOP WARFARE AT BROOKS

1927-1929

Nor was Brooks Field content during that era to conduct only courses in flying training, for at Brooks was conceived and instigated by Master Sergeant Erwin Nickles, one of the most revolutionary methods of combat—the use of paratroops in warfare. On 28 September 1929 at an official demonstration viewed by dignitaries and officials of many nations, two formations of nine de Havillands and three Douglas transports took off. The DH's circled the field at 2,000 feet altitude and the transports at 3,000 feet. At 11:45, 18 men with attached parachutes dived overboard from the DH's while at the same time three padded containers with Lewis machine guns were dropped from the transport planes. Four minutes after the leap, the machine guns were fired from positions on the ground. Thus, at Brooks Field, was successfully concluded the first series of paratroop experiments conducted in the world.

## SCHOOL OF AVIATION MEDICINE

1926-1931

Another important program carried on at Brooks Field during that decade was the research completed by the School of Aviation Medicine. Conducted for both officers and enlisted men, the school graduated many men who were to be leaders in the field of Aviation Medicine.

## AERIAL OBSERVATION CENTER

1931-1940

In 1931 the Primary Flying School was transferred to Randolph Field, Texas, and Brooks was again redesignated as an Aerial Observation Center. During the period prior to the second World War, tactical observation squadrons were stationed at Brooks. Relatively little attention was given to training; consequently, when World War II instruction began, it was the training methods of World War I that dominated the curriculum.

## FIRST WORLD WAR II PILOT TRAINING

On 1 February 1940, Brooks Field was designated a sub-post of Kelly Field, to assist in the training of military pilots; and with the arrival of Section V, a detached unit from Kelly, Brooks commenced her primary mission of World War II. This program was continued until 31 December 1940 at which time Brooks became an Army Air Forces Advanced Flying School, 1 January 1941.

## SPECIAL SCHOOL FOR COMBAT OBSERVERS

1940-1941

On 1 July 1940, a Special School for Combat Observers was established at Brooks when a class of seventeen graduate pilots from Kelly Field was assigned to the field to pursue a course of instruction in combat observation. It was the purpose of the school to prepare combat observers for participation in aerial reconnaissance and support of ground troops in World War II. This special school was terminated on 3 March 1941, but from it was established a more comprehensive course of observation training on 19 March 1941.

## A DUAL MISSION ACCOMPLISHED AT BROOKS

1941-1942

The program of training military pilots at Brooks which commenced with the arrival of Section V from Kelly Field led to the establishment of a full-fledged Army Air Forces Advanced Flying School on 1 January 1941. While the purpose of the school was that of training students as advanced single engine pilots, the dual mission of the field was continued. This meant that pilots were trained as advanced single engine pilots and non-pilots were trained as observers. Up to this time no attempt had been made to teach observation training to the student pilots. However, on graduating such pilots had to fly non-pilot observers on observation missions for a period of five weeks.

It soon became apparent that this system could accomplish greater results, by providing observation training for pilots and requiring them to become pilot observers also. As a result a new observation training program was established.

## ARMY AIR FORCES ADVANCED FLYING SCHOOL (OBSERVATION AVIATION)

(11 October 1942 to 31 August 1943)

On 11 October 1942, a more comprehensive training was begun with the establishment of an Army Air Forces Advanced Flying School (Observation Aviation). This resulted in all training, both pilot and non-pilot, being observation training. With this new designation all pilots were held over for a period of five weeks to complete the necessary courses leading to the rating of aircraft observer.

Problems arose which made it feasible to conduct a series of investigations to determine the soundness of observation training. It was found that all results hoped for in the observation training



were not being achieved. Observation pilots, however, were better than average pilots as pilots. It was deemed wiser to have observation training carried on in tactical units. With the graduation of Class 43-H, 31 August 1943, observation training at Brooks was discontinued.

