1. NAME OF PROPERTY

Historic Name: Randolph Field Historic District

Other Name/Site Number: Randolph Air Force Base

2. LOCATION

Street & Number: Randolph Air Force Base Not for publication:___

City/Town: San Antonio Vicinity: X

State: Texas County: Bexar Code: 029 Zip Code: 78150

3. CLASSIFICATION

Ownership of Property		Category of Property	
Private:	___	Building(s):	___
Public-Local:	___	District:	X
Public-State:	___	Site:	___
Public-Federal:	X	Structure:	___
		Object:	___

Number of Resources within Property

Contributing	Noncontributing
342	22 buildings
1	___ sites
7	23 structures
___	2 objects
350	47 Total

Number of Contributing Resources Previously Listed in the National Register: 348

Name of Related Multiple Property Listing:

Designated a
NATIONAL HISTORIC LANDMARK on
AUG 0 7 2001
by the Secratary of the Interior

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

_____ _____

Signature of Certifying Official Date

_____

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

_____ _____

Signature of Commenting or Other Official Date

_____

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain): _____

_____ _____

Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic:	Defense	Sub:	Air Facility
Current:	Defense	Sub:	Air Facility

7. DESCRIPTION

Architectural Classification: Mission/Spanish Colonial Revival
Art Deco

Materials:

Foundation:	concrete
Walls:	stucco
Roof:	red clay tile, metal
Other:	concrete, steel, ceramic tile

Describe Present and Historic Physical Appearance.

The Randolph Field Historic District is located in the center of Randolph Air Force Base, Texas, about 18 miles northeast of San Antonio in the south central part of the state. The historic district contains approximately 405 acres of the base's total area of 3,129 acres. Terrain in the area is relatively flat and ranges from 705 to 765 feet above sea level, and the climate is ideal for flying. There are towns on the north, east, and west sides of the base, with open farm and range lands immediately to the south. At the time of the airfield's construction it was on State Highway 3, the principal route from San Antonio to Houston.

There are 397 buildings, structures, sites, and objects in the Randolph Field Historic District, with 350 contributing and 47 noncontributing resources. Noncontributing resources are a small percentage of the total number of resources. Almost all of these resources were built between 1929 and 1932 as part of a huge project to construct a new airfield for the Army Air Corps that was specifically designed for flying training. Before World War II, the buildings at Army air facilities performed three basic functions: administrative, operations, and housing. At Randolph, the Army also built a complex of school buildings specifically designed for the site's function as a flying school.

The plan and layout of Randolph Field was based upon an innovative design specific for its location and functions. The concept of the "Air City" resulted in a plan orienting the base with prevailing winds in a northwest/southeast direction. Two flight lines with aircraft hangers and runways bracket the central housing, administrative, and service area. Specific functions of the base such as housing, warehouses and shops, and training areas were concentrated to facilitate base operations and training missions. The innovative design and layout of Randolph Field has not been significantly altered and is a major aspect of the historic district's appearance.

Buildings and structures are generally Spanish Colonial Revival in style, and constructed of hollow core tile and concrete block with stucco finishes and roofs of Mission red clay tile. Hangars, however, are Art Deco in style and originally had checker-board painted roofs. Most of the contributing resources were built according to standardized plans designed by the Army Quartermaster Corps in the late 1920s. Randolph Field's most prominent buildings (Administration Building, Chapel, School of Aviation Medicine, Cadet Academic Building, etc.), however, were designed by local architects. This was partly because: the Quartermaster Corps did not have standardized plans for these special types of buildings; local architects were more familiar with local building conditions and materials; and, the timetable for completing the Air Corps' new field.

The district has an exceptional degree of integrity that comes from its cohesive character and small number of noncontributing buildings. Elements that contribute to the cohesive character include its compatible architectural styles, local building materials, low-scale building types, historic landscape design, and the roadway system. The circular road system is an integral part of the airfield design and layout, and is the historic district's most striking and unique feature. This was the first and only American military airfield to be designed with such a layout.

> The road pattern . . . established the arrangement of the whole building area. The system is one of concentric geometric figures, the center point being the Officers' Mess, located approximately in

> the middle of the Field. One circular plaza, designated as the Military Plaza, incloses (sic) the Club itself and its grounds, including a terrace and swimming pool. Beginning at the Military Plaza, eight radiating roads extend outward from the Club, like the spokes of a wheel. As these are spaced at equal intervals the areas between them take the form of pie-shaped segments, with the small end adjacent to the Club area. These segments are then laterally divided by other concentric roadways. Proceeding away from the Club along any of the eight radiating roads, the first of these lateral roads to be reached is the Inner Octagon, so called because it is laid out as an octagonal figure, with the Club at its center. Still farther from the Club is a second octagonal road designated as Outer Octagon. The radiating roads finally terminate in a handsome circular boulevard designated as Main Circle, which extends around the field at a radius of about one thousand two hundred fifty feet from the Club. This whole central pattern of roadways presents from the air much the appearance of a large wheel, with the Club and Military Plaza as the hub, and the Main Circle as the outer rim. The Inner and Outer Octagons tie the spokes together somewhat like cross braces. This wheel is only the central part of the field, given over to officers' residences, its diameter being about one-half the width of whole area. It is itself inclosed by a larger square road along two sides of which are hangar lines.[1]

The concrete and "asphaltic pavement" for this road system of almost 31 miles cost $424,573.87.

The following excerpt from *A History of Randolph Field*, prepared during World War II, provides a detailed description of the airfield layout and its buildings.

> To give some impression of the character of the buildings of the Field, they will be considered in blocks according to their functions. The arrangement of the Field is such that each functional group is located in a separate area.
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> The entire area within the Main Circle is devoted to family residences for officers. It will be noted that because of the many directions in which the roadways in this part of the Field run, the effect of building houses fronting on these streets is automatically to set the houses at irregular angles. This effect has been particularly helpful in breaking up the monotonous lines which might otherwise have resulted from the construction of many houses according to a few basic plans. The field officers' quarters were erected at an average cost of about $13,500; the company officers' quarters at an average cost of about $12,000. In each case some are one-story and some two-story residences. Although the same basic plans are utilized, variety is secured by placing wings in some cases on one side and in other cases on the opposite side, by interspersing one-story and two-story structures, by varying slightly the outer decoration, and by tinting the stucco exteriors in slightly different shades. All are of hollow tile and stucco construction with Spanish Mission red tile roofs. In all there are one hundred seventy-four officers' quarters, each a one-family unit . . . Total cost of the original construction was $2,134,669.20 . . .
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> The central section inclosed within Main Circle has a diameter of approximately one-half the total width of the Field. The whole of this circle is set within a larger square pattern, with most of the administrative and operational buildings between Main Circle and the square outer road. Two sides of this square, the northeast and the southwest, form the hangar lines. Since the prevailing winds during eight months of the year are from the southeast, the hangar lines run parallel to them. For convenience they are usually referred to as the East Hangar Line and the West Hangar Line . . . At present there are eighteen hangars, each with a thirty-plane capacity. All are of hollow tile and stucco construction, with concrete floors and checker-board roofs of corrugated metal on steel trusses . . . There are eight hangars in the East Line and ten in the West Line but of the latter one is fitted up as a gymnasium and one for instruction in aero-equipment. In the center of each

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[1]Army Air Forces Central Instructors School, *History of Randolph Field* (Randolph Field, Texas: April 1944), 47-48.

hangar line there is an operations building. These are designated respectively as the East Stage House and the West Stage House. They originally contained the operations offices for cadet flying, the parachute departments, and control rooms. A radio control room was installed in the East Stage House in 1935, and new control towers were built on the roofs of each in 1939 . . .

In the space between Main Circle and the hangar lines, adjacent to the operations building, barracks were erected for the quartering of enlisted men. Of these there are six; one designed to accommodate three hundred men, the other five to accommodate two hundred fifty men each. Like most of the buildings on the Field they are hollow tile and stucco structures with arcaded galleries or verandas running nearly the entire length of the buildings. Onto these the rooms open. Two swimming pools for enlisted men were constructed near the barracks, one on each side of the field.

In the space outside Main Circle on the south side of the Field are the cadet barracks and the buildings devoted to cadet administration and ground school instruction. The Cadet Administration Building, set so as to bisect a large quadrangle formed by cadet barracks, is a long, two-story structure resembling the barracks in external design [with] an open arcade or veranda running around the exterior . . .

Fronting Main Circle with its rear door facing the Cadet Administration Building stands the Academic Building, used for ground school instruction. This is a two-story building made up of class rooms and offices, with space provided for the technical library, and a well-equipped radio room.

There were originally only two cadet barracks . . . These closely resemble the enlisted men's barracks in construction except that they are of three stories and have glassed-in stoops on one side. Each contains fifty-three bedrooms designed under normal conditions to accommodate two cadets . . . These buildings face Main Circle, although set back farther from it than the Academic Building. Thus a quadrangle is formed between the academic and administration buildings and the ends of the barracks. A circular road, bordered with palms, runs around this quadrangle, and in the center of the inclosed area is a flagpole. This area was regularly used by the cadets for the ceremony of retreat. Behind the barracks on either side of the administration building is a large open area which was used for parades and drill. Near the cadet buildings are tennis, basketball, and handball courts; a large swimming pool; and other facilities for recreation and physical training.

At the point where the entrance highway crosses the Flying Field . . . on the north side, there is a group of three distinctive buildings. Of these the most unusual and certainly the most ingenious product of Lieutenant Clark's planning is the Administration Building. Separate appropriations had been made for a water tower, and for buildings to house a signal office, a photographic unit, a post office, an administration building, and a War Department theater. All of these buildings were combined into one large administration building. The water tank is inclosed within an ornamental tower of octagonal shape, capped by a dome which rises to a height of one hundred seventy feet above the ground. Thus the unsightliness and flying hazard presented by the old type water tower were avoided. A powerful oscillating beacon on the dome can be seen from the air, on clear nights, from a distance of more than fifty miles. Beneath the dome is a room which was originally intended to house a weather office. The main part of the building is of two stories and consists of a square circular portion supporting the tower, with wings extending to each side and to the rear. On the second floor were located the offices of the Commanding General of the Air Corps Training Center, and the Commanding Officer of Randolph Field. The remainder of the space in the main part of the building exclusive of the rear wing, was originally assigned to communication activities, including the Signal Office, the meteorological office, the radio station, the telephone exchange and telegraph office; the post office; the Post Print Plant; the administrative offices of the Quartermaster; the offices and laboratories of the Photographic Section; the Public Relations Office; the Judge Advocate's office, and court room; and the Personnel, Finance, and Recruiting

offices. In the rear wing is a well-equipped theater and auditorium with a seating capacity of eleven hundred fifty and a stage suitable for little theater productions. Original cost of the Administration Building was $252,027.50.

To the west of the Administration Building is a uniquely designed Post Exchange having three wings placed around a Spanish patio. Space was provided here for a general store, a grocery, a café, shoe repair shop, beauty shop, and offices.

The space east of the Administration building was reserved for a Post Chapel, added later [1934].

The remaining buildings of the field are located in the four corners lying between Main Circle and the outer square roadway along the hangar lines. In the northeast corner are the Bachelor Officers' Quarters. These consisted originally of two units, each containing forty apartments, and a separate central building housing the mess offices, and recreational rooms. The quarters are similar in general exterior design to the enlisted men's and cadets' barracks. Total cost of theses buildings was $356,921.05

The southeast corner contains the Post School, for children of elementary school age, and duplex family quarters for non-commissioned officers. These quarters lack the variety and interest of the officers' houses in the central part of the Field, due chiefly to monotonous uniformity of design and to the fact that they are invariably set in square patterns.

A similar group of family quarters for non-commissioned officers was erected in the southwest corner. This area also contains the Station Hospital and the School of Aviation Medicine. As originally designed, the Hospital had a capacity of one hundred beds . . .

The original building of the School of Aviation Medicine is adjacent to the Station Hospital. It is a long, two-story building facing Main Circle, containing office, library, and class room facilities for the training of flight surgeons and aviation physiologists; also laboratories utilized for research in various problems connected with the physiological effects of flight. Most of the laboratory equipment was later moved into a new Aero-Medical Research Laboratory [constructed in 1942].

The northwest corner of the Field is the shop area. There were located the Quartermaster warehouse and commissary; the Air Corps Supply warehouse and offices; the Air Corps shops; the guard house; bakery; garages; paint and dope shop, and dope storage warehouse; the engine test block buildings; and the engineering shops. Most of these buildings are long, low warehouse types set rather closely together.

From the outset careful attention was given to the problem of landscaping. The first landscape architect, Captain N. G. Bone, O. R. C., showed foresight in taking immediate steps to have a nursery established. Twenty acres were allocated for this purpose and the greenhouses were among the first buildings erected . . .

An effort was made in landscaping to obtain a supply of plants, shrubs, and trees which would flourish in the type of soil and climate found at Randolph Field. The entire Field was sodded with Bermuda grass which not only affords a tough mat suitable for take-offs and landings, but remains green in mild climates almost throughout the year. In the greenhouses potted plants, garden plants, and many types of ornamental plants were grown. A great variety of cacti, sotols, yuccas, and other desert plants were collected in New Mexico, Arizona, and West Texas and transported to the Field by air. Many truckloads of live oaks and Spanish oaks were dug up at Leon Springs and transplanted at Randolph. Virtually every building, other than those on the hangar lines, has been set off with carefully arranged shrubs and trees. Service yards of the residences are hidden from view by hedges or shrubbery. Rock gardens with fountains and lily pools, desert gardens, formal patterns of shrubbery outlining the central parkway or esplanade, and hundreds of trees set along the avenues, add beauty and distinction . . .

> In a report made in June, 1932, Lieutenant Bone stated that since 1 November 1931 he had planted six hundred eighty ornamental shade trees, and that four hundred fifteen Spanish oaks, previously set out, were still living; seventy-four buildings had been landscaped, using thirty-five hundred to four thousand plants, seven hundred six large Japanese Ligustrum plants had been set as hedges; hundreds of plant replacements had been made; necessary spraying and pruning had been performed . . . .
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> The first trees planted were the gift of the San Antonio de Bexar Chapter, Daughters of the American Revolution. In 1932, the George Washington Bicentennial year, the Chapter planted one hundred four live oaks as a memorial, later increasing the number to one hundred twenty. These trees line North Circle, the Administration Building area, North Park, Military Plaza, and South Park, which together form a handsome esplanade running through the center of the residence area. As these trees and others subsequently planted mature, they will add much to the beauty of the Field and also provide needed shade for the houses."[2]

Since the completion of most construction in 1931, there have been relatively few major alterations to the original layout and design of buildings and structures. The original layout for Randolph Field included open space in the northwest and southeast sections of the station and most post-1950 construction occurred in these areas. Alterations to original buildings that have resulted in the loss of character-defining features have primarily included the enclosure of porch areas with stucco and/or glass panels, and the replacement of original windows and doors. Most of the buildings' original windows were multiple light steel and glass casement designs and extensive replacement has occurred in recent years. Windows in all residences were replaced with aluminum sash windows, and replacement windows in administrative and operations buildings are also common. Many of the original arcaded porches have been enclosed to provide additional living or office space. Despite these alterations, the great majority of buildings and structures in the historic district retain their historic integrity.

Randolph Field was listed on the National Register of Historic Places in 1996. The inventory of contributing and noncontributing resources reflected the existing conditions on the facility after a survey published in 1993. This NHL nomination describes the contributing and noncontributing resources present within the Randolph Field district as of 2001. In the interim, some changes have occurred at the facility. For example, one contributing resource, Facility No. 243 (Chemical Storage building) and a noncontributing resource, Facility No. 226, have been demolished.

CONTRIBUTING RESOURCES

1. AIRFIELD PLAN: The original plan for the flying field, including the road layout of almost 32 miles, the park-like areas and boulevards, and the placement of pivotal buildings, etc., is a designed landscape with great significance (site). (C)

2. FACILITY NO. 3 (HANGAR K): Facility No. 3 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1940. The annex

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[2]Ibid., 52-62, 64.

windows were infilled around 1985. Doors are sliding track steel and glass design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

3. FACILITY NO. 4 (HANGAR L): Facility No. 4 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1940 and annex windows were infilled around 1985. Doors are sliding track glass and steel design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

4. FACILITY NO. 5 (HANGAR M): Facility No. 5 is a one-story, rectangular plan building with Art Deco features completed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. The annex windows were infilled around 1985. Doors are sliding track steel and glass design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. The area between the pylons is enclosed on the northeast elevation. Windows are flat arched. (C)

5. FACILITY NO. 6 (HANGAR N): Facility No. 6 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with a stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1939 and converted to a support facility around 1972. This office space was expanded around 1976, and the lean-to windows were infilled around 1985. Doors are sliding track steel and glass design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

6. FACILITY NO. 7 (HANGAR O): Facility No. 7 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. A lean-to annex is on the flight line side of the building. Classrooms and offices were added to the interior around 1953. Paired concrete pylons are at the corners of the building. Doors are sliding track steel and glass design. The building has a gable roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. (C)

8. FACILITY NO. 10 (FLARE HOUSE): Facility No. 10 is a one-story, rectangular plan building completed in 1937. The building's foundation is concrete slab. Construction is of clay tile with a stucco exterior. The building has a ca. 1980 steel door. The gable roof is of clay tile with vents at the gabled ends. There is a vent at the rear elevation. (C)

9. FACILITY NO. 12 (HANGAR P): Facility No. 12 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The foundation is concrete slab and concrete pier and beam. Construction is clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions were made to the annex around 1939 and annex windows were infilled around 1985. Gypsum ceilings were installed and columns were encased in 1934. Doors are sliding track steel and glass design. Windows are multi-light, steel casement and awning design. The roof is gable with vents at gabled ends. Roof construction is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. Classrooms and offices were added to the interior around 1953. (C)

10. FACILITY NO. 13 (HANGAR Q): Facility No. 13 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. A lean-to annex is on the flight line side of the building to which two additions were made around 1939. The annex windows were infilled around 1985. The foundation is concrete slab and concrete pier and beam. Construction is clay tile and structural steel with stucco exterior. Doors are sliding track steel and glass design. There is one porch bay at the southwest elevation. The canopy was added to this entrance around 1972. The roof is gable with vents at the gabled ends. The building was reroofed around 1986 and is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Windows are multi-light, steel casement, awning design. Paired concrete pylons are at the corners of the building. This facility, originally an airplane hanger, was converted into classrooms and offices around 1953. (C)

11. FACILITY NO. 16 (HANGAR R): Facility No. 16 is a one-story, rectangular plan building with Art Deco features completed in 1931. Construction is clay tile and structural steel with a stucco exterior. A lean-to annex is on the flight line side of the building. Gypsum ceilings were installed and columns were encased in 1934. Paired concrete pylons are at the corners of the building. The foundation is concrete slab and concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement and awning design. The building was reroofed in 1986 and is of metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. (C)

12. FACILITY NO. 62 (HANGAR C): Facility No. 62 is a one-story, rectangular plan building with Art Deco features completed in 1931. Construction materials are clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. There is one porch bay inset on the northeast elevation. Windows are steel casement and awning design. There is a lean-to annex on the flight line side of the building. The annex windows were infilled and replaced around 1966. Gypsum ceilings were installed and columns were encased in 1934. There are paired concrete pylons at the corners of

the building. The building was reroofed around 1966 and is of metal standing seam with exposed rafter ends. There are vents at gabled ends and a sliding track door at the rear elevation. (C)

13. FACILITY NO. 63 (HANGAR D): Facility No. 63 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hangar which had two additions completed in 1940. The annex outer bay windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel and glass awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There is an overhead track door on the rear elevation. Paired concrete pylons are at the corners of the building. (C)

14. FACILITY NO. 64 (HANGAR E): Facility No. 64 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hanger and paired concrete pylons at the corners of the building. In 1940, two additions were made to the annex and its windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light steel and glass awning design. The building was reroofed in 1986 and is of metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. (C)

15. FACILITY NO. 66 (OPERATIONS AND PARACHUTE BUILDING): Facility No. 66 is a one and a half-story, asymmetrical plan Spanish Colonial Revival style building constructed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have ca. 1980 aluminum and glass doors. On the southwest elevation is an open arcaded loggia and a central projecting polygonal bay. Windows are multi-light steel and glass awning design and some windows on the southwest and northeast facades were infilled around 1966. The gable roof is of clay tile with exposed rafter ends. There are windows and a double door entrance on the rear elevation. The tower cab was replaced in 1939, and again in 1961. (C)

16. FACILITY NO. 67 (FLARE HOUSE): Facility No. 67 is a one-story, rectangular plan building completed in 1939. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The building has an original steel door. The gable roof is of clay tile with exposed rafter ends. There are vents at the gable ends and rear elevation. (C)

17. FACILITY NO. 70 (HANGAR F): Facility No. 70 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building, to which two additions were completed in 1940. Annex windows were infilled around 1966. There are paired concrete pylons at the corners of the building. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched, multi-light steel and glass awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation. (C)

18. FACILITY NO. 71 (HANGAR G): Facility No. 71 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hanger. Two additions were made to this annex in 1940 and its windows were infilled around 1966. There are paired concrete pylons at the corners of the building. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched and of multi-light steel and glass awning design. The gabled roof is metal standing seam with exposed rafter ends. There are vents at gable ends and a sliding track door at the rear elevation. The building was reroofed around 1986. (C)

19. FACILITY NO. 72 (HANGAR H): Facility No. 72 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Annex windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light steel casement and awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

20. FACILITY NO. 73 (HANGAR I): Facility No. 73 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex in 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched multi-light, awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends and a sliding track door at the rear elevation. At the corners of the building are paired concrete pylons. There are loading docks and a ramp on the northeast elevation. (C)

21. FACILITY NO. 74 (HANGAR J): Facility No. 74 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex in 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched, multi-light awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

22. FACILITY NO. 75 (HANGAR U): Facility No. 75 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex around 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with

concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

23. FACILITY NO. 76 (HANGAR V): Facility No. 76 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex around 1940. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

24. FACILITY NO. 77 (GENERAL STORAGE): Facility No. 77 is a one-story, rectangular plan building completed in 1931. Construction is of concrete block with a stucco exterior. The foundation is of concrete slab. The building has single and double doors of ca. 1970 steel design. Windows are rectangular six-over-six, double-hung wood sash. The gable roof has a metal surface. (C)

25. FACILITY NO. 100 (ADMINISTRATION BUILDING, "TAJ MAHAL"): Facility No. 100 is a two-story, T-plan, Spanish Colonial Revival style building with a central tower inspired by the Art Deco style, constructed in 1931. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. The building's primary entrance is on the north facade and is recessed within an arched loggia. The northeast and southwest elevations have rounded arched recessed entries. The entrance has original multi-light glass and wood double doors. Windows are flat arched, original multi-light steel casement design. The central section has a flat roof while the flanking wings are hipped with clay tiles. There are seven symmetrical bays on the ground floor. The upper floor has five symmetrical bays. The tower is 147 feet high, capped by a domed roof which is covered with ceramic tiles. The tower has an open arcade and pinnacles. The building was individually listed in the National Register in 1987. (C)

26. FACILITY NO. 102 (POST CHAPEL): Facility No. 102 is a two-story, nave plan, Spanish Colonial Revival style chapel built in 1934. The Chapel has two bell towers on the primary facade. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. There are original wood double doors at the primary entrance. This entrance has a cast stone surround with engaged Doric pilasters, The surround has decorative urns, engaged pilasters, and a curvilinear gable at the roofline. There is an open shed roof porch on the southwest elevation with exposed rafter ends. Windows are original multi-light steel casement design set within flat arched and round arched openings. Six stained glass windows were installed in 1943. The gable roof is of clay tile with box eaves. There is one stucco chimney on the exterior wall. The interior of the Chapel has not been altered and retains its original design and materials. (C)

28. FACILITY NO. 110 (BACHELOR OFFICERS' QUARTERS A): This is a two-story, U-shaped building constructed in 1931 in the Spanish Renaissance Revival style. The building is of clay tile construction with a stucco exterior. The building has a clay tile gable roof and foundation of poured concrete. The building has a two-story wraparound, arcaded loggia on the primary facade. The first floor of the loggia has rounded arches while the second floor has rectangular openings. The second floor openings have paired cast-stone columns with acanthus leaf capitals. Both floors have wrought iron balustrades. The central bay of the buildings has a two-story rounded arch opening with a decorative cast-stone surround. The building has multiple apartments with original wood french doors. Windows were replaced around 1985 and are single-hung two-over-two aluminum sash. The building has a stucco chimney along an interior wall. (C)

30. FACILITY NO. 112 (BACHELOR OFFICERS' MESS): Facility No. 112 is a two-story, T-plan, Spanish Renaissance Revival style building completed in 1931. Construction is of hollow core clay tile with a stucco exterior. The foundation is concrete pier and beam. There is a recessed primary double door entrance with a cast-stone surround and transom. The northeast and southwest elevations have a one-story central bay which features rounded arched openings with windows crowned by a decorative tympanum. There are five porch bays on the northeast elevation with metal balusters. Windows are original steel casement design with multi-light transoms. There are fabricated metal balconies at the first floor windows. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney on the exterior wall. Nine symmetrical bays are on both floors. (C)

47. FACILITY NO. 118 (NURSE'S DAY ROOM): Facility No. 118 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The primary entrance has double doors of aluminum and glass added ca. 1974. On the southwest elevation is a shed roof porch with an attached metal canopy which extends to the street. Windows are flat arched, double-hung six-over-six wood sash. The gable roof is of clay tile with exposed rafter ends. There is one stucco chimney on the exterior wall. The rear elevation has a double door entry with a shed roof canopy. (C)

48. FACILITY NO. 120 (BACHELOR OFFICERS' QUARTERS B): This is a two-story, U-shaped building constructed in 1931 in the Spanish Renaissance Revival style. The building is of clay tile construction with a stucco exterior. The building has a clay tile gable roof and foundation of poured concrete. The building has a two-story wraparound, arcaded loggia on the primary facade. The first floor of the loggia has rounded arches while the second floor has rectangular openings. The second floor openings have paired cast-stone columns with acanthus leaf capitals. Both floors have wrought iron balustrades. The central bay of the buildings has a two-story rounded arch opening with a decorative cast-stone surround. The building has multiple apartments with original wood french doors. Windows were replaced around 1985 and are single-hung two-over-two aluminum sash. The building has a stucco chimney along an interior wall. (C)

50. FACILITY NO. 200 (POST EXCHANGE): Facility No. 200 is a one-story, Y-plan, Spanish Colonial Revival style building built as the Post Exchange in 1931. The building has a central

courtyard and fountain. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab and concrete pier and beam. Entrances are of ca. 1980 aluminum and glass design and access to them is through the central triple arched, arcaded loggia on the northeast facade. Above this arcade is a parapet wall of clay tile and a curvilinear gable. A similar arcaded loggia is on the southeast elevation; however, this loggia is within an added wing. Patio windows were infilled around 1967 and new entrances were added to the west and north wings around 1959. West wing windows were infilled around 1958 and east wing windows were infilled around 1960. The roof is flat with a parapet. (C)

52. FACILITY NO. 202 (PX FILLING STATION ADDITION): Facility No. 202 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1935. Construction is of clay tile with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The main facade has two primary entrances with aluminum and glass doors and metal awnings. The main facade originally consisted of six open garage bays but these have been enclosed with glass and brick. Windows are flat arched, multi-light steel casement design. Several window openings have been enclosed with wood and stucco. The flat shed roof is clay tile with a parapet. (C)

53. FACILITY NO. 205 (FIRE STATION): Facility No. 205 is a two-story, rectangular, symmetrical plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is concrete slab and concrete pier and beam. The building was originally constructed with three arched entrances containing garage doors. These openings were infilled with wood and stucco and new doors were installed around 1970. Windows are original flat arched, multi-light steel casement design and are covered with protective metal bars. The gable roof is of clay tile with exposed rafter ends. The rear elevation has four window bays and there is an entrance on the west facade. (C)

55. FACILITY NO. 208 (POST GARAGE): Facility No. 208 is a one-story, rectangular plan, Spanish Colonial Revival style building. The building is composed of four interconnecting sections, each with curvilinear gables at the roofline. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. The main entrance is on the east facade and contains a recessed, aluminum and glass door with sidelights and transom. Over the entrance is a cast-stone head medallion detail. The original windows were replaced in 1982 and are rectangular double-hung, awning design with aluminum sash. The gable roof is of metal standing seam. There are vents in the gable ends and on the rear elevation. A rear addition was completed ca. 1957. A section of the original building at the rear facade was removed in 1978. Overhead track doors were installed in the garage bays around 1982. (C)

56. FACILITY NO. 216 (POST BAKERY): Facility No. 216 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. On the main facade are two primary entrances with ca. 1985 aluminum and glass doors. Two additional doors on this facade were infilled with wood and stucco panels in 1992. Windows were replaced around 1985 and are flat arched, single-hung one-over-one aluminum sash. The hipped roof is of clay tile. (C)

57. FACILITY NO. 220 (QUARTERMASTER WAREHOUSE): Facility No. 220 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of

clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance is located in a recessed bay and contains a ca. 1980 aluminum and glass door. The entrance has a cast-stone surround with radiating voussoirs. The building has rectangular vents, and steel casement and awning design windows. Inset tile panels are located on the main facade. Windows on the primary elevation have been infilled with frame and stucco panels. The gable monitor roof is of metal standing seam with box eaves. There are vents located at the gable ends which have cast-stone label molding. The clerestory windows in the monitor roof have been covered with metal panels. Docking bays were added to the southwest facade around 1958. The rear 100 feet of the building was razed around 1978. (C)

58. FACILITY NO. 224 (AIR CORPS SUPPLY WAREHOUSE): Facility No. 224 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. The primary entrance is recessed within a rounded arch opening and contains a ca. 1980 glass and aluminum door. The entrance has a cast-stone surround with radiating voussoirs. Inset tile panels are located on the main facade. Windows were added to the primary facade around 1985. Windows are multi-light steel casement and awning design. The gabled monitor roof is metal standing seam with box eaves. The gable over the entrance has an original casement window and cast-stone surround with label molding. The clerestory windows have been covered with metal panels. (C)

59. FACILITY NO. 229 (ENGINE TEST BUILDING): Facility No. 229 is a one-story, U-shaped, Spanish Colonial Revival style building completed in 1934. Construction is of concrete with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. Entrances include both original multi-light glass and wood doors, and ca. 1980 steel doors. The interior bays have loading docks. Windows are multi-light steel and glass awning design. The gable roof is of corrugated metal with box eaves. The roofs have clay tile coping on stepped parapets at the gable ends. A wire fence was added between the buildings around 1949, which was later replaced by a wall. (C)

60. FACILITY NO. 230 (PAINT AND DOPE SHOP): Facility No. 230 is a one-story, rectangular plan, utilitarian building built in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. Entrances have ca. 1980 steel doors. Windows are rectangular steel and glass awning design. The gable roof is of metal standing seam. At the rear facade are metal and wood sliding track garage doors. In the gable field of the main facade is an oval vent window. A metal canopy has been added on the west facade. (C)

61. FACILITY NO. 235 (GUARD HOUSE): Facility No. 235 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete and the building has a clay tile gable roof. The primary entrance has ca. 1980 aluminum and glass double doors. The main facade was built with an arcaded porch with six rounded arch bays. This porch has been infilled with glass and aluminum panels in recent years. Windows are flat arched, multi-light steel casement design. Gable ends are stucco with vent openings. There is one stucco chimney located on the exterior wall. A basement entry is located on the southwest elevation. (C)

62. FACILITY NO. 237 (DOPE STORAGE): Facility No. 237 is a one-story, rectangular plan, Spanish Colonial Revival building completed in 1931. Construction is of brick with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The entrance has double doors of aluminum and glass added ca. 1985, and a cast stone surround with radiating voussoirs. Windows are small, flat arched design. The gable roof is of clay tile with box eaves. In the gable ends are round vent windows with cast stone surrounds. There are decorative cast-stone pediments at the windows on the northwest and southeast elevations. (C)

63. FACILITY NO. 241 (ENGINEERING SHOPS): Facility No. 241 is a one-story, asymmetrical plan, Spanish Colonial Revival style building completed in 1931. The building is composed of three primary interconnected sections. Construction is of brick with a stucco exterior. The rear additions were completed in 1943 and designed by San Antonio architect Bartlett Cocke. The foundation is of concrete pier and beam. Entrances into the building are a variety of single and double doors with both original and replacement glass and metal doors. The central wing has a recessed, rounded arch entrance and cast-stone surround with radiating voussoirs. Windows are rectangular multi-light steel and glass awning design. The central windows on the flanking bays feature cast-stone surrounds with radiating voussoirs. Flanking windows are rounded arch steel and glass. The central and flanking windows are separated by wall pilasters and in the gable field is a quatrefoil design. The gable roof has clay tile coping and a curvilinear parapet. (C)

64. FACILITY NO. 242 (GAS STORAGE BUILDING): Facility No. 242 is a one-story, rectangular plan building completed in 1944. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete and the building has a shed roof of corrugated metal. The entrance has ca. 1975 double steel doors. There is no other fenestration. (C)

65. FACILITY NO. 245 (STEAM CLEANING BUILDING): Facility No. 245 is a one-story, rectangular plan building completed in 1943. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have ca. 1980 sliding track wooden doors. Windows are rectangular steel and glass awning design. The flat roof has a parapet wall with clay tile coping. One stucco chimney is located on an interior wall. The rear elevation has vents, double doors, and an attached garage bay and metal carport. (C)

66. FACILITY NO. 260 (ELECTRIC SUBSTATION): Facility No. 260 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have original double doors with sidelights. Over the entrance is a canopy supported by wood brackets. Windows are multi-light steel and glass casement design with wood lintels and decorative metal grills. The flat shed roof is of clay tile with a parapet wall. There is one stucco chimney located along an interior wall. (C)

68. FACILITY NO. 300 (COMMANDING GENERAL'S QUARTERS): Facility No. 300 is a two-story, Spanish Colonial Revival style dwelling with one-story flanking wings completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The main entrance is located within a gable roof entry porch and contains an original glass and wood rounded arch door. The entry porch has a rounded arch with a ceramic tile surround.

The dwelling's original casement windows were replaced ca. 1983 with single-hung, one-over-one and two-over-two aluminum sash. The hipped roof is of clay tile with box eaves. One stucco chimney is located along an interior wall. The interior features a full-height living room with exposed rafters and a decorative fireplace surround. A small balcony overlooks the living room. The interior retains its original doors and fireplace mantels. The rear yard of the property is enclosed by a concrete and stucco wall. (C)

69. FACILITY NO. 301: At the rear of the Facility No. 300 is a one-story hipped roof, two-bay garage constructed in 1942. (C)

70. FACILITY NO. 313: Facility No. 313 is a one-story, rectangular plan, eight bay garage with Spanish Colonial Revival detailing built in 1931. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

71. FACILITY NO. 319: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

72. FACILITY NO. 357: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

74. FACILITY NO. 372: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

79. FACILITY NO. 390 (CADET TENNIS COURTS): Facility No. 390 is a rectangular gravel/clay tennis court completed in 1938. Originally built as two courts, it is surrounded by a chainlink fence and shrubs. Bleachers are located at the southwest edge of the courts. The courts were repaired in 1984 (structure). (C)

82. FACILITY NO. 399 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash

design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space. (C)

83. FACILITY NO. 403: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

84. FACILITY NO. 409: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

85. FACILITY NO. 447: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. The interior original cedar post columns have been removed and replaced with metal posts. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

87. FACILITY NO. 462: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

89. FACILITY NO. 491 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1985 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1985 with one-over-one aluminum sash design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space. (C)

92. FACILITY NO. 501 (WATER TREATMENT BUILDING): Facility No. 501 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The building has an original paneled wood door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

93. FACILITY NO. 502 (OFFICERS' CLUB POOL): Facility No. 502 is a concrete, oval swimming pool located adjacent to the Officers' Club. The pool was completed in 1932, measures 75' by 150', and has four sets of concrete steps (structure). (C)

94. FACILITY NO. 503 (OFFICERS' CLUB BATHHOUSE): Facility No. 503 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1932. The building is composed of a central lobby and flanking dressing rooms for men and women. Construction is of clay tile with a stucco exterior. The foundation is poured concrete. The central bay has a rounded arch entrance with original wood double doors. Windows openings are narrow with wood vents. The hipped roof of the central section has clay tiles while the wings have metal roofs. (C)

95. FACILITY NO. 513: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

96. FACILITY NO. 519: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

97. FACILITY NO. 557: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

98. FACILITY NO. 570: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

100. FACILITY NO. 581 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space.. (C)

101. FACILITY NO. 584 (POST CHILDREN'S SCHOOL): Facility No. 584 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1933. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance has a ca. 1985 single-light aluminum and glass door. Windows were replaced ca. 1985 and are of multi-light steel casement design. The building was originally designed with an open arcade on the main facade. This arcade was enclosed with wood and stucco panels around 1952.