## ARMY AIR FORCES PILOT SCHOOL (ADVANCED TWO-ENGINE)

31 August 1943 to—

Beginning with Class 43-I Brooks was redesignated an Army Air Forces Pilot School (Advanced 2-Engine). Prior to the redesignation, pilot training was accomplished with both single and twin engine ships, and both twin engine and single engine flying cadets completed standard advanced flying training programs. Thus, Brooks Field was honored in being one of the few Army Air Fields to train combat pilots in flying one of America's most potential air weapons—the B-25 medium bomber.

## SECONDARY TRAINING PROGRAMS

1943-1944

On 15 September 1943 an additional pilot training program was inaugurated. Its mission was to teach student (civilian) instructors Army Pilot procedures and techniques, and to prepare them to pursue a course in Army teaching methods at Randolph Field, eventually becoming civilian instructors for service in Army Primary Contract Schools.

During the sixteen weeks the school was in operation, thousands of hours were flown in PT-19's with no major accidents and no fatalities. This mission was accomplished in an excellent manner. Before its discontinuance on 20 January 1944, a difficult task had been accomplished.

## THE COMBAT CLASSIFICATION POOL

1943-1944

On 31 July 1943 there were 57 flying officers assigned to Brooks Field to await re-assignment. At first they piloted non-pilot observers while awaiting re-assignment. By 1 September they were formed into what was called a Combat Classification Pool. This pool, which had been organized in July, was composed of officers who had been grounded for physical reasons, those who had not met the proper weight and height requirements for their assignments, and some who had failed to qualify in combat planes.

It was the mission of those charged with the responsibility for this group to keep the men busy until they were re-classified and re-assigned. While this Combat Classification Pool in no way affected the mission of the field, it did show the manner in which problems were mastered at Brooks.

## THE PLANT EXPANSION PROGRAM

If the first commanding officer of Brooks Field were to pass through the gates of the field today, he would no doubt be astonished and speechless, for when the ominous sounds of war came, Brooks Field was expanded at a phenomenal rate, and in a short period took on the appearance of a clean little city with paved streets and well-planned construction. New and improved runways were built to provide for the latest and fastest planes. Immense hangars were built to house the large B-25 bombers. Here was a little city with a grim purpose.

In spite of the rapidity in which Brooks came to life, it wasn't a mushroom growth. Substantial two-story, steam-heated barracks were erected. Beautification projects were completed—lawns were planted, flowers and shrubs were grown. None of the ugliness which is sometimes characteristic of army camps could be found. A program thus instigated proved effective in providing an atmosphere conducive to the efficiency of learning and working at Brooks.

## THE WACS COME TO BROOKS

1943

Brooks Field will gladly vouch for the importance of the Army Air Corps WAC in taking the place of and taking her place by the American soldier. It would be impossible to enumerate all the tasks done by the Wacs stationed on the field, but to them go recognition for a grand job they are doing in helping to terminate the war. They are not only taking the places of men, but they, themselves, are going across to do the job on the other side.

## BROOKS FIELD MORALE

The total personnel of the field is proud of the many elements that have been added to improve and provide for the highest degree of morale possible. Through the operation of Section day-rooms the personnel is provided with comfortable reading rooms where they may obtain most all of the latest periodicals, and game rooms where they may participate in table tennis, pool, or any other table game. There exists on the field a library which contains thousands of volumes on both fictional and non-fictional subjects.

The summer heat does not bother a Brooks Fielder, for when old Sol beats down, a swim suit is donned and an invigorating swim in one of Brooks Field's swimming pools is enjoyed. There are two spacious pools at Brooks which take care of the needs of all the personnel stationed here.

The large new gym holds an attraction for many of the men and women on the field, for here they may pursue the sport of their desire. Badminton, tennis, basketball, baseball, touch football, gymnastics, handball, boxing—about every game in the sport's line-up may be enjoyed. Brooks Field's baseball team ranks high with the baseball loving fans of the field, having won many of its games in the Army Air Field Baseball League.

While the "chow" at Brooks is above the average, the field has a Post Exchange Cafeteria that rates A-1 with the personnel. A spacious and attractively decorated interior can accommodate several hundred people. Many friendly associations are made through the medium of a cup of PX coffee and such associations will live long after the war.

Ranking as one of the prettiest Centers to be located at any Army Air Field, Brooks Field Service Center bridges a gap long needed by the personnel at Brooks. With a smooth hardwood dance floor, game tables, soft lounging chairs, a soft drink and candy counter, a radio and record changer, the Center provides an excellent place for the personnel to spend an evening or to entertain friends. Under the supervision of a civilian hostess employed by the Special Service Office, special nights are planned for dances, games and even instructional dance classes for the beginners. Two attractive furnished bedrooms at the Center can be reserved by any member of the field to accommodate a visiting relative or friend.

All officers, students, and enlisted men and women who have been stationed at Brooks Field are proud to be counted as a member of her official family, and after leaving, recall their experiences long afterwards—and with good reason, for at Brooks is found the elements essential in affecting the highest degree of training and morale obtainable. Intelligent and fair-dealing commanding officers, excellent training facilities for both cadets and enlisted personnel, excellent living conditions, and excellent recreational facilities are the making of the Brooks of today.

Brooks Field is proud of the individual efforts of all workers who have contributed and are contributing in making it a potential weapon in assisting the war effort. It is proud of the manner in which each officer, each student, and each enlisted worker has worked and are working together with a completely coordinated effort. Above all, it is proud of the job that its graduates are doing wherever they may be.

To Brooks Field goes the undying admiration and gratitude of all peoples who want, with all their hearts, the freedoms for which men and women are giving their dearest possessions—their lives.

## BROOKS FIELD COMMANDING OFFICERS

1917-18 Colonel H. Conger Pratt (now Brigadier General, U. S. A.)

1918- Major L. A. Walton

1918- Major John B. Brooks

1919-21 Major John G. Thornell (Deceased)

1921-22 Major John A. Paeglow (now Colonel, Retired)

1922-25 Major Ralph Royce (now Major General, AC)

1925-27 Major James E. Chaney (now Major General, U. S. A.)

1927-30 Major S. W. Fitzgerald (now Brigadier General, AC)

1930-31 Lieutenant Colonel H. B. Claggett (now Colonel, AC)

1931-34 Major Frank B. Lackland (Brigadier General, AC) (Deceased)

1934-35 Colonel Gerald C. Brant (now Major General, Retired, AC)

1935-37 Colonel Henry J. F. Miller (now Major General, AC)

1937-39 Major Douglas Johnson (now Colonel, AC)

1939- Colonel E. A. Lohman (now Colonel, AC)

1939-40 Lieutenant Colonel G. M. Palmer (now Colonel, AC)