The gable roof is of clay tile with exposed rafter ends and gabled clerestory vents at the roof ridge. There is a stucco chimney located along the interior wall. (C)

102. FACILITY NO. 598 (EAST NCO CLUB): Facility No. 598 is a one-story, asymmetrical plan, Spanish Colonial Revival style building constructed in 1931. The building has two projecting gable roof bays on the primary facade. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. On the main facade is an arcaded loggia with five Gothic arched openings. A metal awning has been added to the central bay. The entrance has double doors of aluminum and glass added ca. 1980. Windows are rectangular, multi-light steel casement design. The gable roof is of clay tile with exposed rafter ends. There are two stucco chimneys along the interior wall. At the rear is a one-story addition constructed ca. 1950. (C)

103. FACILITY NO. 603: Facility No. 603 is a one-story, rectangular plan, eight bay garage with Spanish Colonial Revival detailing built in 1931. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

104. FACILITY NO. 609: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

106. FACILITY NO. 645: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

107. FACILITY NO. 658: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

108. FACILITY NO. 661 (AERO MEDICAL RESEARCH LABORATORY): Facility No. 661 is a two-story, rectangular plan, Spanish Colonial Revival style building built in 1942. Construction is of clay tile with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The main entrance has ca. 1980 double doors of aluminum and glass. The doors are set within a two-story rounded arch recessed entrance with a cast-stone surround. Above the entrance is a round vent window with a cast-stone surround. Recessed secondary entrances are located on northwest and southeast elevations and have cast-stone surrounds. Cast-stone balconets are located at the end bays on the northeast elevation. The original windows were replaced around 1985 and are one-over-one aluminum sash design. The gable roof is of clay tile with box eaves. There is one stucco chimney located along the exterior wall. The rear elevation has windows and a central entrance. (C)

110. FACILITY NO. 663 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The

building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash design. In the gable fields are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space.. (C)

111. FACILITY NO. 664 (WATER TREATMENT BUILDING): Facility No. 664 is a one-story, rectangular plan building constructed adjacent to the Enlisted Men's Pool in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The entrance has a ca. 1960 steel door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

113. FACILITY NO. 666 (ENLISTED MEN'S BATH HOUSE): Facility No. 666 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The entrance is recessed within a rounded arch opening and contains ca. 1980 aluminum and glass double doors. The building has narrow louvered vent openings on the main and side facades. At the rear are rounded arch openings which have been infilled with louvered vents. At the roofline of the central bay is a stepped parapet. (C)

114. FACILITY NO. 668 (STORAGE): Facility No. 668 is a one-story, rectangular plan building completed in 1950. Construction is concrete block and it rests on a concrete foundation. The entrance has an original steel door. Windows have been enclosed with wood panels. The shed roof is of corrugated metal. (C)

115. FACILITY NO. 671 (SCHOOL OF AVIATION MEDICINE): Facility No. 671 is a two-story building constructed in 1931 in an H plan with Spanish Renaissance Revival detailing. The building rests on a raised basement and has a foundation of concrete pier and beam. Construction is of clay tile with a stucco exterior. The main entrance has original multi-light double doors and transom. This entrance has an elaborate cast-stone surround with archivolt trim and pinnacles. There are metal balconets at the second floor windows in the end bays of the primary elevation. There are cast-stone surrounds at secondary entrances on the east, west, and south elevations. Windows are flat arched, multi-light steel casement awning design with multi-light transoms. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney along an interior wall. (C)

117. FACILITY NO. 675 (POST HOSPITAL): Facility No. 675 is a two-story, asymmetrical plan, Spanish Renaissance Revival style building completed in 1931. The building is composed of three interconnecting sections. The building has a raised basement level with a drive-thru entrance between the first and second wings of the building. The basement was enlarged in 1940. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance is located on the main (northeast) facade and has original multi-light

double doors and a multi-light transom. The entrance is flanked by a cast-stone surround with paired corkscrew columns and a full entablature. Similar doors with cast-stone surrounds are located at entrances on the north, east, and west elevations. Windows are flat arched, multi-light steel casement design. Some of the windows were replaced with aluminum sash lights around 1990. The hipped roof is of clay tile with exposed rafter ends. On the northeast facade is a stepped parapet. There is one stucco chimney along an interior wall. (C)

118. FACILITY NO. 693 (WEST NCO CLUB): Facility No. 693 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. The building was constructed with two projecting bays on the primary facade. Between these two bays is an open arcade. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The entrance has double doors of aluminum and glass added ca. 1980. The arcade has five Gothic arched openings separated by concrete and stucco piers. Windows are flat arched, multi-light steel casement design. The gable roof is of clay tile with exposed rafter ends. The building has an interior wall stucco chimney. The rear elevation has a multiple door entry and addition which was completed around 1950. (C)

119. FACILITY NO. 694 (SNACK BAR): Facility No. 694 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The building has an original two-panel door at the entrance. Window openings have been infilled with wood and stucco panels. The gable roof is of clay tile with exposed rafter ends. (C)

120. FACILITY NO. 900 (CADET ACADEMIC BUILDING): Facility No. 900 is a two-story, H-plan, Spanish Renaissance Revival style building built in 1931. Construction is of clay tile with a stucco exterior. The building rests on a raised basement and the foundation is concrete pier and beam. The primary entrance has original multi-light double doors and an arched transom. The entrance has an elaborate portico cast-stone surround with a cartouche. At the roofline of the central entrance bay is a stucco and cast stone curvilinear parapet. Window openings are flat arched and segmental arched and contain original multi-light steel and glass awning design windows. The windows on the second floor are separated by decorative pilasters. Windows on the first floor of the projecting bays have decorative surrounds with broken pediments. The hipped roof is of clay tile with exposed rafter ends. There are 15 symmetrical bays on both floors. The entrance on the south facade has original wood double doors and a cast-stone broken pediment. (C)

121. FACILITY NO. 901 (CADET BARRACKS): Facility No. 901 is a three-story, rectangular plan, Spanish Renaissance Revival style building constructed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The main entrance has a ca. 1980 aluminum and glass door. Entrances leading to the separate quarters have original two panel wood doors with single-light rectangular transoms. There are 21 inset porch bays with metal balusters on the southeast elevation. Windows are both steel casement and double-hung, one-over-one wood sash. The hipped roof is of clay tile with exposed rafter ends. There is one stucco chimney along an interior wall. The arcaded verandas on the primary elevation have rounded arches on the second story and rectangular openings on the third story. The central entrance bay of the first story level on both major elevations features elaborate cast-stone

surrounds with quatrefoil designs. These facades also have decorative medallions with star motifs. (C)

123. FACILITY NO. 903 (CADET BARRACKS): Facility No. 903 is a three-story, rectangular plan building with Spanish Renaissance Revival detailing constructed in 1939. Originally built as barracks, the building was converted to offices ca. 1957. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. Entrances are of paneled wood design with transoms. The primary facade has arcaded verandas with rounded arches on the second story. The third story has rectangular veranda openings. The central bay on the primary facade has a cast-stone surround and quatrefoil window. Above the entrance at the third floor level is an open niche with decorative columns. The main facade has decorative medallions with star motifs. The building has 21 porch bays on its primary elevation which are inset and have metal balusters. Windows are both steel casement awning design and one-over-one, double-hung wood sash. The building has a hipped roof constructed of clay tile, exposed rafter ends, and an stucco chimney located along an interior wall. (C)

124. FACILITY NO. 905 (CADET ADMINISTRATION, MESS, AND RECREATION): Facility No. 905 is a two-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. The basement is raised with a below grade walkway. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The primary entrance has double doors of wood and glass and a transom. There are nine porch bays with balconies on the northwest elevation. The northwest elevation also features a continuous shed roofed, covered, arcaded veranda with flat-arched and round-arched bays. Ceramic tile domes rest over the veranda at the corners of the building. Windows are flat arched, multi-light steel casement design. The hipped roof is of clay tile with exposed rafter ends. There is one stucco chimney along an interior wall. The ground floor has nine symmetrical bays; the upper floor has seven symmetrical bays. Additional bath and toilet facilities were installed in the basement in 1938. A mural in the cadet mess was painted in 1943. Around 1957, when the building was converted to offices, the second floor open terraces on the southeast and southwest corner were enclosed. The first floor porch on the west and second floor open terrace on the south were enclosed around 1960. (C)

125. FACILITY NO. 907 (CADET BARRACKS): Facility No. 907 is a three-story, rectangular plan building with Spanish Renaissance Revival detailing constructed in 1939. Originally built as barracks, the building was converted to offices ca. 1957. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. Entrances are of paneled wood design with transoms. The primary facade has arcaded verandas with rounded arches on the second story. The third story has rectangular veranda openings. The central bay on the primary facade has a cast-stone surround and quatrefoil window. Above the entrance at the third floor level is an open niche with decorative columns. The main facade has decorative medallions with star motifs. The building has 21 porch bays on its primary elevation which are inset and have metal balusters. Windows are both steel casement awning design and one-over-one, double-hung wood sash. The building has a hipped roof constructed of clay tile, exposed rafter ends, and an stucco chimney located along an interior wall. (C)

127. FACILITY NO. 980 (CADET POOL): Facility No. 980 is a concrete, oval swimming pool completed in 1932. The facility was renovated in 1983 (structure). (C)

128. FACILITY NO. 981 (CADET POOL BATHHOUSE): Facility No. 981 is a one-story, rectangular plan Spanish Colonial Revival style building completed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The entrance is recessed within a rounded arch and wood panels have replaced the original doors. The main and side facades have rectangular louvered vents. At the rear are rounded arch openings with original paneled doors and added louvered vents. The flat roof has a parapet. (C)

129. FACILITY NO. 982 (WATER TREATMENT PLANT): Facility No. 982 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The entrance has an original louvered wood door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

130.-133. FACILITY NO. 983 (CADET TENNIS COURTS): Facility No. 983 comprises four rectangular, gravel/clay tennis courts built in 1938 and resurfaced in 1984. The courts are surrounded by a chainlink fence and shrubs. Bleachers are located at the northeast edge of the courts (structures). (C)

141.-208. FACILITY NOS. 383, 384, 385, 386, 387, 471, 472, 473, 474, 475, 476, 587, 588, 589, 590, 591, 593, 596, 597, 685, 686, 687, 688, 689, 690, 691, 692, 695, 696, 698, 699, 707, 709, 713, 715, 718, 724, 726, 731, 800, 802, 804, 806, 808, 810, 811, 813, 815, 817, 819, 821, 822, 824, 826, 828, 830, 832, 833, 835, 837, 839, 841, 842, 844, 845, 911, 913 and 916 (MULTIPLE FAMILY RESIDENTIAL BUILDINGS (NONCOMISSIONED OFFICER'S QUARTERS)): In 1931 the Quartermaster Corps constructed sixty-eight duplexes for Noncommissioned Officer's Quarters. The buildings are two-stories in height, U-shaped, of hollow core tile construction and have stucco exteriors. The dwellings have gable roofs of clay tile. The dwellings were originally built with two inset porches on the main facade. These porches were enclosed with wood and stucco panels and new wood doors with two-light sidelights were added ca. 1985. At the two entrances wood canopies with clay tile roofs and wood support brackets were added. On the primary facade is a central exterior wall stuccoed chimney. Original steel casement windows have been removed and replaced with ca. 1985 one-over-one and sliding track aluminum designs. The entrances retain their original wrought iron railings and original wrought iron balustrades are located at two second story windows. Each duplex has a living room and kitchen on the first floor and four bedrooms on the second floor. (C)

209.-224. FACILITY NOS. 701, 702, 703, 705, 706, 710, 711, 722, 728, 729, 918, 920, 922, 923, 925 and 927 (MULTIPLE FAMILY RESIDENTIAL BUILDINGS (NONCOMISSIONED OFFICER'S QUARTERS)): In 1934 the Quartermaster Corps constructed an additional sixteen duplexes for Noncommissioned Officer's' Quarters. The buildings are two-stories in height, U-shaped, of hollow core tile construction and have stucco exteriors. The dwellings have gable roofs of clay tile. The dwellings were originally built with two inset porches on the main facade. These porches were enclosed with wood and stucco panels and new wood doors with two-light sidelights were added ca. 1985. At the two entrances wood canopies with clay tile roofs and

wood support brackets were added. On the primary facade is a central exterior wall stuccoed chimney. Original steel casement windows have been removed and replaced with ca. 1985 one-over-one and sliding track aluminum designs. The entrances retain their original wrought iron railings and original wrought iron balustrades are located at two second story windows. Each duplex has a living room and kitchen on the first floor and four bedrooms on the second floor. (C)

225.-244. FACILITY NOS. 402, 411, 412, 414, 461, 463, 512, 523, 524, 536, 538, 539, 550, 552, 560, 562, 565, 614, 626, and 648 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): The Quartermaster Corps constructed these twenty identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and three bedrooms. (C)

245.-248. FACILITY NOS. 400, 406, 600, and 606 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): The Quartermaster Corps constructed these four identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and four bedrooms. (C)

249.-270. FACILITY NOS. 311, 320, 321, 341, 343, 356, 358, 401, 529, 541, 554, 610, 616, 617, 619, 631, 632, 639, 640, 642, 650, and 652 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): The Quartermaster Corps constructed these twenty-two identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall.

On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and three bedrooms. (C)

271.-276. FACILITY NOS. 310, 316, 436, 510, 516, and 567 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): The Quartermaster Corps constructed these six identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and four bedrooms. (C)

277.-280. FACILITY NOS. 422, 601, 613, and 635 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These four buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings built in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rounded arch bay and contain original rounded arch glass and wood doors. The door surround has inset ceramic tiles. Over the entrances are small shed roof wood canopies with clay tile roofs. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

281.-288. FACILITY NOS. 317, 345, 371, 374, 545, 556, 559, and 563 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These eight buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rounded arch bay and contain original rounded arch glass and wood doors. The door surround has inset ceramic tiles. Over the entrances are small shed roof wood canopies with clay tile roofs. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels

around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

289.-300. FACILITY NOS. 332, 344, 370, 373, 434, 511, 521, 533, 542, 555, 558, and 605 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These twelve buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rectangular bay framed by stuccoed piers with Doric capitals. Entrances have original single-light glass and wood doors. The door surround has inset ceramic tiles. The clay tile roof extends over the entrance bay. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

301.-302. FACILITY NOS. 445 and 623 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These two buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rectangular bay framed by stuccoed piers with Doric capitals. Entrances have original single-light glass and wood doors. The door surround has inset ceramic tiles. The clay tile roof extends over the entrance bay. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

303.-307. FACILITY NOS. 346, 410, 520, 546, and 636 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These five buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gabled front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. Over the windows on the first floor are inset ceramic tile panels. At the rear of each

dwelling is an exterior wall chimney and ca. 1983 metal carport. The dwellings contain four bedrooms on the second story. (C)

308.-312. FACILITY NOS. 312, 369, 459, 602 and 655 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These five buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gable front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. Over the windows on the first floor are inset ceramic tile panels. At the rear of each dwelling is an exterior wall chimney and ca. 1983 metal carport. The dwellings contain four bedrooms on the second story. (C)

313.-323. FACILITY NOS. 315, 329, 331, 359, 432, 446, 448, 527, 607, 611, and 624 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These eleven buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gable front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable field of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. The dwellings contain three bedrooms on the second story. (C)

324.-334. FACILITY NOS. 318, 323, 407, 416, 424, 426, 439, 443, 514, 543, and 628 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These eleven buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings have slightly projecting gabled bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. The entrance is set within a one-story entry porch with a shed roof of clay tiles. The entrance has stucco piers with Doric capitals. Entrances have original glass and wood doors. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable end of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

335.-350. FACILITY NOS. 326, 339, 347, 349, 361, 363, 405, 428, 451, 457, 522, 633, 644, 646, 656, and 659 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These sixteen buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings have slightly projecting gabled bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. The entrance is set within a one-story entry porch with a shed roof of clay tiles. The entrance has stucco piers with Doric capitals. Entrances have original glass and wood doors. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable field of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

351.-365. FACILITY NOS. 322, 324, 334, 336, 342, 355, 418, 437, 441, 515, 531, 571, 604, 629, and 654 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These fifteen buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The central bay has a recessed entrance with an original glass and wood door and ceramic tile surround. Above the entrance is an entablature and a wrought iron balustrade. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

366.-368. FACILITY NOS. 338, 518, and 660 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These three buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The central bay has a recessed entrance with an original glass and wood door and ceramic tile surround. Above the entrance is an entablature and a wrought iron balustrade. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

369.-372. FACILITY NOS. 413, 460, 566 and 637 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These four buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof porches with clay tile roofs. The porch has three rounded arch bays which were enclosed with glass and metal panels ca. 1983. The central porch bay has a ca. 1983 solid wood door. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

373.-382. FACILITY NOS. 314, 365, 367, 431, 433, 449, 464, 526, 548 and 612 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These ten buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof porches with clay tile roofs. The porch has three rounded arch bays which were enclosed with glass and metal panels ca. 1983. The central porch bay has a ca. 1983 solid wood door. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

383.-391. FACILITY NOS. 327, 351, 353, 404, 419, 421, 429, 534, and 657 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These nine buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof entry porches with clay tile roofs. Entrances have original rounded arch glass and wood doors. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

392.-397. FACILITY NOS. 408, 453, 455, 569, 621, and 649 (SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)): These six buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The

dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof entry porches with clay tile roofs. Entrances have original rounded arch glass and wood doors. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

NONCONTRIBUTING RESOURCES

7. FACILITY NO. 8 (OPERATIONS AND PARACHUTE BUILDING): This historic facility was demolished in 2000. A new building is in progress (2001) on the same site. (NC)

27. FACILITY NO. 103 (HQ ANNEX): Facility No. 103 is a one-story, rectangular, asymmetrical plan building constructed in 1942. The building was constructed of wood frame and the present stucco exterior was added in 1990. The foundation is concrete pier and beam. Entrances have ca. 1990 aluminum and glass doors and windows are of one-over-one aluminum sash design. Entrance bays have gable roof porches resting on wood and metal posts. The building has a metal gable roof. The building has been extensively altered and no longer retains integrity. (NC)

29. FACILITY NO. 111: Post-1950 building. (NC)

31.-46. FACILITY NO. 113: Grouping of 16 stationary aircraft erected after 1950 for display and commemorative purposes. These aircraft are counted as noncontributing structures. (NC)

49. FACILITY NO. 121: Post-1950 building. (NC)

51. FACILITY NO. 201 (PX FILLING STATION): Facility No. 201 is a one-story, asymmetrical plan, Spanish eclectic style building built in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. Entrances have ca. 1980 aluminum and glass doors. The flat shed roof is of clay tile with a parapet. An addition was made to the open drive-thru bay in 1953. This bay, which still retains its decorative cement columns, was infilled in 1960. The building has been extensively altered and no longer retains integrity of design. (NC)

54. FACILITY NO. 206: "Missing Man Monument" (object) erected in 1977. (NC)

67. FACILITY NO. 290: Post-1950 building (Credit Union). (NC)

73. FACILITY NO. 360: Post 1950 detached garage. (NC)

75. FACILITY NO. 379: Post-1950 building. (NC)

76. FACILITY NO. 381: Post-1950 building. (NC)

77. FACILITY NO. 388: Post-1950 tennis court (structure). (NC)

78. FACILITY NO. 389: Post-1950 recreational structure. (NC)

80. FACILITY NO. 391: Post-1950 ball field (structure). (NC)

81. FACILITY NO. 392: Post-1950 ball field (structure). (NC)

86. FACILITY NO. 458: Post-1950 detached garage. (NC)

88. FACILITY NO. 468: Post-1950 building. (NC)

90. FACILITY NO. 499 (ENLISTED MEN'S BARRACKS): Facility No. 499 is a two-story, rectangular plan, Spanish Renaissance Revival style building. Originally separate buildings (499 and 497), these facilities were combined by additions and modifications into a single building, now listed as 499. The building was originally constructed with a two-story open arcaded veranda on the primary facade. This veranda was filled in with stucco and a connecting wing was built around 1964. An addition was built in front of Facility 494 around 1976 and another wing was added circa 1985. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. There are multiple door entries with ca. 1980 aluminum and glass doors. Windows are modern single-hung with aluminum sashes. The gable roof is hipped, constructed of clay tile with box eaves and has exposed rafter ends. There are five stucco chimneys, located both on interior and exterior walls. Due to additions and alterations the building no longer retains integrity. (NC)

91. FACILITY NO. 500 (OFFICERS' CLUB): Facility No. 500 is a two-story, asymmetrical plan, Spanish Colonial Revival style building completed in 1931. Constructed of clay tile with a stucco exterior, major additions have been added to all elevations. Additions to the ballroom were completed around 1953, an addition on the south facade was completed ca. 1959, and a porte cochere was added on the primary facade around 1978. Original features include the hipped roof tower with clay tiles and several entrances have original wood and glass doors. Original windows have been replaced with ca. 1980 aluminum sash windows. There is one stucco chimney along an exterior wall. The building's gable roof is of clay tile shingles. The building no longer retains integrity of design and materials. (NC)

99. FACILITY NO. 575: Post-1950 building. (NC)

105. FACILITY NO. 638: Post-1950 structure. (NC)

109. FACILITY NO. 662 (RESEARCH ANNEX): Facility No. 662 is a one-story, asymmetrical plan building built in 1943. Construction is of wood frame with asbestos siding. The foundation is of poured concrete. Entrances have ca. 1985 steel and wood doors. Windows are original six-

over-six rectangular wood sash. The gable roof has asphalt shingles. In the gable ends are louvered vents. (NC)

112. FACILITY NO. 665 (ENLISTED MEN'S POOL): This swimming pool was rebuilt in recent years and does not retain integrity (structure). (NC)

116. FACILITY NO. 672: Post-1950 building. (NC)

122. FACILITY NO. 902 (CADET BARRACKS): Facility No. 902 is a three-story, rectangular plan, Spanish Renaissance Revival style building constructed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The original windows and doors have been replaced. Windows are fixed single-light aluminum design. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney along the interior wall. The original open arcade has been infilled with aluminum and glass panels. The arcaded verandas on the rear have rounded arched openings on the second story while the third story openings are rectangular. The center bay of the first level on both major elevations features an entry with an elaborate cast-stone surround and quatrefoil design. On both major elevations there are decorative medallions with star motifs. The interior and exterior of the building was altered in 1992 and the building no longer retains integrity. (NC)

126. FACILITY NO. 908: Post-1950 marble monument (object). (NC)

134. FACILITY NO. 1071: Post-1950 building. (NC)

135. FACILITY NO. 1075: Post-1950 building. (NC)

136. FACILITY NO. 393: New construction (building), 1995. (NC)

137. FACILITY NO. 394: New construction (building), 1995. (NC).

138. FACILITY NO. 395: New construction (building), 1995. (NC)

139. FACILITY NO. 397: Post-1950 ball field (structure). (NC)

140. FACILITY NO. 585: New construction (building), 1996. (NC)

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide:__ Locally:__

Applicable National Register Criteria: A X B X C X D__

Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__

NHL Criteria: 1, 2, 4, 5

NHL Theme(s): III. Expressing Cultural Values
5. Architecture, Landscape Architecture, Urban Design
IV. Shaping the Political Landscape
3. Military Institutions and Activities

Areas of Significance: Community Planning and Development
Military Science

Period(s) of Significance: 1928-1950

Significant Dates: 1930, 1931, 1939, 1943

Significant Person(s): Brig. General Frank P. Lahm

Cultural Affiliation: n/a

Architect/Builder: Army Quartermaster Corps

Historic Contexts: III. Political & Military Affairs, 1865-1939
VIII. World War II
XVI. Architecture

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

OVERVIEW

Randolph Field, Texas, played an exceptional role in the development of the air arm of the United States Army, which eventually achieved its independence as the United States Air Force in September 1947. It was conceived and designed as a model airfield for flying training in the mid 1920s for the fledgling Army Air Corps. The completed "air city" became the site of unique Air Corps schools for flying training and aviation medicine, as well as a landmark in airfield planning and design. In addition, administrative headquarters at Randolph Field, including the Air Corps Training Center, the Gulf Coast Air Corps Training Center, and the Army Air Forces Central Flying Training Command, were keystones in the organizational structure of the Army Air Corps and the Army Air Forces. Their roles were pivotal in the Army air arm's 40-year campaign to become an independent branch of the United States armed forces.

Each of these parts of Randolph's history, the plan of the airfield or any of the schools and administrative headquarters, has national significance that warrants National Historic Landmark status on its own merits. Their combination at historic Randolph Field makes it a place of extraordinary significance in the history of American aviation. The district meets NHL criterion 1, 2, 4, and 5. Because of the significance of its construction, the period of significance begins in 1928 and continues to 1950.

FLYING TRAINING IN THE UNITED STATES ARMY, 1909-1931

The Army began a flying training program soon after delivery of its first airplane to the Signal Corps in the summer of 1909. Signal Corps Airplane No. 1 was the first military airplane in the world. It was built by the Wright brothers, who were awarded the contract for a flying machine after the Signal Corps invited bids in December 1907. The contract also required the Wrights to provide flying training for two Army officers. In September 1909, the Army leased a 160-acre tract near College Park, Maryland, eight miles northeast of Washington, D.C.

Wilbur Wright began the training on 8 October for Lt. Frank P. Lahm, the Army's first student pilot, and 2d Lt. Frederic E. Humphreys. Lt. Benjamin D. Foulois also received about two hours of instruction from Wilbur at the end of the training period, and soon became the only Army pilot when Lahm and Humphreys left the Signal Corps. In February 1910, Foulois and Signal Corps No. 1 were transferred to San Antonio, Texas, because of the mild climate and large Army post at Fort Sam Houston. Flying training at Fort Sam Houston was canceled the following year after the death of 2d Lt. G. E. M. Kelly in an airplane accident.

Congress made its first appropriation for Army aeronautics in March 1911, $125,000 for the 1912 fiscal year. The Signal Corps was able to train new officers, buy five new planes, and establish the Army's first real flying school at College Park, Maryland, on 3 July 1911. The Signal Corps Aviation School relocated to North Island in San Diego Bay, California, for the winter of 1912-1913, to a flying school established by Glen Curtiss. This location became the Army's first permanent flying school and the lease at College Park expired in 1913.

The Great War brought $640 million for Army aviation in July 1917 and aviation training expanded substantially. By the end of the war, there were 27 flying fields for training in the United States,[3] however, all instruction at the schools ceased immediately with the signing of the Armistice (11 November 1918). Rapid demobilization followed and postwar training was erratic for some time.

The Army eventually established a flying training system with two levels and authorized several fields to resume training. By early 1920 there were five schools in operation. The Primary Flying Schools, which provided four-month classes, included Carlstrom Field in Arcadia, Florida, and March Field in Riverside, California. Advanced schools provided three months of specialized training at Rockwell Field, California (Pursuit School), Ellington Field, Texas (Bombardment School), and Post Field at Fort Sill, Oklahoma (Observation School). A final three months of training was required in a tactical organization (i.e., bombardment squadron, pursuit squadron) after graduation from an advanced school. Flying training continued at most of these schools until it was terminated on 28 June 1922.

Funds for training were scarce and the Army Air Service decided to centralize its flying training. Coordination of the schools was difficult because of their wide geographic separation, and administration and operation were expensive. The schools were consolidated at two fields about seven miles apart in San Antonio, Texas. The primary school from Carlstrom relocated to Brooks Field and the three advanced schools were pooled at Kelly Field in July 1922. Flying training resumed in September 1922 and continued until the fall of 1931.

ARMY AVIATION IN THE POSTWAR PERIOD

Lack of military appropriations in the early 1920s resulted in deplorable conditions at Army posts and Air Service stations. Almost all the airfields had only temporary buildings built during the war to last two to five years. By 1925, health, efficiency, and morale had declined substantially throughout the Army. The Senate Committee on Military Affairs conducted hearings in 1925 and reported:

> Since the end of the war, in the effort to carry out the government policy of strict economy, the buildings in which our Army is housed have suffered. Repairs have been limited to the barest necessity and very little new construction has been done . . . The effect of such conditions on the health and morale of the Army is what might be expected. It has shown that in some places living conditions are intolerable.

The organizational structure (and, therefore, the control) of Army aviation was also a controversial problem in the postwar period. Old-line conservative military leaders, especially the War Department General Staff, favored organization of Army aviation merely to support ground troops. Younger airmen, including pioneer thinkers like Brig. Gen. William "Billy" Mitchell, saw the potential of an air force with its own strategic mission. They wanted to conduct independent operations, and they also wanted a new organization separate but equal to the Army and the Navy. Top military brass at the War and Navy Departments were united in opposing any

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[3]Rebecca Hancock Cameron, *Training to Fly: Military Flight Training, 1907-1945* (Washington, D.C.: Air Force History and Museums Program, 1999), 102.

kind of independence for Army aviation, and fought every effort "to increase the power or prestige of the air arm."[4] This power struggle greatly affected the development of Army aviation and American air power, and took all of the interwar years to resolve.

General Mitchell's criticisms of War and Navy policies regarding military aviation and outspoken promotion of air power resulted in his court-martial in 1925. Several boards and committees began investigations of the Army Air Service that eventually led to new legislation for the Army air arm.

Passage of the Air Corps Act on 2 July 1926 was a significant event for Army aviation. This legislation changed the name of the air arm from the Air Service to the Air Corps, authorized an Assistant Secretary of War for Air, and two more general officers as assistants to the Chief of the Air Corps. It also provided for a five-year expansion program that authorized the Air Corps to grow from less than 900 commissioned officers and 8,800 enlisted men (including flying cadets) to 1,518 officers, 2,500 flying cadets, and 16,000 enlisted men, and substantially increased the number of airplanes (to 1,800). The Army Housing Program was also enacted in 1926, providing funds for permanent housing at Army posts and stations to upgrade temporary, dilapidated buildings that had become a national disgrace. The Army Air Corps received funding from this program in addition to the funding from the five-year expansion program, and made significant improvements at almost all 32 existing stations and depots retained after the first world war.

The 1926 Air Corps expansion program and companion Army Housing Program provided American cities and towns their first real commitment to permanent occupation by Army aviation, and the earliest permanent construction at all historic Army aviation stations is associated with these programs.[5] Overall the five-year program was considered to be a failure because actual appropriations did not permit expansion to be carried out as authorized. In spite of its "failure," however, the expansion program dramatically transformed Air Corps stations with well-designed, substantial, permanent buildings and infrastructure in the late 1920s and early 1930s. The development plan for the five-year program also called for the establishment of two new airfields; one to house a new attack wing for combat forces and a new field for flying training.

THE AIR CORPS TRAINING CENTER

On 16 August 1926, War Department General Order 18 established a new organization to coordinate flying training in the Army, the Air Corps Training Center. Three existing aviation schools in San Antonio were assigned to the new Training Center: the Air Corps Primary Flying School (Brooks Field), the Air Corps Advanced Flying School (Kelly Field), and the School of Aviation Medicine (Brooks Field) .

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[4]Thomas H. Greer, *The Development of Air Doctrine in the Army Air Arm, 1917-1941: The United States Air Force Special Studies* (Washington, D.C.: Office of Air Force History, 1985), 22.

[5]Langley Field, Virginia, and Rockwell Field, California, were the only exceptions. Jody Cook, "Langley Field, Virginia: The Forgotten Birthplace of American Air Power?" In *Conference Proceedings, 1998 National Aerospace Conference - The Meaning of Flight in the 20th Century* (Dayton, Ohio: Wright State University, 1998), 139.

The administrative Headquarters for the Air Corps Training Center was established at Duncan Field (adjacent to Kelly Field and absorbed by Kelly in 1943). Brig. Gen. Frank P. Lahm, one of two new assistants to the Chief of the Air Corps authorized by the Air Corps Act, became the Training Center's first commanding officer. Lahm was a pioneer in American aviation history, the first military officer taught to fly by Wilbur Wright in 1909 and the first American to win an international balloon competition (1906). The Training Center's first morning report was submitted on 1 September 1926.

Lahm's primary objective was to "coordinate the training in the schools with a view of bringing them as close together as possible, and particularly with a view to making the transition easier for the students going from one school to the other."[6] Both Brooks and Kelly Fields had temporary buildings constructed in 1917-1918 for the first world war that were in deteriorated condition. In addition, Brooks Field, site of the Air Corps Primary Flying School, was too small for expanded training under the five-year program. Plans for a new unified center, where all flying training could be conducted at a single field, were soon underway.

Lahm is generally credited with the idea for a consolidated training center, however, the idea was discussed at length at airfields in San Antonio at least as early as 1924.[7] The Air Corps expansion program enabled the War Department to seriously consider ways to expand the new Training Center. It appears that the Commanding Officer at Brooks Field, Maj. Ralph Royce, was the first to suggest "a new central field of about four square miles."[8] After the Chief of the Air Corps, Maj. Gen. Mason Patrick, visited San Antonio in December 1926, "the establishment of the largest flying field in the world" was recommended."[9] To meet flying training needs, Patrick wanted a field large enough for 500 planes, which required a 2,000 acre site minimum. Patrick directed Lahm to conduct a study and recommend a suitable location.[10]

General Lahm should be credited with providing "the administrative initiative and energy required to crystallize these ideas into definite plans and to press them to a successful conclusion."[11] On 18 April 1927, he appointed a Board of five officers "to submit plans and specifications for a model Air Corps Training Center flying field. Plans to include barracks, shops, officers' and non-commissioned officers' quarters, school and administration buildings, hangars and landing field." On 19 April, the Board considered several plans that had already been drawn up and decided on "a plan which in general would assume a circular shape."[12] This

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[6]Army Air Forces Central Flying Training Command, *History of the Army Air Forces Central Flying Training Command, 1 January 1939 - 7 December 1941, 1st Installment* (Randolph Field, Texas, April 1945), 10-11.

[7]Army Air Forces Central Instructors School, *History of Randolph Field* (Randolph Field, Texas: April 1944), 5-6.

[8]Ibid., 4.

[9]*History of the Central Flying Training Command,* 16.

[10]Ibid.

[11]*History of Randolph Field*, 6.

[12]Ibid., 656.

plan was "in fact the first form of the circular type field with buildings in the center from which the final plans for Randolph Field were developed . . . The intention was to divide the circle itself into four quadrants, each of which would be given over to a distinct function, three of them accommodating the primary, basic, and advanced flying schools, respectively, and the fourth the shop and service area."[13]

Before the end of April, Lahm informed the Military Affairs Committee of the San Antonio Chamber of Commerce of Air Corps plans for a large new flying field, as well as the need for donation of a 2,000 acre site to the United States government. At that time, it was Congressional policy not to buy land for Federal agencies. Lahm also ordered the Board of officers to locate a suitable site for the new flying training center. Specifications for the field called for approximately 2,000 acres within five to ten miles of the San Antonio city limits.

The layout of the proposed airfield was of critical importance and the Board searched for a site to fit the plan, rather than the usual, reverse procedure. The initial site search in May 1927 examined eight sites and recommended a tract called Calf Hill, about nine miles east of San Antonio. Problems with the Calf Hill site discovered later in the year led to another site search in October 1927. New specifications for the flying field allowed a location within 30 miles of San Antonio. This search identified a site adjacent to the town of Schertz, about 18 miles northeast of San Antonio. The Chamber of Commerce (via the San Antonio Airport Company) then began efforts to obtain options on two dozen farms, land that was well-developed and valuable. By this time, many other cities and towns also wanted the new Air Corps flying field and were offering valuable sites to the U.S. government.

In a letter to General Lahm dated 31 December 1927, Col. W. B. Tuttle, Chairman of the Chamber of Commerce's Military Affairs Committee, offered a tract of about 2300 acres near Schertz on State Highway Number 3. The Secretary of War, the Honorable Dwight F. Davis, responded in a letter dated 9 January 1928:

> The War Department is disposed to accept this donation of land for aviation purposes and will be glad to accept it, provided the City of San Antonio can furnish title to the property in question acceptable to the Attorney General of the United States, and will convey the said lands to the United States in such a manner that the United States will not be limited in its use of the land for aviation purposes only, but will also be authorized to use them for any other service of the United States which may hereafter appear desirable. Upon accepting this site the War Department will proceed with plans for establishing a permanent aviation field thereon, subject to appropriations therefor [sic] being made by Congress . . .
>
> You will understand that the restrictions enumerated are imposed by laws on the Secretary of War in accepting donations of land, and do not imply in any sense a lack of appreciation of the War Department of the commendable generosity of the City of San Antonio."[14]

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[13]Ibid., 6.

[14]Ibid., 16-17.

Congress authorized the President to receive the tract on 18 February 1928, but the requirement for a complete clearing of all titles, followed by a deed of cession from the State of Texas to the United States, took a number of months.

The Acting Secretary of War accepted the gift on 18 August 1928, vesting title in the United States. The 2,318.78 acre plot was roughly octagonal in shape.[15]

RANDOLPH FIELD

War Department General Order No. 12 (27 September 1928) designated the planned flying field as Randolph Field for purposes of construction. It was named in honor of Captain William M. Randolph, killed in an airplane accident at Gorman, Texas, on 18 February 1928. Randolph was a native of Austin, Texas, and Adjutant of the Air Corps Advanced Flying School at Kelly Field at the time of his death. Randolph Field was placed under the jurisdiction of the Air Corps Training Center on 13 October 1928.

The cost to construct Randolph Field was originally estimated to be more than $10 million. "This made it the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[16] Work began at Randolph Field on 21 November 1928. Colonel Arthur W. Parker, Quartermaster Corps, Constructing Quartermaster for San Antonio and vicinity, was in charge of construction at Randolph Field. The first task was to clear the site, which included 180 acres of timber, 17 farm houses, and all associated improvements. Initial construction included the road way system, installation of underground power and communication lines, drilling of wells, and construction of a railroad track flush with the ground level. The entire road system, almost 31 miles in length, was finished in 1929 before building construction began. Approximately $8 million was available at the beginning of the new fiscal year (1 July 1929) and the first bids for buildings (Quartermaster and Air Corps warehouses, six barracks for enlisted men) were received on 9 October 1929. Construction was steady throughout 1930 and 1931.

The dedication ceremony for Randolph Field was held on 20 June 1930, even though less than half the building construction was completed.[17] Attendance estimates range from 10,000 to 20,000 with many high-ranking government officials and military officers, including Maj. Gen. James E. Fechet, Chief of the Air Corps, Texas Governor Dan Moody, and the parents and sister of Capt. William Randolph. San Antonio Mayor C. M. Chambers formally presented the "West Point of the Air" to General Fechet. The dedication concluded with an aerial review of approximately 250 airplanes.

By the summer of 1930, construction had begun on the Officers' Quarters in the Main Circle (in the center of the field) and the Non-Commissioned Officers' Quarters in the south corner. The

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[15]Ibid., 19.

[16]Ibid., 39.

[17]General Lahm, the "father of Randolph Field," left Randolph in July 1930. His four-year tour was up at that time and the dedication ceremony was probably scheduled with this in mind.

Officers' Club, Administration Building, various shop buildings, and Academic Building were underway by October, as well as foundations for the Cadet barracks, Cadet Administration Building, and most of the hangars. By the end of the year, the exteriors of buildings in the shop area and the enlisted men's barracks were done and foundations for the Post Exchange and one unit of the Bachelor Officers' Quarters poured. Almost all buildings looked finished by June 1931, although completion of interiors, landscaping, and paving remained. All major building projects were completed before instruction of flying cadets began in November 1931.

The number of men assigned to Randolph Field gradually increased as construction progressed. The 67th (service) Squadron was the first Air Corps unit to move its headquarters to Randolph Field (1 February 1931). It was followed by the Headquarters and Headquarters Squadron, and part of the 46th School Squadron from March Field, California. The principal movement of troops to Randolph Field occurred during October 1931. The officers of the Air Corps Training Center vacated the Headquarters at Duncan Field and moved into the Administration Building at Randolph on 1 October.

FLYING TRAINING AT RANDOLPH FIELD

The Air Corps Primary Flying School opened at Randolph Field on 2 November 1931. Training at Randolph continued the system of flying training developed by the Air Corps in the 1920s. It was based on extensive training experience at Brooks Field, established as the Air Service's primary flying school in 1922, and March Field, California, where a new primary school was established in 1927 as a result of the Air Corps expansion program. The Air Corps system of flying training had three levels of instruction: primary, basic, and advanced. The Primary Flying School at Randolph included both the primary and basic levels. Cadets who successfully completed both levels transferred to the Air Corps Advanced Flying School at Kelly Field in San Antonio.[18] The Air Corps Training Center's complete flying training course took one year: four months each in the primary and basic phases at Randolph Field, and four months of advanced instruction at Kelly.

The Primary Flying School inducted three groups of flying cadets each year. A new group arrived at Randolph for primary instruction every four months when graduates of the basic level transferred to Kelly. Each group, or class, trained as a unit throughout the year-long course. Physical standards for flying training were somewhat higher than for enlistment in the regular Army. Randolph also trained many regularly assigned officers and recent graduates of the United States Military Academy at West Point. Randolph's first primary training class had 210 cadets and 99 student officers.

Primary flying training was conducted on the West flight line at Randolph and Basic instruction was on the East flight line. The flight lines were also called stages, and Stage Houses in the middle of each line were the centers of flying training. They housed offices for the Stage Commanders, Assistant Stage Commanders, Flight Commanders, and also displayed boards noting each students' progress.

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[18]The Training Center originally planned to locate the Advanced School at Randolph Field, but later determined that Randolph's two flight lines were too congested to accommodate more airplanes at the field.

The flying cadets received a lot of individual attention. There were five students maximum per instructor on the Primary Stage and a maximum of four students per instructor on the Basic Stage. Flying instruction consisted of explanation, demonstration, and supervised performance, followed by correction of errors and practice. Cadet progress was checked at specific intervals, after 20, 40, and 60 hours of flying time. The close centralization of Army flying training in the 1920s and 1930s allowed this kind of flying instruction which "developed almost wholly as an oral tradition. Very little as to method has appeared in manuals and directives, and instructors passed on ideas among themselves and developed them in practice."[19]

A cadet completed flying training in an average time of 171 hours and 22 minutes - 70 hours and 9 minutes at the primary stage and 103 hours 13 minutes in basic. From 1931 to 1939, 4,798 Cadets entered the Air Corps Primary School at Randolph, and 2,296 (47.85%) completed both stages of training.[20] Most eliminations occurred at the primary stage, mainly for flying deficiencies, or "lack of inherent flying ability." Such cadets could fly well enough to become pilots of low-powered commercial airplanes, but did not have the traits and abilities required to be military pilots.

Flying training at Randolph also included Ground School and Military training. Ground School, in the Academic Building, had four departments: Engineering, Armament, Navigation, and Radio. Military instruction was an integral part of the training and traditions at Randolph Field, with "rigorous standards of technical training, strict discipline, punctilious discharge of duty, scrupulous standards of honor, and service to country."[21] This training contributed in large part to Randolph's reputation as the "West Point of the Air."

Significance of the Flying Training at Randolph Field

In the 1930s, Randolph Field was the location of the administrative Headquarters for the Air Corps Training Center, as well as the Air Corps Primary Flying School. The Air Corps Training Center was in charge of the entire Army pilot training program in the United States from 1931 to 1939, when Army Air Corps flying training was considered to be "the best airplane pilot training available."[22] All flying cadets began their instruction at the Air Corps Primary Flying School at Randolph Field, where they were taught the primary and basic levels of flying, according to the Air Corps system of instruction.

The Air Corps Training Center developed an efficient, well-coordinated flying training program that focused on the quality of its product - airplane pilots. This program was not only critical to the development of military flying training, but also to the training of American pilots, who spread out around the world. "Ninety per cent of all airline and military pilots were graduates of

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[19]*History of Randolph Field.*, 167.

[20]Ibid., 120.

[21]Ibid., 139.

[22]*Service News* (November 1931), 24.

the course of instruction."[23] The following excerpt from a 1939 report helps to place the significance of the Air Corps Training Center in context:

> Graduates of the Air Corps system of flight training can be found to-day in practically every civilized country of the world, plying the profession taught them by the United States Army. Supplies and mining equipment are being ferried by air daily into distant reaches of the South American jungle. Who are the pilots? Graduates of the Air Corps Training Center . . . In the Philippine Islands, an airline is being operated with American-made flying equipment, owned and managed by graduates of the Air Corps Training Center: their pilots - graduates of the Air Corps Training Center. A military mission is now on duty in the Argentine, advising the South American country on matters pertaining to military aviation. Members of the mission? - Graduates of the Air Corps System of flight training. An aerial exploration expedition soars over the barren wastes of Southwest Asia, mapping, reconstructing traces of a long-lost civilization. The pilots? - more graduates - more living monuments to the Air Corps system. Airlines reach into the four corners of the frozen north, into the jungles of South America, across oceans to Europe, to Asia. Luxury planes span the United States in hours every day of the year. The pilots? - still more products of the Air Corps flying schools . . . A "Lone Eagle" sets the world aflame with the most heroic and breath-taking flight ever performed by man - a thirty-three hour struggle against wind and weather, a non-stop flight from New York to Paris - kings and presidents pay respectful homage - to a product of the United States Army Air Corps.[24]
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> The listing of notables in the fields of aviation who owe their start to their baptism by the Air Corps can run on indefinitely. Presidents of large aviation manufacturing companies, vice-presidents and other executives, former heads of the Bureau of Air Commerce, chiefs of foreign flying schools, airline pilots, executives, the unsung heroes, design engineers hidden behind their drafting boards, test pilots, commercial flying school instructors - all have tucked away in their memories a record of their experiences while learning the art of flying under the tutelage of Air Corps instructors."[25]

The Air Corps Training Center's contribution to flying training and the development of aviation in the 1930s was exceptional and wide-ranging. Even so, it was a small, peacetime organization, and only produced about 200 pilots a year. Events in Europe in the late 1930s led to dramatic changes in the Air Corps' model training program. Graduation figures reached an all-time high of 301 in 1938, in sharp contrast to 1937's total of 186. For 20 years, the Army Air Corps had been carefully and skillfully laying the foundation for pilot training in the United States. "A skeleton framework existed which permitted an almost unbelievable flexibility in expansion,"[26] and enabled the building of a great air force when the time finally arrived.

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[23]Lt. Gen. Henry H. Arnold and Brig. Gen. I. C. Eaker, *This Flying Game* (New York: Funk and Wagnalls, 1942), 87. Maj. Gen. James Fechet, former Chief of the Air Corps, stated that "more than fifty per cent of all airline pilots received their training in the Army" in an article for *Aeronautics* (November 1940), 826..

[24]Charles Lindbergh made this landmark flight in May 1927.

[25]1st Lt. William Preston Nuckols, *"The Air Corps Training Center"* (unpublished report, 1939), 3-4.

[26]*History of the Central Flying Training Command,* 2.

AIR CORPS EXPANSION

Because of the political and economic realities of the 1930s, the Air Corps was only allowed to train a small number of pilots. As a result, American pilots were "woefully scarce" in 1938-1939. "While the German Luftwaffe was training an air giant of 1,000,000 officers and men, the total in the Air Corps before the expansion program of 1939 was roughly 2,000 officers and 20,000 enlisted men . . . Furthermore, the blight of too little funds over a period of too many years had reflected itself in our combat planes."[27]

Hitler's actions in Europe and America's belated recognition of the importance of air power led to a rising demand for rapid expansion of the Army Air Corps. There were "two great bottlenecks" to rapid expansion - "the training of manpower, particularly pilots, and the construction of planes."[28] In the Fall of 1938, the Army Air Corps only had two flying fields readily available for pilot training, Randolph and Kelly Fields of the Air Corps Training Center.

The subsequent growth of the Air Corps prior to Pearl Harbor was phenomenal. The United States and the Army Air Corps reacted to events in Europe with new pilot training programs, new administrative organizations, and expansion of physical facilities. The Office of the Chief of the Air Corps (Washington, D.C.) usually provided a general plan with new goals for expansion. It was the responsibility of the Air Corps Training Center headquarters at Randolph Field to develop specific plans and recommendations to accomplish the goals for expansion of the Army Air Corps. "Altogether, up to 7 December 1941, five principal programs, the 4,500, 7,000, 12,000, 30,000, and 50,000 [pilot] training programs were proposed, discussed, and used as a basis of action. But so swiftly did events necessitate changes that ordinarily these plans were undergoing a process of modification even before they went into effect . . . Flexibility and continuity of planning were two outstanding characteristics of this early period."[29] "The task ahead called for great vision and careful planning for no one knew what demands might eventually be thrust upon the training process . . . Three important factors affected all early planning: speed, quantity, and quality. The objective had to be, how might the most satisfactory pilots be trained in the shortest amount of time? Obviously, at times, these three factors worked at cross purposes."[30]

The expanded pilot training programs were designated in quantitative terms (4,500 pilot mission, 7,000 pilot mission), but they entailed much more than additional men. "They involved the establishment of new Air Corps installations, debate on curricula, consideration of personnel procurement problems, concern over availability of and suitability of aircraft, acquisition of trained maintenance personnel, determination of the proper administrative organization, and the

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[27]Ibid., quoting General Arnold.

[28]Ibid., 1.

[29]Ibid., 28.

[30]Ibid., 31.

resolution of a multitude of other related problems."[31] The early expansion programs were considerably more than huge changes in production rates, they constituted comprehensive development plans for the Army Air Corps. This unprecedented expansion of the air arm was first announced by President Roosevelt at a meeting in November 1938. Chief of the Air Corps, Lt. Gen. Henry (Hap) Arnold, later referred to this meeting as "the Magna Carta of Army air power."[32]

The Pilot Missions

Early in 1939, the War Department announced the first Air Corps expansion program to provide 4,500 pilots by 1 July 1941, up from approximately 2,200 active officer pilots. Two key decisions were made early on: 1) to continue flying training in three stages according to the established training system, and 2) to use civilian-operated schools for pilot training. The Air Corps Training Center only had two fields with adequate facilities for the expansion program, and there was not time to select sites and build new flying fields before the expansion program began in July 1939. The use of civilian schools was a unique feature of the flying training program's expansion.

The Air Corps Training Center selected nine civilian flying schools to conduct flying training (Tulsa, Oklahoma; Dallas, Texas; Tuscaloosa, Alabama; Lincoln, Nebraska; three in California; two in Illinois). The schools already had approval ratings from the Civil Aeronautics Administration, as well as the necessary planes, flying fields, hangars, instructors, maintenance personnel, and experienced administrative officers. The civilian schools conducted the first stage of flying training, the primary level. All flying training at the basic level was still conducted at Randolph Field. The Air Corps Training Center continued to provide advanced flying training at Kelly Field and activated Brooks Field in San Antonio as a sub-station of Kelly for the advanced phase. To accelerate the production of pilots, each level was reduced from four months to three months. Facilities at all nine civilian schools were ready in early June 1939 and the expansion program's 4,500 Pilot Training Mission began as scheduled on 1 July 1939.

More expansion plans were made after Hitler invaded Poland in September and war was declared in Europe. The goal of the 7,000 Pilot Training Mission, announced in May 1940, was to train 7,000 pilots per year by 1 July 1941, as well as 3,600 bombardiers and navigators (cadets eliminated from pilot training could opt to continue training as bombardiers or navigators). This was the first expansion program planned to produce pilots at an annual rate. The nine civilian primary-level schools expanded to capacity, and each school was directed to open a branch school south of 37 degrees latitude and east of the Rocky Mountains. The advanced schools at Kelly and Brooks Fields also expanded, and construction of two new advanced schools began. The estimated number of flying instructors increased from 395 for the 4,500 mission to 1,590 for the 7,000 mission. Randolph Field's exceptional facilities allowed all pilot training at the basic stage to continue there. It was the largest basic school for flying training in the United States.

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[31]Ibid., 30.

[32]Cameron, *Training to Fly*, 313.

The magnitude of the 7,000 Pilot Training Mission required decentralization of the Air Corps' flying training program; since 1922, centralized training had been a critical element of the program. There was a geographic breakup of the Air Corps Training Center, establishing three regional Training Centers rather than one. Training facilities in each area were to be equal. The Air Corps Training Center with its Headquarters at Randolph Field was renamed the Gulf Coast Air Corps Training Center. Two new flying training centers were established at Maxwell Field in Montgomery, Alabama (the Southeast Air Corps Training Center), and Moffett Field in Sunnyvale, California (West Coast Air Corps Training Center). The official date for breakup of the Air Corps Training Center was 8 July 1940. However, the Gulf Coast Training Center continued to be in charge of schools that were reassigned to the Southeast and West Coast regions until the new organizations were ready to assume their duties (15 February 1941).

Plans for a 12,000 Pilot Training Mission also began in the summer of 1940 with an effective date of March 1941. Responsibility for planning this mission was assigned to the Southeast Air Corps Training Center at Maxwell Field, rather than the Gulf Coast Training Center at Randolph. To accelerate pilot production, the length of each stage of flying training was again reduced, from 12 weeks to ten, and all three Training Centers designated more new schools for training. By the spring of 1941, the Gulf Coast Training Center had 11 civilian schools at the primary or elementary stage, two basic schools, and four at the advanced level.[33] The Air Corps expected to have 10,100 officers, 15,000 flying cadets, and 151,000 enlisted men in the service by 30 June 1941, an increase of 300 per cent in 12 months.[34] The Army Air Corps tripled in size from 1940 through 1941, "an enormous achievement for a technical organization after a year of doubling."[35] The new status of the Army air arm was officially recognized on 20 June 1941 with the establishment of the Army Air Forces, the equal of the Army Ground Forces in the organizational structure.

The Secretary of War announced a new annual rate for pilots in the spring of 1941. The 30,000 Pilot Training Program had an effective date of 1 January 1942, and this rate required extensive construction of new flying fields. By 7 December 1941, the Gulf Coast Training Center controlled and operated directly 16 civilian primary schools, six basic schools, eight advanced schools, eight specialized schools, and two reception centers.[36] Pilot production programs after Pearl Harbor had annual rates of 50,000; 75,000; and 102,000. "To raise an annual production rate from 2,250 to 102,000 in four years was a stupendous task. Yet that was exactly what was contemplated before the end of 1942."[37]

In August 1943, the Army Air Forces Central Flying Training Command succeeded the Gulf Coast Training Center in another reorganization of the Army air arm. The Central Flying

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[33]*History of Randolph Field*, 116.

[34]"Randolph Field and the Air Corps Flying Cadet Training Program" (news release, Randolph Field, Texas, 26 April 1941), 5.

[35]Charles D. Bright, ed. *Historical Dictionary of the U. S. Air Force* (New York: Greenwood Press: 1992), 600.

[36]*History of the Central Flying Training Command*, 2nd Installment, 7 December 1941 - 31 December 1942 (April 1943), 71.

[37]Ibid., 41.

Training Command "reached the zenith of its training activities both in planning and in the successful production of pilots and other aircrew members" that year. In 1943, major cutbacks in the pilot training program were announced after almost six years of constant and incredible expansion.

Significance of the Pilot Missions to World War II

Randolph Field and its administrative organizations greatly influenced the pilot training expansion programs and provided the foundation for the Army air arm's unprecedented development during World War II. "Somehow, someway, the Army Air Forces turned out in an incredibly short time an air arm which has spread death and destruction to the enemy on a scale hitherto unknown. The building of this force has been one of the marvels of modern times. It was achieved in the face of all obstacles."[38]

> "The Air Corps Training Center was transformed from a small flying training establishment geared to train some 300 pilots per year in late 1938 to a large production line pilot training institution preparing to train 50,000 pilots, several thousand bombardiers and navigators, and tens of thousands of aerial gunners when war was forced on this nation in December 1941. This radically changed and greatly expanded mission was reflected in the growth of administrative machinery to handle the programs given this Training Center by the Chief of the Air Corps . . . In all of this the Gulf Coast Air Corps Training Center played a dominating role. It was the direct lineal descendant of the old Air Corps Training Center; its personnel were largely responsible for the formulation of training policies; and a perusal of correspondence shows the deference paid by Washington to the officers of this Training Center."[39]

> The great expansion that began in 1939 was "a remarkable instance of the power of a small, disciplined organization with precise objectives and thoroughly tested methods to impress its character upon a vast war-time program." [40]

> "The endeavor to perfect a system of Army pilot training is part of the much larger struggle to secure for aviation an appreciation of its proper role in modern warfare. Inadequate appropriations spelled inferiority both in numbers trained and in available equipment. Opposition to the expansion of the Army air arm had been bitter, and gains had been achieved only after strenuous effort . . .
> The history of the expansion and development of Army training is therefore a record of recognition finally gained and achievements made possible by increasing grants of funds and authority. It is part, an important part of the story of aviation coming into its own."[41]

CENTRAL INSTRUCTORS SCHOOL

The Central Instructors School was established at Randolph Field in February 1943. Randolph's 12-year mission to train pilots ended because the station facilities were needed for the new school. It was responsible for training all flying instructors for flying schools throughout the

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[38]Ibid., 2nd Installment, 7 December 1941 - 31 December 1942, viii-ix.

[39]Ibid., 1st Installment, 123.

[40]*History of Randolph Field*, vii.

[41]*History of the Central Flying Training Command*, 1st Installment, 4.

entire Flying Training Command (i.e., all Army flying schools in the United States). Objectives for the Central Instructors School included the standardization of training throughout the Flying Training Command (prior to establishment of this school, each regional Training Center had separate schools for instructors), and establishment of a proving ground for the development of training methods and training aids.[42]

On 15 January 1943, the Commanding Officer of the Basic Flying School at Randolph was directed to establish the following types of schools in order for classes to begin around 18 February: an instructors school for pilots in primary, basic, advanced twin-engine, and advanced single-engine schools; an instructors school for ground school instructors; and an instructors school for tactical officers and commandants of cadets. The directive noted that "The plan of having a CIS for the entire Training Command is based on the assumption that such a school, by maintaining the highest possible standards, will graduate personnel capable of carrying these standards throughout the Training Command, thus assuring the best possible product for assignment to tactical organizations."[43]

THE SCHOOL OF AVIATION MEDICINE

Additional documentation for the significance of the School of Aviation Medicine which illustrates its exceptional national significance for the period from 1931 to 1959 is under preparation.

AIRFIELD PLANNING AND DESIGN

From the outset, the officers of the Air Corps Training Center intended the Air Corps' new station, subsequently named Randolph Field, to be a model airfield for flying training. The first official recommendation for the field's layout came from officers who were familiar with the special requirements for airfields used for flying training. The initial site plan placed buildings in the center of a circular plan divided into quadrants according to function. It included two parkways, one of 100 feet radiating in four directions from the center of the field, and a 60-foot parkway in the housing area. It also called for efficiency, economy, safety, healthful living conditions, and recreation areas.

After further "careful thought and study," a letter from General Lahm to the Chief of the Air Corps (25 August 1927) recommended the Training Center's plan as the best plan for a flying training field because:

a. It is the only arrangement that will provide a flying line of sufficient length to accommodate the required number of airplanes.
b. It provides for a clear field irrespective of wind direction.
c. It is possible to get airplanes from hangars, off the field, and vice versa, in the safest, most expeditious and most efficient manner possible.

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[42] *History of Randolph Field*, 193.

[43] Ibid., Appendix G.

d. It is considered that taxiing, with its resultant strain on the plane and the amount of dust kicked up into the plane and spread over the general facilities, causes the greatest amount of work and expense in airplane maintenance. The arrangement of this field is such as to cut taxiing down to an absolute minimum.
e. All maintenance, operation, and school activities are more concentrated than in any arrangement, tending toward economy of effort, transportation, and construction of communication facilities.[44]

In April 1928 the Chief of the Air Corps appointed a board of distinguished officers, including Brig. Gen. Benjamin D. Foulois, to select the layout for the new flying training airfield, but the board did not meet until 10 July. They did not approve the plan submitted by the Training Center, in part because they did not like the circular plan with its central building area. The board recommended their own plan with buildings in the northwest corner in the shape of a frustum. The Training Center received a letter to this effect dated 1 August 1928, and immediately sent back a critical response to the Chief of the Air Corps.

"The Committee's plan failed to provide sufficient dead line space to line up all planes, did not have hangar lines parallel to the wind, and was not divided into functional units so as to simplify aerial traffic patterns." General Lahm also noted that the Training Center plan was superior to the Foulois Committee plan, which had no advantages over the local plan to compensate for its defects, that the circular plan had evolved gradually over three years and, therefore, should not be dismissed lightly.[45] The Foulois board met again on 16 August and voted in favor of the Training Center's plan which the Chief of the Air Corps then approved.

The cost to construct Randolph Field was originally estimated to be more than $10 million. "This made it the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[46] Lt. Harold L. Clark, Air Corps, trained as an architect before he became an airman. He had been placed on special duty at the Air Corps Training Center Headquarters on 8 December 1927 to develop plans for the airfield and its many buildings. In September 1928, after the Chief of the Air Corps approved the circular layout, Clark was detailed to special duty in the office of the Chief of the Air Corps in Washington, D.C. He served as a liaison to the Construction Service in the Office of the Quartermaster General.

The Army Quartermaster Corps

The Army Housing Program of 1926 and the companion Air Corps expansion program gave the Quartermaster Corps a unique opportunity to build posts with well-designed layouts and substantial permanent buildings that incorporated early 20th century technological changes to meet new military requirements. The subsequent period of building stretched into the mid 1930s.

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[44]*History of Randolph Field*, 39.

[45]Ibid., 42.

[46]Ibid., 39.

It was a dramatic change from the early 1920s when the Corps literally begged for funds to repair Army buildings and permanent construction was prohibited. The Quartermaster General and his staff took their new duties to heart and created a remarkable building program that was unique in the history of military construction and American architecture. By September 1933, expenditures for the building program were more than $86 million. The Quartermaster had constructed 1,889 quarters for officers' families ($24,474,637), 1,923 quarters for non-commissioned officers' families ($14,507,605), and barracks for 32,753 enlisted men ($27,088,055). Miscellaneous construction (hospitals, nurses' quarters, hangars, etc.) totaled $19,500,000.[47] Construction on this scale was unprecedented in peacetime and previous large-scale war programs built temporary rather than permanent buildings.

The Quartermaster Corps was the Army's supply agency. Its Construction Service was like a large architectural/engineering firm and built all the buildings needed by the Army. (The Corps of Engineers was responsible for fortifications, roads, river and harbor work). The main office, the Headquarters, was part of the Office of the Quartermaster General in Washington, D.C., and provided design, contracting, real estate, and legal services for Army and Air Corps construction projects around the world. Constructing Quartermasters stationed at the posts were responsible for project management. They were the local military representatives of the Construction Service, direct representatives of the Quartermaster General. The men in the Construction Service considered it a professional organization "separate from the rest of the Quartermaster Corps. A sort of club . . ."[48]

Secretary of War Dwight F. Davis, appointed in 1925, hired two civilian advisors for the Army's new building programs to insure that new posts and buildings would reflect the most current ideas in city planning and architectural design. William A. Delano of Delano and Aldrich, New York, advised on architectural design issues. George B. Ford, one of the first professional city planners in the United States, approved all new post layouts. Ford was a formally trained architect (a graduate of Harvard and the Massachusetts Institute of Technology) who attended the Ecole des Beaux-Arts from 1904 to 1907. He and a partner later established one of the premier city planning consulting firms in the United States.[49]

Planning Principles and Influences

The Army posts and Air Corps stations that were constructed or improved in the late 1920s and early 1930s were substantially different from earlier posts, which were usually forts. The new profession of city planning developed in the early 20th century and the Quartermaster's adoption of city planning principles was the primary reason for these differences.

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[47]"General Bash Completes Tour as Chief of Construction," *Quartermaster Review*, 13 (September-October 1933), 48.

[48]Muriel Zimm Ray, "The Well Planned Post," M.A. thesis, George Washington University (1994), 23.

[49]Ibid., 65.

> The Quartermaster Corps entered into these new problems with enthusiasm and a determination to develop along the line of most modern "city planning" . . . . worthy of admiration from the lover of good architecture, as well as the efficient and most exacting municipal engineer.[50]

Quartermaster architects and planners drew from many sources to lay out and design the new posts and buildings, and they clearly embraced the City Beautiful movement. Although the City Beautiful was not specifically credited as a design influence in the numerous articles written for the *Quartermaster Review* during this period, the report repeatedly referenced its key principles and incorporated them into the building program. The architects and planners wanted posts to be attractive and healthy places to work, and they promoted the adoption of comprehensive plans to address functional problems. The city practical and city scientific movements that promoted efficiency and utility also influenced the Quartermaster's Construction Service. (George B. Ford was one of the first city practical proponents). Ebenezer Howard's Garden City concept, also inspired designers of the Army building program, with its core residential areas, curvilinear, tree-lined streets, and parks.

For the first time, Army posts were required to have comprehensive development plans, "official post layouts," prior to building any new permanent construction. George B. Ford's approval was required on all site plans developed from 1926 to 1930. His recommendations ranged from minor changes to complete redesigns. "No new or revised plans were considered official until reviewed by Ford and his comments acted upon."[51] Posts were required to use the plans and any changes had to be approved by the Secretary of War's office. The new master plans for posts and stations were more related to contemporary plans for college campuses and industrial towns than old Army forts. They required the expertise of architects and planners who were trained to organize many different elements into a harmonious whole.

In the spring of 1926, Brig. Gen. Albert C. Dalton, Chief of the Construction Service, made the following comment on a proposed layout submitted to the Quartermaster General for approval: "One of the cardinal principles that should be followed in the new layout of our permanent posts [is] the concentration in distinctive groups of all facilities of like character, and the placing of these separate groups in proper relation to each other."[52] The layout of posts according to building function was a prime directive for the new building program. This approach was a radical departure from the traditional post layout of buildings around the parade ground with officers' quarters and barracks set in rows facing the parade. New layouts grouped buildings with similar functions together (administration, operations, housing) and separated them from each other. Housing areas got special attention. Although housing was still grouped according to type (quarters for officers, non-commissioned officers, barracks), the family housing areas were planned like civilian neighborhoods and Garden City suburbs with curved, tree-lined streets, parks, parkways, and numerous recreational facilities.

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[50]Capt. Howard B. Nurse, "Our Newest Army Post," *Quartermaster Review*, 14 (January-February 1935), 21.

[51]Ray, "The Well Planned Post," 33.

[52]Ibid., 137.

Another major change for Army posts was the use of different architectural styles at posts in different geographic regions. The Construction Service chose two styles, "distinctly American architecture," familiar to most Americans and thought to have acquired a degree of national character. They were the "Colonial, developed along the Atlantic Seaboard from New England to the South, and the Spanish Mission of the Southwest . . . brought over by the original founders of the settlements in those regions."[53] Local building materials appropriate for the architectural styles and suited to local climates were also used. Variations of the "Colonial" included "Federal" in New England and "Mount Vernon" in Virginia. Posts in the hot and humid South got variations of "Spanish Mission" — "French Colonial" in Louisiana and Alabama and "Spanish Colonial" in other southern states. Use of these styles was intended to convey stability and solidarity at the new posts.

Randolph Field - The City Beautiful Garden City

The Army Air Corps' need for an airfield specifically for flying training led to a radical new concept of airfield layout and design. It broke with all previous precedents at Army posts and air stations. Over several years, the original idea for a field with a circular shape evolved into a model airfield for flying training that also incorporated the most advanced principles of the new profession of city planning. The final plan for Randolph Field produced a unique military installation that was an exceptional achievement for Army architects, planners, and Air Corps officers.

The Board of Officers appointed by General Lahm in April 1927 was first to recommend a flying field with a circular shape, although the site plan submitted with their report has yet to be found. Details of the plan recommended by the Board are available in the officers' written report and in subsequent letters regarding the new field from General Lahm to the Chief of the Air Corps. Lt. Harold L. Clark, assigned special duty at the Air Corps Training Center Headquarters because of his previous architectural training, is generally credited with Randolph Field's revolutionary design. His first plan for the field, dated 1 November 1927, was revised in December and January. Clark's later plan is almost certainly the one forwarded by General Lahm to the Chief of the Air Corps for approval early in 1928.[54]

It appears that Clark's plan, submitted by the Air Corps Training Center, was one of the new layouts that George B. Ford, in his position as City Planning Adviser to the War Department, chose for extensive revisions. Other than the circular roads at the center of the layout and the location of flight lines at the edges, Lt. Clark's plan and the final layout for Randolph Field have few major features in common. The "official post layout," signed by George B. Ford, A.I.A., was approved by the Chief of the Air Corps, the Quartermaster General, and the Chief of Staff for the Secretary of War in January 1929. It elegantly combined the Air Corps' operational and training needs with advanced city planning principles. Key features of Ford's design (and which do not appear in Lt. Clark's plan) include the dramatic, impressive entranceway, its termination at Washington Circle (a smaller circle below Main Circle, formerly known as North Circle), and the

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[53]Lt. Col. Francis B. Wheaton, "The Architecture of the Army Post," *Quartermaster Review*, 8 (September-October 1928), 11.

[54]Additional research at the National Archives should provide conclusive documentation on this issue.

siting of three notable buildings around Washington Circle on the east, west, and south. The final layout for Randolph Field is clearly the work of a master planner.

Some features of the Randolph Field layout are almost direct adaptations of Ebenezer Howard's 1898 plan for a self-sufficient Garden City. Although historic Army posts and air stations were generally complete, independent communities as envisioned for the Garden City concept, a Garden City layout for a military installation was an inspired, if unusual, precedent. Quartermaster architects thoughtfully applied city planning principles to the framework by grouping buildings according to function and placing them in separate quadrants of the circular plan. The operations ("industrial") areas, with their associated noise, dirt, and smoke, were sited at the edges of the "city," as far removed as possible from the family housing areas which were designed like contemporary civilian neighborhoods. Families at Randolph lived in a variety of house types, with well-landscaped yards and a minimum of 50 feet separation between residences. A grassy "esplanade," known as North Park and South Park, runs through the middle of the officer housing area from the Administration Building on the north to the Cadet Academic Building at the south end, and there are wide boulevards on the east-west axis (East Park and West Park).

The influence of the City Beautiful Movement is most evident at the entrance to historic Randolph Field. The attractive, impressive parkway with wide, tree-lined, parallel roads leads 2,500 feet to Washington Circle, which exhibits an air station version of a City Beautiful "civic center." This centrally located grouping includes two of Randolph's most monumental and prominent buildings: the 170- foot tall Administration Building (also known as the "Taj Mahal," the historic location of Randolph's administrative headquarters, the post theater and auditorium, etc.), and the Post Chapel, designed to resemble old Spanish Missions in the vicinity. The distinctive Post Exchange is also part of the group, although its low scale makes it less prominent. This civic center was planned and designed to be a beautiful ensemble, and its location at the intersection of the entrance parkway and the circular roadway provides dramatic vistas from many perspectives. It is a superior example of the City Beautiful civic center.

The construction of Randolph Field is also exceptional in the history of American engineering. The entire installation was built from the ground up in less than three years. The Quartermaster Corps constructed all utilities (systems for water, electrical, sewer, gas, telephone) using the most modern designs and the best materials, a drainage system for the 1,900 acre flying field that was completely sodded with Bermuda grass, almost 31 miles of roads, and 350 buildings to house approximately 4,000 people and hundreds of airplanes. At a cost of more than 10 million (Depression era) dollars, it was "the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[55] Randolph Field's numerous novel features were later copied at other locations, and many of its technical buildings were "models of advanced design."

Randolph's Constructing Quartermaster, Capt. A.W. Parker, wrote an article for a special edition of *The Service News* published in November 1931 when Randolph Field opened for business. It included the following:

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[55]*History of Randolph Field*, 39.

> The Quartermaster Corps has . . . created here at Randolph Field probably the most modern city of its size ever constructed . . . Randolph Field is unique. There is nothing like it in this or any other country. This beautiful little city which we have created houses a plant for the production of military pilots . . . Randolph Field is one of the largest Army posts, and we who have been instrumental in producing it believe it is the best built and most beautiful post in the U.S. Army.[56]

Considerable attention was devoted to making Randolph Field a beautiful place. Almost all the Army officers who wrote about their work at Randolph used the word beauty or beautiful in connection with the huge project. The ornamental plastering contractor even took out a full page ad in *The Service News* special edition with the heading "Art in Building Randolph Field." During World War II, this tradition continued with an artist in residence for several years. Dean Fausett, a painter and muralist, observed and then painted portraits of the four types of airmen trained during the war: the pilot, bombardier, navigator, and gunner. These paintings still hang in the rotunda of the Administration Building. Fausett also painted a number of murals for the Cadet Administration Building.

> Perhaps, after all, it is aviation that has at last made us conscious of how utterly formless most of our Army and civilian layouts have been. The new approach is from the air. Our new first view - our first and often lasting impression - of a city or an Army post or field is from the air . . . if the buildings are so grouped or so arranged that they present real attractiveness of form . . . it probably means that the plan is worked out logically and practically.
>
> It also means that thought has been given in the planning to something besides efficiency. Sheer beauty of layout can often be secured at no additional cost. The difference between a beautiful building or arrangement of buildings and an ordinary building is not a matter of adding gew-gaws or planting geraniums, but is usually a matter of simplification and taste in design. Often this means lesser, not greater cost . . . .
>
> As seen from the air, which after all is the usual way in which it will be seen, the post [Randolph] in its form and color will take on very much the appearance of some of the rose windows in the great cathedrals of Europe."[57]

Lewis Mumford, prolific critic and city planning historian, made the following observation in his introductory essay to the 1946 reissue of Ebenezer Howard's *Garden Cities of To-morrow*: "At the beginning of the twentieth century, two great new inventions took form before our eyes: the aeroplane and the Garden City, both harbingers of a new age: the first gave man wings and the second promised him a better dwelling- place when he came down to earth."[58] At Randolph Field, Texas, these two great new inventions came together to create a unique "air city" that is also an extraordinary work of art.

---

[56]Capt. A.W. Parker, "Highlights of the Constructions of Randolph Field," *The Service News*. Randolph Field edition (November 1931), 57.

[57]George B. Ford, A.I.A., "New Army Posts for Old," *Quartermaster Review* (November-December 1929), 19-21.

[58]Ebenezer Howard, *Garden Cities of To-morrow*, introductory essay by Lewis Mumford (Cambridge, Massachusetts, and London: MIT Press, 1965), 29.

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Previous documentation on file (NPS):

__ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
X Previously Listed in the National Register.
__ Previously Determined Eligible by the National Register.
__ Designated a National Historic Landmark.
__ Recorded by Historic American Buildings Survey: #
__ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

__ State Historic Preservation Office
__ Other State Agency
X Federal Agency
__ Local Government
__ University
__ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: 415

UTM References:

Point	Zone	Easting	Northing
A	14	568850	3267185
B	14	568020	3268260
C	14	570085	3267845
D	14	570625	3266145
E	14	569545	3266145

Verbal Boundary Description:

The boundary for the Randolph Field Historic District is the bold line on the enclosed map entitled: "Randolph Field Historic District, Randolph Air Force Base, Texas." The UTM points create a polygon (illustrated on the enclosed USGS 7.5' quadrangle map) that encompasses this boundary.

Boundary Justification:

The boundary was drawn to encompass most of the entire original plan, layout, roads, and pre-1950 buildings at Randolph Field.

PHOTOGRAPHS

1 Aerial View of Randolph Field, Texas from northwest looking southeast
December 9, 1931 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

2 Aerial View of Plan and Layout, Randolph Field, Texas
January 19, 1932 - Army Air Corps Photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

3 Closeup Aerial View of Randolph Field from Administration Building looking southeast toward Flying Cadet Complex
Circa 1931 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

4 Administration Building (Taj Mahal) from northwest looking southeast
May 4, 1934 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

5 Flying Cadet Complex from southeast looking northwest
Circa 1939 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

6 Flying Cadet Administration Building (Cadet Mess) from southeast looking northwest
January 8, 1932 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

7 School of Aviation Medicine, front (north) facade
Circa 1939 - Army Air Corps photograph
History Office, Air Education and Training Command, Randolph AFB, Texas

8. Aircraft flying over the "Taj" during filming of "West Point of the Air."
Circa 1934. - Army Air Corps photograph
National Register of Historic Places Nomination file

9. Streetscape, Outer Octogon, View of Facilities 359 and 358, towards southeast
1993, Thomason & Associates.
Denver Service Center, National Park Service

10. Detail of original multi-light casement window on Facility 900.
1993, Thomason & Associates.
Denver Service Center, National Park Service

11. View of shop or industrial area towards northeast
1993, Thomason & Associates.
Denver Service Center, National Park Service.

12. Facility 900, interior staircase.
1993, Thomason & Associates
Denver Service Center, National Park Service

13. Facility 62, view towards northeast.
1993, Thomason & Associates
Denver Service Center, National Park Service

11. FORM PREPARED BY

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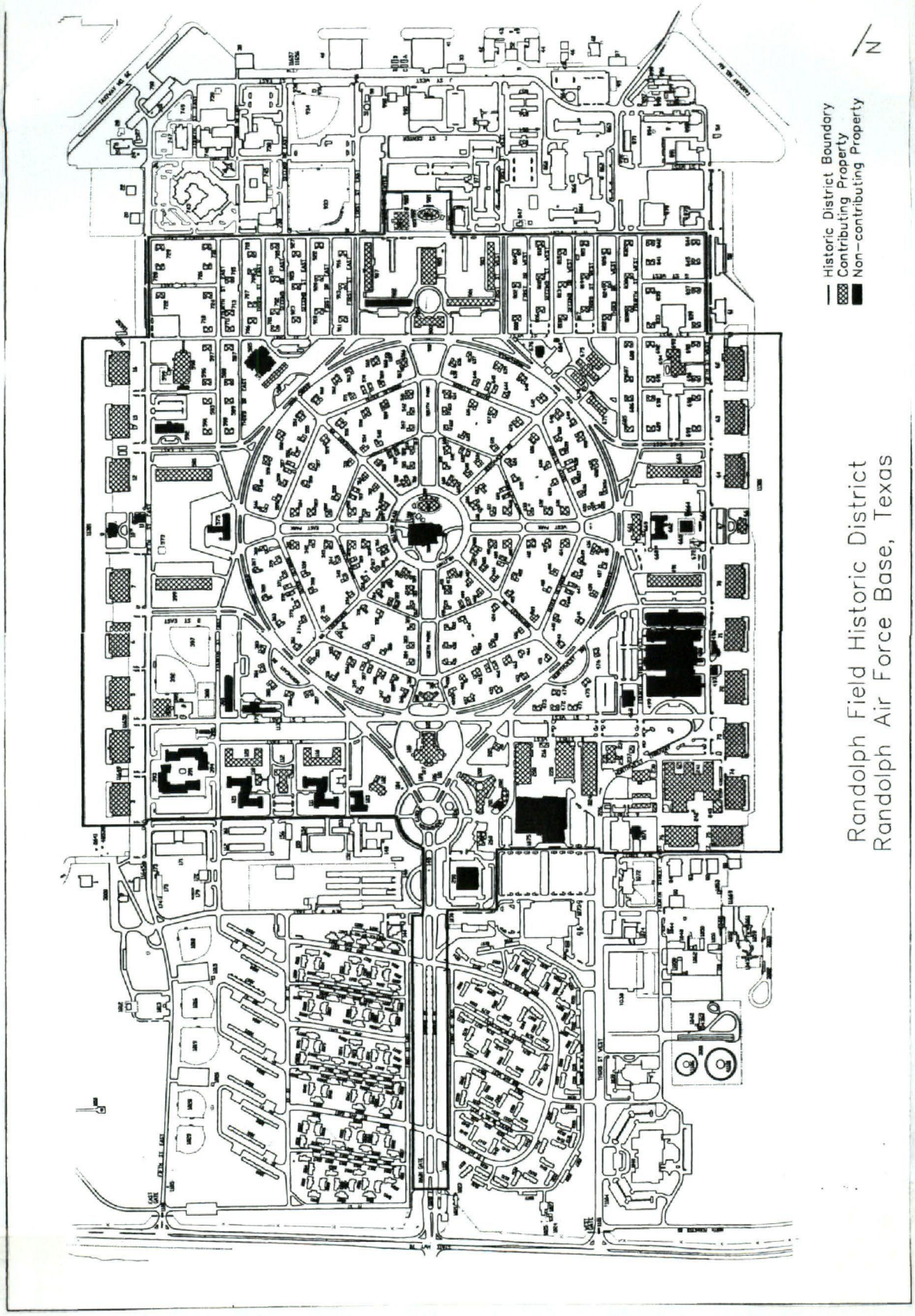
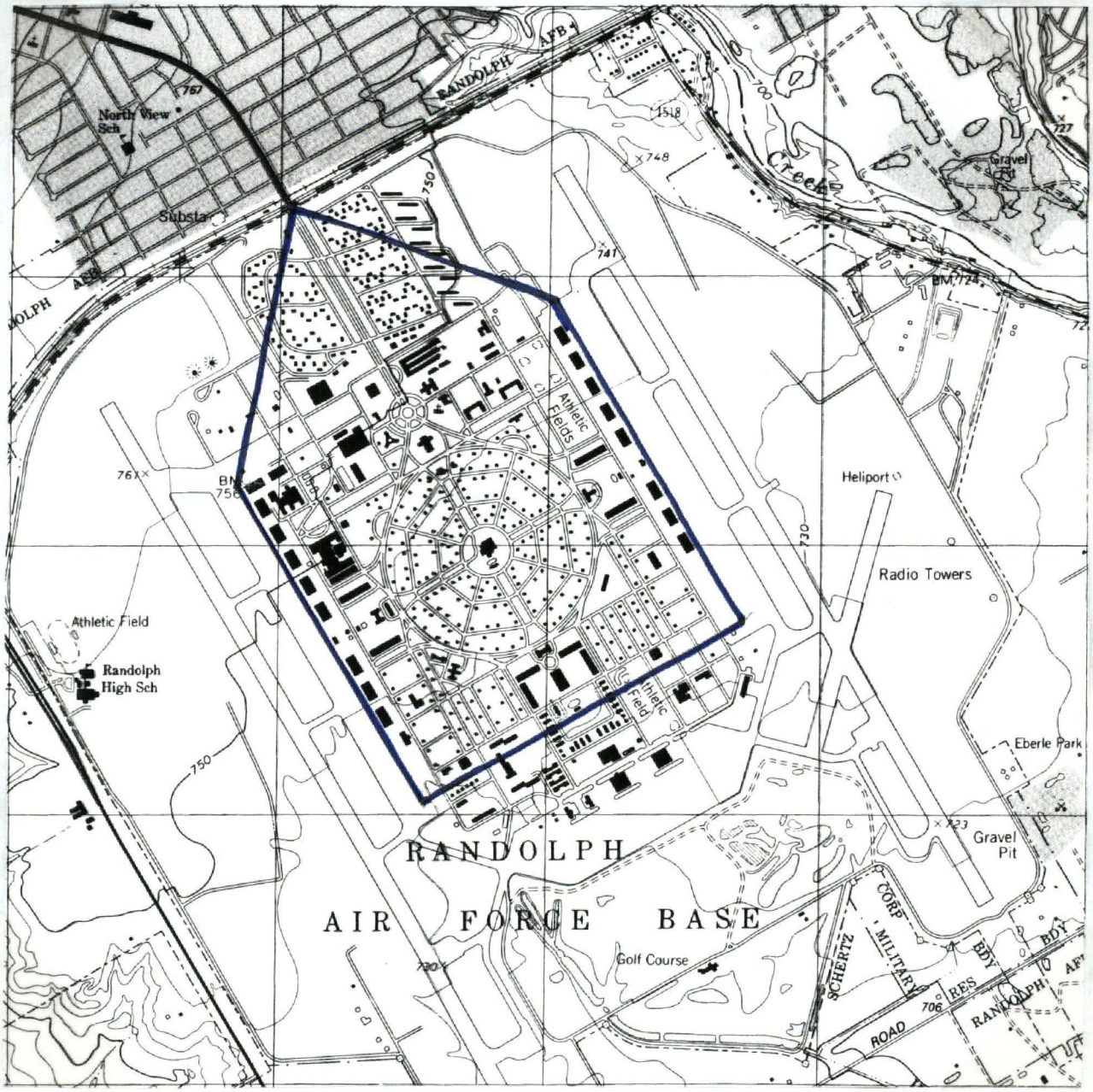
National Park Service
National Historic Landmarks Survey
1849 C St., N.W.
Room NC-400
Washington, DC 20240

Telephone: (202) 343-8166

DESIGNATED A NATIONAL HISTORIC LANDMARK ON
August 7, 2001


N
Historic District Boundary
Contributing Property
Non-contributing Property
Randolph Field Historic District
Randolph Air Force Base, Texas



Randolph Field Historic District
Schertz, Texas USGS 7.5' Quadrangle

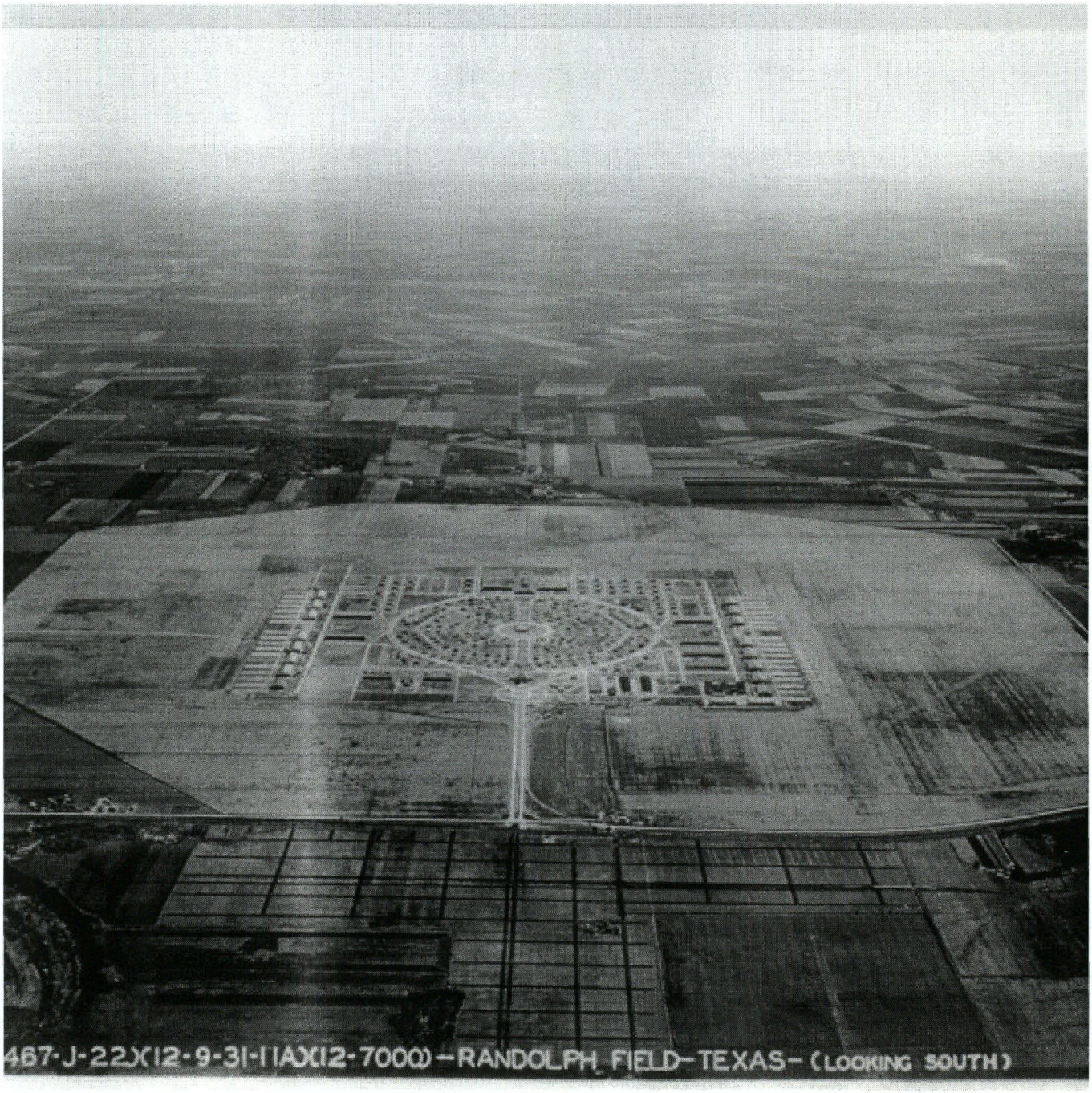


Figure 1. Ariel View of Randolph Field, Texas from northwest looking southeast, 1931.

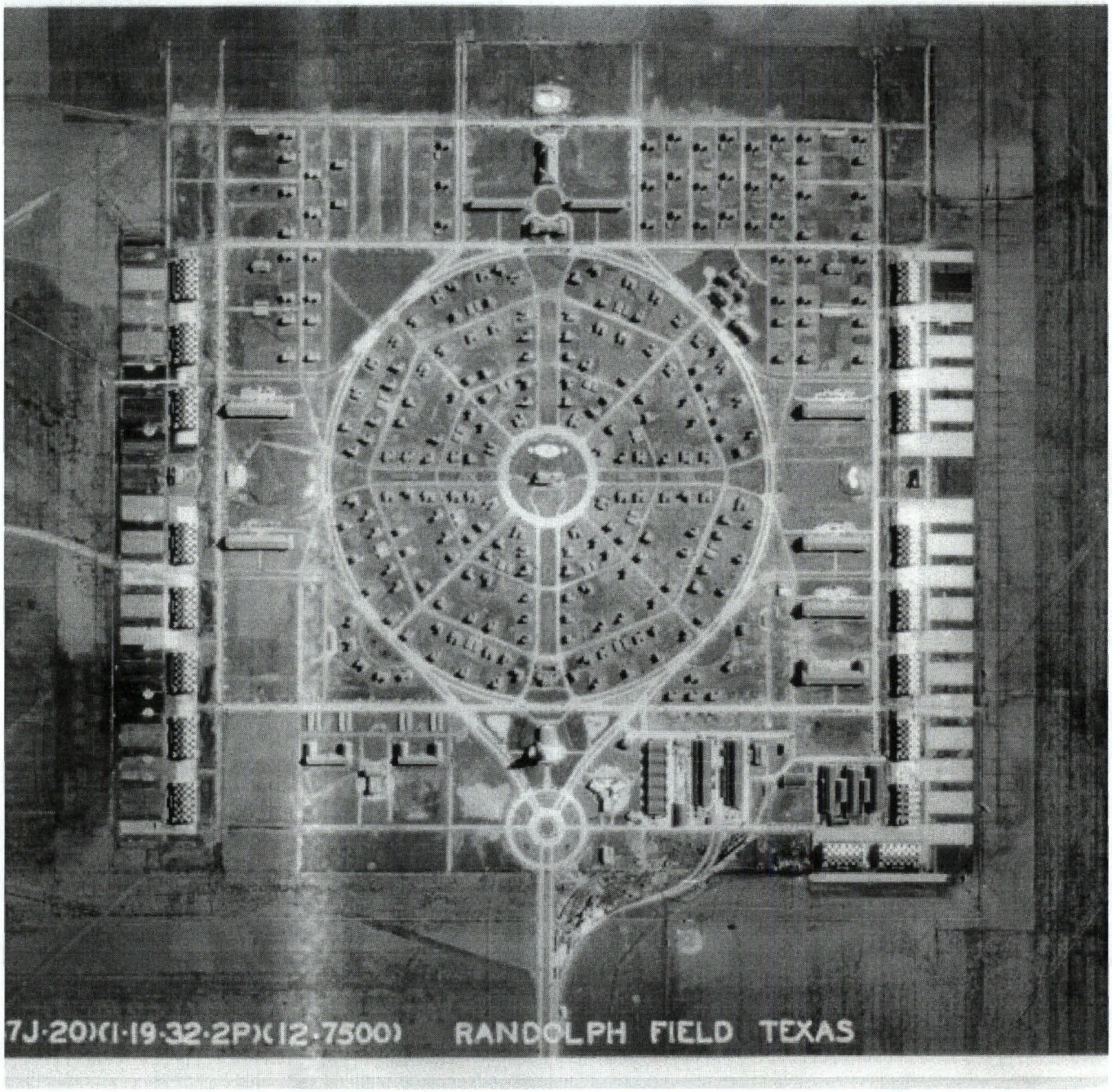


Figure 2. Aerial View of Plan and Layout, Randolph Field, Texas, 1932

Figure 3. Closeup Aerial View of Randolph Field Administration Building looking Southeast towards Flying Cadet Complex, c. 1931.