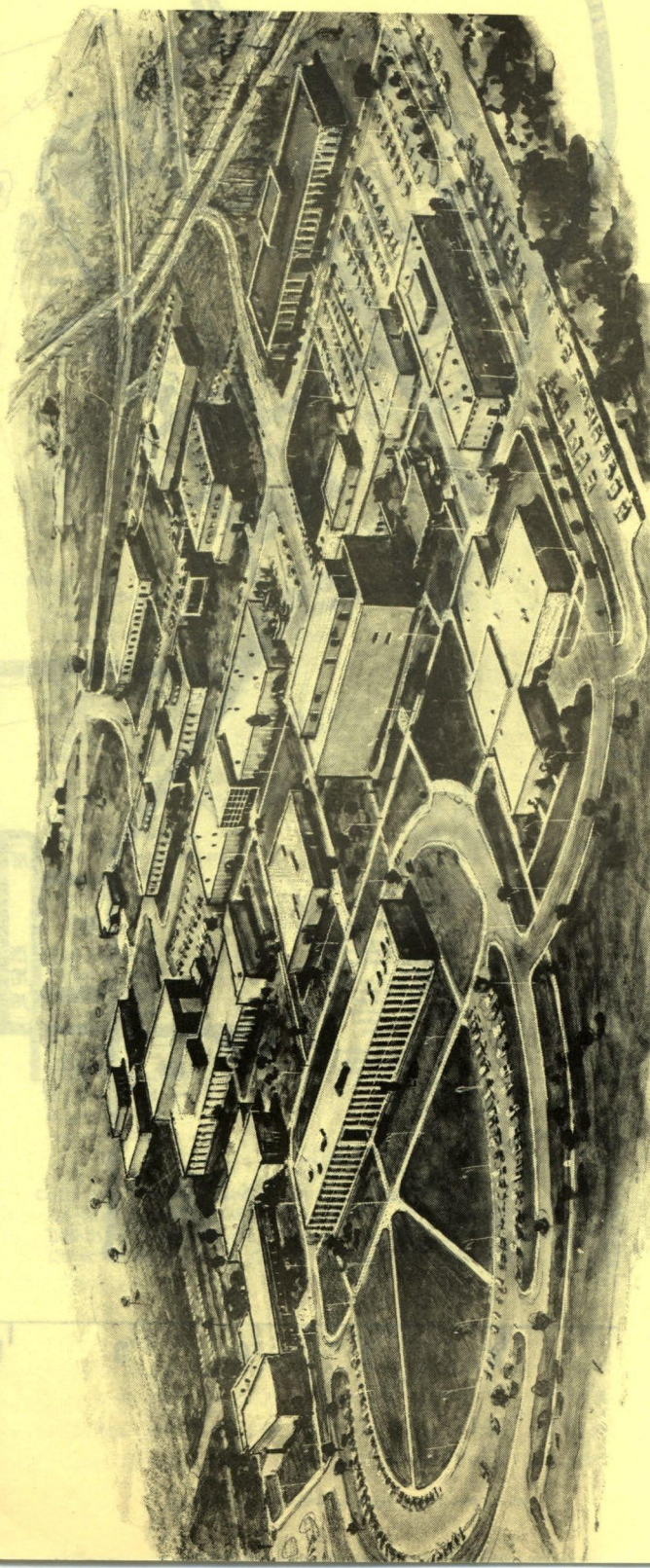
1940-43 Colonel Stanton T. Smith (AC)

1943-44 Colonel E. H. Underhill (AC)

1944- Colonel A. L. Bump (AC)



*Welcome to*  
**BROOKS**  
air force base, texas





# mission statements

**AMD** manages and conducts research and development in support of the design, acquisition and operation of Air Force systems. Assigned research programs in support of Air Force clinical investigation and aerospace medicine requirements, the Division also conducts graduate and continuing education programs in clinical medicine, aerospace medicine and related fields.



**USAFSAM** conducts research, education and clinical evaluation in aerospace medicine. The School produces physicians, veterinarians, engineers, flight nurses, technicians, and scientists of many disciplines which provide support for Air Force medical treatment programs.



**ABGp** operates and maintains Brooks Air Force Base in support of the USAF School of Aerospace Medicine as its principal mission. Brooks is the fourth oldest Air Force installation having been established December 8, 1917.