Figure 4. Administration Building (Taj Mahal) from northwest looking southeast, 1934.

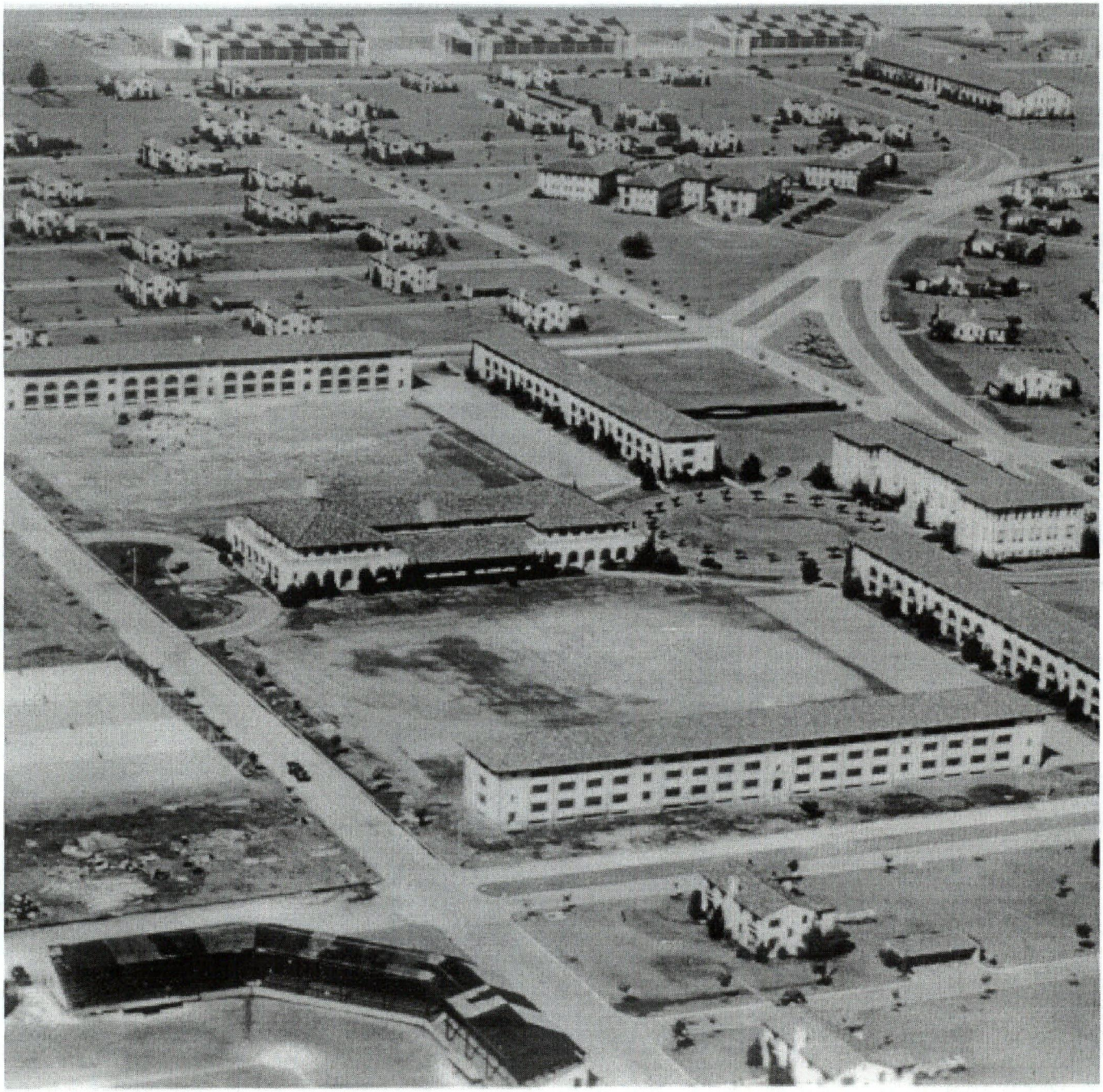


Figure 5. Flying Cadet Complex from southeast looking northeast, c. 1939.

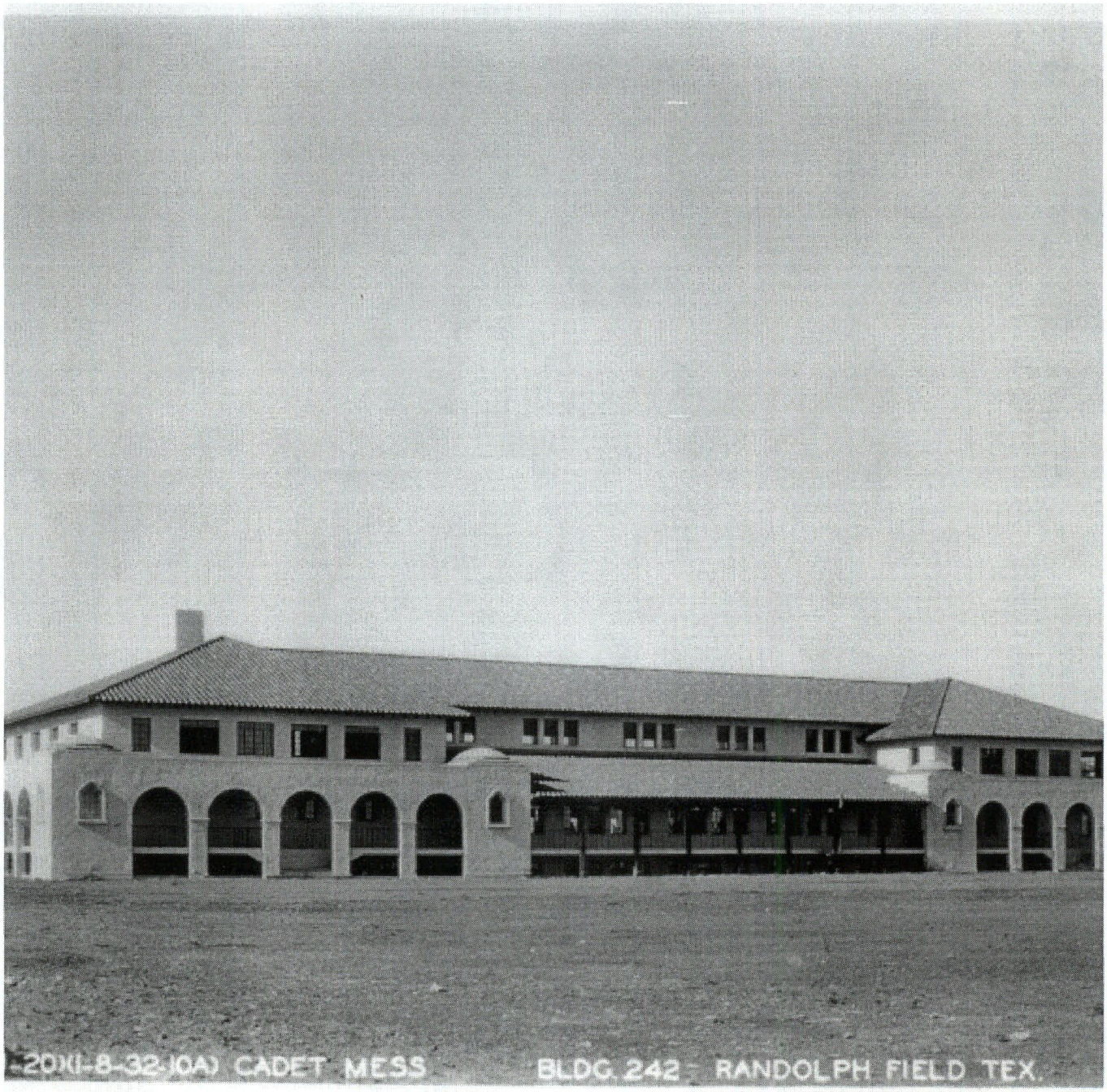


Figure 6. Flying Cadet Administration Building (Cadet Mess) from southeast looking northeast, 1932.

Figure 7. School of Aviation Medicine, north facade, c. 1939.

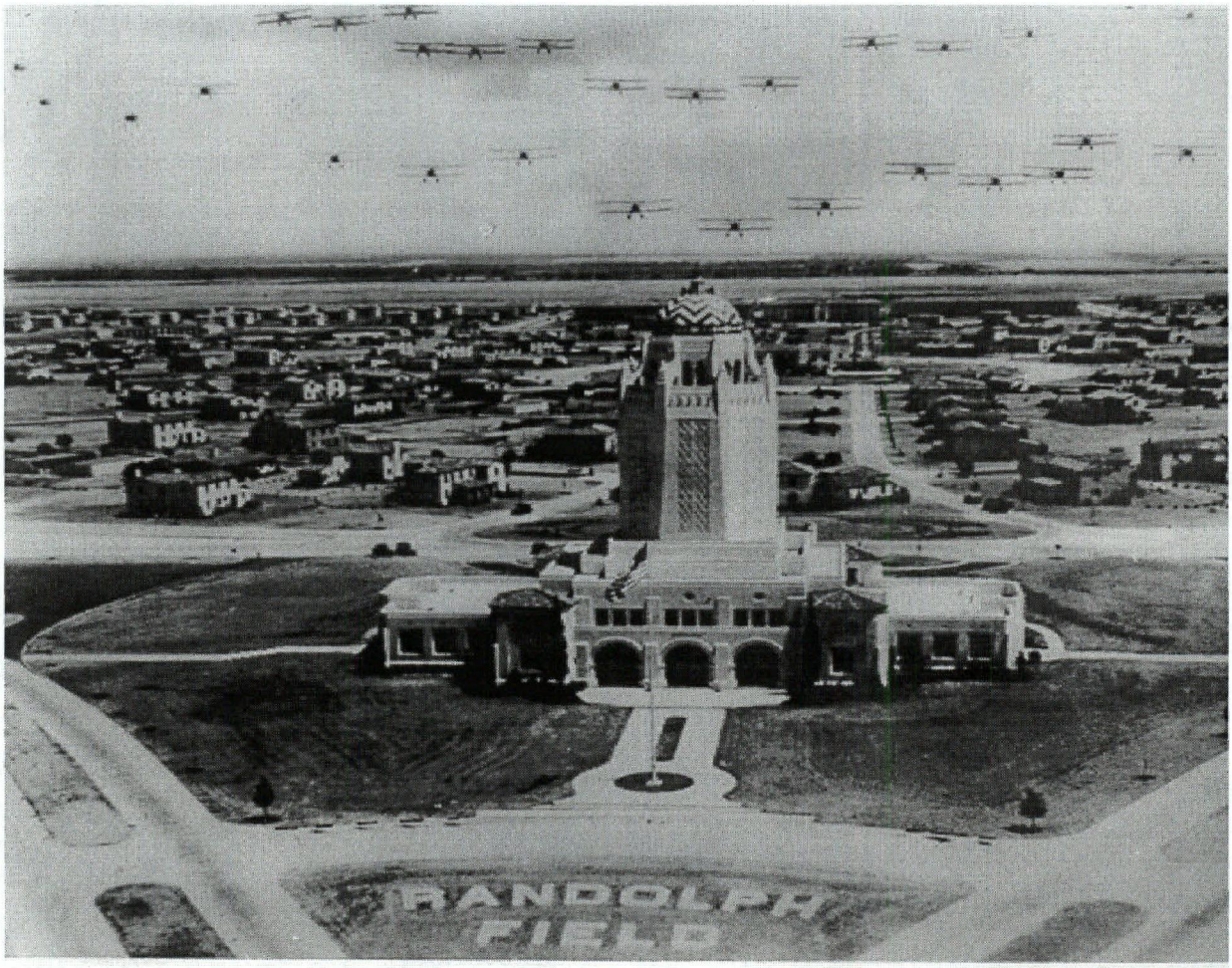


Figure 8. Aircraft flying over the "Taj" during filming of "West Point of the Air."

Figure 9. Streetscape, Outer Octogon, View of Facilitied 359 and 358, towards southeast

Figure 10. Detail of original multi-light casement window on Facility 900.

Figure 11. View of shop or industrial area towards northeast.

Figure 12. Facility 900, interior staircase.

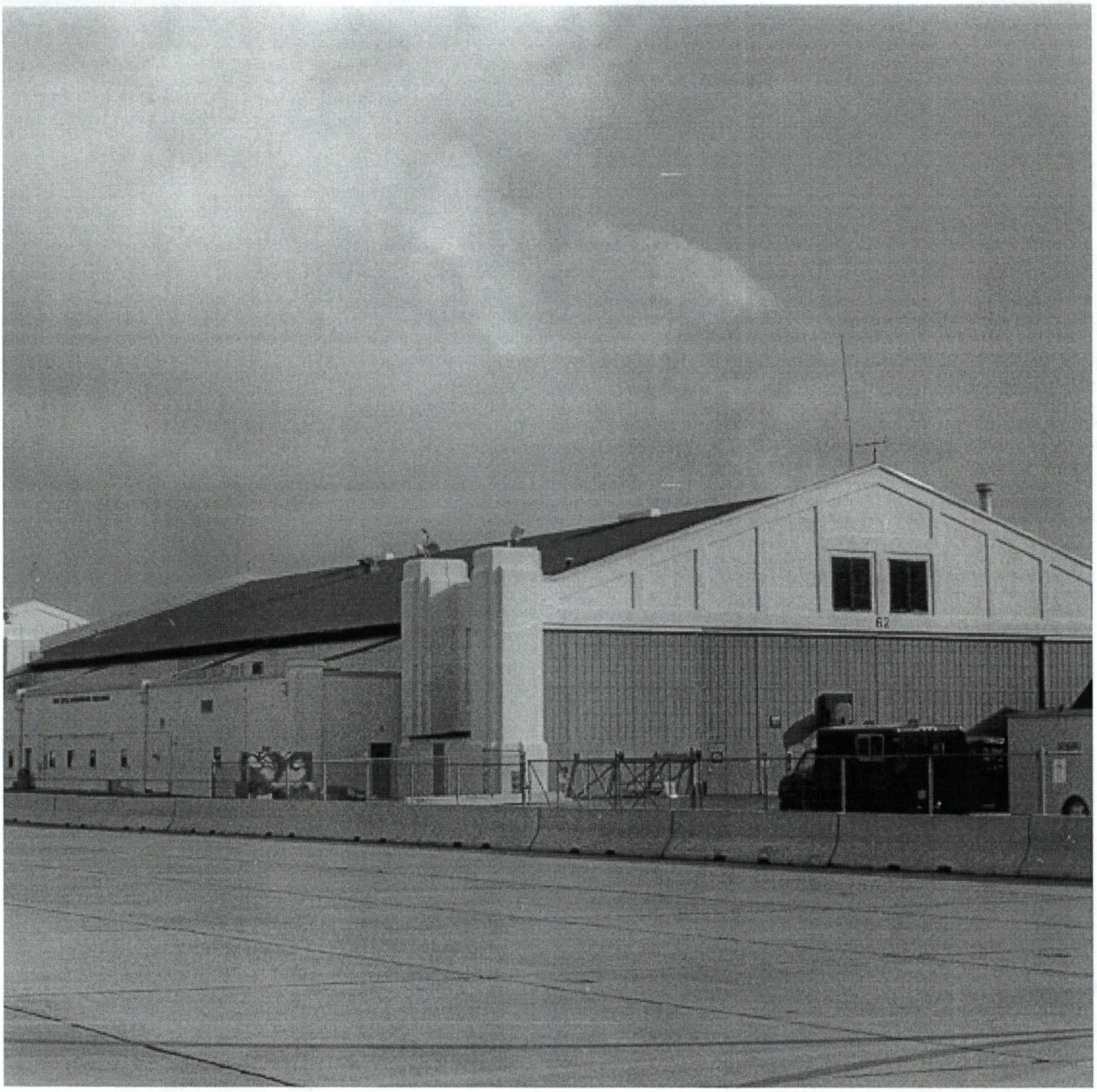
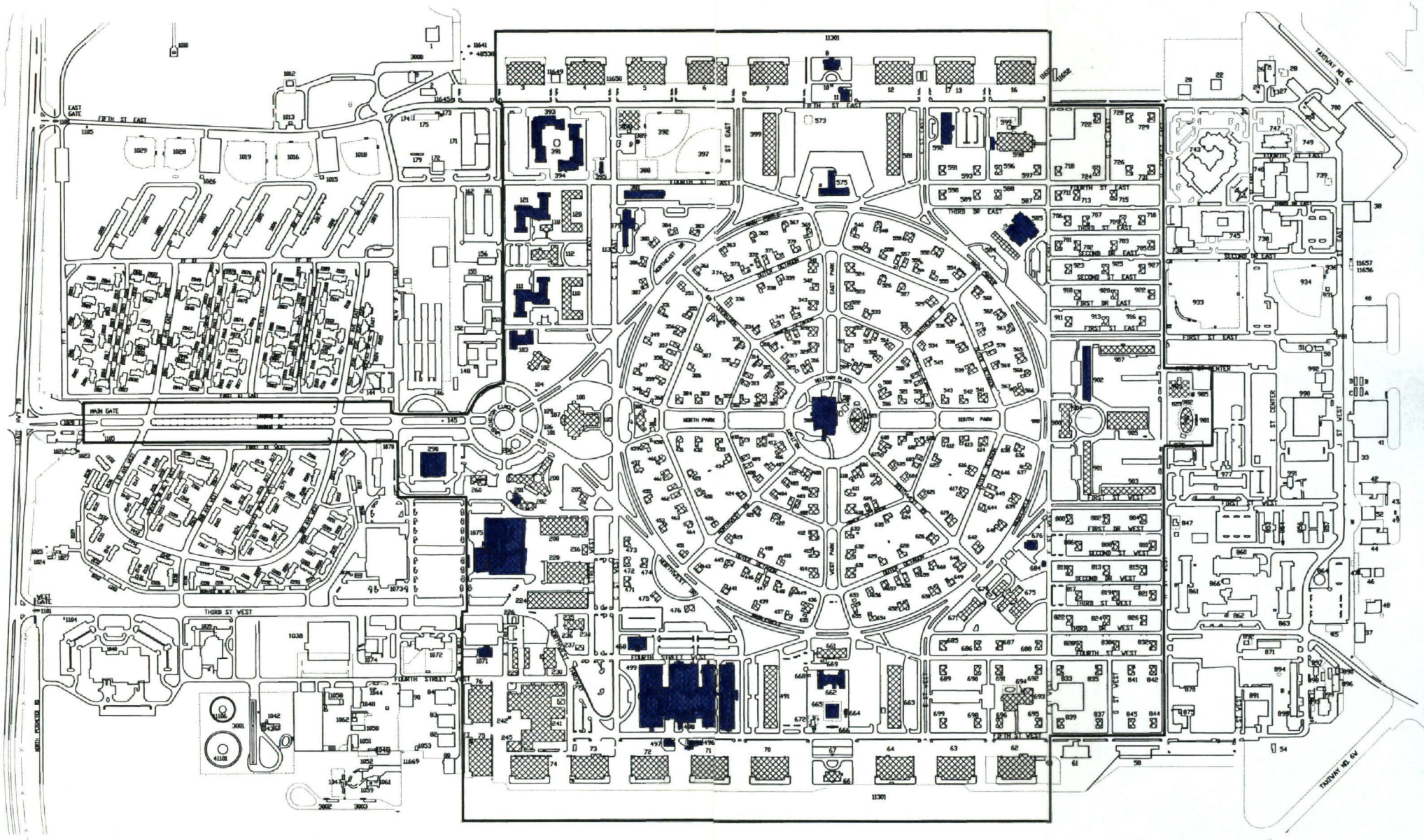
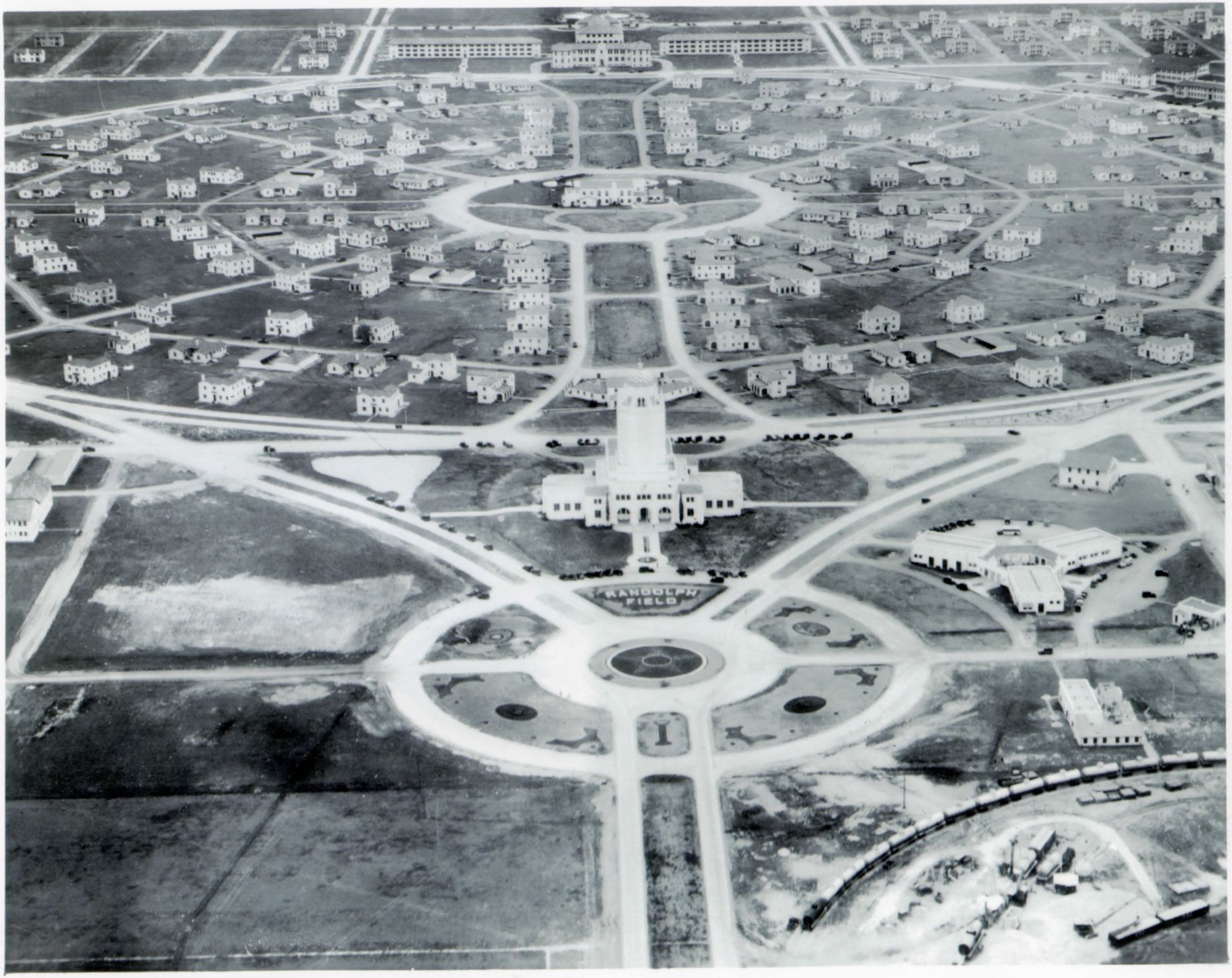


Figure 13. Facility 62, view towards northeast.



Randolph Field Historic District
Randolph Air Force Base, Texas

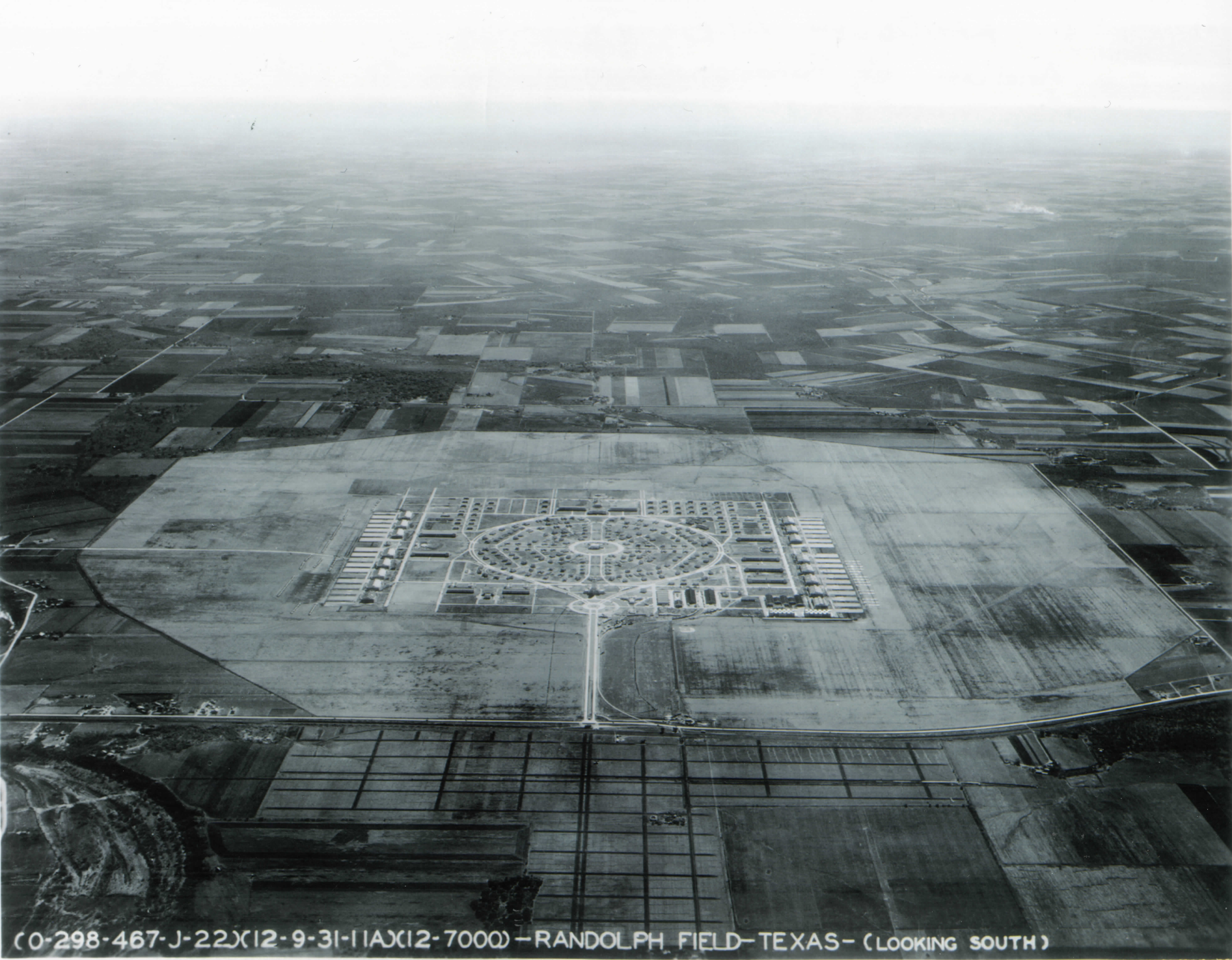

RANDOLPH FIELD

3. RANDOLPH AFB, TX

Closeup aerial view of Randolph Field Administration Building looking southeast towards Flying Cadet Complex c.1931

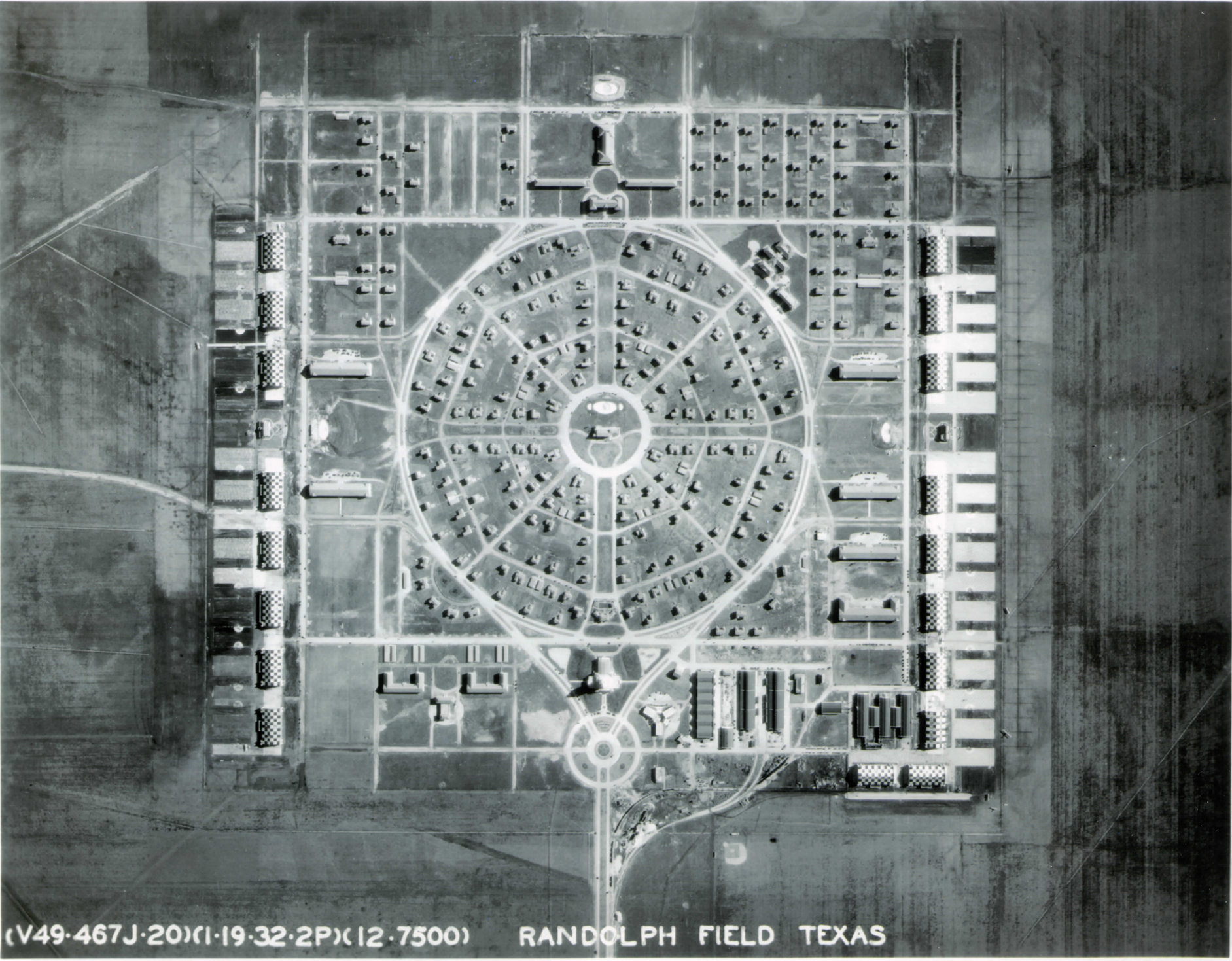
RANDOLPH
FIELD

Aircraft flying over "Taj" during
filming of "West Point of the Air'
ca. 1934


(0-298-467-J-22)(12-9-31-11A)(12-7000)-RANDOLPH FIELD-TEXAS-(LOOKING SOUTH)

1. RANDOLPH AFB, TX

Ariel view of Randolph Field from, northwest looking southeast, 1931


(V49·467J·20)(1·19·32·2P)(12·7500) RANDOLPH FIELD TEXAS

2. RANDOLPH AFB, TX

Ariel view of Plan and Layout

1932

Randolph Field Historic District
Bexar County, Texas
Photo No. 31
Facility 900, interior
Staircase

5, RANDOLPH AFB, TX

Flying Cadet Complex from southeast looking northeast, c. 1939

224

Randolph Field Historic District
Bexar County, Texas
Photo No. 1
View of shop or Industrial
area towards northeast

Randolph Field Historic District
Bexar County, Texas
Photo No. 6
Detail of original multi-light casement window on Facility 900

Randolph Field Historic District
Bexar County, Texas
Photo No. 12

Streetscape, Outer Octogon,
View of Facilitied 359 and
358, towards southeast

62

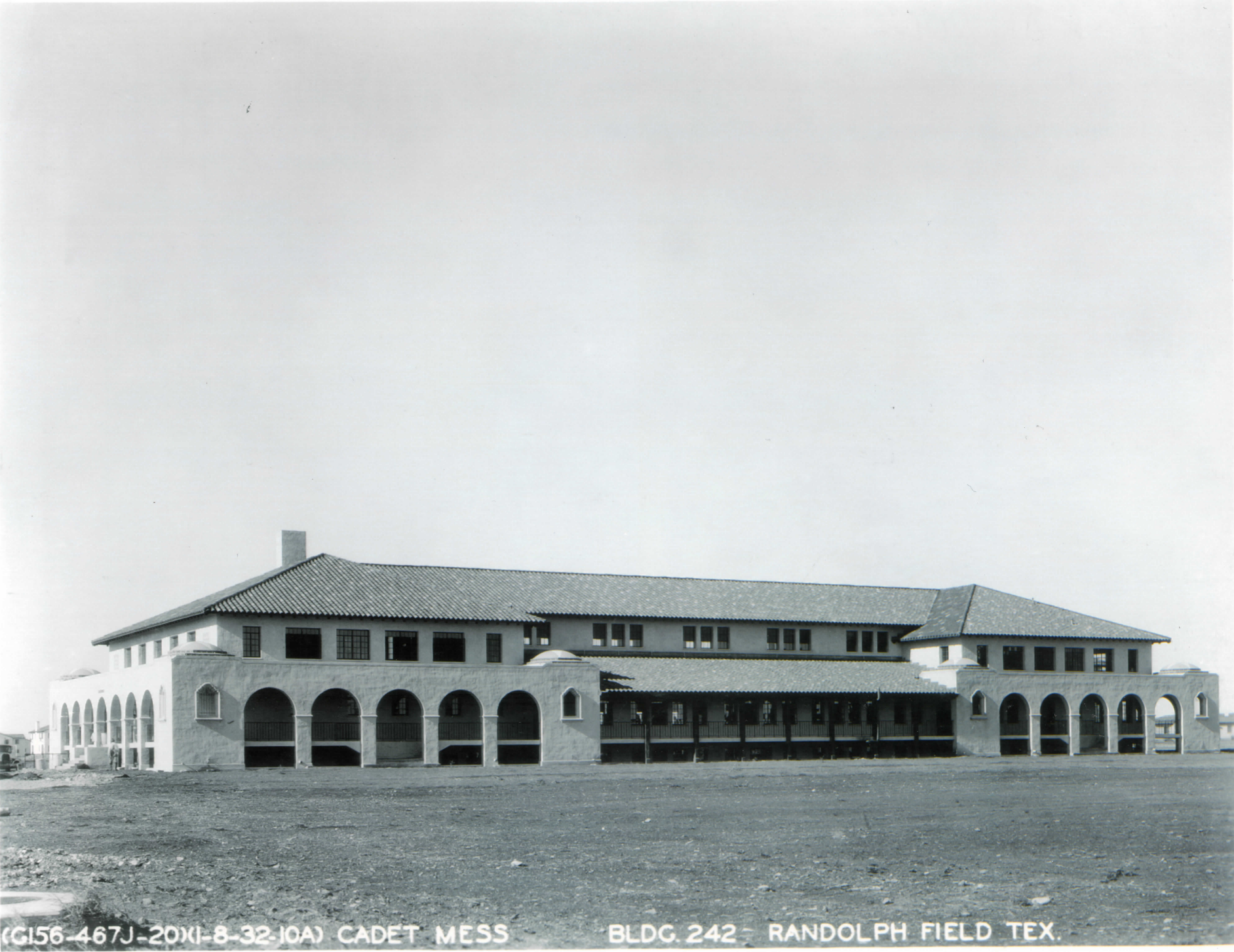
Randolph Field Historic District
Bexar County, Texas
Photo No. 45
Facility 62, view towards
northeast

HOSPITAL

D. RANDOLPH AFB, TX

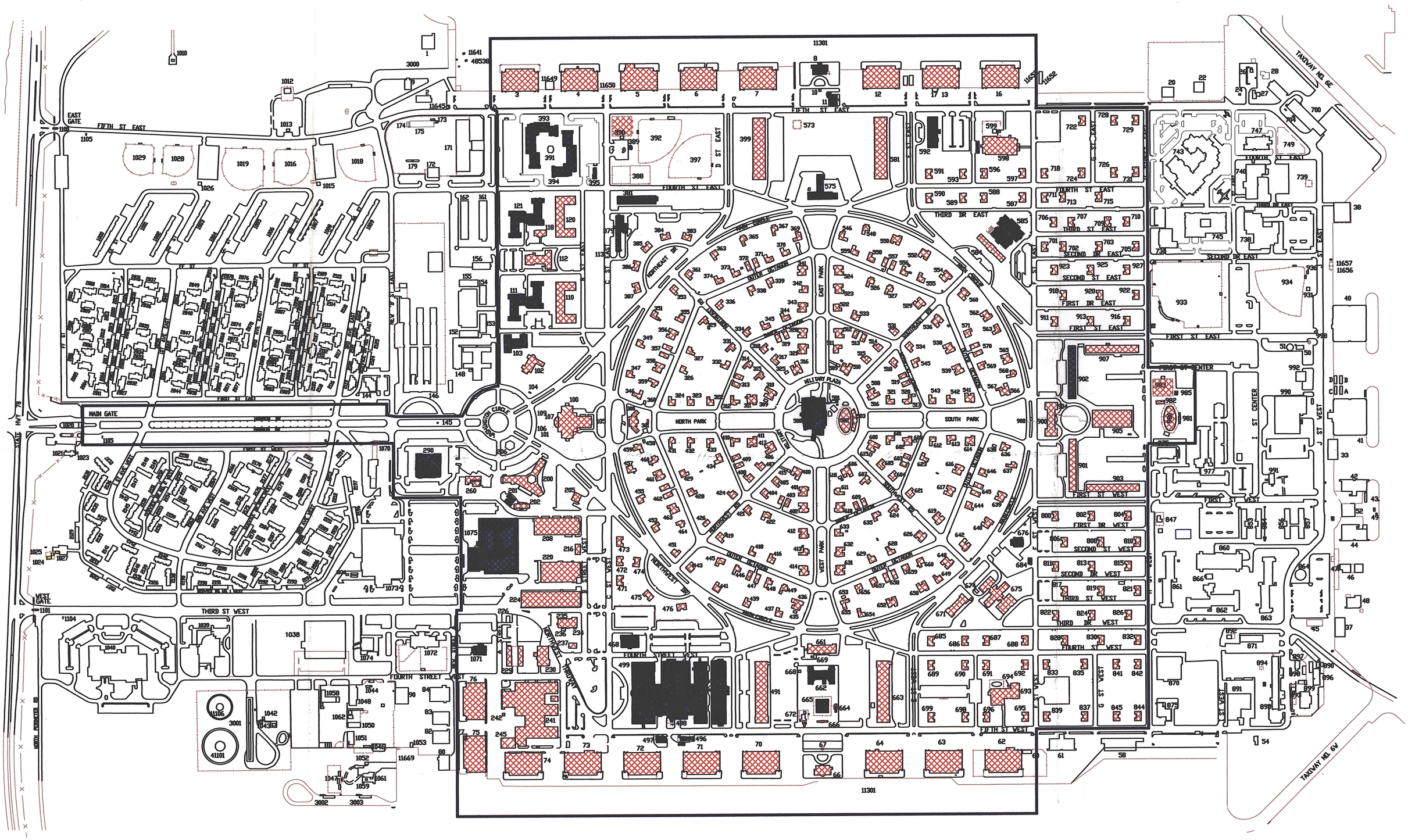
SCHOOL

School of Aviation Medicine,
north facade, c. 1939


(G156-467J-20)(1-8-32-10A) CADET MESS
BLDG. 242 - RANDOLPH FIELD TEX.

6. RANDOLPH AFB, TX

Flying Cadet Administration Building (Cadet Mess) from southeast looking northeast, 1932



Randolph Field Historic District
Randolph Air Force Base, Texas

February 2001

United States Department of the Interior

NATIONAL PARK SERVICE
P.O. Box 37127
Washington, D.C. 20013-7127

IN REPLY REFER TO:
H3415(418)

JUL 9 1993

Memorandum

To: Historian Butowsky

From: Senior Historian Levy Ben

Subject: Randolph Field, Texas

Attached you will find a copy of a memo from Bob Spude containing an outline for an NHL nomination of the subject property. The Chief Historian believes the field to be of national significance. I would like you to embellish upon this finding and critique the proposal for me.

I have recorded several marginal notes on the outline that describe my puzzlement with regard to the proposed use of the multiple resource form and the references to National Register criteria rather than NHL standards.

Please include in your response a draft memo to Spude voicing our concerns and advising the region as to how to proceed. In doing this, please collaborate with Architectural Historian Pitts on architecture and Maritime Historian Foster on military aspects of the field.

I will need your response no later than July 23; the sooner the better. I don't want this to get too far along without our advice.

Attachment

cc: Bearss
Levy
Foster
Pitts
418 NHL Pending
Henry

United States Department of the Interior

NATIONAL PARK SERVICE

ROCKY MOUNTAIN REGIONAL OFFICE
12795 W. ALAMEDA PARKWAY
P.O. BOX 25287
DENVER, COLORADO 80225-0287

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

H2415 (RMR-PR)

JUL 1 1993

Memorandum

To: Chief Historian, History Division, WASO-418

From: Chief, Division of National Preservation Programs, Rocky Mountain Region

Subject: Potential National Historic Landmark Nomination for Randolph Field, Texas

During the course of a cultural resources project at Randolph Air Force Base, Texas, it is apparent that the base facilities are deserving of National Historic Landmark status.

Randolph Field, constructed between 1929 and 1931, served as the nation's primary pilot training installation until the late 1940s and the establishment of the United States Air Force (also name change to Randolph Air Force Base). The base continued and still serves as the Air Force's only Pilot-Instructor Training Wing. The original design and layout of the base represented an innovative approach (Air City) to military installation construction. The Base retains the majority of its historic architecture. The present project has documented 382 buildings and structures of which 345 represent contributing properties to the historic district. The majority of the buildings and structures were designed in the Spanish Colonial Revival style. The base is a significant facility in the creation, history, and heritage of the nation's military aviation program.