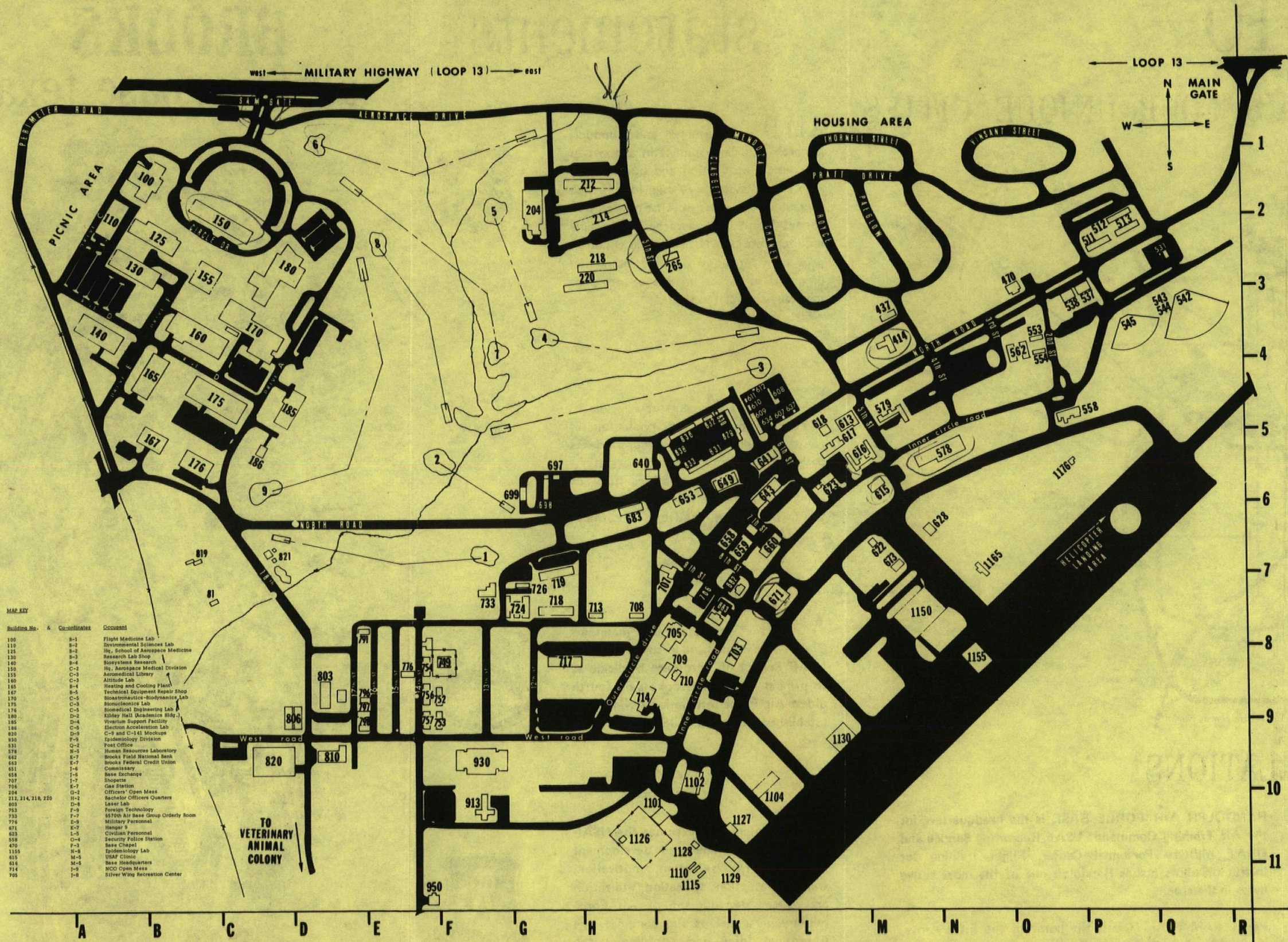


**HRL** plans and executes the USAF exploratory and advanced development programs for selection, motivation, training, retention, education, utilization and career development of Air Force military personnel. It also composes the personnel force and coordinates the development of training equipment.





# Quick Reference



MAP KEY

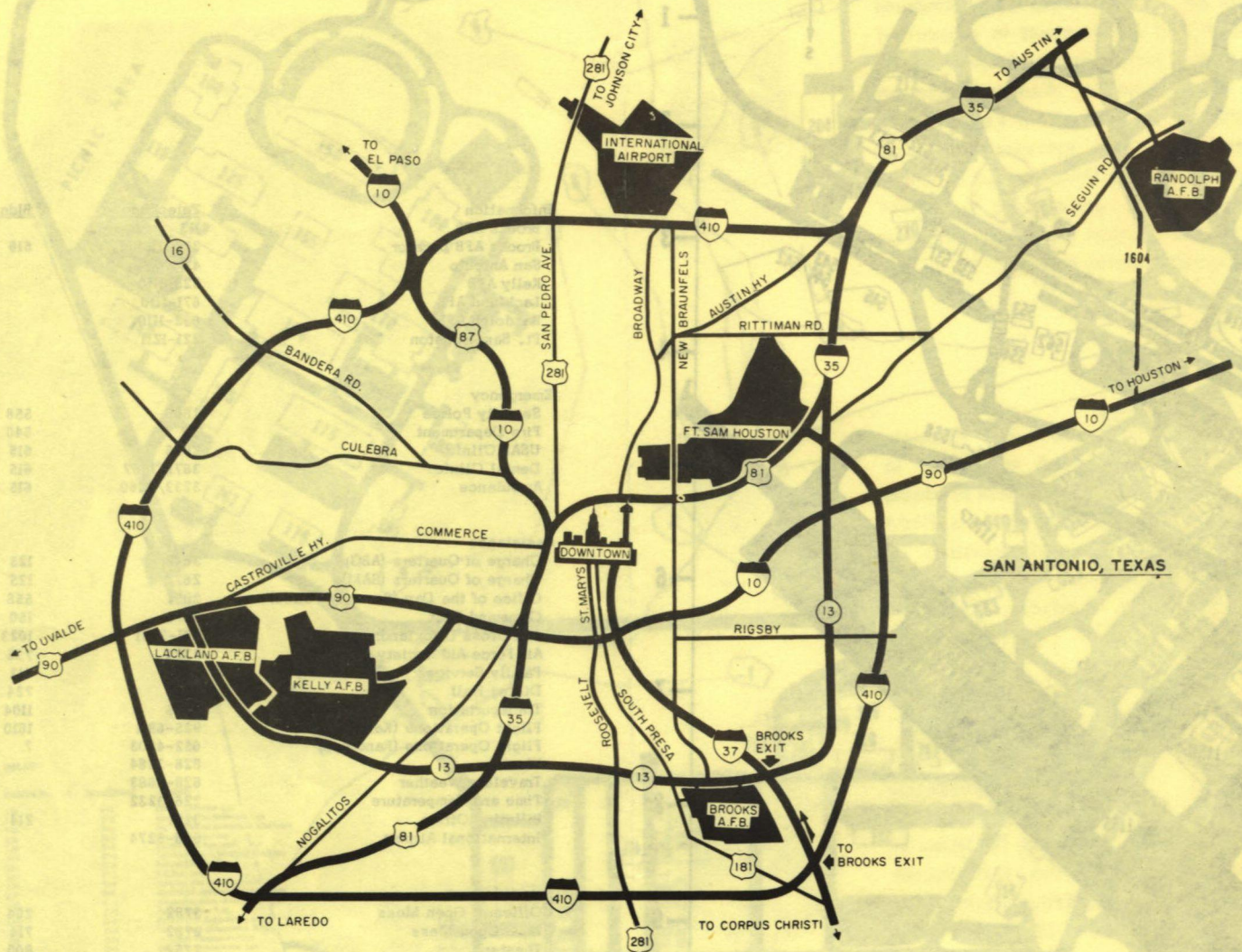
Building No.	Coordinates	Comments
100	B-1	Flight Medicine Lab
110	B-2	Environmental Sciences Lab
125	B-2	Hq. School of Aerospace Medicine
130	B-3	Research Lab Shop
140	B-4	Biosystems Research
150	C-2	Hq. Aerospace Medical Division
155	C-3	Aeromedical Library
160	C-3	Altitude Lab
165	B-4	Heating and Cooling Plant
167	B-5	Technical Equipment Repair Shop
170	C-5	Bioastronautics-Biodynamics Lab
175	C-5	Bioelectronics Lab
176	C-5	Biomedical Engineering Lab
180	D-2	Kilday Hall (Academics Bldg.)
185	D-4	Vivarium Support Facility
186	C-5	Electron Acceleration Lab
820	D-9	C-9 and C-141 Mockups
830	F-5	Epidemiology Division
531	Q-2	Post Office
578	M-3	Human Resources Laboratory
662	E-7	Brooks Field National Bank
663	K-7	Brooks Federal Credit Union
651	J-6	Commissary
658	F-6	Base Exchange
707	J-7	Shoppette
716	K-7	Cash Station
204	G-2	Officers' Open Mess
212, 214, 216, 220	H-2	Bachelor Officers Quarters
803	D-8	Laser Lab
753	F-9	Foreign Technology
753	F-7	657th Air Base Group Orderly Room
776	E-9	Military Personnel
671	K-7	Hanger 9
823	L-5	Civilian Personnel
558	N-3	Security Police Station
470	F-3	Base Chapel
1155	N-4	Epidemiology Lab
615	M-5	USAF Clinic
616	M-5	Base Headquarters
114	J-9	NCO Open Mess
705	J-8	Silver Wing Recreation Center