Enclosed is a copy of the outline for the Randolph Field nomination for your information and comment. If you have any questions, please contact Mr. Steven De Vore at (303) 969-2882.

Christopher R. Jones

FOR Robert L. Spude

Enclosure

cc:
Mr. Scott Shepherd, Base Historic Preservation Office, 12th CES/DEEV, 1651 Fifth St West, Randolph Air Force Base, Texas 78150-4313 w/o enclosure
Mr. Philip Thomason, Thomason and Associates, P.P. Box 121225, Nashville, Tennessee 37212 w/o enclosure

RANDOLPH NATIONAL LANDMARK NOMINATION OUTLINE

why a multiple resource nomination? Isn't this a single resource.

The Randolph National Landmark Nomination consists of two separate sections: the Multiple Property Nomination Cover Document; and the Randolph National Landmark District Nomination. Both nominations are to be prepared in accordance with National Register Bulletins 15, 16, 16B, and other relevant Bulletins.

OUTLINE - MULTIPLE PROPERTY COVER DOCUMENT

A. Name: **Historic and Architectural Resources of Randolph AFB, Bexar County, Texas.**

B. Associated Historic Contexts

1. Army Air Corps Training (1928-1941).

2. Army Air Corps and Air Force Training (1941-1950).

E. Statement of Historic Contexts

1. Army Air Corps Training (1928-1941).

Context Summary

Randolph Field is significant in the area of military history because of its role in the development of the Army Air Corps. Between 1928 and 1941, Randolph Field was the home of the Army's Basic and Primary flight training, and the field's innovative design was an integral part of the success of that program. Randolph Field was an integral part of the Army Air Corps' training program in the 1930s. Between 1931 and the summer of 1941 more than 6,800 cadets completed their basic training at Randolph (A History and Guide: 48). Hundreds of these cadets would go on to play an active role in the nation's defense during World War II and beyond. During this decade the base played an essential role in the development of the nation's air defense.

Included in this context will be discussions of significance under Criterion A, B, and C. why NR criteria for a WH nom.?

> Properties may be significant under Criterion A for their association with the military history of the base from this time period. This will include all contributing properties within the Randolph Field Landmark District which were constructed between 1928 and 1941.

N.S.!

> Properties may be significant under Criterion B for their association with individuals important in military history. This will include properties such as the Taj Mahal which are associated with Brig. Gen. Frank P. Lahm who is significant in the area of Army aviation history.

N.S.!

is he N.S.? is this the best property for him

> Properties may be significant under Criterion C for their association with the original design and plan of the base and association with the Spanish Colonial Revival architectural theme of the base. Designed as an "Air City," Randolph Field is distinguished by its innovative design and plan. No other air defense facility is known to have been built in a similar design in America during the 20th century

certainly not N.S. architecture.

Randolph is also significant for its collection of Spanish Colonial Revival architecture. Many of the buildings were designed by San Antonio architects and have individual distinction. Collectively, the buildings have significance as an historic district.

Army Air Corps Training (1941-1950).

Context Summary

Randolph Field is significant in Army Air Corps Training for its role during World War II. From 1941 to 1945 Randolph Field continued to be one of the Army's most important schools for Primary and Basic instruction, and after 1943 Randolph Field was the home of the Central Instructors School which trained instructor pilots for schools throughout Training Command. As World War II came to a close, the base became an important center for bomber training. From 1945 to 1950 it returned to its original role of Basic pilot training.

Included in this context are properties significant under Criterion A and C.

> Properties may be significant under Criterion A for their association with the base's training mission during World War II. This will include properties constructed to 1950.

> Properties may be significant under Criterion C for their association with the Spanish Colonial Revival architectural theme of the base. This will include properties built during the time period of this context.

F. Property Types

A variety of property types were inventoried at Randolph Air Force Base and are to be included in the cover document. These are summarized as follows:

1. **Multiple-/Single-Family dwellings:**

Property Type Description: This section will include information on the physical characteristics and associative qualities that define the property type. This will include:

> Multiple-Family dwellings include:

1. ~~Sixty-eight~~ standardized plan NCO duplexes were completed in September of 1931. These duplexes are two-story units constructed in the Spanish Colonial Revival style. This same plan was used to construct an additional sixteen NCO duplexes in the base's south residential area in 1934.

> Single-Family dwellings include:

1. The Commanding General Quarters constructed in 1931;

2. One-story standardized Company Officers' Quarters. A total of ~~fifty-two~~ of these dwellings were constructed from this plan.

3. A total of 121 two-story, single-family dwellings were constructed. The majority of these follow two basic floor plans with several variations such as different entrance designs, one-story porches on the main facade, and floor plan reversals.

All of the dwellings were constructed of hollow core clay tile with stucco exteriors. Roofs were designed in hipped or gable forms with clay tile roofs and ceramic tiles were used for entrance and window surrounds.

Property Type Significance: This section will discuss the significance of the dwellings in the overall plan and design of the base. The Spanish Colonial Revival theme of the dwellings will be discussed along with their architects.

Discuss of local but not N.A.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

2. **Automobile Garages:**

Property Type Description: This section will include information on the physical characteristics and associative qualities that define the property type. At Randolph Field the Quartermaster Corps designed a standard community garage plan. This garage was built with walls of either concrete or hollow core tile and stucco, foundations of poured concrete, and a shed roof resting on wood joists. The design for these garages continued the Spanish Colonial Revival theme of the base. The base retains two eight-car garages, six ten-car garages, eight twelve- car garages, and one sixteen-car garage. A two-car garage was built in 1943 adjacent to the Commanding General Quarters.

Property Type Significance: This section will discuss the significance of the garages in the overall plan and design of the base. The Spanish Colonial Revival theme of the garages will be discussed.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

3. **Service Buildings and Structures:**

Property Type Description: This section will include information on the physical characteristics and functional qualities that define the property type. Service buildings and structures are those which were originally built or are presently used to provide a particular base service. These services include shopping facilities, food service, fire and safety services, schools, medical services, and religious services.

Property Type Significance: This section will discuss the significance of the service buildings and structures in the overall plan and design of the base. The Spanish Colonial Revival theme of the buildings and structures will be discussed along with their architects.

reorganize by type of feature

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

4. **Administrative/Operations Buildings:**

Property Type Description: This section will include information on the physical characteristics and functional qualities that define the property type. Administration Buildings are those which were originally built or are presently used for administrative offices, training classrooms, and base operations.

Property Type Significance: This section will discuss the significance of the administrative/operations buildings in the overall plan and design of the base. The Spanish Colonial Revival theme of the buildings and structures will be discussed along with their architects.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

5. Recreational Buildings and Structures:

Property Type Description: This section will include information on the physical characteristics and functional qualities that define the property type. Recreational buildings and structures are properties used for outdoor and indoor recreation. These buildings and structures include tennis courts, swimming pools, youth halls, and Officer's Clubs.

Property Type Significance: This section will discuss the significance of the recreational buildings and structures in the overall plan and design of the base. The Spanish Colonial Revival theme of the buildings and structures will be discussed along with their architects.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

6. Aircraft Hangars and Towers:

Property Type Description: This section will include information on the physical characteristics and functional qualities that define the property type. Randolph Field's aircraft hangars and flight towers are along the east and west flight lines. These buildings are directly related to aircraft storage, maintenance, repair, and flight instruction. All eighteen of the aircraft hangars were constructed from standardized plans designed by the Quartermaster Corps.

Primary Resources

Property Type Significance: This section will discuss the significance of the hangars and towers in the overall plan and design of the base. The Art Moderne theme of the buildings will be discussed.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

7. Industrial/Infrastructure Buildings and Structures

Property Type Description: This section will include information on the physical characteristics and functional qualities that define the property type. Industrial and infrastructure buildings and structures were constructed to provide specific functions or infrastructure support for base operations. These types of buildings include warehouses, general storage buildings, water pump stations, and power stations.

Property Type Significance: This section will discuss the significance of the industrial/infrastructure buildings and structures in the overall plan and design of the base. The Spanish Colonial Revival theme of the buildings will be discussed along with their architects.

Registration Requirements: Requirements for inclusion will include commonality of design and materials, period of construction, common changes and alterations, and retention of integrity.

G. Geographical Data: The present boundary of Randolph AFB

H. Summary of Identification and Evaluation Methods

This section will discuss the Cultural Resource Survey of the base and summarize survey methods. This section will also detail the nationwide evaluative efforts to identify level of significance.

I. Major Bibliographical References

All bibliographical references utilized in the nomination will be cited.

RANDOLPH FIELD LANDMARK DISTRICT

The Randolph Field Landmark District Nomination will be attached to the Multiple Property Cover Document. This nomination is outlined as follows:

1. Name of Property - Randolph Field ~~Landmark~~ District.

2. Location - Randolph AFB, Bexar County, Texas.

3. SHPO Certification

4. NPS Certification

5. Classification - Public-Federal Ownership/District/Number of Resources Within Property.

6. Function or Use - Defense/Air Facility

7. Description

A. Architectural Classification/Late 19th and 20th Century Revivals/Mission/Spanish Colonial Revival/Mediterranean Revival; Modern Movement/Art Moderne

B. Materials/Stucco/Terra Cotta/Metal/Wood

C. Narrative Description - This section will summarize the salient aspects of the district from the Property Type description of the cover form. Included will be more information concerning the district itself and properties contained within. Continuation sheets will include individual property descriptions along with contributing vs. non-contributing classification.

8. Statement of Significance

A. Applicable Criteria will include A, B, and C, and Criteria Consideration G.

B. Areas of Significance - Architecture/Community Planning and Development/Military

C. Period of Significance - 1931-1950

D. Significant Dates - N/A

E. Architect Builder - A complete list of architects and contractors will be included.

F. Narrative Statement of Significance - This section will discuss the historical and architectural development of the district and its significance in the overall growth and development of the base. This discussion will include summaries of the historic context statements from the Cover Document Form.

Randolph Field's national significance under Criterion A will be illustrated in terms of its prominent role in U.S. military history;

9. Major Bibliographical References - This section will reference the bibliography in the Multiple Property Cover Document.

10. Geographical Data - This section will include district boundary description and justification and UTMs.

Additional accompanying data will include maps, 5x7 black and white photographs and a set of color slides.

7/9/93

To: Senior Historian Levy
Through: Historian Butowsky
From: Architectural Historian Pitts

Subject: Randolph Field, Texas.

I have some problems with this proposal.

1. There is no way for me to make any statement without photographs. There are a lot of claims for the outstanding buildings in the Colonial Revival Style. Since I have never seen this base, I cannot judge without photographs

2. Military Bases were never architectural show places - utility was much more important. I don't think the multiple property format is appropriate for NHL's.

3. It seems to be primarily important in military history - not architecture

Carolyn Pitts

Finally, I would also suggest that this form be prepared as a National Register Historic District Nomination. Once we receive this nomination and have the comments of the Texas SHPO and the staff of the National Register available, we will be in a better position to evaluate Randolph Field as a potential NHL.

If you have any further questions on this matter please call Dr. Harry A. Butowsky at (202) 343-8155.

Attachment

cc: 001 RF
400 RF
400 Bowers
413 Shull
418 Randolph Field (potential NHL)

FNP:HButowsky:wa:08/02/93
HB disk clone 1 A:\RANDOLPH

(106)

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

RECEIVED
DEC 07 1994
TEXAS HISTORICAL COMMISSION

Emmitt G. Smith, Lt Col, USAF
Commander, 12th Civil Engineer
1651 5th Street West
Randolph AFB TX 78150-4513

DEC 01 1994

Mr Curtis Tunnell
State Historical Preservation Office
Texas Historical Commission
P. O. Box 12276
Austin TX 78111-2276

RE: Randolph Field Landmark District, Randolph AFB, San Antonio, Texas

Dear Mr Tunnell

On 23 November 1994, the nomination package for all eligible buildings on Randolph was forwarded to the United States Air Force Federal Preservation Officer by Headquarters, Air Education and Training Command (HQ AETC). Our requirement, as defined in the National Historic Preservation Act, section 110(a)(2) to "...establish a program to locate, inventory, and nominate to the Secretary all properties under the agency's ownership or control that appear to qualify for inclusion on the National Register", is complete. As you are aware, the nomination package culminates over two years of work by a contractor, Randolph AFB, your office and HQ AETC. We believe the nomination represents a significant contribution to the preservation of United States Air Force heritage.

To ensure that all interested parties are made aware of the nomination, we have advised the Alamo Area Council of Governments (AACOG) and the Texas Single Point of Contact for TRACS review. Additionally, we will provide the AACOG's Economic Development and Environmental Review Committee a 35mm slide presentation of the proposed District in January 1995.

Thank you and your staff, especially Ms Terri O'Connell, Ms Amy Dase and Mr Demetrio Jimenez for their cooperation and support with the nomination program. We feel that this same attitude will prevail in our joint efforts with the Programmatic Agreement and the Cultural Resource Management Plan.

Sincerely

EMMITT G. SMITH, Lt Col, USAF
Commander, 12th Civil Engineer

cc: San Antonio Conservation Society
Advisory Council On Historic Preservation, Western Office

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

JUN 17 1999

Neil K. Kanno, Col, USAF
Commander, 12th Civil Engineer Squadron
1651 5th Street West
Randolph AFB TX 78150-4513

Ms. Carol Shull
National Register, History and Education
1849 C Street NW, Suite 400 RM NC400
Washington D.C. 20013-7127

Dear Ms. Schull

I have enclosed for your reading pleasure and office library a copy of a recent Randolph Air Force Base publication, The Architecture of Randolph Field, 1928-1931, produced by Geo-Marine, Inc., Plano, Texas.

The Architecture of Randolph Field is a comprehensive account of the development of Randolph Air Force Base from the initial site search for a new airdrome in 1927 to the final construction of the housing area in 1931. The authors at Geo-Marine captured the details of Randolph's revolutionary design of the field layout and the creative, as well as efficient, design of its beautiful buildings. As described in the book, the design architects and engineers significantly contributed to the world-renown design of the field that has become a historic district and make Randolph Air Force Base the "Show Place of the Air Force."

Sincerely

NEIL K. KANNO, Col, USAF

Attachment:
The Architecture of Randolph Field

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

8 October 1999

MEMORANDUM FOR HQ AETC/JAV (MR COTTON)

FROM: HQ AETC/JA
61 Main Circle Suite 1
Randolph AFB TX 78150-4544

SUBJECT: Proposal to List Randolph AFB as a National Historic Landmark

1. This memorandum constitutes privileged attorney work product specifically prepared in anticipation of litigation. It should not be released per the Freedom of Information Act (FOIA) or discovery.

2. I understand that ILE sent HQ AETC/CE a memo 24 Sep 99, requesting AETC recommendations, with input from the installation, on the proposal to make Randolph Field a National Historic Landmark. There are several legal and practical aspects to this issue that they should be aware of before they provide input to SAF/MIQ on this issue.

3. If the Secretary of the Interior decides to list RAFB as a historic site, his determination is final. The 27 July 1999 letter from the Keeper of the Registry of Historic Places to SAF/MIQ asking Mr. McCall to support nomination of RAFB should NOT be misunderstood as giving the SAF/MIQ a veto in the process. Attachment 1 is a memo written in 1996 by Mr. Ron Forcier at HQ AF (AFLSA) JACE which concludes that the Secretary of the Interior's decision is final (despite whatever objections SAF/MIQ could make -- see paragraphs 9 - 11). It was actually written for the 1996 dispute over whether SAF/MIQ should oppose the 1996 listing of RAFB on the Register of National Historic Places. At that time, certain high level Air Force officials tried to oppose listing, and countered the Keeper of the Registry's proposal with an offer to list only a small ## of buildings. Their efforts were rebuffed and as you know, all 348 buildings in the current historic corridor were listed.

4. It will be difficult to argue that RAFB does not meet the criteria for National Historic Landmarks. A National Historic Landmark is a property of exceptional national historic

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significance. RAFB meets the criteria because of the long history of aviation dating back (as an active base) nearly 70 years (with Randolph Field) and also due to the architecture and unique design of the base ("air city" concept). Also, arguing now that RAFB is not exceptional after several years of advertising how special it is would make us appear inconsistent -- to say the least.

5. The additional constraints of Landmark status are NOT substantial. The legal ramifications would be a heightened management standard (which would largely be academic because plaintiffs rarely sue under the NHPA), and increased consultation ONLY when the SHPO determines the proposal constitutes an adverse action.

> Section 110(f) requires that, prior to the approval of any Federal undertaking that may directly and **adversely** affect any National Historic Landmark, agencies must undertake such planning and action as may be necessary to minimize harm to the landmark and obtain Advisory Council for Historic Preservation comments on the undertaking (more than merely consulting with the State Historic Preservation Officer, SHPO). The ACHP is appointed by the President and is composed of 20 members who are private citizens and experts in the field, with offices in DC and Denver and professional staffs. In other words, Landmark status creates a substantive obligation to undertake such planning and actions as may be necessary to minimize direct and **adverse** effects on the landmark and must afford the Advisory Council a reasonable opportunity to comment on the undertaking. 16 U.S.C. 470h-2(f) (1994) and 36 CFR 800.10 ("to the maximum extent possible undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be **adversely** affected by an undertaking"). The review required by Section 110(f) is similar to that required under Section 106 but involves a higher standard of care. Generally, Section 110(f) review is accomplished under the Council's procedures implementing Section 106.

6. I sent questions and received answers back from FE Warren on their experience with Landmark status. In their experience, it has NOT been much of an increased burden. See Attachment 2.

7. Of course, Landmark status for RAFB would also be a huge public relations Kudo for AETC and the Air Force.

8. My recommendation is that AETC either 1) reluctantly support the proposal and seize the public relations victory or 2) oppose it, but at least note in our inputs to ILEV that we realize the issue may be futile because DOI can and probably will list the base as a landmark whether the Air Force likes it or not.

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JAMES V. CANNIZZO, Major,

USAF

Environmental Attorney

Attachments:
1. Memo from AFLSA/JACE, Mr. Forcier
2: E-mail from FE Warren

Attachment 1

> From: Bryant, Richard Civ
> Sent: Wednesday, October 06, 1999 3:07 PM
> To: AETC/JA[SMTP:Jim.Cannizzo@RANDOLPH.AF.MIL]
> Subject: RE: Landmark Status

I pasted in answers to your questions below. RB

Q: When did the part of FE Warren receive Landmark status?

A: 1976

Q: Was that part a registered NHPA historic site before being upgraded to Landmark status?

A: Yes. FEW became a National Historic Place in 1969, although there are a few differences in the boundaries.

Q: How much extra burden/problems has landmark status caused?

A: Not much. The requirements for review and comment by SHPO and the Advisory Council on Historic Preservation are basically the same. There is increased visibility from the Park Service, and they inspect the NHL every year or so, but its a cursory inspection (at least here it is).

Q: From my legal research, it appears to me that the main difference between just being a historic site vs. being a landmark is a heightened management standard and more coordination. Also, you get an annual visit. Is that the way you see it?

A: That's about it. The day-to-day management standard doesn't really change much as far as I can tell. Under the new 36CFR800, most consultations

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H Bearss
8/2/93

Rec'd
8/5

H34(418)

AUG 2 1993

Memorandum

To: Chief, Division of National Preservation Programs, Rocky Mountain Region

From: Chief Historian S/Edwin C. Bearss

Subject: Potential National Historic Landmark Nomination for Randolph Field, Texas

I have now completed the review of the above subject potential National Historic Landmark nomination and have the following comments.

The information provided in your preliminary review does not support a finding of national significance at this time. I realize, of course, that this material is intended only to provide a preliminary assessment for Randolph Field, but more research must be done to determine the national significance of this resource.

It is generally difficult to establish a determination for national significance in the field of architecture for bases of this type. Military bases were never architectural show places. As a general rule the military is more interested in the utility of military bases than issues involving architectural design. The one immediate exception to this rule is the Fort Sheridan NHL in Illinois. I am enclosing a copy of this nomination for your information.

I believe the best case for national significance for Randolph Field can be made for the base's association with the training missions in support of Army Air Force operations, if you can support this claim through research and with copious documentation. Even here, the case is not made in your documentation. You will have to show that Randolph Field was the primary training facility for the Army Air Force or that the people, programs or events associated with this activity clearly impacted the Army Air Force on the national level. You will need comprehensive supporting documentation for this claim that will also distinguish Randolph Field from other Army Air Force training facilities.

between agencies and the SHPO/ACHP are resolved at the SHPO level. But as a Landmark, any Adverse Effect determinations must go to the ACHP. The National Trust for Historic Preservation also keeps an eye on NHLs, and puts out a yearly "Most Endangered List". The Park Service conducts a semi-annual inspection, puts out a list of threatened NHLs in its annual Report to Congress.

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Attachment 2

1996

AFLSA/JACE

TO: SAF/MIQ

SUBJECT: Nominations of Properties to the National Register of Historic Places under the National Historic Preservation Act

1. The following information is provided in reply to your informal request for details of the National Historic Preservation Act (NHPA). The information is designed as a general overview of the legal responsibilities of Federal property managers concerning the protection and preservation of historically valued real properties under the agency's control.

SUMMARY: The Keeper of the National Register of Historic Places has the final decision regarding the eligibility of a particular property nominated for the Register. If the nominated property is under the control of a Federal agency which did not submitted the nomination, the Federal Preservation Officer may object to the nomination made by the SHPO and furnish his/her opinion as to why the property does not meet the National Register criteria for evaluation.

2. The first concept to appreciate the scope of the NHPA is that the act is not an substantive law but rather a procedural law establishing a regiment of considerations, most notably the recognition that **CONSULTATION** with experts in the arena of historic properties, that result in the wisest judgments concerning the use, alteration, and/or disposal of properties that possess qualities of significance in American history, engineering, architecture, archeology and culture that are present in sites, districts, buildings, structures, and objects that are of state, local, regional, or national importance.

3. Because the NHPA is a procedural law it does not obligate the Federal land manager to preserve any particular property. Instead the NHPA leaves all decision making authority and final discretion with regard to the management of the historic property in the hands of the Federal property manager who is accountable for the historic properties under his control. The only legal limitation on his discretion is the requirement that he consult with the State Historic Preservation Officer, and provide an opportunity for comment on the proposal, before he conduct activities or takes action which will have an affect, adverse or beneficial, on the property under his control which is listed on the National Register of Historic Places or is otherwise eligible for nomination to the Register.

4. The second principle of the NHPA, also designed to assist Federal land managers to insure that historic properties under their control are not inadvertently transferred, sold, altered or demolished is the **NOMINATION** process to list eligible properties on the Register of Historic Places. Nomination to the Register is a management tool. The listing of an eligible property on

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the Register provides the Federal property manager with advance information that the property is unique and requires appropriate consultation with historic preservation experts to complement the Federal property manager's decisionmaking before an undertaking is accomplished which could have an adverse effect on the historic quality of the building, site, district or object which is the subject of a property management action of the Federal agency.

5. To encourage the early identification of historic properties under the control of Federal agencies, Section 110 of NHPA and Section 2a of E.O. 11593 requires each military department to establish a program to locate, inventory and nominate to the Secretary of the Interior (through the National Park Service) all sites, buildings, structures, districts and objects under the department's jurisdiction and control that appear to qualify for inclusion on the National Register of Historic Places. The National Register is an authoritative guide to be used by Federal, State and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties "should be considered for protection from destruction or impairment."

6. The nomination process, after surveying and locating properties which are or may be eligible for the Register, affords the Federal property manager with an early opportunity to identify those properties under his/her control which possess the qualities of historic significance that make the building, site or district eligible for listing on the Register. Upon such a determination of eligibility the Federal property manager then knows that special consideration will be given to the historic property at any later time when the property will be affected by an agency "undertaking".

7. An "undertaking" is any action, activity or program of a Federal agency which may have an effect on a listed or eligible property. When such an undertaking is planned, the Federal property manager is required by Section 106 of NHPA to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment on the undertaking and to offer advice, comments and suggestions for mitigation of adverse consequences to the historic features of the property.

8. The consultation process under the NHPA is no more than that. Having complied with this procedural requirement of providing the historic preservation community with an opportunity to comment on the undertaking, the Federal agency may adopt any course of action it believes is appropriate in connection with the use or management of the historic property. Undoubtedly, the comments of the SHPO and the Advisory Council must be taken into account and integrated into the decisionmaking process, nevertheless all program decisions regarding the historic property and the nature of the undertaking rests with the Federal property manager carrying out the undertaking.

9. Nominations of historic properties located on AF installations are prepared under the supervision of the Federal Preservation Officer designated by the head of the Federal agency to fulfill the agency responsibilities under the NHPA. The Air Force Preservation Officer role is delegated to SAF/MIQ. The nomination process is to be carried out in cooperation with the State Historic Preservation Officer (SHPO). Ordinarily, the completed nominations by the Federal

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agency are submitted to the SHPO for review and comment regarding the adequacy of the nomination, the historic significance of the property and its eligibility for the National Register. The Federal agency must also notify the chief elected official of the local jurisdiction in which the property is located of the intention to nominate the property and provide the local officials some 45 days in which to comment. After receiving the comments of the SHPO and chief elected local official the Federal Preservation Officer may approve the nomination and forward it to the Keeper of the National Register of Historic Places with a statement that the property meets the National Register criteria for evaluation.

10. The SHPO may unilaterally nominate a property, whether federally owned or privately owned, that has been identified as meeting the criteria of evaluation after requesting the State Review Board to review and approve the submittal to the National Park Service for a determination of eligibility for listing in the National Register. The state Review Board is a body whose members represent the professional fields of American history, architecture, prehistoric and historic archeology and other professional disciplines and may include citizen members. Ordinarily, the SHPO will coordinate with the Federal agency in developing a concurrent nomination of the property with the involved Federal Preservation Officer unless the SHPO has reason to believe that the Federal agency is opposed to the proposed nomination.

11. In the event the Federal Preservation Officer does not concur with the recommended nomination for a property that he or she does not believe meets the National Register criteria for evaluation, the Federal Preservation Officer must provide a full explanation of his/her opinion on the eligibility of the property to the Keeper during the consideration process for a determination of eligibility. The OPINION OF THE KEEPER RESPECTING THE ELIGIBILITY OF THE PROPERTY SHALL BE CONCLUSIVE.

12. Notice is provided in the Federal Register that the nominated property is being considered for listing in the National Register. Any person or organization which supports or opposes the nomination of a property located on a Federal installation may petition the Keeper during the nomination process either to accept or reject the nomination.

13. Not all properties that are older than 50 years are eligible for the National Register unless they meet the criteria for evaluation. The criteria applied to evaluate properties for the Register is the quality of significance in American history, architecture, archeology, engineering and culture which is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are also associated with events that have made a significant contribution to the broad patterns of our history; or, that are associated with the lives of persons significant in our past; or, that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinctions; or, that have yielded or may be likely to yield information important in prehistory or history. The AF ordinarily contracts with knowledgeable professionals to survey and identify properties or objects that meet the criteria of evaluation and seek the cooperation of the SHPO in determining the eligibility of

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properties that appear to qualify for inclusion in the Register.

14. As previously mentioned the Federal Preservation Officer has the right to appeal the nomination of a federal property under his/her jurisdiction and control by setting forth its full explanation and opinion of why the designated property does not meet the criteria for evaluation. Within the context of an appeal of a nomination, the Keeper reserves the right to list properties in the National Register or determine properties eligible for such listing on his own motion when necessary to assist in the preservation of historic resources after notifying the Federal Preservation Officer and allowing for a 30-day comment period. The decision of the Keeper is the final administrative action on appeals of a nomination for listing.

15. When reviewing the eligibility of a proposed historic district, the nomination process will examine whether the district comprises a geographically definable area which possesses a significant concentration, linkage, or continuity of sites, buildings, structures or objects united by past events or aesthetically by plan or physical development. The physical layout of the early construction at Randolph AFB appear to possess a continuity of buildings and sites which are ostensibly united aesthetically by physical development to constitute a circular geographically definable area. It is also imagined that the proposed District possess an integrity of location, design, setting and materials that embody a distinctive characteristic of a type and period of construction or otherwise are associated with events that reflect upon the significant contribution that the education and training mission of the flying Air Force has contributed to our national history.

16. A serious question arises whether it is in the AF best interest to forcefully object to the proposed nomination of a historic district at Randolph AFB because of the involvement of some 300 buildings within the area nominated for inclusion in the Register of Historic Places. First, the Keeper has the authoritative word on which properties are eligible for listing on the National Register. Second, even if any of the specific buildings within the confines of the geographical area identified as a historic district at Randolph are not now determined to be eligible for the Register this does not mean that said buildings are deemed ineligible and thereafter free from special consideration under the NHPA. Accordingly, in the event the Installation Commander proposed to carry out an undertaking affecting any such buildings within or nearby to the nominated historic district at some later date, the Commander would have to seek an individual determination of eligibility because the property would appear to qualify for inclusion on the Register at the time the undertaking is carried out. The management tool provided by the Nomination process would consequently have been lost by the absence of a definite determination as to eligibility of each building within the historic district.

17. The more effective property management strategy would appear to be the acceptance of the SHPO sponsored nomination package for an historic district at Randolph AFB followed by an immediate request to enter into a Memorandum of Agreement (MOA) setting forth the negotiated arrangement between the SHPO and the Air Force Preservation Officer of the terms and conditions to govern the use, management, upkeep, and alterations to the various buildings and areas within the District. In this fashion the AF could agree to provide the appropriate

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respect for the central and core area of physical development of the district and allowing greater management discretion to the Federal property manager in connection with buildings and structures outside this central core of the historic District. Likewise, provisions could be established in the MOA relative to the maintenance and alterations to the landscaping and the physical layout of the roads, curbs, sidewalks, and other utilities within the District.

18. Final note is to highlight the absence of a legal requirement that the Air Force continue to maintain and preserve in place all the buildings situate within the confines of the proposed historic district at Randolph AFB nominated for inclusion on the Register. No such obligation exists. Notwithstanding a determination of eligibility of the historic district by the Keeper, the Air Force Preservation Officer will still retain the absolute discretion to demolish any of the historic buildings within the district to meet mission requirements, provided all procedural requirements of the NHPA have been fulfilled.

19 If this office can be of any further assistance in providing information relating to the legal requirements of the NHPA please do not hesitate to call me at 696-9193.

- signed-

Ronald Forcier
Chief, Real Property Branch
Environmental Law & Litigation Division
Air Force Legal Services Agency

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DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

Office of the Assistant Secretary

RECEIVED
OCT 15 1999
NATIONAL PARK SERVICE

8 OCT 1999

SAF/MIQ
1660 Air Force Pentagon
Washington DC 20330-1660

Ms. Carol D. Shull
National Park Service
Chief, National Historic Landmarks Survey and
Keeper of the National Register of Historic Places
1849 C Street, NW
Washington DC 20240

Dear Ms. Shull

Thank you for your July 27, 1999 letter requesting the Air Force support the proposed nomination of Randolph Field as a National Historic Landmark.

As you know the Air Force, in consultation with your office and the Texas State Historic Preservation Officer, performed an extensive evaluation of Randolph Field prior to its nomination and inclusion in the National Register of Historic Places in 1996.

We will again seriously consider your request to support the nomination of Randolph Field as a National Historic Landmark upon completion of an evaluation and assessment of the historic district and the requirements of the National Historic Landmarks Program. We request you review our evaluation prior to making a recommendation to the Secretary of the Interior to designate Randolph Field as a National Historic Landmark. We anticipate our evaluation will be completed by the end of October. If you or the members of your staff have any questions, please contact our POC, Ms. Stephanie Stevenson, HQ USAF/ILEVP at (703) 604-0551, e-mail: stephanie.stevenson@pentagon.af.mil.

Sincerely

THOMAS W.L. MCCALL. JR.
Deputy Assistant Secretary
of the Air Force
(Environment, Safety, and
Occupational Health)

cc:
AF/ILE
HQ AETC/CE

RANDOLPH

Author: Shepherd Scott GS-11 12CES/CEV <Scott.Shepherd@RANDOLPH.AF.MIL> at NP--INTERNET
Date: 10/25/99 10:12 AM
Normal
Receipt Requested

TO: John Sprinkle at NP-WASO-NRHECC: "'Sharon Fleming'" <sharon.fleming@thc.state.tx.us> a
t NP--INTERNETSubject: FW: National Landmark Status for RAFB----------
------- Message Contents

Now we shall see the tides of war!

> -----Original Message-----
> From: Siegel Jack GM-13 HQ AETC/CEVN
> Sent: Monday, October 25, 1999 10:03 AM
> To: Shepherd Scott GS-11 12CES/CEV
> Subject: FW: National Landmark Status for RAFB
>
>
>
> -----Original Message-----
> From: Cotton Byron F GS-14 HQ AETC/JA
> Sent: Wednesday, October 20, 1999 4:00 PM
> To: Cannan Dave Col HQ AETC/CE; Gilbert Rusty Col HQ AETC/CE; Siegel
> Jack GM-13 HQ AETC/CEVN
> Subject: FW: National Landmark Status for RAFB
>
> ATTORNEY WORK PRODUCT EXEMPT FROM DISCLOSURE UNDER 5 USC 552(b)(5),
> PARA 10(e);NOT SUBJECT TO DISCOVERY.
>
> Sir:
>
> I understand that ILE sent HQ AETC/CE a memo 24 Sep 99, requesting AETC
> recommendations, with input from the installation, on the proposal to make
> Randolph Field a National Historic Landmark. We believe there are several
> legal and practical aspects to this issue that you should be aware of
> before you provide input to SAF/MIQ on this issue.
>
> Major Jim Cannizzo of my office drafted an extensive legal memorandum on
> the subject, which is attached as a Word document below.
>
> Basically, we believe that opposing Landmark status may be futile because
> the Secretary of the Interior makes the final call in this case and can
> ignore the federal land manager's inputs on a nomination. That point was
> well illustrated in 1996 with the listing of 348 buildings on Randolph AFB
> despite some opposition from certain high level Air Force officials.
>
> Secondly, we do not believe the imposition of Landmark status would
> appreciably change procedures already required as a result of the
> historical site status now in effect. Jack Siegel has related to us that
> in his opinion, the way we "do business" on RAFB would not be
> significantly impacted by the listing. In addition, we contacted FE
> Warren which has had Landmark status for a portion of its buildings since
> 1976. A copy of their response to our questionnaire is attached to the
> opinion below. Their view was that the burden did not change appreciably
> from the initial historical site determination. The listing would result
> in a heightened management standard requiring "no adverse effects to the
> maximum extent practical." The coordination level for proposed actions
> would be elevated to the Advisory Committee on Historic Preservation, but
> only in those situations where preliminary coordination with the SHPO

> resulted in a finding that the proposed undertaking would have an adverse
> effect. Based upon our experience in working with the SHPO, that would
> be a rare occurrence, if at all. There would be a new requirement for an
> annual inspection by the Park Service. Based upon information we have
> obtained from FE Warren, the annual site visit represents no more than a
> cursory look around the base by a single individual. We have also
> verified that FE Warren remains a closed military installation with a pass
> or sticker required for entry.
>
> We believe DOI possesses the perogative to make this determination and is
> likely to ignore Air Force opposition as occurred in 1996 with the initial
> listing of Randolph. Additionally, we believe Randolph fits the criteria
> for Landmark status. Therefore, we believe to take a hardline position in
> opposition to the listing may ultimately become a "politically incorrect
> answer." Therefore, it is our recommendation that any statments made by
> the base or the command either not oppose the listing, or that any
> opposition be softened to the extent that the party making the statement
> does not find himself out on a limb. There may also be some future public
> relations benefit in embracing the proposal. Please let me know if you
> have any questions or comments.
>
> V/R, Byron Cotton, GS-14
> Chief, Environmental Law
> <<Landmark RAFB Memo Oct 18 99.doc>>
>

RANDOLPH

Author: Shepherd Scott GS-11 12CES/CEV <Scott.Shepherd@RANDOLPH.AF.MIL> at np--internet
Date: 11/15/99 8:31 AM
Normal

TO: John Sprinkle at NP-WASO-NRHETO: "Victoria Clow (E-mail)" <vclow@geo-marine.com> at NP --INTERNETTO: "Sharon Fleming (E-mail)" <sharon.fleming@thc.state.tx.us> at NP--INTERNETTO : "'conserve@saconservation.org'" <conserve@saconservation.org> at NP--INTERNETSubject: FW : Randolph Historic Landmark Designation---------- Message Contents

Celebrate, all you unsung heroes. Please pass on to Bob Spude and all others that care. John: let me know what I can do to assist. I have all the original building nomination forms that we used for the Register.
Scott

> -----Original Message-----
> From: Siegel Jack GM-13 HQ AETC/CEVN
> Sent: Monday, November 15, 1999 6:59 AM
> To: Shepherd Scott GS-11 12CES/CEV; Cannizzo Jim Maj HQ AETC/JA
> Subject: FW: Randolph Historic Landmark Designation
>
> TOUCHDOWN!!!!!!!
>
> -----Original Message-----
> From: Cannan Dave Brig. Gen HQ AETC/CE
> Sent: Saturday, November 13, 1999 8:47 AM
> To: 'Aimone, Michael, Mr, AF/ILE'
> Cc: Miller, Brian, Col, AF/ILEV; Gilbert Rusty Col HQ AETC/CE; Fink Patrick Col HQ AETC/CEV; Borland John Lt Col HQ AETC/CEVN; Siegel Jack GM-13 HQ AETC/CEVN; Brown Greg Capt HQ AETC/CE; Wright Jacque GS-7 HQ AETC/CE
> Subject: RE: Randolph Historic Landmark Designation
>
> Thanks, Mike.
>
> In view of this confirmation and in accordance with my understanding with Gen Newton, please release for staffing to SAF/MIQ the memo which I signed to you and which you are holding stating that 12FTW and HQ AETC support the recommendation of the Keeper to designate Randolph AFB as a National Historic Landmark.
>
>
> Brig Gen David M. Cannan
> HQ AETC/CE, Randolph AFB TX 78150-4321
> DSN 487-6326 Comm (210) 652-6326
> Fax XXX-3433 E-Mail 'mailto:Dave.Cannan@randolph.af.mil'
>
> -----Original Message-----
> From: Aimone, Michael, Mr, AF/ILE [SMTP:Michael.Aimone@pentagon.af.mil]
> Sent: Friday, November 12, 1999 4:30 PM
> To: Cannan, Dave, Col, HQ AETC/CE
> Cc: Miller, Brian, Col, AF/ILEV
> Subject: FW: Randolph Historic Landmark Designation
>
> Dave, see below.... more importantly, if there is any significant cost, let
> us know and we'll attempt to cover it!
>
> Let's press.
>

> Mike Aimone
>
> > -----Original Message-----
> > From: Miller, Brian, Col, AF/ILEV
> > Sent: Friday, November 12, 1999 3:04 PM
> > To: Aimone, Michael, Mr, AF/ILE
> > Cc: Robbins, Earnest, BGen, AF/ILE; McGhee, Michael, Mr. AF/ILEVP;
> > Stevenson, Stephanie, Ms, AF/ILEVP
> > Subject: FW: Randolph Historic Landmark Designation
> >
> > Mr Aimone
> >
> > Sir, after conferring one more time with my staff expert my opinion
> > is this action to designate Randolph's historic district as a National
> > Landmark should not result in additional funds/resources for Randolph
> AFB.
> > Why...because there is substantially no additional requirements for
> being
> > designated as a National Lamdmark vice being a historic district on the
> > National Register which Randolph historic district already is. The only
> > potential additional requirement for Randolph might be as a result of
> > National Park Service's requirement to report annually status of
> > "threatened properties" (properties in serious disrepair) that are
> > National Landmarks; however, we are not aware of any of our already
> > designated National landmarks (AF has 11) where this has become a
> > resource/effort issue for the base. Finally while in my view not all
> that
> > significant, there may be some positive recognition here to the Air
> Force
> > for maintaining one of the premier historic sites in the country.
> >
> > V/R Brian
> >
> > -----Original Message-----
> > From: Stevenson, Stephanie, Ms, AF/ILEVP
> > Sent: Friday, November 12, 1999 2:27 PM
> > To: Miller, Brian, Col, AF/ILEV
> > Subject: RE: Randolph Historic Landmark Designation
> >
> > Col Miller,
> >
> > I recommend that we respond to Mr. Aimone with a solid yes. Should the
> > Randolph Field become a National Historic Landmark, there would be no
> > change in the legal requirements for Randolph to consult with the SHPO
> on
> > maintenance of the historic district. The requirements for maintenance
> of
> > a historic district listed on the National Register and an historic
> > district that is also a National Historic Landmark are the same. I
> > believe we are solid here and should encourage them that this would be
> an
> > opportunity for the Air Force to receive recognition for maintaining one
> > of the premiere historic sites in the country.
> >
> > Stephanie
> > -----Original Message-----
> > From: Miller, Brian, Col, AF/ILEV
> > Sent: Friday, November 12, 1999 2:00 PM
> > To: Stevenson, Stephanie, Ms, AF/ILEVP
> > Subject: FW: Randolph Historic Landmark Designation
> >
> > Stephanie, pls prepare me a quick response to Mr Aimone and come discuss

> > this with me. want o send response back to Mr Aimone today ASAP. blm
> >
> > -----Original Message-----
> > From: Aimone, Michael, Mr, AF/ILE
> > Sent: Thursday, November 11, 1999 7:06 AM
> > To: Miller, Brian, Col, AF/ILEV; McGhee, Michael, Mr. AF/ILEVP
> > Cc: Cannan, Dave, Col, HQ AETC/CE; Robbins, Earnest, BGen, AF/ILE
> > Subject: RE: Randolph Historic Landmark Designation
> >
> > Brian, pse give us your opinion before we respond to Gen Cannan.
> >
> > Mike Aimone
> >
> > -----Original Message-----
> > From: Cannan Dave Brig. Gen HQ AETC/CE
> > [SMTP:Dave.Cannan@RANDOLPH.AF.MIL]
> > Sent: Wednesday, November 10, 1999 5:12 PM
> > To: 'Aimone, Michael'
> > Subject: Randolph Historic Landmark Designation
> >
> > Mike, I have a call in to your office, but you are Pentagonning
> > today. So,
> > if you read this before we talk, here's the question. Does the Air
> > Staff
> > still believe the Landmark designation is a no-cost enhancement we
> > should
> > pursue?
> >
> > BACKGROUND: When I sent Gen Newton a "no surprises" e-mail about
> > the memo I
> > had just signed to you saying we agree with pursuing the
> > designation, he
> > wanted to discuss it. Given his history with Randolph, the past
> > concerns of
> > Mr Coleman, etc., he wanted to be reassured that we doing the right
> > thing.
> > I showed him the documentation we used to come to the conclusion we
> > did, and
> > he was satisfied. He only ask that I "ask Air Staff one more time."
> > Soooo,
> > I'm asking. The memo is sitting in ILEV with a Hold on it. All I
> > need from
> > you is a nod, and I pull the Hold (reply to this e-mail is fine.)
> > Thanks.
> > Dave
> >
> >
> > Brig Gen David M. Cannan
> > HQ AETC/CE, Randolph AFB TX 78150-4321
> > DSN 487-6326 Comm (210) 652-6326
> > Fax XXX-3433 E-Mail 'mailto:Dave.Cannan@randolph.af.mil'

RANDOLPH

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

Office of the Assistant Secretary

SAF/MIQ
1660 Air Force Pentagon
Washington, DC 20330-1660

9 DEC 1999

Ms. Carol D. Shull
National Park Service
Chief, National Historic Landmarks Survey and
Keeper of the National Register of Historic Places
1849 C Street, N.W.
Washington, DC 20240

Dear Ms. Shull

The Air Force is pleased to report our concurrence with your recommendation to designate Randolph Field, Texas, a National Historic Landmark.