Information	Telephone	Bldg
Brooks AFB	113	
Brooks AFB Locator	3249/2404	616
San Antonio	411	
Kelly AFB	925-1110	
Lackland AFB	671-1110	
Randolph AFB	652-1110	
Ft. Sam Houston	221-1211	
Emergency		
Security Police	2800	558
Fire Department	117	640
USAF Clinic	2895	615
Dental Clinic	3871/3557	615
Ambulance	3233/3260	615
Assistance		
Charge of Quarters (ABGp)	3642	125
Charge of Quarters (SAM)	2677	125
Office of the Day (Security Police)	2851	558
Command Post	3278	150
Red Cross (Lackland)	671-3381	1023
Air Force Aid Society	3324	726
Family Services	2533	713
Dining Hall	2383	724
Transportation	3525	1104
Flight Operations (Kelly)	925-6911	1610
Flight Operations (Randolph)	652-4303	7
Weather	828-3384	
Travelers Weather	828-0683	
Time and Temperature	226-3232	
Billeting Office	3291	214
International Airport	826-3274	
Entertainment		
Officers' Open Mess	3782	204
NCO Open Mess	2782	714
Theater	2767	800
Telephone Prefixes		
Brooks Housing	333 or 337	
Brooks Parkway	927 or 922	
Brooks Autovon	240 + extension	
Calls from VOQ, BOQ and Family Transient Phones:		
On-Base	7, dial tone, ext.	Desk Clerk 0
Off-Base	9, dial tone, ext.	Long Distance 8
Other Rooms-Room No.		Autovon 7 + 0



# SAN ANTONIO

ONE OF AMERICA'S FOUR UNIQUE CITIES



## LOCAL MILITARY INSTALLATIONS

**KELLY AIR FORCE BASE** is the site of the Air Force Logistics Command's San Antonio Air Material Area and Headquarters, USAF Security Service. Detachment 1 of the 6570th Air Base Group operates Aerospace Medical Division aircraft from Kelly.

**LACKLAND AIR FORCE BASE**—Gateway to the Air Force—houses the Air Force Military Training Center and School of Military Sciences, Officer. Wilford Hall USAF Medical Center, part of the Aerospace Medical Division, occupies more than 60 buildings on the installation.

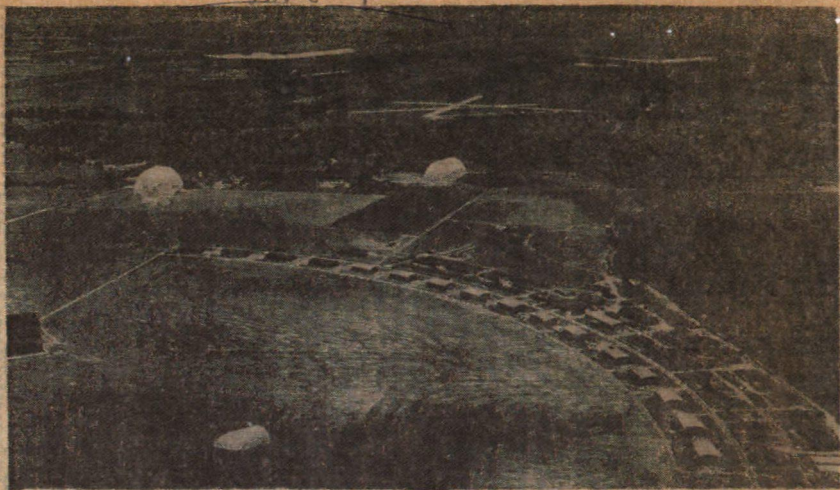
**RANDOLPH AIR FORCE BASE** is the headquarters for the Air Training Command, USAF Recruiting Service and USAF Military Personnel Center. Flight training for instructor pilots makes Randolph one of the most active bases in the area.

**FORT SAM HOUSTON** is the home of the Fifth Army, Health Services Command, Academy of Health Sciences and the Brooke General Hospital. The San Antonio Air Force Station is located on Fort Sam Houston.



Statist: Cl Earth D li i S H E

*Revised  
Don Montague*



**PARACHUTING AT BROOKS FIELD**—This picture, taken on June 15, 1928, shows airmen drifting down to earth strapped in parachutes. Two of the mid-

1920s biplanes from which they jumped are seen atop photo. Runways are seen between the two planes. Early hangars form semicircle around field.

## Famed Brooks 'Hangar 9' Named as Historic Site

Old "Hangar 9" cradle of aviation for many of America's finest warriors of the air, will officially be marked as a Texas historic site Monday.

The medallion of the State Historical Survey Committee will be unveiled in ceremonies beginning at 10 a.m. at the old hangar at Brooks AFB.

Among those scheduled to attend is retired Lt. Thomas H. Ireland, first flying cadet to train at Kelly AFB.

Ireland, a friend and classmate of Sidney J. Brooks, saw the fatal flight in which Brooks was killed in December, 1917. Brooks Field (now air base) was named for the cadet.

Early in September, as the Golden Anniversary celebration of Kelly AFB is concluded, Hangar 9 will be rededicated.

A campaign is under way to finance restoration of the hangar and, to date, five chain store retailers have joined the effort. Additional plans are to be announced later, it was announced.

Names of the famed flyers who trained here are legion. A few would include Charles Lindbergh, who learned to fly at Brooks, and Russell Maughan, first pilot to make a "dawn to dusk" flight across the United States.

A director of flight training in those early days was Claire Chennault, later the famed general of the Flying Tigers of World War II.

Another of the cadets of the mid-1920s was Elwood Quesada. He became a pioneer in mid-air refueling with the flight of the "Question Mark," later was a distinguished general in Europe in World War II, and in retirement was chief of staff of the Federal Aviation Agency.

Col. William C. Ocker first demonstrated principles of blind flying at Brooks in 1920. From Brooks went Col. John Mason, ready to set an open cockpit plane altitude record of 40,800 feet.

The great benefit that early military air training brought to civilian enterprise is seen in the fact the president of Pan Ameri-

can Airways, and a vice president of United Air Lines learned flying at Brooks.

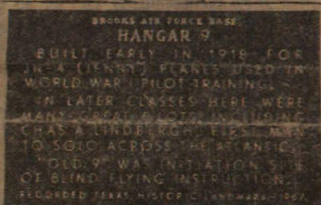
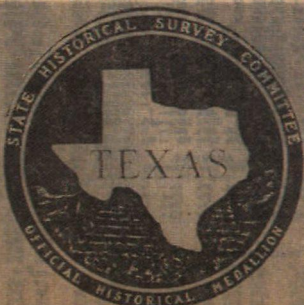
And Lt. Don Walbridge went from Brooks and military flying to become an early director of flight operations for Braniff International.

The great stature of civil and military aviation in the nation today is based largely on efforts and vision of men who learned to fly at Brooks, then finished advanced training at Kelly.

Referring to the effort to raise funds to preserve Hangar 9, County Com. O. E. (Ollie) Wurzbach, chairman of the committee, said many former airmen of old Brooks and Kelly fields have forwarded gifts and donations.

"Some of our local citizens have already made generous contributions towards the restoration of this hallowed shrine."

"So let us all become a part of this worthy and worthwhile effort to restore and memorialize this shrine which, while national in scope, truly belongs to Texas, and in a particular way to San Antonio," Wurzbach said.



**HANGAR 9 MEDALLION**—This is the State Historical Survey Committee medallion and marker which will be unveiled at Brooks AFB's Hangar 9 Monday morning.