The National Historic Landmark designation is an excellent way to recognize the contribution Randolph Field has made in defense of our nation and we look forward to working with your staff to complete the designation process.

If you or the members of your staff have any questions, please contact our POC, Ms. Stephanie Stevenson, HQ USAF/ILEVP, (703) 604-0551, e-mail: stephanie.stevenson@pentagon.af.mil.

Sincerely

THOMAS W. L. MCCALL, JR.
Deputy Assistant Secretary
of the Air Force
(Environment, Safety, and
Occupational Health)

cc:
HQ USAF/ILE
HQ AETC/CE

RECEIVED
DEC 14 1999
NATIONAL REGISTER, HISTORY
& EDUCATION
NATIONAL PARK SERVICE

Author: John Sprinkle at NP-WASO-NRHE
Date: 3/7/01 11:14 AM
Normal

TO: Monette GrahamCC: Patty HenryCC: Carol ShullCC: Jody Cook at NP-SEROSubject: Notification for Randolph---------- Message Contents

Monette:

Please prepare our official notice letters for:

Thomas McCall	Air Force Federal Preservation Officer
Wesley Becken	Highest locally elected official
Ciro Rodriquez	Congressman
Kay Bailey Hutchison	Senator
Phil Grahamm	Senator

I shall prepare a separate notice letter for the other folks on the Randoph list, including

Gen. Hornburg
Gen. Sutton
Scott Shepherd
Jack Siegel
Major Roake
Mayor Peak
Judge Krier
Mayor Martin
Mayor Baldwin
Congressman Smith
Senator Madla
Senator Zaffirini
Senator Wentworth
Rep. Kuempel
Rep. Uresti
Rep. Puente
Rep. McClendon
Rep. Jones
Rep. Shields

We will send this letter, a copy of the letter to McCall and a copy of the nomination to these folks.

Thanks.

JHS

Author: John Sprinkle at NP-WASO-NRHE
Date: 3/7/01 12:03 PM
Normal

TO: Monette GrahamCC: Patty HenryCC: Carol ShullSubject: New FPO for Air Force----------
---------- Message Contents

Monette:

I just heard from Jody Cook that McCall is no longer the FPO for the Air Force.

Please insert the following name for the FPO letter

Terry Yonkers
Acting Deputy Assistant Secretary

All the other information is the same.

JHS

Author: Jody Cook at NPS
Date: 3/7/01 3:50 PM
Normal
Receipt Requested

TO: John Sprinkle at NP-WASO-NRHESubject: INVENTORY LIST----------
-- Message Contents

JHS--

And the final count is:

buildings:	342 contributing		22 noncontr.	
sites	1			
structures	7	23		
objects		2		
TOTAL	350	47	=	397 properties

The Description Section 7 that I sent earlier needs to be revised as follows:

1st paragraph -
2nd sentence - 405 acres to ??? per new UTM calculation, and change the word "hexagonal" to "octagonal" (same sentence)

2nd paragraph -
1st sentence - "There are 396 buildings, structures, objects, and 1 site in the RFHD, with 350 contributing and 47 noncontributing resources. Only 11 per cent of the total number of resources are noncontributing properties."

as for "Number of contributing resources previously listed in the NR:" this requires executive decision as we discussed.

Tomorrow I can add the section(s) from the Multiple property info on the various architects and the specific bldgs they designed if you want me to. It could go into the Decription section or with the Inventory attachment/appendix. Let me know if you want that or any other additions, and when I can start to feel relieved about this.

I should get to the office about 11-11:30 on Thurs.

As always,

Jody (See attached file: rflist2.wpd)

INVENTORY OF CONTRIBUTING AND NONCONTRIBUTING RESOURCES

1. AIRFIELD PLAN: The original plan for the flying field, including the road layout of almost 32 miles, park-like areas and boulevards, placement of pivotal buildings, etc., is a designed landscape with great significance (site). (C)

2. FACILITY NO. 3 (HANGAR K): Facility No. 3 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1940. The annex windows were infilled around 1985. Doors are sliding track steel and glass design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

3. FACILITY NO. 4 (HANGAR L): Facility No. 4 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1940 and annex windows were infilled around 1985. Doors are sliding track glass and steel design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

4. FACILITY NO. 5 (HANGAR M): Facility No. 5 is a one-story, rectangular plan building with Art Deco features completed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. The annex windows were infilled around 1985. Doors are sliding track steel and glass design. The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. The area between the pylons is enclosed on the northeast elevation. Windows are flat arched. (C)

5. FACILITY NO. 6 (HANGAR N): Facility No. 6 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of a concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. Construction is of clay tile and structural steel with a stucco exterior. A lean-to annex is on the flight line side of the building. Two additions to the annex were completed in 1939 and converted to a support facility around 1972. This office space was expanded around 1976, and the lean-to windows were infilled around 1985. Doors are sliding track steel and glass design.

The building has a gabled roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. (C)

6. FACILITY NO. 7 (HANGAR O): Facility No. 7 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The building is composed of concrete slab and concrete pier and beam foundation. Gypsum ceilings were installed and columns encased in 1934. A lean-to annex is on the flight line side of the building. Classrooms and offices were added to the interior around 1953. Paired concrete pylons are at the corners of the building. Doors are sliding track steel and glass design. The building has a gable roof with vents at the gabled end. Roof construction is metal standing seam and exposed rafter ends. There is a sliding track door at the rear elevation. (C)

7. FACILITY NO. 8 (OPERATIONS AND PARACHUTE BUILDING): This historic facility was demolished in 2000. A new building is in progress (2001) on the same site. (NC)

8. FACILITY NO. 10 (FLARE HOUSE): Facility No. 10 is a one-story, rectangular plan building completed in 1937. The building's foundation is concrete slab. Construction is of clay tile with a stucco exterior. The building has a ca. 1980 steel door. The gable roof is of clay tile with vents at the gabled ends. There is a vent at the rear elevation. (C)

9. FACILITY NO. 12 (HANGAR P): Facility No. 12 is a one-story, rectangular plan building with Art Deco features constructed in 1931. The foundation is concrete slab and concrete pier and beam. Construction is clay tile and structural steel with stucco exterior. A lean-to annex is on the flight line side of the building. Two additions were made to the annex around 1939 and annex windows were infilled around 1985. Gypsum ceilings were installed and columns were encased in 1934. Doors are sliding track steel and glass design. Windows are multi-light, steel casement and awning design. The roof is gable with vents at gabled ends. Roof construction is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Paired concrete pylons are at the corners of the building. Classrooms and offices were added to the interior around 1953. (C)

10. FACILITY NO. 13 (HANGAR Q): Facility No. 13 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. A lean-to annex is on the flight line side of the building to which two additions were made around 1939. The annex windows were infilled around 1985. The foundation is concrete slab and concrete pier and beam. Construction is clay tile and structural steel with stucco exterior. Doors are sliding track steel and glass design. There is one porch bay at the southwest elevation. The canopy was added to this entrance around 1972. The roof is gable with vents at the gabled ends. The building was reroofed around 1986 and is metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. Windows are multi-light, steel casement, awning design. Paired concrete pylons are at the corners of the building. This facility, originally an airplane hanger, was converted into classrooms and offices around 1953. (C)

11. FACILITY NO. 16 (HANGAR R): Facility No. 16 is a one-story, rectangular plan building with Art Deco features completed in 1931. Construction is clay tile and structural steel with a stucco exterior. A lean-to annex is on the flight line side of the building. Gypsum ceilings were installed and columns were encased in 1934. Paired concrete pylons are at the corners of the building. The foundation is concrete slab and concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement and awning design. The building was reroofed in 1986 and is of metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. (C)

12. FACILITY NO. 62 (HANGAR C): Facility No. 62 is a one-story, rectangular plan building with Art Deco features completed in 1931. Construction materials are clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. There is one porch bay inset on the northeast elevation. Windows are steel casement and awning design. There is a lean-to annex on the flight line side of the building. The annex windows were infilled and replaced around 1966. Gypsum ceilings were installed and columns were encased in 1934. There are paired concrete pylons at the corners of the building. The building was reroofed around 1966 and is of metal standing seam with exposed rafter ends. There are vents at gabled ends and a sliding track door at the rear elevation. (C)

13. FACILITY NO. 63 (HANGAR D): Facility No. 63 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hangar which had two additions completed in 1940. The annex outer bay windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel and glass awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There is an overhead track door on the rear elevation. Paired concrete pylons are at the corners of the building. (C)

14. FACILITY NO. 64 (HANGAR E): Facility No. 64 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hanger and paired concrete pylons at the corners of the building. In 1940, two additions were made to the annex and its windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light steel and glass awning design. The building was reroofed in 1986 and is of metal standing seam with exposed rafter ends. There is a sliding track door at the rear elevation. (C)

15. FACILITY NO. 66 (OPERATIONS AND PARACHUTE BUILDING): Facility No. 66 is a one and a half-story, asymmetrical plan Spanish Colonial Revival style building constructed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have ca. 1980 aluminum and glass doors. On the southwest elevation is an open arcaded loggia and a central projecting polygonal bay. Windows are multi-light steel and glass awning design and some windows on the southwest and northeast facades were infilled around

1966. The gable roof is of clay tile with exposed rafter ends. There are windows and a double door entrance on the rear elevation. The tower cab was replaced in 1939, and again in 1961. (C)

16. FACILITY NO. 67 (FLARE HOUSE): Facility No. 67 is a one-story, rectangular plan building completed in 1939. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The building has an original steel door. The gable roof is of clay tile with exposed rafter ends. There are vents at the gable ends and rear elevation. (C)

17. FACILITY NO. 70 (HANGAR F): Facility No. 70 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building, to which two additions were completed in 1940. Annex windows were infilled around 1966. There are paired concrete pylons at the corners of the building. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched, multi-light steel and glass awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation. (C)

18. FACILITY NO. 71 (HANGAR G): Facility No. 71 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the hanger. Two additions were made to this annex in 1940 and its windows were infilled around 1966. There are paired concrete pylons at the corners of the building. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched and of multi-light steel and glass awning design. The gabled roof is metal standing seam with exposed rafter ends. There are vents at gable ends and a sliding track door at the rear elevation. The building was reroofed around 1986. (C)

19. FACILITY NO. 72 (HANGAR H): Facility No. 72 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Annex windows were infilled around 1966. Construction is clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light steel casement and awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

20. FACILITY NO. 73 (HANGAR I): Facility No. 73 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex in 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched multi-light, awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter

ends. There are vents at the gable ends and a sliding track door at the rear elevation. At the corners of the building are paired concrete pylons. There are loading docks and a ramp on the northeast elevation. (C)

21. FACILITY NO. 74 (HANGAR J): Facility No. 74 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex in 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are flat arched, multi-light awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

22. FACILITY NO. 75 (HANGAR U): Facility No. 75 is a one-story, rectangular plan building with Art Deco features constructed in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex around 1940 and its windows were infilled around 1966. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

23. FACILITY NO. 76 (HANGAR V): Facility No. 76 is a one-story, rectangular plan building with Art Deco features built in 1931. Gypsum ceilings were installed and columns were encased in 1934. There is a lean-to annex on the flight line side of the building. Two additions were made to this annex around 1940. Construction is of clay tile and structural steel with a stucco exterior. The foundation is concrete slab with concrete pier and beam. Doors are sliding track steel and glass design. Windows are multi-light, steel casement awning design. The building was reroofed around 1986 and is of metal standing seam with exposed rafter ends. There are vents at the gable ends. There is a sliding track door at the rear elevation and paired concrete pylons at the corners of the building. (C)

24. FACILITY NO. 77 (GENERAL STORAGE): Facility No. 77 is a one-story, rectangular plan building completed in 1931. Construction is of concrete block with a stucco exterior. The foundation is of concrete slab. The building has single and double doors of ca. 1970 steel design. Windows are rectangular six-over-six, double-hung wood sash. The gable roof has a metal surface. (C)

25. FACILITY NO. 100 (ADMINISTRATION BUILDING, "TAJ MAHAL"): Facility No. 100 is a two-story, T-plan, Spanish Colonial Revival style building with a central tower inspired by the Art Deco style, constructed in 1931. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. The building's primary entrance is on the north facade and is recessed within an arched loggia. The northeast and southwest elevations

have rounded arched recessed entries. The entrance has original multi-light glass and wood double doors. Windows are flat arched, original multi-light steel casement design. The central section has a flat roof while the flanking wings are hipped with clay tiles. There are seven symmetrical bays on the ground floor. The upper floor has five symmetrical bays. The tower is 147 feet high, capped by a domed roof which is covered with ceramic tiles. The tower has an open arcade and pinnacles. The building was individually listed in the National Register in 1987. (C)

26. FACILITY NO. 102 (POST CHAPEL): Facility No. 102 is a two-story, nave plan, Spanish Colonial Revival style chapel built in 1934. The Chapel has two bell towers on the primary facade. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. There are original wood double doors at the primary entrance. This entrance has a cast stone surround with engaged Doric pilasters, The surround has decorative urns, engaged pilasters, and a curvilinear gable at the roofline. There is an open shed roof porch on the southwest elevation with exposed rafter ends. Windows are original multi-light steel casement design set within flat arched and round arched openings. Six stained glass windows were installed in 1943. The gable roof is of clay tile with box eaves. There is one stucco chimney on the exterior wall. The interior of the Chapel has not been altered and retains its original design and materials. (C)

27. FACILITY NO. 103 (HQ ANNEX): Facility No. 103 is a one-story, rectangular, asymmetrical plan building constructed in 1942. The building was constructed of wood frame and the present stucco exterior was added in 1990. The foundation is concrete pier and beam. Entrances have ca. 1990 aluminum and glass doors and windows are of one-over-one aluminum sash design. Entrance bays have gable roof porches resting on wood and metal posts. The building has a metal gable roof. The building has been extensively altered and no longer retains integrity. (NC)

28. FACILITY NO. 110 (BACHELOR OFFICERS' QUARTERS A): This is a two-story, U-shaped building constructed in 1931 in the Spanish Renaissance Revival style. The building is of clay tile construction with a stucco exterior. The building has a clay tile gable roof and foundation of poured concrete. The building has a two-story wraparound, arcaded loggia on the primary facade. The first floor of the loggia has rounded arches while the second floor has rectangular openings. The second floor openings have paired cast-stone columns with acanthus leaf capitals. Both floors have wrought iron balustrades. The central bay of the buildings has a two-story rounded arch opening with a decorative cast-stone surround. The building has multiple apartments with original wood french doors. Windows were replaced around 1985 and are single-hung two-over-two aluminum sash. The building has a stucco chimney along an interior wall. (C)

29. FACILITY NO. 111: Post-1950 building. (NC)

30. FACILITY NO. 112 (BACHELOR OFFICERS' MESS): Facility No. 112 is a two-story, T-plan, Spanish Renaissance Revival style building completed in 1931. Construction is of hollow core clay tile with a stucco exterior. The foundation is concrete pier and beam. There is a

recessed primary double door entrance with a cast-stone surround and transom. The northeast and southwest elevations have a one-story central bay which features rounded arched openings with windows crowned by a decorative tympanum. There are five porch bays on the northeast elevation with metal balusters. Windows are original steel casement design with multi-light transoms. There are fabricated metal balconies at the first floor windows. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney on the exterior wall. Nine symmetrical bays are on both floors. (C)

31.-46. FACILITY NO. 113: Grouping of 16 stationary aircraft erected after 1950 for display and commemorative purposes. These aircraft are counted as noncontributing structures. (NC)

47. FACILITY NO. 118 (NURSE'S DAY ROOM): Facility No. 118 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The primary entrance has double doors of aluminum and glass added ca. 1974. On the southwest elevation is a shed roof porch with an attached metal canopy which extends to the street. Windows are flat arched, double-hung six-over-six wood sash. The gable roof is of clay tile with exposed rafter ends. There is one stucco chimney on the exterior wall. The rear elevation has a double door entry with a shed roof canopy. (C)

48. FACILITY NO. 120 (BACHELOR OFFICERS' QUARTERS B): This is a two-story, U-shaped building constructed in 1931 in the Spanish Renaissance Revival style. The building is of clay tile construction with a stucco exterior. The building has a clay tile gable roof and foundation of poured concrete. The building has a two-story wraparound, arcaded loggia on the primary facade. The first floor of the loggia has rounded arches while the second floor has rectangular openings. The second floor openings have paired cast-stone columns with acanthus leaf capitals. Both floors have wrought iron balustrades. The central bay of the buildings has a two-story rounded arch opening with a decorative cast-stone surround. The building has multiple apartments with original wood french doors. Windows were replaced around 1985 and are single-hung two-over-two aluminum sash. The building has a stucco chimney along an interior wall. (C)

49. FACILITY NO. 121: Post-1950 building. (NC)

50. FACILITY NO. 200 (POST EXCHANGE): Facility No. 200 is a one-story, Y-plan, Spanish Colonial Revival style building built as the Post Exchange in 1931. The building has a central courtyard and fountain. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab and concrete pier and beam. Entrances are of ca. 1980 aluminum and glass design and access to them is through the central triple arched, arcaded loggia on the northeast facade. Above this arcade is a parapet wall of clay tile and a curvilinear gable. A similar arcaded loggia is on the southeast elevation; however, this loggia is within an added wing. Patio windows were infilled around 1967 and new entrances were added to the west and north wings around 1959. West wing windows were infilled around 1958 and east wing windows were infilled around 1960. The roof is flat with a parapet. (C)

51. FACILITY NO. 201 (PX FILLING STATION): Facility No. 201 is a one-story, asymmetrical plan, Spanish eclectic style building built in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. Entrances have ca. 1980 aluminum and glass doors. The flat shed roof is of clay tile with a parapet. An addition was made to the open drive-thru bay in 1953. This bay, which still retains its decorative cement columns, was infilled in 1960. The building has been extensively altered and no longer retains integrity of design. (NC)

52. FACILITY NO. 202 (PX FILLING STATION ADDITION): Facility No. 202 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1935. Construction is of clay tile with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The main facade has two primary entrances with aluminum and glass doors and metal awnings. The main facade originally consisted of six open garage bays but these have been enclosed with glass and brick. Windows are flat arched, multi-light steel casement design. Several window openings have been enclosed with wood and stucco. The flat shed roof is clay tile with a parapet. (C)

53. FACILITY NO. 205 (FIRE STATION): Facility No. 205 is a two-story, rectangular, symmetrical plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is concrete slab and concrete pier and beam. The building was originally constructed with three arched entrances containing garage doors. These openings were infilled with wood and stucco and new doors were installed around 1970. Windows are original flat arched, multi-light steel casement design and are covered with protective metal bars. The gable roof is of clay tile with exposed rafter ends. The rear elevation has four window bays and there is an entrance on the west facade. (C)

54. FACILITY NO. 206: "Missing Man Monument" (object) erected in 1977. (NC)

55. FACILITY NO. 208 (POST GARAGE): Facility No. 208 is a one-story, rectangular plan, Spanish Colonial Revival style building. The building is composed of four interconnecting sections, each with curvilinear gables at the roofline. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. The main entrance is on the east facade and contains a recessed, aluminum and glass door with sidelights and transom. Over the entrance is a cast-stone head medallion detail. The original windows were replaced in 1982 and are rectangular double-hung, awning design with aluminum sash. The gable roof is of metal standing seam. There are vents in the gable ends and on the rear elevation. A rear addition was completed ca. 1957. A section of the original building at the rear facade was removed in 1978. Overhead track doors were installed in the garage bays around 1982. (C)

56. FACILITY NO. 216 (POST BAKERY): Facility No. 216 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. On the main facade are two primary entrances with ca. 1985 aluminum and glass doors. Two additional doors on this facade were infilled with wood and stucco panels in 1992. Windows were replaced around 1985 and are flat arched, single-hung one-over-one aluminum sash. The hipped roof is of clay tile. (C)

57. FACILITY NO. 220 (QUARTERMASTER WAREHOUSE): Facility No. 220 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance is located in a recessed bay and contains a ca. 1980 aluminum and glass door. The entrance has a cast-stone surround with radiating voussoirs. The building has rectangular vents, and steel casement and awning design windows. Inset tile panels are located on the main facade. Windows on the primary elevation have been infilled with frame and stucco panels. The gable monitor roof is of metal standing seam with box eaves. There are vents located at the gable ends which have cast-stone label molding. The clerestory windows in the monitor roof have been covered with metal panels. Docking bays were added to the southwest facade around 1958. The rear 100 feet of the building was razed around 1978. (C)

58. FACILITY NO. 224 (AIR CORPS SUPPLY WAREHOUSE): Facility No. 224 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. The primary entrance is recessed within a rounded arch opening and contains a ca. 1980 glass and aluminum door. The entrance has a cast-stone surround with radiating voussoirs. Inset tile panels are located on the main facade. Windows were added to the primary facade around 1985. Windows are multi-light steel casement and awning design. The gabled monitor roof is metal standing seam with box eaves. The gable over the entrance has an original casement window and cast-stone surround with label molding. The clerestory windows have been covered with metal panels. (C)

59. FACILITY NO. 229 (ENGINE TEST BUILDING): Facility No. 229 is a one-story, U-shaped, Spanish Colonial Revival style building completed in 1934. Construction is of concrete with a stucco exterior. The foundation is of concrete slab with concrete pier and beam. Entrances include both original multi-light glass and wood doors, and ca. 1980 steel doors. The interior bays have loading docks. Windows are multi-light steel and glass awning design. The gable roof is of corrugated metal with box eaves. The roofs have clay tile coping on stepped parapets at the gable ends. A wire fence was added between the buildings around 1949, which was later replaced by a wall. (C)

60. FACILITY NO. 230 (PAINT AND DOPE SHOP): Facility No. 230 is a one-story, rectangular plan, utilitarian building built in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. Entrances have ca. 1980 steel doors. Windows are rectangular steel and glass awning design. The gable roof is of metal standing seam. At the rear facade are metal and wood sliding track garage doors. In the gable field of the main facade is an oval vent window. A metal canopy has been added on the west facade. (C)

61. FACILITY NO. 235 (GUARD HOUSE): Facility No. 235 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1930. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete and the building has a clay tile gable roof. The primary entrance has ca. 1980 aluminum and glass double doors. The main facade was built with an arcaded porch with six rounded arch bays. This porch has been infilled with glass and aluminum panels in recent years. Windows are flat arched, multi-light steel casement design.

Gable ends are stucco with vent openings. There is one stucco chimney located on the exterior wall. A basement entry is located on the southwest elevation. (C)

62. FACILITY NO. 237 (DOPE STORAGE): Facility No. 237 is a one-story, rectangular plan, Spanish Colonial Revival building completed in 1931. Construction is of brick with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The entrance has double doors of aluminum and glass added ca. 1985, and a cast stone surround with radiating voussoirs. Windows are small, flat arched design. The gable roof is of clay tile with box eaves. In the gable ends are round vent windows with cast stone surrounds. There are decorative cast-stone pediments at the windows on the northwest and southeast elevations. (C)

63. FACILITY NO. 241 (ENGINEERING SHOPS): Facility No. 241 is a one-story, asymmetrical plan, Spanish Colonial Revival style building completed in 1931. The building is composed of three primary interconnected sections. Construction is of brick with a stucco exterior. The rear additions were completed in 1943 and designed by San Antonio architect Bartlett Cocke. The foundation is of concrete pier and beam. Entrances into the building are a variety of single and double doors with both original and replacement glass and metal doors. The central wing has a recessed, rounded arch entrance and cast-stone surround with radiating voussoirs. Windows are rectangular multi-light steel and glass awning design. The central windows on the flanking bays feature cast-stone surrounds with radiating voussoirs. Flanking windows are rounded arch steel and glass. The central and flanking windows are separated by wall pilasters and in the gable field is a quatrefoil design. The gable roof has clay tile coping and a curvilinear parapet. (C)

64. FACILITY NO. 242 (GAS STORAGE BUILDING): Facility No. 242 is a one-story, rectangular plan building completed in 1944. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete and the building has a shed roof of corrugated metal. The entrance has ca. 1975 double steel doors. There is no other fenestration. (C)

65. FACILITY NO. 245 (STEAM CLEANING BUILDING): Facility No. 245 is a one-story, rectangular plan building completed in 1943. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have ca. 1980 sliding track wooden doors. Windows are rectangular steel and glass awning design. The flat roof has a parapet wall with clay tile coping. One stucco chimney is located on an interior wall. The rear elevation has vents, double doors, and an attached garage bay and metal carport. (C)

66. FACILITY NO. 260 (ELECTRIC SUBSTATION): Facility No. 260 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. Entrances have original double doors with sidelights. Over the entrance is a canopy supported by wood brackets. Windows are multi-light steel and glass casement design with wood lintels and decorative metal grills. The flat shed roof is of clay tile with a parapet wall. There is one stucco chimney located along an interior wall. (C)

67. FACILITY NO. 290: Post-1950 building (Credit Union). (NC)

68. FACILITY NO. 300 (COMMANDING GENERAL'S QUARTERS): Facility No. 300 is a two-story, Spanish Colonial Revival style dwelling with one-story flanking wings completed in 1931. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The main entrance is located within a gable roof entry porch and contains an original glass and wood rounded arch door. The entry porch has a rounded arch with a ceramic tile surround. The dwelling's original casement windows were replaced ca. 1983 with single-hung, one-over-one and two-over-two aluminum sash. The hipped roof is of clay tile with box eaves. One stucco chimney is located along an interior wall. The interior features a full-height living room with exposed rafters and a decorative fireplace surround. A small balcony overlooks the living room. The interior retains its original doors and fireplace mantels. The rear yard of the property is enclosed by a concrete and stucco wall. (C)

69. FACILITY NO. 301: At the rear of the Facility No. 300 is a one-story hipped roof, two-bay garage constructed in 1942. (C)

70. FACILITY NO. 313: Facility No. 313 is a one-story, rectangular plan, eight bay garage with Spanish Colonial Revival detailing built in 1931. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

71. FACILITY NO. 319: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

72. FACILITY NO. 357: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

73. FACILITY NO. 360: Post 1950 detached garage. (NC)

74. FACILITY NO. 372: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

75. FACILITY NO. 379: Post-1950 building. (NC)

76. FACILITY NO. 381: Post-1950 building. (NC)

77. FACILITY NO. 388: Post-1950 tennis court (structure). (NC)

78. FACILITY NO. 389: Post-1950 recreational structure. (NC)

79. FACILITY NO. 390 (CADET TENNIS COURTS): Facility No. 390 is a rectangular gravel/clay tennis court completed in 1938. Originally built as two courts, it is surrounded by a chainlink fence and shrubs. Bleachers are located at the southwest edge of the courts. The courts were repaired in 1984 (structure). (C)

80. FACILITY NO. 391: Post-1950 ball field (structure). (NC)

81. FACILITY NO. 392: Post-1950 ball field (structure). (NC)

82. FACILITY NO. 399 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space. (C)

83. FACILITY NO. 403: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

84. FACILITY NO. 409: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

85. FACILITY NO. 447: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. The interior original cedar post columns have been removed and replaced with metal posts. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

86. FACILITY NO. 458: Post-1950 detached garage. (NC)

87. FACILITY NO. 462: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

88. FACILITY NO. 468: Post-1950 building. (NC)

89. FACILITY NO. 491 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1985 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1985 with one-over-one aluminum sash design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space. (C)

90. FACILITY NO. 499 (ENLISTED MEN'S BARRACKS): Facility No. 499 is a two-story, rectangular plan, Spanish Renaissance Revival style building. Originally separate buildings (499 and 497), these facilities were combined by additions and modifications into a single building, now listed as 499. The building was originally constructed with a two-story open arcaded veranda on the primary facade. This veranda was filled in with stucco and a connecting wing was built around 1964. An addition was built in front of Facility 494 around 1976 and another wing was added circa 1985. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. There are multiple door entries with ca. 1980 aluminum and glass doors. Windows are modern single-hung with aluminum sashes. The gable roof is hipped, constructed of clay tile with box eaves and has exposed rafter ends. There are five stucco chimneys, located both on interior and exterior walls. Due to additions and alterations the building no longer retains integrity. (NC)

91. FACILITY NO. 500 (OFFICERS' CLUB): Facility No. 500 is a two-story, asymmetrical plan, Spanish Colonial Revival style building completed in 1931. Constructed of clay tile with a stucco exterior, major additions have been added to all elevations. Additions to the ballroom were completed around 1953, an addition on the south facade was completed ca. 1959, and a porte cochere was added on the primary facade around 1978. Original features include the hipped roof tower with clay tiles and several entrances have original wood and glass doors. Original windows have been replaced with ca. 1980 aluminum sash windows. There is one stucco chimney along an exterior wall. The building's gable roof is of clay tile shingles. The building no longer retains integrity of design and materials. (NC)

92. FACILITY NO. 501 (WATER TREATMENT BUILDING): Facility No. 501 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The building has an original paneled wood door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

93. FACILITY NO. 502 (OFFICERS' CLUB POOL): Facility No. 502 is a concrete, oval swimming pool located adjacent to the Officers' Club. The pool was completed in 1932, measures 75' by 150', and has four sets of concrete steps (structure). (C)

94. FACILITY NO. 503 (OFFICERS' CLUB BATHHOUSE): Facility No. 503 is a one-story,

rectangular plan, Spanish Colonial Revival style building completed in 1932. The building is composed of a central lobby and flanking dressing rooms for men and women. Construction is of clay tile with a stucco exterior. The foundation is poured concrete. The central bay has a rounded arch entrance with original wood double doors. Windows openings are narrow with wood vents. The hipped roof of the central section has clay tiles while the wings have metal roofs. (C)

95. FACILITY NO. 513: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

96. FACILITY NO. 519: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

97. FACILITY NO. 557: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

98. FACILITY NO. 570: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

99. FACILITY NO. 575: Post-1950 building. (NC)

100. FACILITY NO. 581 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash design. In the gable ends are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space.. (C)

101. FACILITY NO. 584 (POST CHILDREN'S SCHOOL): Facility No. 584 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1933. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance has a ca. 1985 single-light aluminum and glass door. Windows were replaced ca. 1985 and are of multi-light steel casement design. The building was originally designed with an open

arcade on the main facade. This arcade was enclosed with wood and stucco panels around 1952. The gable roof is of clay tile with exposed rafter ends and gabled clerestory vents at the roof ridge. There is a stucco chimney located along the interior wall. (C)

102. FACILITY NO. 598 (EAST NCO CLUB): Facility No. 598 is a one-story, asymmetrical plan, Spanish Colonial Revival style building constructed in 1931. The building has two projecting gable roof bays on the primary facade. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. On the main facade is an arcaded loggia with five Gothic arched openings. A metal awning has been added to the central bay. The entrance has double doors of aluminum and glass added ca. 1980. Windows are rectangular, multi-light steel casement design. The gable roof is of clay tile with exposed rafter ends. There are two stucco chimneys along the interior wall. At the rear is a one-story addition constructed ca. 1950. (C)

103. FACILITY NO. 603: Facility No. 603 is a one-story, rectangular plan, eight bay garage with Spanish Colonial Revival detailing built in 1931. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. There are vents in the exterior wall. The shed roof has sheet metal coping at the parapet. (C)

104. FACILITY NO. 609: One-story, rectangular plan, ten bay Spanish Colonial Revival design garage built in 1931. Construction is of concrete block or hollow core tile with painted exteriors. Foundations are of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has wood rafters and sheet metal coping at the parapet. (C)

105. FACILITY NO. 638: Post-1950 structure. (NC)

106. FACILITY NO. 645: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

107. FACILITY NO. 658: Constructed in 1931, this automobile garage is a one-story, rectangular plan building with Spanish Colonial Revival detailing. Construction is of hollow core clay tile with stucco exteriors. The foundation is of poured concrete. Each bay has vents in the exterior wall and added metal columns. The shed roof has sheet metal coping at the parapet. (C)

108. FACILITY NO. 661 (AERO MEDICAL RESEARCH LABORATORY): Facility No. 661 is a two-story, rectangular plan, Spanish Colonial Revival style building built in 1942. Construction is of clay tile with a stucco exterior. The foundation is concrete slab with concrete pier and beam. The main entrance has ca. 1980 double doors of aluminum and glass. The doors are set within a two-story rounded arch recessed entrance with a cast-stone surround. Above the entrance is a round vent window with a cast-stone surround. Recessed secondary entrances are located on northwest and southeast elevations and have cast-stone surrounds. Cast-stone balconets are located at the end bays on the northeast elevation. The original windows were replaced around 1985 and are one-over-one aluminum sash design. The gable roof is of clay tile with box eaves. There is one stucco chimney located along the exterior wall. The rear elevation

has windows and a central entrance. (C)

109. FACILITY NO. 662 (RESEARCH ANNEX): Facility No. 662 is a one-story, asymmetrical plan building built in 1943. Construction is of wood frame with asbestos siding. The foundation is of poured concrete. Entrances have ca. 1985 steel and wood doors. Windows are original six-over-six rectangular wood sash. The gable roof has asphalt shingles. In the gable ends are louvered vents. (NC)

110. FACILITY NO. 663 (ENLISTED MEN'S BARRACKS): Constructed in 1931, this two-story rectangular plan building was designed in the Spanish Renaissance Revival style. The building is of hollow clay tile construction and has a stucco exterior. The building has a gable roof of clay tiles and a foundation of poured concrete. The building was constructed with a two-story arcaded loggia on the primary facades with rounded arches. Between the arches are wrought iron balustrades. A few of the arcaded bays have been enclosed with glass panels. The central bay contains the primary entrance which has ca. 1979 aluminum and glass doors. Secondary entrances into the building retain their original wood doors and six-light transoms. The original steel casement windows were replaced ca. 1979 with one-over-one aluminum sash design. In the gable fields are round vent windows. The building has two interior wall stuccoed chimneys. The interior is now used for office space.. (C)

111. FACILITY NO. 664 (WATER TREATMENT BUILDING): Facility No. 664 is a one-story, rectangular plan building constructed adjacent to the Enlisted Men's Pool in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The entrance has a ca. 1960 steel door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

112. FACILITY NO. 665 (ENLISTED MEN'S POOL): This swimming pool was rebuilt in recent years and does not retain integrity (structure). (NC)

113. FACILITY NO. 666 (ENLISTED MEN'S BATH HOUSE): Facility No. 666 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The entrance is recessed within a rounded arch opening and contains ca. 1980 aluminum and glass double doors. The building has narrow louvered vent openings on the main and side facades. At the rear are rounded arch openings which have been infilled with louvered vents. At the roofline of the central bay is a stepped parapet. (C)

114. FACILITY NO. 668 (STORAGE): Facility No. 668 is a one-story, rectangular plan building completed in 1950. Construction is concrete block and it rests on a concrete foundation. The entrance has an original steel door. Windows have been enclosed with wood panels. The shed roof is of corrugated metal. (C)

115. FACILITY NO. 671 (SCHOOL OF AVIATION MEDICINE): Facility No. 671 is a two-story building constructed in 1931 in an H plan with Spanish Renaissance Revival detailing. The building rests on a raised basement and has a foundation of concrete pier and beam. Construction

is of clay tile with a stucco exterior. The main entrance has original multi-light double doors and transom. This entrance has an elaborate cast-stone surround with archivolt trim and pinnacles. There are metal balconets at the second floor windows in the end bays of the primary elevation. There are cast-stone surrounds at secondary entrances on the east, west, and south elevations. Windows are flat arched, multi-light steel casement awning design with multi-light transoms. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney along an interior wall. (C)

116. FACILITY NO. 672: Post-1950 building. (NC)

117. FACILITY NO. 675 (POST HOSPITAL): Facility No. 675 is a two-story, asymmetrical plan, Spanish Renaissance Revival style building completed in 1931. The building is composed of three interconnecting sections. The building has a raised basement level with a drive-thru entrance between the first and second wings of the building. The basement was enlarged in 1940. Construction is of clay tile with a stucco exterior. The foundation is of concrete pier and beam. The primary entrance is located on the main (northeast) facade and has original multi-light double doors and a multi-light transom. The entrance is flanked by a cast-stone surround with paired corkscrew columns and a full entablature. Similar doors with cast-stone surrounds are located at entrances on the north, east, and west elevations. Windows are flat arched, multi-light steel casement design. Some of the windows were replaced with aluminum sash lights around 1990. The hipped roof is of clay tile with exposed rafter ends. On the northeast facade is a stepped parapet. There is one stucco chimney along an interior wall. (C)

118. FACILITY NO. 693 (WEST NCO CLUB): Facility No. 693 is a one-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. The building was constructed with two projecting bays on the primary facade. Between these two bays is an open arcade. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The entrance has double doors of aluminum and glass added ca. 1980. The arcade has five Gothic arched openings separated by concrete and stucco piers. Windows are flat arched, multi-light steel casement design. The gable roof is of clay tile with exposed rafter ends. The building has an interior wall stucco chimney. The rear elevation has a multiple door entry and addition which was completed around 1950. (C)

119. FACILITY NO. 694 (SNACK BAR): Facility No. 694 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The foundation is of poured concrete. The building has an original two-panel door at the entrance. Window openings have been infilled with wood and stucco panels. The gable roof is of clay tile with exposed rafter ends. (C)

120. FACILITY NO. 900 (CADET ACADEMIC BUILDING): Facility No. 900 is a two-story, H-plan, Spanish Renaissance Revival style building built in 1931. Construction is of clay tile with a stucco exterior. The building rests on a raised basement and the foundation is concrete pier and beam. The primary entrance has original multi-light double doors and an arched transom. The entrance has an elaborate portico cast-stone surround with a cartouche. At the roofline of the central entrance bay is a stucco and cast stone curvilinear parapet. Window

openings are flat arched and segmental arched and contain original multi-light steel and glass awning design windows. The windows on the second floor are separated by decorative pilasters. Windows on the first floor of the projecting bays have decorative surrounds with broken pediments. The hipped roof is of clay tile with exposed rafter ends. There are 15 symmetrical bays on both floors. The entrance on the south facade has original wood double doors and a cast-stone broken pediment. (C)

121. FACILITY NO. 901 (CADET BARRACKS): Facility No. 901 is a three-story, rectangular plan, Spanish Renaissance Revival style building constructed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The main entrance has a ca. 1980 aluminum and glass door. Entrances leading to the separate quarters have original two panel wood doors with single-light rectangular transoms. There are 21 inset porch bays with metal balusters on the southeast elevation. Windows are both steel casement and double-hung, one-over-one wood sash. The hipped roof is of clay tile with exposed rafter ends. There is one stucco chimney along an interior wall. The arcaded verandas on the primary elevation have rounded arches on the second story and rectangular openings on the third story. The central entrance bay of the first story level on both major elevations features elaborate cast-stone surrounds with quatrefoil designs. These facades also have decorative medallions with star motifs. (C)

122. FACILITY NO. 902 (CADET BARRACKS): Facility No. 902 is a three-story, rectangular plan, Spanish Renaissance Revival style building constructed in 1931. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The original windows and doors have been replaced. Windows are fixed single-light aluminum design. The hipped roof is of clay tile with exposed rafter ends. There is a stucco chimney along the interior wall. The original open arcade has been infilled with aluminum and glass panels. The arcaded verandas on the rear have rounded arched openings on the second story while the third story openings are rectangular. The center bay of the first level on both major elevations features an entry with an elaborate cast-stone surround and quatrefoil design. On both major elevations there are decorative medallions with star motifs. The interior and exterior of the building was altered in 1992 and the building no longer retains integrity. (NC)

123. FACILITY NO. 903 (CADET BARRACKS): Facility No. 903 is a three-story, rectangular plan building with Spanish Renaissance Revival detailing constructed in 1939. Originally built as barracks, the building was converted to offices ca. 1957. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. Entrances are of paneled wood design with transoms. The primary facade has arcaded verandas with rounded arches on the second story. The third story has rectangular veranda openings. The central bay on the primary facade has a cast-stone surround and quatrefoil window. Above the entrance at the third floor level is an open niche with decorative columns. The main facade has decorative medallions with star motifs. The building has 21 porch bays on its primary elevation which are inset and have metal balusters. Windows are both steel casement awning design and one-over-one, double-hung wood sash. The building has a hipped roof constructed of clay tile, exposed rafter ends, and an stucco chimney located along an interior wall. (C)

124. FACILITY NO. 905 (CADET ADMINISTRATION, MESS, AND RECREATION): Facility No. 905 is a two-story, rectangular plan, Spanish Colonial Revival style building completed in 1931. The basement is raised with a below grade walkway. Construction is of clay tile with a stucco exterior. The foundation is concrete pier and beam. The primary entrance has double doors of wood and glass and a transom. There are nine porch bays with balconies on the northwest elevation. The northwest elevation also features a continuous shed roofed, covered, arcaded veranda with flat-arched and round-arched bays. Ceramic tile domes rest over the veranda at the corners of the building. Windows are flat arched, multi-light steel casement design. The hipped roof is of clay tile with exposed rafter ends. There is one stucco chimney along an interior wall. The ground floor has nine symmetrical bays; the upper floor has seven symmetrical bays. Additional bath and toilet facilities were installed in the basement in 1938. A mural in the cadet mess was painted in 1943. Around 1957, when the building was converted to offices, the second floor open terraces on the southeast and southwest corner were enclosed. The first floor porch on the west and second floor open terrace on the south were enclosed around 1960. (C)

125. FACILITY NO. 907 (CADET BARRACKS): Facility No. 907 is a three-story, rectangular plan building with Spanish Renaissance Revival detailing constructed in 1939. Originally built as barracks, the building was converted to offices ca. 1957. Construction is of clay tile and concrete with a stucco exterior. The foundation is concrete pier and beam. Entrances are of paneled wood design with transoms. The primary facade has arcaded verandas with rounded arches on the second story. The third story has rectangular veranda openings. The central bay on the primary facade has a cast-stone surround and quatrefoil window. Above the entrance at the third floor level is an open niche with decorative columns. The main facade has decorative medallions with star motifs. The building has 21 porch bays on its primary elevation which are inset and have metal balusters. Windows are both steel casement awning design and one-over-one, double-hung wood sash. The building has a hipped roof constructed of clay tile, exposed rafter ends, and an stucco chimney located along an interior wall. (C)

126. FACILITY NO. 908: Post-1950 marble monument (object). (NC)

127. FACILITY NO. 980 (CADET POOL): Facility No. 980 is a concrete, oval swimming pool completed in 1932. The facility was renovated in 1983 (structure). (C)

128. FACILITY NO. 981 (CADET POOL BATHHOUSE): Facility No. 981 is a one-story, rectangular plan Spanish Colonial Revival style building completed in 1932. Construction is of clay tile with a stucco exterior. The foundation is of poured concrete. The entrance is recessed within a rounded arch and wood panels have replaced the original doors. The main and side facades have rectangular louvered vents. At the rear are rounded arch openings with original paneled doors and added louvered vents. The flat roof has a parapet. (C)

129. FACILITY NO. 982 (WATER TREATMENT PLANT): Facility No. 982 is a one-story, rectangular plan building completed in 1944. Construction is of concrete block with a stucco exterior. The entrance has an original louvered wood door. The hipped roof is composed of asphalt shingles. At the rear is a rectangular louvered vent. (C)

130.-133. FACILITY NO. 983 (CADET TENNIS COURTS): Facility No. 983 comprises four rectangular, gravel/clay tennis courts built in 1938 and resurfaced in 1984. The courts are surrounded by a chainlink fence and shrubs. Bleachers are located at the northeast edge of the courts (structures). (C)

134. FACILITY NO. 1071: Post-1950 building. (NC)

135. FACILITY NO. 1075: Post-1950 building. (NC)

136. FACILITY NO. 393: New construction (building), 1995. (NC)

137. FACILITY NO. 394: New construction (building), 1995. (NC).

138. FACILITY NO. 395: New construction (building), 1995. (NC)

139. FACILITY NO. 397: Post-1950 ball field (structure). (NC)

140. FACILITY NO. 585: New construction (building), 1996. (NC)

MULTIPLE FAMILY RESIDENTIAL BUILDINGS (NONCOMISSIONED OFFICER'S QUARTERS)

141.-208. FACILITY NOS. 383, 384, 385, 386, 387, 471, 472, 473, 474, 475, 476, 587, 588, 589, 590, 591, 593, 596, 597, 685, 686, 687, 688, 689, 690, 691, 692, 695, 696, 698, 699, 707, 709, 713, 715, 718, 724, 726, 731, 800, 802, 804, 806, 808, 810, 811, 813, 815, 817, 819, 821, 822, 824, 826, 828, 830, 832, 833, 835, 837, 839, 841, 842, 844, 845, 911, 913 and 916
In 1931 the Quartermaster Corps constructed sixty-eight duplexes for Noncommissioned Officer's Quarters. The buildings are two-stories in height, U-shaped, of hollow core tile construction and have stucco exteriors. The dwellings have gable roofs of clay tile. The dwellings were originally built with two inset porches on the main facade. These porches were enclosed with wood and stucco panels and new wood doors with two-light sidelights were added ca. 1985. At the two entrances wood canopies with clay tile roofs and wood support brackets were added. On the primary facade is a central exterior wall stuccoed chimney. Original steel casement windows have been removed and replaced with ca. 1985 one-over-one and sliding track aluminum designs. The entrances retain their original wrought iron railings and original wrought iron balustrades are located at two second story windows. Each duplex has a living room and kitchen on the first floor and four bedrooms on the second floor. (C)

209.-224. FACILITY NOS. 701, 702, 703, 705, 706, 710, 711, 722, 728, 729, 918, 920, 922, 923, 925 and 927

In 1934 the Quartermaster Corps constructed an additional sixteen duplexes for Noncommissioned Officer's' Quarters. The buildings are two-stories in height, U-shaped, of hollow core tile construction and have stucco exteriors. The dwellings have gable roofs of clay

tile. The dwellings were originally built with two inset porches on the main facade. These porches were enclosed with wood and stucco panels and new wood doors with two-light sidelights were added ca. 1985. At the two entrances wood canopies with clay tile roofs and wood support brackets were added. On the primary facade is a central exterior wall stuccoed chimney. Original steel casement windows have been removed and replaced with ca. 1985 one-over-one and sliding track aluminum designs. The entrances retain their original wrought iron railings and original wrought iron balustrades are located at two second story windows. Each duplex has a living room and kitchen on the first floor and four bedrooms on the second floor. (C)

SINGLE FAMILY RESIDENTIAL BUILDINGS (OFFICER'S QUARTERS)

225.-244. FACILITY NOS. 402, 411, 412, 414, 461, 463, 512, 523, 524, 536, 538, 539, 550, 552, 560, 562, 565, 614, 626, and 648
The Quartermaster Corps constructed these twenty identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and three bedrooms. (C)

245.-248. FACILITY NOS. 400, 406, 600, and 606
The Quartermaster Corps constructed these four identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and four bedrooms. (C)

249.-270. FACILITY NOS. 311, 320, 321, 341, 343, 356, 358, 401, 529, 541, 554, 610, 616, 617, 619, 631, 632, 639, 640, 642, 650, and 652
The Quartermaster Corps constructed these twenty-two identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete

foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and three bedrooms. (C)

271.-276. FACILITY NOS. 310, 316, 436, 510, 516, and 567
The Quartermaster Corps constructed these six identical plan, one-story, Spanish Colonial Revival style single-family dwellings in 1931. The dwellings are built in an H-plan with two projecting gable roof bays on the main facade. The dwellings are of hollow core tile construction with a stucco exterior, have hipped roofs of clay tile, and poured concrete foundations. Entrances have original glass and wood doors and screen doors. Secondary entrances are located at the rear and side facades. On the main facade are tri-part picture windows with a fixed single light flanked by one-over-one sash units. The dwelling's windows were originally of steel casement design but were replaced with one-over-one aluminum sash around 1983. A single stuccoed chimney is located along the rear interior wall. On the rear facade is a shed roof porch which has been enclosed with metal and glass panels. The interior is composed of a living room, dining room, kitchen, and four bedrooms. (C)

277.-280. FACILITY NOS. 422, 601, 613, and 635
These four buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings built in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rounded arch bay and contain original rounded arch glass and wood doors. The door surround has inset ceramic tiles. Over the entrances are small shed roof wood canopies with clay tile roofs. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

281.-288. FACILITY NOS. 317, 345, 371, 374, 545, 556, 559, and 563
These eight buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rounded arch bay and contain original rounded arch glass and wood doors. The door surround has inset ceramic tiles. Over the entrances are small shed roof wood canopies with clay tile roofs. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows.

The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

289.-300. FACILITY NOS. 332, 344, 370, 373, 434, 511, 521, 533, 542, 555, 558, and 605
These twelve buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rectangular bay framed by stuccoed piers with Doric capitals. Entrances have original single-light glass and wood doors. The door surround has inset ceramic tiles. The clay tile roof extends over the entrance bay. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

301.-302. FACILITY NOS. 445 and 623
These two buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed with a two-story gabled roof bay oriented towards the street and a one-story lateral wing. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main entrances are located in a recessed rectangular bay framed by stuccoed piers with Doric capitals. Entrances have original single-light glass and wood doors. The door surround has inset ceramic tiles. The clay tile roof extends over the entrance bay. The original steel casement windows were replaced around 1983 with the existing one-over-one sash aluminum windows. The window on the second story bay above the entrance has a ceramic tile surround. A small wrought iron balconet is located below the second story window in the projecting bay. Each dwelling has a three-bay, rounded arch incised rear porch with exposed rafter ends. These porches were enclosed with glass panels around 1983. Each dwelling has an exterior wall stucco chimney. The dwellings contain three bedrooms on the second story. (C)

303.-307. FACILITY NOS. 346, 410, 520, 546, and 636
These five buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gabled front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. Over the windows on the first floor are

inset ceramic tile panels. At the rear of each dwelling is an exterior wall chimney and ca. 1983 metal carport. The dwellings contain four bedrooms on the second story. (C)

308.-312. FACILITY NOS. 312, 369, 459, 602 and 655
These five buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gable front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. Over the windows on the first floor are inset ceramic tile panels. At the rear of each dwelling is an exterior wall chimney and ca. 1983 metal carport. The dwellings contain four bedrooms on the second story. (C)

313.-323. FACILITY NOS. 315, 329, 331, 359, 432, 446, 448, 527, 607, 611, and 624
These eleven buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. Each dwelling was constructed in a two-story gable front and wing plan. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. On the main facade is a one-story shed roof porch with three rounded arch openings. The porch bay openings were enclosed with metal and glass panels ca. 1983. Solid wood doors were added ca. 1983 to the porch opening on the main facade. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable field of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. The dwellings contain three bedrooms on the second story. (C)

324.-334. FACILITY NOS. 318, 323, 407, 416, 424, 426, 439, 443, 514, 543, and 628
These eleven buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings have slightly projecting gabled bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. The entrance is set within a one-story entry porch with a shed roof of clay tiles. The entrance has stucco piers with Doric capitals. Entrances have original glass and wood doors. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable end of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

335.-350. FACILITY NOS. 326, 339, 347, 349, 361, 363, 405, 428, 451, 457, 522, 633, 644,

646, 656, and 659
These sixteen buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings have slightly projecting gabled bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable and hipped roofs of clay tile and foundations of poured concrete. The entrance is set within a one-story entry porch with a shed roof of clay tiles. The entrance has stucco piers with Doric capitals. Entrances have original glass and wood doors. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. On the second story central bay window is a ceramic tile surround. At the roofline of the main facade is a gable wall dormer with a small vent opening. A similar vent opening is located in the gable field of the projecting bay. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

351.-365. FACILITY NOS. 322, 324, 334, 336, 342, 355, 418, 437, 441, 515, 531, 571, 604, 629, and 654
These fifteen buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The central bay has a recessed entrance with an original glass and wood door and ceramic tile surround. Above the entrance is an entablature and a wrought iron balustrade. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

366.-368. FACILITY NOS. 338, 518, and 660
These three buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The central bay has a recessed entrance with an original glass and wood door and ceramic tile surround. Above the entrance is an entablature and a wrought iron balustrade. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is a one-story shed roof porch with three rounded arch openings. These openings were infilled with glass and metal panels ca. 1983. The dwellings contain three bedrooms on the second story. (C)

369.-372. FACILITY NOS. 413, 460, 566 and 637

These four buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof porches with clay tile roofs. The porch has three rounded arch bays which were enclosed with glass and metal panels ca. 1983. The central porch bay has a ca. 1983 solid wood door. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

373.-382. FACILITY NOS. 314, 365, 367, 431, 433, 449, 464, 526, 548 and 612
These ten buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have gable roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof porches with clay tile roofs. The porch has three rounded arch bays which were enclosed with glass and metal panels ca. 1983. The central porch bay has a ca. 1983 solid wood door. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

383.-391. FACILITY NOS. 327, 351, 353, 404, 419, 421, 429, 534, and 657
These nine buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The main facades have one-story shed roof entry porches with clay tile roofs. Entrances have original rounded arch glass and wood doors. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

392.-397. FACILITY NOS. 408, 453, 455, 569, 621, and 649
These six buildings are identical plan, two-story, single family, Spanish Colonial Revival style dwellings completed in 1931. The dwellings are rectangular in plan and have three bays on the main facade. The dwellings are of clay tile construction with a stucco exterior. The dwellings have hipped roofs of clay tile and foundations of poured concrete. The main facades have one-

story shed roof entry porches with clay tile roofs. Entrances have original rounded arch glass and wood doors. The central window on the second story has a ceramic tile surround. The original steel casement windows were replaced ca. 1983 with the existing one-over-one sash aluminum windows. At the roofline of the main facade are gable wall dormers with small vent openings. The dwelling has an exterior wall stuccoed chimney. At the rear of each dwelling is a one-story, shed roof wing with a clay tile roof. Also at the rear is are original double multi-light glass and wood doors. The dwellings contain three bedrooms on the second story. (C)

1. NAME OF PROPERTY

Historic Name: Randolph Field Historic District

Other Name/Site Number:

2. LOCATION

Street & Number: Randolph Air Force Base Not for publication: ___

City/Town: San Antonio (?) (San Antonio is not part of mailing address) ? Vicinity: ✓

State: TX County: Bexar Code: 029 Zip Code: 78150

3. CLASSIFICATION

Ownership of Property		Category of Property	
Private:	___	Building(s):	___
Public-Local:	___	District:	✓
Public-State:	___	Site:	___
Public-Federal:	✓	Structure:	___
		Object:	___

Number of Resources within Property

Contributing	Noncontributing	
340	24	buildings
___	___	sites
7	___	structures
___	3	objects
347	27	Total

Number of Contributing Resources Previously Listed in the National Register: 1 (administration Bldg, aka Bldg. 100 + Taj Mahal

Name of Related Multiple Property Listing: 2 (previous ~~NRHP~~ NR nomination) Historic + Architectural Resources of Randolph Air Force Base, Bexar County, Texas

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official

Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain): _____

Signature of Keeper

Date of Action

6. FUNCTION OR USE

Historic: Defense Sub: air facility

Current: Defense Sub: air facility

7. DESCRIPTION

Architectural Classification: 1) Late 19th + 20th Century Revivals
Mission/ Spanish Colonial Revival

Materials:
Foundation: concrete ~~steel~~
Walls: stucco
Roof: red clay tile, metal
Other:

2) Modern Movement
Art Deco

concrete, ~~steel~~ metal
metal (steel)
ceramic tile

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide:__ Locally:__

Applicable National Register Criteria: A✓ B✓ C✓ D__

Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__ #8 <50 years (School of Aotn. Med;

NHL Criteria: 1, 2, 4, 5

NHL Theme(s): III. Expressing Cultural Values
5. Architecture, L. Arch, Urban Design
IV. Shaping the Political Landscape
3. Military Institutions + activities

Areas of Significance: Architecture (?), Community Planning + Development (?), Education, Engineering (?) Landscape Arch (?), Military, Science

Period(s) of Significance: (See next page)

Significant Dates: 1930, 1931, 1939, 1943

Significant Person(s): Brig. Gen. Frank P. Lahm, George B. Ford, A.I.A.

Cultural Affiliation:

Architect/Builder: Army Quartermaster Corps

Historic Contexts:

VIII. Political + Military affairs, 1865-1939
E, F, G, H

VIII. WW II
D

XXVII. Education
H.4. Military

XIV. Science
F. 1. (aviation medicine)

XVI. Architecture
V. Hist. Dist.

XVII. Landscape Arch.? (base layout)

XVIII. Technology
E

9. MAJOR BIBLIOGRAPHICAL REFERENCES

See Separate file sent by e:mail

Period of Significance
1928 - 1950 Randolph Field
1931 - 1959 School of Aviation Medicine

Previous documentation on file (NPS):

__ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
__✓__ Previously Listed in the National Register.
__ Previously Determined Eligible by the National Register.
__ Designated a National Historic Landmark.
__ Recorded by Historic American Buildings Survey: #
__ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

__ State Historic Preservation Office
__ Other State Agency
__✓__ Federal Agency
__ Local Government
__ University
__ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: 405

Schertz Quadrangle

UTM References:	Zone	Easting	Northing
A	14	568850	3267185
B		570085	3267845
C		570625	3266145
D		569545	3266145

Verbal Boundary Description:
The boundary for the RFHD is the blue line on the RFHD map.

Boundary Justification:
The RFHD boundary was drawn to ~~include~~ encompass the entire original layout of Randolph Field, except for a ~~feet~~ few feet of the Main Gate entrance roadway which has been altered

FEB-27-2001 17:22 NATIONAL REGISTER PROGRA P.06

11. FORM PREPARED BY

Name/Title: Jody Cook, historian/arch. hist.

Address: NPS
100 Alabama St - 1924 Bldg Atl, 30303

Telephone: 404.562.3174

Date:

Edited by:

National Park Service
National Historic Landmarks Survey
1849 C St., N.W.
Room NC-400
Washington, DC 20240

Telephone: (202)343-

NATIONAL HISTORIC LANDMARKS SURVEY
February 21, 2001

FACSIMILE TRANSMISSION

To: John Sprinkle

Of: NHL Survey

Subject: Randolph AFB

Fax No.: 202.343.1244

From: Jody Cook

Pages: 7, including cover sheet

Date: 27 Feb. 2001

National Park Service
National Register Programs Div.
Atlanta Federal Center
1924 Bldg.--5th Floor
100 Alabama St., SW
Atlanta, Georgia 30303
Phone: (404) 562-3171
Fax: (404) 562-3244

#8/CB Being Const on old site

No longer extant,

~~341-340~~

7 - Cont. St.

Now ~~NC~~

#243 Demolished, in 99

lost from NR list.

1.
2.
3.
4.
5.
6.
7

MAR 8 2001

H34(2280)

Honorable Kay Bailey Hutchison
United States Senate
Washington, D.C. 20510

Dear Senator Hutchison:

We are pleased to inform you that the National Park Service has completed the study of the Randolph Air Force Base in Bexar County, Texas, for the purpose of nominating it for possible designation as a National Historic Landmark (NHL). We enclose a copy of the nomination. The National Park System Advisory Board will consider the nomination during its next meeting, at the time and place indicated on an enclosure. This enclosure also specifies how you may comment on the proposed nomination if you so choose. The Board will make its recommendation to the Secretary of the Interior based upon the criteria of the National Historic Landmarks Program.

You have 60 days to submit your views in writing, if you so desire. After the 60-day period, we will submit the nomination and your comments to the National Park System Advisory Board's Landmarks Committee, which will then inform the full Advisory Board of the Committee's recommendations at the Board's meeting. The Secretary of the Interior will then be informed of the Board's recommendations for his final action.

To assist you in considering this matter, we have enclosed a copy of the regulations governing the National Historic Landmarks Program. They describe the criteria for designation (Sec. 65.4) and include other information on the Program. We are also enclosing a fact sheet that outlines the effects of designation.

Sincerely,

JOHN ROBBIN

Katherine H. Stevenson
Associate Director, Cultural Resources
Stewardship and Partnerships

Enclosures

PROPERTY STUDIED FOR
NATIONAL HISTORIC LANDMARK DESIGNATION

RANDOLPH AIR FORCE BASE
BEXAR COUNTY, TEXAS

The Landmarks Committee of the National Park System Advisory Board will evaluate this property at a meeting to be held on Tuesday and Wednesday, May 8 and 9, 2001, beginning at 9:00 a.m. in the Ann Pamela Cunningham Building, Mount Vernon Estate and Gardens, Mount Vernon, Virginia. The Landmarks Committee evaluates the studies of historic properties being nominated for National Historic Landmark designation in order to advise the full National Park System Advisory Board at their meeting on May 21-23, 2001, near Great Smoky Mountains National Park, and will recommend to the full Board those properties that the Committee finds meet the criteria of the National Historic Landmarks Program.

Owners of private properties nominated for NHL designation have an opportunity to concur with or object to listing in accord with the National Historic Preservation Act and 36 CFR 65. Any owner or partial owner of private property who chooses to object to designation must submit a notarized statement certifying that the party is the sole or partial owner of the private property and objects to the designation. Each owner or partial owner of private property has one vote regardless of the portion of the property that the party owns. If a majority of private property owners object, a property will not be designated. Letters objecting to or supporting nominations may be sent to Ms. Carol D. Shull, Chief, National Historic Landmarks Survey, at the National Park Service, National Register, History and Education, 1849 C Street, N.W., NC 400, Washington, D.C. 20240.

Should you wish to obtain information about these meetings, or about the National Historic Landmarks Program, please contact Historian Patty Henry at the National Park Service, National Register, History and Education, 1849 C Street, N.W., NC 400, Washington, D.C. 20240; or by telephone at 202/343-8163.

IDENTICAL LETTER SENT TO:

Honorable Kay Bailey Hutchison
United States Senate
Washington, D.C. 20510

Honorable Phil Gramm
United States Senate
Washington, D.C. 20510

Honorable Ciro D. Rodriguez
House of Representatives
Washington, D.C. 20515

Honorable Lamar Smith
House of Representatives
Washington, D.C. 20515

bcc: J. Cook, SERO
0001
2200 Stevenson
2280 Sprinkle
2280 RANDOLPH AIR FORCE BASE (NHL PENDING)

FNP:PHenry:mg:3/08/01
F:\NR-NHL\MONETTE\SPRING01\BCCOWN.WPD

JAS 031601

MAR 14 2001

H34(2280)

General Hal M. Hornburg
1 F Street Suite 1
Randolph AFB, TX 78150-4324

Dear Mr. Hornburg:

We are pleased to inform you that the National Park Service has completed the study of the **Randolph Field Historic District**, for the purpose of nominating it for possible designation as a National Historic Landmark. Per our program regulations (36 CFR Part 65), we have sent official notification of this nomination to the Air Force's Federal Preservation Officer, the highest locally elected official and the members of the Congressional delegation who represents the district.

For your information, we have enclosed a copy of the study report. The National Park System Advisory Board will consider the nomination at its next meeting and make a recommendation to the Secretary of the Interior based upon the criteria of the National Historic Landmarks Program and the recommendations of its Landmarks Committee. With this letter we have included information about the scheduled meetings of the National Park System Advisory Board and its Landmarks Committee.

We will receive written comments on the proposed nomination for the next 60 days. Comments should address the national significance of the property, its ability to convey this importance, and the level of documentation in the nomination. After the 60-day period, we will submit the nomination and your comments to the National Park System Advisory Board. The Secretary of the Interior will then be informed of the Board's recommendations for his final action.

To assist you in considering this matter, we have enclosed a copy of the regulations governing the National Historic Landmarks Program. We are also enclosing a fact sheet that outlines the effects of designation.

If you should have any questions regarding this process, please do not hesitate to contact Ms. Patty Henry at 202-343-8163.

Sincerely,

(Sgd) Carol D. Shull

Carol D. Shull
Keeper, National Register of Historic Places
and Chief, National Historic Landmarks Survey

Enclosure

Bcc: 0001-Stanton
2200-Stevenson
2250-Robbins
2280-Shull/Sprinkle/Henry
2280-NHL File (Pending) Randolph Field Historic District

F:\NR-NHL\SPRINKLE\RANDOLPH.WPD\SJ\343-9500\3\12\01

IDENTICAL LETTERS SENT TO:

General Hal M. Hornburg
1 F Street Suite 1
Randolph AFB, TX 78150-4324

Brigadier General Peter U. Sutton
1 Washington Circle, Suite 1
Randolph AFB, TX 78150-4559

Howard W. Peak
P.O. Box 839966
San Antonio, TX 78283-3966

Major Anthony Roake
1 Washington Circle, Room 106B
Randolph AFB, TX 78150-4559

Wesley Becken
P. O. Box 3008
Universal City, TX 78148

Craig Martin
P. O. Box 36
Converse, TX 78109

Harold Baldwin
P. O. Drawer 1
Schertz, TZ 78154

CITY OF SAN ANTONIO

HOWARD W. PEAK
MAYOR

March 27, 2001

RECEIVED
APR 13 2001
NATIONAL REGISTER, HISTORY
& EDUCATION
NATIONAL PARK SERVICE

Ms. Carol D. Shull
Keeper, National Register of Historic Places
And Chief, National Historic Landmarks Survey
United States Department of the Interior
National Park Service
1849 C Street, N.W.
Washington, D.C. 20240

RE: Randolph Field Historic District (Randolph Air Force Base)

Dear Ms. Shull:

After reviewing the nominations, it is our opinion that the above referenced property is eligible for listing in the National Register of Historic Places. We are pleased to have the Randolph Field Historic District (Randolph Air Force Base) join the list of distinguished buildings and districts from San Antonio already listed on the National Register.

We look forward to working with you in our on-going efforts to promote historic preservation in San Antonio.

Sincerely,

Howard W. Peak
Mayor

HP:hdlv

MAILING:
P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY OF SAN ANTONIO, TEXAS
CITY HALL (210) 207-7060
FAX (210) 207-4077

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

4 APR 2001

General Hal M. Hornburg, USAF
Commander
Air Education and Training Command
1 F Street, Suite 1
Randolph AFB TX 78150-4324

RECEIVED
APR 12 2001
NATIONAL REGISTER, HISTORY
& EDUCATION
NATIONAL PARK SERVICE

Ms. Carol D. Shull
National Park Service
Keeper, National Register of Historic Places
and Chief, National Historic Landmarks Survey
1849 C Street, N.W.
Washington DC 20240

Dear Ms. Shull

I strongly support the proposal to designate the Randolph Field Historic District as a National Historic Landmark. The Air Education and Training Command believes that this honor reflects most favorably on both our heritage and future as the nation's foremost flying training organization.

I am personally aware of the special place that Randolph has in the history of the Air Force. Living and working here gives you a special appreciation for the role this base played in primary flying training in the 1930s. The giants of World War II either trained here or were assigned here as instructors or staff. The efforts of those early military aviation pioneers are felt in today's United States Air Force.

When Randolph attains National Historic Landmark status, I would be honored to participate in the dedication ceremony.

Sincerely

HAL M. HORNBURG
General, USAF
Commander

cc:
SAF/MIQ

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

24 APR 2001

Brigadier General Peter U. Sutton
Commander, 12th Flying Training Wing
1 Washington Circle, Suite 1
Randolph AFB TX 78150-4559

RECEIVED 2280
MAY - 3 2001
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

Ms. Carol D. Shull
National Park Service
Keeper, National Register of Historic Places, and Chief, National Landmarks Survey
1849 C Street NW
Washington DC 20240

Dear Ms. Shull

It is with great pleasure that I write to express my support for your proposal to nominate the Randolph Field Historic District as a National Historic Landmark. The 12th Flying Training Wing considers this a great honor and deserved recognition of the architectural significance and military history of the "Showplace of the Air Force."

As we approach the 71st anniversary of the dedication of Randolph Field on 20 June 2001, the laborers, architects, and devoted military men and women who have served here share my pride in this coveted National Historic Landmark designation. I would consider it an honor and a privilege to participate in the dedication ceremony.

Sincerely

Peter U. Sutton

PETER U. SUTTON
Brigadier General, USAF
Commander, 12th Flying Training Wing

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

JUL 9 2001

H3415(2280)

MEMORANDUM

To: Secretary

Through: Assistant Secretary for Fish and Wildlife and Parks JUL 10 2001

From: Director

Subject: Designation of 15 Properties as National Historic Landmarks; 1 National Historic Landmark Boundary Revision; and 3 Withdrawal of National Historic Landmark Designation: Request for Secretarial Action

At a meeting on May 22, 2001, the National Park System Advisory Board recommended designation of the following 15 properties as National Historic Landmarks:

RACIAL DESEGREGATION IN PUBLIC EDUCATION

1. **JOHN PHILIP SOUSA JUNIOR HIGH SCHOOL**, WASHINGTON, DC
2. **NEW KENT SCHOOL AND GEORGE W. WATKINS SCHOOL**, NEW KENT COUNTY, VIRGINIA

ARCHITECTURE

3. **NICHOLAS JARROT MANSION**, CAHOKIA, ILLINOIS
4. **MERCHANTS' EXCHANGE BUILDING**, PHILADELPHIA, PENNSYLVANIA
5. **DUTCH REFORMED CHURCH, NEWBURGH**, NEWBURGH, NEW YORK
6. **SAMUEL WADSWORTH RUSSELL HOUSE**, MIDDLETOWN, CONNECTICUT
7. **GIBSON HOUSE**, BOSTON, MASSACHUSETTS
8. **S.R. CROWN HALL**, CHICAGO, ILLINOIS

INDIVIDUAL TOPICS

9. **FRESNO SANITARY LANDFILL**, FRESNO, CALIFORNIA
10. **SHELDON JACKSON SCHOOL**, SITKA, ALASKA
11. **BETHANIA HISTORIC DISTRICT**, BETHANIA, NORTH CAROLINA
12. **RANDOLPH FIELD HISTORIC DISTRICT**, BEXAR COUNTY, TEXAS

MARITIME

13. ***MODESTY***, WEST SAYVILLE, NEW YORK
14. **RUDOLPH OYSTER HOUSE**, WEST SAYVILLE, NEW YORK
15. **J.C. LORE OYSTER HOUSE**, SOLOMONS, MARYLAND

In accordance with National Historic Landmarks Program regulations, the Board reviewed the studies nominating these properties for Landmark status and found that the properties meet National Historic Landmarks Program criteria. The Board, therefore, voted to recommend that they be designated as National Historic Landmarks.

The Board also reviewed a study for a boundary increase and name change for an already designated National Historic Landmark. The Board found the boundary change and name change meet the National Historic Landmarks Program criteria and, therefore, voted to recommend the boundary increase and name change of the following property:

1. **COSO ROCK ART DISTRICT** (formerly named BIG AND LITTLE PETROGLYPH CANYONS), INYO COUNTY, CALIFORNIA

In addition, the Board reviewed the studies for the withdrawal of National Historic Landmark designation. The Board found that the withdrawal of the National Historic Landmark designation was justified under the National Historic Landmarks Program criteria and, therefore, voted to withdraw the National Historic Landmark designation of the following properties:

1. **USS *CABOT***, PORT BROWNSVILLE, TEXAS
2. **HOTEL BREAKERS**, SANDUSKY, OHIO
3. **USS *INAUGURAL***, ST. LOUIS, MISSOURI

After reviewing the study for the following property, the Board voted to defer consideration of the property for National Historic Landmark designation until more documentation could be added to the nomination:

1. ***PRISCILLA***, WEST SAYVILLE, NEW YORK

After reviewing the study for the following National Historic Landmark boundary revision, the Board voted to defer consideration of the boundary revision to the following already designated National Historic Landmark until the documentation could be confirmed:

1. **MENDOCINO WOODLANDS NATIONAL RECREATION DEMONSTRATION AREA**, MENDOCINO COUNTY, CALIFORNIA

Finally, the Board reviewed the Old Spanish Trail National Historic Trail Study and Environmental Assessment done in April of 2001. The Board accepted the recommendation of its Landmarks Committee regarding the conclusion, presented in this revised report, that the **OLD SPANISH TRAIL** was nationally significant. This recommendation includes the proviso that a scholarly review of the study be completed by the National Park Service and that the results of this review be incorporated into the final report.

I recommend that you approve the Board's May 22, 2001, recommendations on the new National Historic Landmark designations and the National Historic Landmark boundary revision, and designate as National Historic Landmarks the 15 properties listed below; and accept the boundary revision and name change for the already designated National Historic Landmark listed below:

NEW DESIGNATIONS:

1. **JOHN PHILIP SOUSA JUNIOR HIGH SCHOOL**, WASHINGTON, DC
2. **NEW KENT SCHOOL AND GEORGE W. WATKINS SCHOOL**, NEW KENT COUNTY, VIRGINIA
3. **NICHOLAS JARROT MANSION**, CAHOKIA, ILLINOIS
4. **MERCHANT'S EXCHANGE BUILDING**, PHILADELPHIA, PENNSYLVANIA
5. **DUTCH REFORMED CHURCH**, NEWBURGH, NEW YORK
6. **SAMUEL WADSWORTH RUSSELL HOUSE**, MIDDLETOWN, CONNECTICUT
7. **GIBSON HOUSE**, BOSTON, MASSACHUSETTS
8. **S.R. CROWN HALL**, CHICAGO, ILLINOIS
9. **FRESNO SANITARY LANDFILL**, FRESNO, CALIFORNIA
10. **SHELDON JACKSON SCHOOL**, SITKA ALASKA
11. **BETHANIA HISTORIC DISTRICT**, BETHANIA, NORTH CAROLINA
12. **RANDOLPH FIELD HISTORIC DISTRICT**, BEXAR COUNTY, TEXAS
13. ***MODESTY***, WEST SAYVILLE, NEW YORK
14. **RUDOLPH OYSTER HOUSE**, WEST SAYVILLE, NEW YORK
15. **J.C. LORE OYSTER HOUSE**, SOLOMONS, MARYLAND

BOUNDARY REVISION AND NAME CHANGE

1. **COSO ROCK ART DISTRICT**, INYO COUNTY, CALIFORNIA

APPROVE: Gale A. Norton DISAPPROVE: _____

DATE: AUG 07 2001 DATE: _____

I recommend that you approve the Board's May 22, 2001, recommendation and withdraw the National Historic Landmark designation of the following properties:

WITHDRAWAL OF NATIONAL HISTORIC LANDMARK DESIGNATION:

1. **USS *CABOT***, PORT BROWNSVILLE, TEXAS
2. **HOTEL BREAKERS**, SANDUSKY, OHIO
3. **USS *INAUGURAL***, ST. LOUIS, MISSOURI

APPROVE: Gale A Norton DISAPPROVE: _____

DATE: AUG 0 7 2001 DATE: _____

I recommend that you approve the Board's May 22, 2001, recommendation to find the **OLD SPANISH TRAIL** nationally significant.

APPROVE: Gale A Norton DISAPPROVE: _____

DATE: AUG 0 7 2001 DATE: _____

ATTACHMENTS

H3417(2280)

AUG 21 2001

General Hal M. Hornburg
AETC Commander
1 F Street, Suite 1
Randolph AFB, Texas 78150-4324

Dear General Hornburg:

I am pleased to inform you that the Randolph Field Historic District in Bexar County, Texas, has been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior designated this property a National Historic Landmark on August 7, 2001.

The purpose of landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

Each Landmark is eligible to receive one bronze plaque to commemorate the property's designation. If you have any questions about the plaque or the designation please contact Ms. Patty Henry of the National Historic Landmarks Survey at 202/343-8163.

We are pleased to include the Randolph Field Historic District on the roll of National Historic Landmarks as significant representatives of our Nation's heritage.

Sincerely,

(Sgd) Carol D. Shull

Carol D. Shull
Chief, National Historic Landmarks Survey and
Keeper, National Register of Historic Places

IDENTICAL LETTERS SENT TO:

OWN: General Hal M. Hornburg
1 F Street Suite 1
Randolph AFB, Texas 78150-4324

Brigadier General Peter U. Sutton
1 Washington Circle, Suite 1
Randolph AFB, Texas 78150-4559

Major Anthony Roake
1 Washington Circle, Room 106B
Randolph AFB, Texas 78150-4559

HEO: Honorable Howard W. Peak
Mayor of San Antonio
P.O. Box 839966
San Antonio, Texas 78283-3966

Honorable Wesley Becken
Mayor of Universal City
P. O. Box 3008
Universal City, Texas 78148

Honorable Craig Martin
Mayor of Converse
P. O. Box 36
Converse, Texas 78109

Honorable Harold Baldwin
Mayor of Schertz
P. O. Drawer 1
Schertz, Texas 78154

Mr. Terry Yonkers, Acting Deputy
Assistant Secretary
Environment Safety and Occupational Health
SAF/MIQ, Room 5C866
1600 Air Force Pentagon
Washington, D.C. 20330-1660

Honorable Cyndi Taylor Krier, County Judge
Bexar County Commissioner Court
100 Dolorosa, Suite 101
San Antonio, Texas 78205-3036

SHPO: Mr. F. Lawerence Oaks, SHPO
Texas Historical Commission
P.O. Box 12276
Capitol Station
Austin, Texas 78711-2276

cc: Mr. Scott Shepherd III
12 CES/CEV
1651 5th Street West
Randolph AFB, Texas 78150-4513

Mr. Jack Siegel
HQ AETC/CEVN
266 West F Street
Randolph AFB, Texas 78150-4319

bcc: B. Spude, Santa Fe
0001
2200
2280 Sprinkle
2280 RANDOLPH FIELD HISTORIC DISTRICT (NHL)

FNP:PHenry:mg:03/28/01
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H34(2280)

JAE 7-27-99

JUL 27 1999

Mr. Thomas McCall
Acting Deputy Assistant Secretary
Environment Safety and Occupational Health
SAF/MIQ, Room 5C 866
1660 Air Force Pentagon
Washington, DC 20330-1660

Dear Mr. McCall:

Col. Neil K. Kanno of the Air Force Air Education and Training Command recently forwarded this office a copy of *The Architecture of Randolph Field, 1928-1931,* which provides an excellent overview of this highly significant historic property. Congratulations on sponsoring this wonderful book.

As you know, Randolph Field was listed on the National Register of Historic Places in 1996 for its significance in the history of Army Air Corps and Air Force training and its unique design. In addition, the property appears to have the national significance and high integrity necessary to become a National Historic Landmark.

We ask that your office support the nomination of Randolph Field to be designated as a National Historic Landmark by the Secretary of the Interior. This action would provide the facility with the recognition it deserves, as well as helping the Air Force comply with its responsibilities under Section 110 of the National Historic Preservation Act.

Much of the work towards preparing a National Historic Landmark nomination has been completed by previous studies sponsored by the Air Force. Upgrading the existing National Register of Historic Places nomination to include National Historic Landmark criteria would take very little effort.

As we approach the 100th anniversary of flight, the National Historic Landmarks Survey hopes to identify additional historic properties significant in the conquest of the air. For example, we are presently evaluating the eligibility of a privately owned P-51 D Mustang as a Landmark.

We look forward to working with your office regarding this important project. My Supervisory Historian, John H. Sprinkle, Jr., Ph.D., will contact your office to discuss this property.

Sincerely,

John Sprinkle

Carol D. Shull
Chief, National Historic Landmarks Survey and
Keeper, National Register of Historic Places

Enclosure

bcc: 2200 Stevenson
2250 Greenberg
2280 Sprinkle/Shull
2280RANDOLPH FIELD (NHL PENDING)

FNP:JSprinkle:mg:7/23/99
F:\NR-NHL\MCCALL1

JMS 8.24.01
Bill 8/24
8.27.01
8/5/01

SEP 6 2001

H3417(2280)

Honorable Kay Bailey Hutchison
United States Senate
Washington, D.C. 20510

Dear Senator Hutchison:

I am pleased to inform you that the Randolph Field Historic District in Bexar County, Texas, has been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior designated this property a National Historic Landmark on August 7, 2001.

The purpose of landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

Each Landmark is eligible to receive one bronze plaque to commemorate the property's designation. The owner(s) will shortly be contacted by a National Historic Landmarks coordinator for their area about applying for their plaque. If you have any questions about the plaque or the designation please contact Ms. Patty Henry of the National Historic Landmarks Survey at 202/343-8163.

We are pleased to include the Randolph Field Historic District on the roll of National Historic Landmarks as significant representatives of our Nation's heritage.

Sincerely,

SUE E. MASICA

FOR Fran P. Mainella
Director

IDENTICAL LETTER SENT TO:

Honorable Kay Bailey Hutchison
United States Senate
Washington, D.C. 20510

Honorable Phil Gramm
United States Senate
Washington, D.C. 20510

Honorable Ciro D. Rodriguez
House of Representatives
Washington, D.C. 20515

Honorable Lamar Smith
House of Representatives
Washington, D.C. 20515

bcc: J. Cook, SERO
0001
2200 Stevenson
2280 Sprinkle
2280 RANDOLPH FIELD HISTORIC DISTRICT (NHL)

FNP:PHenry:mg:08/24/01
F:\NR-NHL\MONETTE\SPRING01\BCCOWN.WPD

H34(IMSF-CNR)

OCT 0 2 2001

Brigadier General Peter U. Sutton
Commander, 12th Flying Training Wing
1 Washington Circle, Suite 1
Randolph Air Force Base, Texas 78159-4559

Dear Brigadier General Sutton:

We are very happy to hear that Randolph Field Historic District, Bexar County, has been designated as a national historic landmark.

As I'm sure you've already been informed, each landmark is eligible to receive a bronze plaque to commemorate the property's designation. Due to the date of the planned dedication ceremony, November 2, 2001, we went ahead and provided the forge with material and information needed for the preparation of the plaque. But we now need to follow up and acquire your signature, as commander, on the enclosed plaque acceptance letter so that we can provide the forge staff with a signed copy. After signing the letter, please return it to us in the postage-paid envelope, which is also enclosed.

We've made arrangements for the forge personnel to send the plaque directly to you after it has been cast; and we'll be happy to assist in the presentation of it at the dedication ceremony and will be in touch with Scott Shepherd regarding this.

Congratulations for being the commander of the Air Force base that manages a national historic landmark owner and thank you very much for providing us with the owner certification.

Sincerely,

/s/

Rebecca M. Post
National Historic Landmark Coordinator,
Cultural Resources & National Register
Program Services, Intermountain Support Office-Santa Fe

Enclosures

cc:
Scott Shepherd, Randolph Air Force Base, Texas, w/c plaque acceptance letter

bcc:
Patty Henry, WASO-2280, w/c plaque acceptance letter

Ms. Rebecca Post
National Historic Landmark Coordinator
National Park Service, Intermountain
Support Office-Santa Fe
IMSF-CNR
1100 Old Santa Fe Trail
Santa Fe, New Mexico 87504-0728

Dear Ms. Post:

As the owners of Randolph Field Historic District

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

(I, We) hereby (am, are) pleased to accept a bronze plaque identifying the property as a National Historic Landmark.

1. (I, We) (am, are) conscious of the responsibility that goes with the ownership and care of a property classified as having national significance and worthy of National Historic Landmark status.

2. (I, We) understand that you may request periodic inspection of the property by a representative of the National Park Service for the purpose of monitoring its integrity and the nature and degree of any threats thereto.

3. (I, We) agree that should the Landmark designation ever be revoked in accordance with the procedures procedures outlined in the National Historic Landmark regulations, the bronze plaque will be removed upon request by the National Park Service.

4. (I, We) further agree to affix the plaque in a suitable location in public view.

Sincerely,

_____

_____ _____
Owner's(s') Signature(s) Date

_____
Name of Contact Person, if not Owner

_____
Mailing Address (If P.O. Box, also include street address for shipping purposes.)

_____ _____
City/State/Zip Code Telephone Number

Senator Phil Gramm
404 E. Ramsey, Suite 200
San Antonio, TX 78216
Phone – (210) 366-9494

Cultural Resource Managers

Scott B. Shepherd III
12 CES/CEV
1651 5th Street West
Randolph AFB TX 78150-4513

Jack Siegel
HQ AETC/CEVN
266 West F Street
Randolph AFB TX 78150-4319

27 Feb 01

Names and Addresses:

-AETC Commander:

General Hal M. Hornburg
1 F Street Suite 1
Randolph AFB, TX 78150-4324
Phone – (210) 652-5512

-12 Flying Training Wing Commander:

Brigadier General Peter U. Sutton
1 Washington Circle, Suite 1
Randolph AFB, TX 78150-4559
Phone – (210) 652-3510

-Chief of Public Affairs, 12th Flying Training Wing:

Major Anthony Roake
1 Washington Circle, Room 106B
Randolph AFB, TX 78150-4559
Phone – (210) 652-3626

-Mayor of San Antonio:

Howard W. Peak
P.O. Box 839966
San Antonio, TX 78283-3966
Phone – (210) 207-7060

-Bexar County Commissioner Court:

County Judge - Cyndi Taylor Krier
Precinct 1 – Robert Tejeda
Precinct 2 – Paul Elizondo
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100 Dolorosa, Suite 101
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Wesley Becken
P.O. Box 3008
Universal City, TX 78148
Phone – (210) 659-0333

-Mayor of Converse:

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P.O. Box 36
Converse, TX 78109
Phone – (210) 658-5356

-Mayor of Schertz:

Harold Baldwin
P.O. Drawer 1
Schertz, TX 78154
Phone – 658-7477

-U.S. Representatives:

District 28
Congressman Ciro Rodriguez
1313 N.E. Military Highway #115
San Antonio, TX 78214
Phone – (210) 924-7383

District 21
Congressman Lamar Smith
1100 N.E. Loop 410, Suite 640
San Antonio, TX 78209
Phone – (210) 821-5024

-U.S. Senators:

Senator Kay Bailey Hutchison
8023 Vantage Dr., Suite 460
San Antonio, TX 78230
Phone – (210) 340-2885

Senator Phil Gramm
404 E. Ramsey, Suite 200

San Antonio, TX 78216
Phone – (210) 366-9494

-State Senators:

District 19
Frank L. Madla
1313 SE Military Dr. Suite 101
San Antonio, TX 78214
Phone – (210) 927-9464

District 21
Judith Zaffirini
P.O. Box 627
Laredo, TX 78042
Phone – (956) 722-2293

District 25
Jeff Wentworth
1250 N.E. Loop 410, Suite 720
San Antonio, TX 78209
Phone – (210) 826-7800

-State Representatives:

District 45
Edmund Kuempel
523 E. Donegan # 102
Sequin, TX 78155
Phone – (830) 379-8732

District 118
Carlos Uresti
1114 SW Military Dr. #103
San Antonio, TX 78221
Phone – (210) 932-2568

District 119
Robert Puente
2823 E. Southcross
San Antonio, TX 78223
Phone – (210) 532-8899

District 120
Ruth Jones McClendon

403 South W.W.White, Suite 210
San Antonio, TX 78219
Phone – (210) 225-2107

-State Representatives:(Cont.)

District 121
Elizabeth Ames Jones
2700 N.E. Loop 410, Suite 250
San Antonio, TX 78219
Phone – (210) 828-4411

District 122
John H. Shields
P.O. Box 2910
Austin, TX 78768
Phone – (512) 463-0658

Cultural Resource Managers

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12 CES/CEV
1651 5th Street West
Randolph AFB TX 78150-4513

Jack Siegel
HQ AETC/CEVN
266 West F Street
Randolph AFB TX 78150-4319

Author: John Sprinkle at NP-WASO-NRHE
Date: 3/5/01 1:41 PM
Normal

TO: Patty HenryTO: Monette GrahamSubject: Randolph notification----------
---------- Message Contents

FYI

_____ Forward Header _____
Subject: Randolph notification
Author: Jody Cook at NPS
Date: 3/5/01 9:48 AM

John--

Scott Shepherd asked me to add one person to the list (for 9 March, not the interested party list)

This man is one of 3 USAF FPOs so I assume he would be included anyway.

Thomas McCall
Deputy Asst. Secretary
Environment Safety and Occupational Health
SAF/MIQ, Room 5C866
1660 Air Force Pentagon
Washington, DC 20330-1660

Thanks,

Jody

Dear _____:

We are pleased to inform you that the National Park Service has completed the study of the **Randolph Field Historic District**, for the purpose of nominating it for possible designation as a National Historic Landmark. Per our program regulations (36 CFR Part 65), we have sent official notification of this nomination to the Air Force's Federal Preservation Officer, the highest locally elected official and the members of the Congressional delegation who represents the district.

For your information, we have enclosed a copy of the study report. The National Park System Advisory Board will consider the nomination at its next meeting and make a recommendation to the Secretary of the Interior based upon the criteria of the National Historic Landmarks Program and the recommendations of its Landmarks Committee. With this letter we have included information about the scheduled meetings of the National Park System Advisory Board and its Landmarks Committee.

We will receive written comments on the proposed nomination for the next 60 days. Comments should address the national significance of the property, its ability to convey this importance, and the level of documentation in the nomination. After the 60-day period, we will submit the nomination and your comments to the National Park System Advisory Board. The Secretary of the Interior will then be informed of the Board's recommendations for his final action.

To assist you in considering this matter, we have enclosed a copy of the regulations governing the National Historic Landmarks Program. We are also enclosing a fact sheet that outlines the effects of designation.

If you should have any questions regarding this process, please do not hesitate to contact Ms. Patty Henry at 202-343-8163.

Sincerely,

Carol D. Shull
Keeper, National Register of Historic Places
and Chief, National Historic Landmarks Survey

F:\NR-NHL\SPRINKLE\Randolph other notice.wpd

403 South W.W.White, Suite 210
San Antonio, TX 78219
Phone – (210) 225-2107

-State Representatives:(Cont.)

District 121
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Robert Puente
2823 E. Southcross
San Antonio, TX 78223
Phone – (210) 532-8899

District 120
Ruth Jones McClendon

27 Feb 01

Names and Addresses:

New letter.
w/copy of ltr to
Terry Yonkers
& copy of nomination
to Attached w/ VS.

-AETC Commander:

General Hal M. Hornburg
1 F Street Suite 1
Randolph AFB, TX 78150-4324
Phone – (210) 652-5512

-12 Flying Training Wing Commander:

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Precinct 4 – Tommy Adkisson
100 Dolorosa, Suite 101
San Antonio, TX 78205-3036
Phone – (210) 335-2626

RANDOLPH FIELD HISTORIC DISTRICT

DESCRIPTION

The Randolph Field Historic District is located in the center of Randolph Air Force Base, Texas, about 18 miles northeast of San Antonio in the south central part of the state. The historic district contains approximately 405 acres of the base's total of 3,129 which has a perimeter that is roughly hexagonal in shape. Most buildings at Randolph are located in a rectangular section that runs through the center of the base. The historic district is generally at the center of this section, in the middle of the base. Terrain in the area is relatively flat and ranges from 705 to 765 feet above sea level, and the climate is ideal for flying. There are towns on the north, east, and west sides of the base, with open farm and range lands immediately to the south. At the time of the airfield's construction it was on State Highway 3, the principle route from San Antonio to Houston.

There are 374 buildings, structures, and objects in the Randolph Field Historic District, with 347 contributing and 27 noncontributing resources. Noncontributing resources are a small 14 per cent of the total number of resources. Almost all of these resources were built between 1929 and 1932 as part of a huge project to construct a new airfield for the Army Air Corps that was specifically designed for flying training. They can be categorized according to the three basic types of buildings generally constructed at historic Air Force bases: administrative, operations, and housing. In addition to these types, Randolph had a complex of school buildings specifically designed for the flying cadets at Randolph's flying school.

Buildings and structures here are generally Spanish Colonial Revival in style, and constructed of hollow core tile and concrete block with stucco finishes and roofs of Mission red clay tile. Hangars, however, are Art Deco in style and originally had checker-board painted roofs. Most resources were built according to standardized plans designed by the Army Quartermaster Corps in the late 1920s. Randolph Field's most prominent buildings (Administration Building, Chapel, School of Aviation Medicine, Cadet Academic Building, etc.), however, were designed by local architects. This was partly because the Quartermaster Corps did not have standardized plans for these special types of buildings, local architects were more familiar with local building conditions and materials, and the timetable for completing the Air Corps' new field.

The district has an exceptional degree of integrity that comes from its cohesive character and small number of noncontributing buildings. Elements that contribute to the cohesive character include its compatible architectural styles, local building materials, low-scale building types, historic landscape design, and the roadway system. The circular road system is an integral part of the airfield design and layout, and is the historic district's most striking and unique feature. This was the first and only American military airfield to be designed with such a layout.

"The road pattern . . . established the arrangement of the whole building area. The system is one of concentric geometric figures, the center point being the Officers' Mess, located approximately in the middle of the Field. One circular plaza, designated as the Military Plaza, incloses (sic) the

Club itself and its grounds, including a terrace and swimming pool. Beginning at the Military Plaza, eight radiating roads extend outward from the Club, like the spokes of a wheel. As these are spaced at equal intervals the areas between them take the form of pie-shaped segments, with the small end adjacent to the Club area. These segments are then laterally divided by other concentric roadways. Proceeding away from the Club along any of the eight radiating roads, the first of these lateral roads to be reached is the Inner Octagon, so called because it is laid out as an octagonal figure, with the Club at its center. Still farther from the Club is a second octagonal road designated as Outer Octagon. The radiating roads finally terminate in a handsome circular boulevard designated as Main Circle, which extends around the field at a radius of about one thousand two hundred fifty feet from the Club. This whole central pattern of roadways presents from the air much the appearance of a large wheel, with the Club and Military Plaza as the hub, and the Main Circle as the outer rim. The Inner and Outer Octagons tie the spokes together somewhat like cross braces. This wheel is only the central part of the field, given over to officers' residences, its diameter being about one-half the width of whole area. It is itself inclosed by a larger square road along two sides of which are hangar lines."[1]

The concrete and "asphaltic pavement" for this road system of almost 31 miles cost $424,573.87.

The following excerpt from *A History of Randolph Field*, prepared during World War II, provides a detailed description of the airfield layout and its buildings.

"To give some impression of the character of the buildings of the Field, they will be considered in blocks according to their functions. The arrangement of the Field is such that each functional group is located in a separate area.

The entire area within the Main Circle is devoted to family residences for officers. It will be noted that because of the many directions in which the roadways in this part of the Field run, the effect of building houses fronting on these streets is automatically to set the houses at irregular angles. This effect has been particularly helpful in breaking up the monotonous lines which might otherwise have resulted from the construction of many houses according to a few basic plans. The field officers' quarters were erected at an average cost of about $13,500; the company officers' quarters at an average cost of about $12,000. In each case some are one-story and some two-story residences. Although the same basic plans are utilized, variety is secured by placing wings in some cases on one side and in other cases on the opposite side, by interspersing one-story and two-story structures, by varying slightly the outer decoration, and by tinting the stucco exteriors in slightly different shades. All are of hollow tile and stucco construction with Spanish Mission red tile roofs. In all there are one hundred seventy-four officers' quarters, each a one-family unit . . . Total cost of the original construction was $2,134,669.20 . . .

The central section inclosed within Main Circle has a diameter of approximately one-half the total width of the Field. The whole of this circle is set within a larger square pattern, with

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[1]Army Air Forces Central Instructors School, *History of Randolph Field* (Randolph Field, Texas: April 1944), 47-48.

most of the administrative and operational buildings between Main Circle and the square outer road. Two sides of this square, the northeast and the southwest, form the hangar lines. Since the prevailing winds during eight months of the year are from the southeast, the hangar lines run parallel to them. For convenience they are usually referred to as the East Hangar Line and the West Hangar Line . . . At present there are eighteen hangars, each with a thirty-plane capacity. All are of hollow tile and stucco construction, with concrete floors and checker-board roofs of corrugated metal on steel trusses . . . There are eight hangars in the East Line and ten in the West Line but of the latter one is fitted up as a gymnasium and one for instruction in aero-equipment. In the center of each hangar line there is an operations building. These are designated respectively as the East Stage House and the West Stage House. They originally contained the operations offices for cadet flying, the parachute departments, and control rooms. A radio control room was installed in the East Stage House in 1935, and new control towers were built on the roofs of each in 1939 . . .

In the space between Main Circle and the hangar lines, adjacent to the operations building, barracks were erected for the quartering of enlisted men. Of these there are six; one designed to accommodate three hundred men, the other five to accommodate two hundred fifty men each. Like most of the buildings on the Field they are hollow tile and stucco structures with arcaded galleries or verandas running nearly the entire length of the buildings. Onto these the rooms open. Two swimming pools for enlisted men were constructed near the barracks, one on each side of the field.

In the space outside Main Circle on the south side of the Field are the cadet barracks and the buildings devoted to cadet administration and ground school instruction. The Cadet Administration Building, set so as to bisect a large quadrangle formed by cadet barracks, is a long, two-story structure resembling the barracks in external design [with] an open arcade or veranda running around the exterior . . .

Fronting Main Circle with its rear door facing the Cadet Administration Building stands the Academic Building, used for ground school instruction. This is a two-story building made up of class rooms and offices, with space provided for the technical library, and a well-equipped radio room.

There were originally only two cadet barracks . . . These closely resemble the enlisted men's barracks in construction except that they are of three stories and have glassed-in stoops on one side. Each contains fifty-three bedrooms designed under normal conditions to accommodate two cadets . . . These buildings face Main Circle, although set back farther from it than the Academic Building. Thus a quadrangle is formed between the academic and administration buildings and the ends of the barracks. A circular road, bordered with palms, runs around this quadrangle, and in the center of the inclosed area is a flagpole. This area was regularly used by the cadets for the ceremony of retreat. Behind the barracks on either side of the administration building is a large open area which was used for parades and drill. Near the cadet buildings are tennis, basketball, and handball courts; a large swimming pool; and other facilities for recreation and physical training.

At the point where the entrance highway crosses the Flying Field . . . on the north side, there is a group of three distinctive buildings. Of these the most unusual and certainly the most ingenious product of Lieutenant Clark's planning is the Administration Building. Separate

appropriations had been made for a water tower, and for buildings to house a signal office, a photographic unit, a post office, an administration building, and a War Department theater. All of these buildings were combined into one large administration building. The water tank is inclosed within an ornamental tower of octagonal shape, capped by a dome which rises to a height of one hundred seventy feet above the ground. Thus the unsightliness and flying hazard presented by the old type water tower were avoided. A powerful oscillating beacon on the dome can be seen from the air, on clear nights, from a distance of more than fifty miles. Beneath the dome is a room which was originally intended to house a weather office. The main part of the building is of two stories and consists of a square circular portion supporting the tower, with wings extending to each side and to the rear. On the second floor were located the offices of the Commanding General of the Air Corps Training Center, and the Commanding Officer of Randolph Field. The remainder of the space in the main part of the building exclusive of the rear wing, was originally assigned to communication activities, including the Signal Office, the meteorological office, the radio station, the telephone exchange and telegraph office; the post office; the Post Print Plant; the administrative offices of the Quartermaster; the offices and laboratories of the Photographic Section; the Public Relations Office; the Judge Advocate's office, and court room; and the Personnel, Finance, and Recruiting offices. In the rear wing is a well-equipped theater and auditorium with a seating capacity of eleven hundred fifty and a stage suitable for little theater productions. Original cost of the Administration Building was $252,027.50.

To the west of the Administration Building is a uniquely designed Post Exchange having three wings placed around a Spanish patio. Space was provided here for a general store, a grocery, a café, shoe repair shop, beauty shop, and offices.

The space east of the Administration building was reserved for a Post Chapel, added later [1934].

The remaining buildings of the field are located in the four corners lying between Main Circle and the outer square roadway along the hangar lines. In the northeast corner are the Bachelor Officers' Quarters. These consisted originally of two units, each containing forty apartments, and a separate central building housing the mess offices, and recreational rooms. The quarters are similar in general exterior design to the enlisted men's and cadets' barracks. Total cost of theses buildings was $356,921.05

The southeast corner contains the Post School, for children of elementary school age, and duplex family quarters for non-commissioned officers. These quarters lack the variety and interest of the officers' houses in the central part of the Field, due chiefly to monotonous uniformity of design and to the fact that they are invariably set in square patterns.

A similar group of family quarters for non-commissioned officers was erected in the southwest corner. This area also contains the Station Hospital and the School of Aviation Medicine. As originally designed, the Hospital had a capacity of one hundred beds . . .

The original building of the School of Aviation Medicine is adjacent to the Station Hospital. It is a long, two-story building facing Main Circle, containing office, library, and class room facilities for the training of flight surgeons and aviation physiologists; also laboratories utilized for research in various problems connected with the physiological effects of flight. Most of the laboratory equipment was later moved into a new Aero-Medical Research Laboratory [constructed in 1942].

The northwest corner of the Field is the shop area. There were located the Quartermaster warehouse and commissary; the Air Corps Supply warehouse and offices; the Air Corps shops; the guard house; bakery; garages; paint and dope shop, and dope storage warehouse; the engine test block buildings; and the engineering shops. Most of these buildings are long, low warehouse types set rather closely together.

From the outset careful attention was given to the problem of landscaping. The first landscape architect, Captain N. G. Bone, O. R. C., showed foresight in taking immediate steps to have a nursery established. Twenty acres were allocated for this purpose and the greenhouses were among the first buildings erected . . .

An effort was made in landscaping to obtain a supply of plants, shrubs, and trees which would flourish in the type of soil and climate found at Randolph Field. The entire Field was sodded with Bermuda grass which not only affords a tough mat suitable for take-offs and landings, but remains green in mild climates almost throughout the year. In the greenhouses potted plants, garden plants, and many types of ornamental plants were grown. A great variety of cacti, sotols, yuccas, and other desert plants were collected in New Mexico, Arizona, and West Texas and transported to the Field by air. Many truckloads of live oaks and Spanish oaks were dug up at Leon Springs and transplanted at Randolph. Virtually every building, other than those on the hangar lines, has been set off with carefully arranged shrubs and trees. Service yards of the residences are hidden from view by hedges or shrubbery. Rock gardens with fountains and lily pools, desert gardens, formal patterns of shrubbery outlining the central parkway or esplanade, and hundreds of trees set along the avenues, add beauty and distinction . . .

In a report made in June, 1932, Lieutenant Bone stated that since 1 November 1931 he had planted six hundred eighty ornamental shade trees, and that four hundred fifteen Spanish oaks, previously set out, were still living; seventy-four buildings had been landscaped, using thirty-five hundred to four thousand plants, seven hundred six large Japanese Ligustrum plants had been set as hedges; hundreds of plant replacements had been made; necessary spraying and pruning had been performed . . . .

The first trees planted were the gift of the San Antonio de Bexar Chapter, Daughters of the American Revolution. In 1932, the George Washington Bicentennial year, the Chapter planted one hundred four live oaks as a memorial, later increasing the number to one hundred twenty. These trees line North Circle, the Administration Building area, North Park, Military Plaza, and South Park, which together form a handsome esplanade running through the center of the residence area. As these trees and others subsequently planted mature, they will add much to the beauty of the Field and also provide needed shade for the houses."[2]

Since the completion of most construction in 1931, there have been relatively few major alterations to the original layout and design of buildings and structures. The original layout for Randolph Field included open space in the northwest and southeast sections of the station and most post-1950 construction occurred in these areas. Alterations to original buildings that have resulted in the loss of character-defining features have primarily included the enclosure of porch

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[2]Ibid., 52-62, 64.

areas with stucco and/or glass panels, and the replacement of original windows and doors. Most of the buildings' original windows were multiple light steel and glass casement designs and extensive replacement has occurred in recent years. Windows in all residences were replaced with aluminum sash windows, and replacement windows in administrative and operations buildings are also common. Many of the original arcaded porches have been enclosed to provide additional living or office space. Despite these alterations, the great majority of buildings and structures in the historic district retain their historic integrity.

The *Inventory of Contributing and Noncontributing Resources* in the Randolph Field Historic District is included as an attachment to the nomination form.

STATEMENT OF SIGNIFICANCE

OVERVIEW

Randolph Field, Texas, played an exceptional role in the development of the air arm of the United States Army, which eventually achieved its independence as the United States Air Force in September 1947. It was conceived and designed as a model airfield for flying training in the mid 1920s for the fledgling Army Air Corps. The completed "air city" became the site of unique Air Corps schools for flying training and aviation medicine, as well as a landmark in airfield planning and design. In addition, administrative headquarters at Randolph Field, including the Air Corps Training Center, the Gulf Coast Air Corps Training Center, and the Army Air Forces Central Flying Training Command, were keystones in the organizational structure of the Army Air Corps and the Army Air Forces. Their roles were pivotal in the Army air arm's 40-year campaign to become an independent branch of the United States armed forces.

Each of these parts of Randolph's history, the plan of the airfield or any of the schools and administrative headquarters, has national significance that warrants National Historic Landmark status on its own merits. Their combination at historic Randolph Field makes it a place of extraordinary significance in the history of American aviation.

FLYING TRAINING IN THE UNITED STATES ARMY, 1909-1931

The Army began a flying training program soon after delivery of its first airplane to the Signal Corps in the summer of 1909. Signal Corps Airplane No. 1 was the first military airplane in the world. It was built by the Wright brothers, who were awarded the contract for a flying machine after the Signal Corps invited bids in December 1907. The contract also required the Wrights to provide flying training for two Army officers. In September 1909, the Army leased a 160-acre tract near College Park, Maryland, eight miles northeast of Washington, D.C.

Wilbur Wright began the training on 8 October for Lt. Frank P. Lahm, the Army's first student pilot, and 2d Lt. Frederic E. Humphreys. Lt. Benjamin D. Foulois also received about two hours of instruction from Wilbur at the end of the training period, and soon became the only Army pilot when Lahm and Humphreys left the Signal Corps. In February 1910, Foulois and Signal Corps No. 1 were transferred to San Antonio, Texas, because of the mild climate and large Army post at Fort Sam Houston. Flying training at Fort Sam Houston was cancelled the following year after the death of 2d Lt. G. E. M. Kelly in an airplane accident.

Congress made its first appropriation for Army aeronautics in March 1911, $125,000 for the 1912 fiscal year. The Signal Corps was able to train new officers, buy five new planes, and establish the Army's first real flying school at College Park, Maryland, on 3 July 1911. The Signal Corps Aviation School relocated to North Island in San Diego Bay, California, for the winter of 1912-1913, to a flying school established by Glen Curtiss. This location became the Army's first permanent flying school and the lease at College Park expired in 1913.

The Great War brought $640 million for Army aviation in July 1917 and aviation training

expanded substantially. By the end of the war, there were 27 flying fields for training in the United States,[3] however, all instruction at the schools ceased immediately with the signing of the Armistice (11 November 1918). Rapid demobilization followed and postwar training was erratic for some time.

The Army eventually established a flying training system with two levels and authorized several fields to resume training. By early 1920 there were five schools in operation. The Primary Flying Schools, which provided four-month classes, included Carlstrom Field in Arcadia, Florida, and March Field in Riverside, California. Advanced schools provided three months of specialized training at Rockwell Field, California (Pursuit School), Ellington Field, Texas (Bombardment School), and Post Field at Fort Sill, Oklahoma (Observation School). A final three months of training was required in a tactical organization (i.e., bombardment squadron, pursuit squadron) after graduation from an advanced school. Flying training continued at most of these schools until it was terminated on 28 June 1922.

Funds for training were scarce and the Army Air Service decided to centralize its flying training. Coordination of the schools was difficult because of their wide geographic separation, and administration and operation were expensive. The schools were consolidated at two fields about seven miles apart in San Antonio, Texas. The primary school from Carlstrom relocated to Brooks Field and the three advanced schools were pooled at Kelly Field in July 1922. Flying training resumed in September 1922 and continued until the fall of 1931.

ARMY AVIATION IN THE POSTWAR PERIOD

Lack of military appropriations in the early 1920s resulted in deplorable conditions at Army posts and Air Service stations. Almost all the airfields had only temporary buildings built during the war to last two to five years. By 1925, health, efficiency, and morale had declined substantially throughout the Army. The Senate Committee on Military Affairs conducted hearings in 1925 and reported:

"Since the end of the war, in the effort to carry out the government policy of strict economy, the buildings in which our Army is housed have suffered. Repairs have been limited to the barest necessity and very little new construction has been done . . . The effect of such conditions on the health and morale of the Army is what might be expected. It has shown that in some places living conditions are intolerable."

The organizational structure (and, therefore, the control) of Army aviation was also a controversial problem in the postwar period. Old-line conservative military leaders, especially the War Department General Staff, favored organization of Army aviation merely to support ground troops. Younger airmen, including pioneer thinkers like Brig. Gen. William "Billy" Mitchell, saw the potential of an air force with its own strategic mission. They wanted to conduct

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[3]Rebecca Hancock Cameron, *Training to Fly: Military Flight Training, 1907-1945* (Washington, D.C.: Air Force History and Museums Program, 1999), 102.

independent operations, and they also wanted a new organization separate but equal to the Army and the Navy. Top military brass at the War and Navy Departments were united in opposing any kind of independence for Army aviation, and fought every effort "to increase the power or prestige of the air arm."[4] This power struggle greatly affected the development of Army aviation and American air power, and took all of the interwar years to resolve.

General Mitchell's criticisms of War and Navy policies regarding military aviation and outspoken promotion of air power resulted in his court-martial in 1925. Several boards and committees began investigations of the Army Air Service that eventually led to new legislation for the Army air arm.

Passage of the Air Corps Act on 2 July 1926 was a significant event for Army aviation. This legislation changed the name of the air arm from the Air Service to the Air Corps, authorized an Assistant Secretary of War for Air, and two more general officers as assistants to the Chief of the Air Corps. It also provided for a five-year expansion program that authorized the Air Corps to grow from less than 900 commissioned officers and 8,800 enlisted men (including flying cadets) to 1,518 officers, 2,500 flying cadets, and 16,000 enlisted men, and substantially increased the number of airplanes (to 1,800). The Army Housing Program was also enacted in 1926, providing funds for permanent housing at Army posts and stations to upgrade temporary, dilapidated buildings that had become a national disgrace. The Army Air Corps received funding from this program in addition to the funding from the five-year expansion program, and made significant improvements at almost all 32 existing stations and depots retained after the first world war.

The 1926 Air Corps expansion program and companion Army Housing Program provided American cities and towns their first real commitment to permanent occupation by Army aviation, and the earliest permanent construction at all historic Army aviation stations is associated with these programs.[5] Overall the five-year program was considered to be a failure because actual appropriations did not permit expansion to be carried out as authorized. In spite of its "failure," however, the expansion program dramatically transformed Air Corps stations with well-designed, substantial, permanent buildings and infrastructure in the late 1920s and early 1930s. The development plan for the five-year program also called for the establishment of two new airfields; one to house a new attack wing for combat forces and a new field for flying training.

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[4]Thomas H. Greer, *The Development of Air Doctrine in the Army Air Arm, 1917-1941: The United States Air Force Special Studies* (Washington, D.C.: Office of Air Force History, 1985), 22.

[5]Langley Field, Virginia, and Rockwell Field, California, were the only exceptions. Jody Cook, "Langley Field, Virginia: The Forgotten Birthplace of American Air Power?" In *Conference Proceedings, 1998 National Aerospace Conference - The Meaning of Flight in the 20th Century* (Dayton, Ohio: Wright State University, 1998), 139.

THE AIR CORPS TRAINING CENTER

On 16 August 1926, War Department General Order 18 established a new organization to coordinate flying training in the Army, the Air Corps Training Center. Three existing aviation schools in San Antonio were assigned to the new Training Center: the Air Corps Primary Flying School (Brooks Field), the Air Corps Advanced Flying School (Kelly Field), and the School of Aviation Medicine (Brooks Field) .

The administrative Headquarters for the Air Corps Training Center was established at Duncan Field (adjacent to Kelly Field and absorbed by Kelly in 1943). Brig. Gen. Frank P. Lahm, one of two new assistants to the Chief of the Air Corps authorized by the Air Corps Act, became the Training Center's first commanding officer. Lahm was a pioneer in American aviation history, the first military officer taught to fly by Wilbur Wright in 1909 and the first American to win an international balloon competition (1906). The Training Center's first morning report was submitted on 1 September 1926.

Lahm's primary objective was to "coordinate the training in the schools with a view of bringing them as close together as possible, and particularly with a view to making the transition easier for the students going from one school to the other."[6] Both Brooks and Kelly Fields had temporary buildings constructed in 1917-1918 for the first world war that were in deteriorated condition. In addition, Brooks Field, site of the Air Corps Primary Flying School, was too small for expanded training under the five-year program. Plans for a new unified center, where all flying training could be conducted at a single field, were soon underway.

Lahm is generally credited with the idea for a consolidated training center, however, the idea was discussed at length at airfields in San Antonio at least as early as 1924.[7] The Air Corps expansion program enabled the War Department to seriously consider ways to expand the new Training Center. It appears that the Commanding Officer at Brooks Field, Maj. Ralph Royce, was the first to suggest "a new central field of about four square miles."[8] After the Chief of the Air Corps, Maj. Gen. Mason Patrick, visited San Antonio in December 1926, "the establishment of the largest flying field in the world" was recommended."[9] To meet flying training needs, Patrick wanted a field large enough for 500 planes, which required a 2,000 acre site minimum. Patrick

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[6]Army Air Forces Central Flying Training Command, *History of the Army Air Forces Central Flying Training Command, 1 January 1939 - 7 December 1941, 1st Installment* (Randolph Field, Texas, April 1945), 10-11.

[7]Army Air Forces Central Instructors School, *History of Randolph Field* (Randolph Field, Texas: April 1944), 5-6.

[8]Ibid., 4.

[9]*History of the Central Flying Training Command,* 16.

directed Lahm to conduct a study and recommend a suitable location.[10]

General Lahm should be credited with providing "the administrative initiative and energy required to crystallize these ideas into definite plans and to press them to a successful conclusion."[11] On 18 April 1927, he appointed a Board of five officers "to submit plans and specifications for a model Air Corps Training Center flying field. Plans to include barracks, shops, officers' and non-commissioned officers' quarters, school and administration buildings, hangars and landing field." On 19 April, the Board considered several plans that had already been drawn up and decided on "a plan which in general would assume a circular shape."[12] This plan was "in fact the first form of the circular type field with buildings in the center from which the final plans for Randolph Field were developed . . . The intention was to divide the circle itself into four quadrants, each of which would be given over to a distinct function, three of them accommodating the primary, basic, and advanced flying schools, respectively, and the fourth the shop and service area."[13]

Before the end of April, Lahm informed the Military Affairs Committee of the San Antonio Chamber of Commerce of Air Corps plans for a large new flying field, as well as the need for donation of a 2,000 acre site to the United States government. At that time, it was Congressional policy not to buy land for Federal agencies. Lahm also ordered the Board of officers to locate a suitable site for the new flying training center. Specifications for the field called for approximately 2,000 acres within five to ten miles of the San Antonio city limits.

The layout of the proposed airfield was of critical importance and the Board searched for a site to fit the plan, rather than the usual, reverse procedure. The initial site search in May 1927 examined eight sites and recommended a tract called Calf Hill, about nine miles east of San Antonio. Problems with the Calf Hill site discovered later in the year led to another site search in October 1927. New specifications for the flying field allowed a location within 30 miles of San Antonio. This search identified a site adjacent to the town of Schertz, about 18 miles northeast of San Antonio. The Chamber of Commerce (via the San Antonio Airport Company) then began efforts to obtain options on two dozen farms, land that was well-developed and valuable. By this time, many other cities and towns also wanted the new Air Corps flying field and were offering valuable sites to the U.S. government.

In a letter to General Lahm dated 31 December 1927, Col. W. B. Tuttle, Chairman of the Chamber of Commerce's Military Affairs Committee, offered a tract of about 2300 acres near

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[10]Ibid.

[11]*History of Randolph Field*, 6.

[12]Ibid., 656.

[13]Ibid., 6.

Schertz on State Highway Number 3. The Secretary of War, the Honorable Dwight F. Davis, responded in a letter dated 9 January 1928:

"The War Department is disposed to accept this donation of land for aviation purposes and will be glad to accept it, provided the City of San Antonio can furnish title to the property in question acceptable to the Attorney General of the United States, and will convey the said lands to the United States in such a manner that the United States will not be limited in its use of the land for aviation purposes only, but will also be authorized to use them for any other service of the United States which may hereafter appear desirable. Upon accepting this site the War Department will proceed with plans for establishing a permanent aviation field thereon, subject to appropriations therefor [sic] being made by Congress . . .

You will understand that the restrictions enumerated are imposed by laws on the Secretary of War in accepting donations of land, and do not imply in any sense a lack of appreciation of the War Department of the commendable generosity of the City of San Antonio."[14]

Congress authorized the President to receive the tract on 18 February 1928, but the requirement for a complete clearing of all titles, followed by a deed of cession from the State of Texas to the United States, took a number of months.
The Acting Secretary of War accepted the gift on 18 August 1928, vesting title in the United States. The 2,318.78 acre plot was roughly octagonal in shape.[15]

RANDOLPH FIELD
War Department General Order No. 12 (27 September 1928) designated the planned flying field as Randolph Field for purposes of construction. It was named in honor of Captain William M. Randolph, killed in an airplane accident at Gorman, Texas, on 18 February 1928. Randolph was a native of Austin, Texas, and Adjutant of the Air Corps Advanced Flying School at Kelly Field at the time of his death. Randolph Field was placed under the jurisdiction of the Air Corps Training Center on 13 October 1928.

The cost to construct Randolph Field was originally estimated to be more than $10 million. "This made it the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[16] Work began at Randolph Field on 21 November 1928. Colonel Arthur W. Parker, Quartermaster Corps, Constructing Quartermaster for San Antonio and vicinity, was in charge of construction at Randolph Field. The first task was to clear the site, which included 180 acres of timber, 17 farm houses, and all associated improvements. Initial construction included the road way system, installation of underground power and

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[14]Ibid., 16-17.

[15]Ibid., 19.

[16]Ibid., 39.

communication lines, drilling of wells, and construction of a railroad track flush with the ground level. The entire road system, almost 31 miles in length, was finished in 1929 before building construction began. Approximately $8 million was available at the beginning of the new fiscal year (1 July 1929) and the first bids for buildings (Quartermaster and Air Corps warehouses, six barracks for enlisted men) were received on 9 October 1929. Construction was steady throughout 1930 and 1931.

There was a huge dedication ceremony at Randolph Field on 20 June 1930, even though less than half the building construction was completed.[17] Attendance estimates range from 10,000 to 20,000 with many high-ranking government officials and military officers, including Maj. Gen. James E. Fechet, Chief of the Air Corps, Texas Governor Dan Moody, and the parents and sister of Capt. William Randolph. San Antonio Mayor C. M. Chambers formally presented the "West Point of the Air" to General Fechet. The dedication concluded with an aerial review of approximately 250 airplanes.

By the summer of 1930, construction had begun on the Officers' Quarters in the Main Circle (in the center of the field) and the Non-Commissioned Officers' Quarters in the south corner. The Officers' Club, Administration Building, various shop buildings, and Academic Building were underway by October, as well as foundations for the Cadet barracks, Cadet Administration Building, and most of the hangars. By the end of the year, the exteriors of buildings in the shop area and the enlisted men's barracks were done and foundations for the Post Exchange and one unit of the Bachelor Officers' Quarters poured. Almost all buildings looked finished by June 1931, although completion of interiors, landscaping, and paving remained. All major building projects were completed before instruction of flying cadets began in November 1931.

The number of men assigned to Randolph Field gradually increased as construction progressed. The 67th (service) Squadron was the first Air Corps unit to move its headquarters to Randolph Field (1 February 1931). It was followed by the Headquarters and Headquarters Squadron, and part of the 46th School Squadron from March Field, California. The principal movement of troops to Randolph Field occurred during October 1931. The officers of the Air Corps Training Center vacated the Headquarters at Duncan Field and moved into the Administration Building at Randolph on 1 October.

FLYING TRAINING AT RANDOLPH FIELD

The Air Corps Primary Flying School opened at Randolph Field on 2 November 1931. Training at Randolph continued the system of flying training developed by the Air Corps in the 1920s. It was based on extensive training experience at Brooks Field, established as the Air Service's primary flying school in 1922, and March Field, California, where a new primary school was

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[17]General Lahm, the "father of Randolph Field," left Randolph in July 1930. His four-year tour was up at that time and the dedication ceremony was probably scheduled with this in mind.

established in 1927 as a result of the Air Corps expansion program. The Air Corps system of flying training had three levels of instruction: primary, basic, and advanced. The Primary Flying School at Randolph included both the primary and basic levels. Cadets who successfully completed both levels transferred to the Air Corps Advanced Flying School at Kelly Field in San Antonio.[18] The Air Corps Training Center's complete flying training course took one year: four months each in the primary and basic phases at Randolph Field, and four months of advanced instruction at Kelly.

The Primary Flying School inducted three groups of flying cadets each year. A new group arrived at Randolph for primary instruction every four months when graduates of the basic level transferred to Kelly. Each group, or class, trained as a unit throughout the year-long course. Physical standards for flying training were somewhat higher than for enlistment in the regular Army. Randolph also trained many regularly assigned officers and recent graduates of the United States Military Academy at West Point. Randolph's first primary training class had 210 cadets and 99 student officers.

Primary flying training was conducted on the West flight line at Randolph and Basic instruction was on the East flight line. The flight lines were also called stages, and Stage Houses in the middle of each line were the centers of flying training. They housed offices for the Stage Commanders, Assistant Stage Commanders, Flight Commanders, and also displayed boards noting each students' progress.

The flying cadets received a lot of individual attention. There were five students maximum per instructor on the Primary Stage and a maximum of four students per instructor on the Basic Stage. Flying instruction consisted of explanation, demonstration, and supervised performance, followed by correction of errors and practice. Cadet progress was checked at specific intervals, after 20, 40, and 60 hours of flying time. The close centralization of Army flying training in the 1920s and 1930s allowed this kind of flying instruction which "developed almost wholly as an oral tradition. Very little as to method has appeared in manuals and directives, and instructors passed on ideas among themselves and developed them in practice."[19]

A cadet completed flying training in an average time of 171 hours and 22 minutes - 70 hours and 9 minutes at the primary stage and 103 hours 13 minutes in basic. From 1931 to 1939, 4,798 Cadets entered the Air Corps Primary School at Randolph, and 2,296 (47.85%) completed both

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[18]The Training Center originally planned to locate the Advanced School at Randolph Field, but later determined that Randolph's two flight lines were too congested to accommodate more airplanes at the field.

[19]*History of Randolph Field.*, 167.

stages of training.[20] Most eliminations occurred at the primary stage, mainly for flying deficiencies, or "lack of inherent flying ability." Such cadets could fly well enough to become pilots of low-powered commercial airplanes, but did not have the traits and abilities required to be military pilots.

Flying training at Randolph also included Ground School and Military training. Ground School, in the Academic Building, had four departments: Engineering, Armament, Navigation, and Radio. Military instruction was an integral part of the training and traditions at Randolph Field, with "rigorous standards of technical training, strict discipline, punctilious discharge of duty, scrupulous standards of honor, and service to country."[21] This training contributed in large part to Randolph's reputation as the "West Point of the Air."

EVALUATION

In the 1930s, Randolph Field was the location of the administrative Headquarters for the Air Corps Training Center, as well as the Air Corps Primary Flying School. The Air Corps Training Center was in charge of the entire Army pilot training program in the United States from 1931 to 1939, when Army Air Corps flying training was considered to be "the best airplane pilot training available."[22] All flying cadets began their instruction at the Air Corps Primary Flying School at Randolph Field, where they were taught the primary and basic levels of flying, according to the Air Corps system of instruction.

The Air Corps Training Center developed an efficient, well-coordinated flying training program that focused on the quality of its product - airplane pilots. This program was not only critical to the development of military flying training, but also to the training of American pilots, who spread out around the world. "Ninety per cent of all airline and military pilots were graduates of the course of instruction."[23] The following excerpt from a 1939 report helps to place the significance of the Air Corps Training Center in context:

"Graduates of the Air Corps system of flight training can be found to-day in practically every civilized country of the world, plying the profession taught them by the United States Army. Supplies and mining equipment are being ferried by air daily into distant reaches of the South American jungle. Who are the pilots? Graduates of the Air Corps Training Center . . . In the

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[20]Ibid., 120.

[21]Ibid., 139.

[22]*Service News* (November 1931), 24.

[23]Lt. Gen. Henry H. Arnold and Brig. Gen. I. C. Eaker, *This Flying Game* (New York: Funk and Wagnalls, 1942), 87. Maj. Gen. James Fechet, former Chief of the Air Corps, stated that "more than fifty per cent of all airline pilots received their training in the Army" in an article for *Aeronautics* (November 1940), 826..

Philippine Islands, an airline is being operated with American-made flying equipment, owned and managed by graduates of the Air Corps Training Center: their pilots - graduates of the Air Corps Training Center. A military mission is now on duty in the Argentine, advising the South American country on matters pertaining to military aviation. Members of the mission? - Graduates of the Air Corps System of flight training. An aerial exploration expedition soars over the barren wastes of Southwest Asia, mapping, reconstructing traces of a long-lost civilization. The pilots? - more graduates - more living monuments to the Air Corps system. Airlines reach into the four corners of the frozen north, into the jungles of South America, across oceans to Europe, to Asia. Luxury planes span the United States in hours every day of the year. The pilots? - still more products of the Air Corps flying schools . . . A "Lone Eagle" sets the world aflame with the most heroic and breath-taking flight ever performed by man - a thirty-three hour struggle against wind and weather, a non-stop flight from New York to Paris - kings and presidents pay respectful homage - to a product of the United States Army Air Corps.[24]

The listing of notables in the fields of aviation who owe their start to their baptism by the Air Corps can run on indefinitely. Presidents of large aviation manufacturing companies, vice-presidents and other executives, former heads of the Bureau of Air Commerce, chiefs of foreign flying schools, airline pilots, executives, the unsung heroes, design engineers hidden behind their drafting boards, test pilots, commercial flying school instructors - all have tucked away in their memories a record of their experiences while learning the art of flying under the tutelage of Air Corps instructors."[25]

The Air Corps Training Center's contribution to flying training and the development of aviation in the 1930s was exceptional and wide-ranging. Even so, it was a small, peacetime organization, and only produced about 200 pilots a year. Events in Europe in the late 1930s led to dramatic changes in the Air Corps' model training program. Graduation figures reached an all-time high of 301 in 1938, in sharp contrast to 1937's total of 186. For 20 years, the Army Air Corps had been carefully and skillfully laying the foundation for pilot training in the United States. "A skeleton framework existed which permitted an almost unbelievable flexibility in expansion,"[26] and enabled the building of a great air force when the time finally arrived.

AIR CORPS EXPANSION

Because of the political and economic realities of the 1930s, the Air Corps was only allowed to train a small number of pilots. As a result, American pilots were "woefully scarce" in 1938-1939. "While the German Luftwaffe was training an air giant of 1,000,000 officers and men, the total in the Air Corps before the expansion program of 1939 was roughly 2,000 officers and 20,000

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[24]Charles Lindbergh made this landmark flight in May 1927.

[25]1st Lt. William Preston Nuckols, *"The Air Corps Training Center"* (unpublished report, 1939), 3-4.

[26]*History of the Central Flying Training Command,* 2.

enlisted men . . . Furthermore, the blight of too little funds over a period of too many years had reflected itself in our combat planes."[27]

Hitler's actions in Europe and America's belated recognition of the importance of air power led to a rising demand for rapid expansion of the Army Air Corps. There were "two great bottlenecks" to rapid expansion - "the training of manpower, particularly pilots, and the construction of planes."[28] In the Fall of 1938, the Army Air Corps only had two flying fields readily available for pilot training, Randolph and Kelly Fields of the Air Corps Training Center.

The subsequent growth of the Air Corps prior to Pearl Harbor was phenomenal. The United States and the Army Air Corps reacted to events in Europe with new pilot training programs, new administrative organizations, and expansion of physical facilities. The Office of the Chief of the Air Corps (Washington, D.C.) usually provided a general plan with new goals for expansion. It was the responsibility of the Air Corps Training Center headquarters at Randolph Field to develop specific plans and recommendations to accomplish the goals for expansion of the Army Air Corps. "Altogether, up to 7 December 1941, five principal programs, the 4,500, 7,000, 12,000, 30,000, and 50,000 [pilot] training programs were proposed, discussed, and used as a basis of action. But so swiftly did events necessitate changes that ordinarily these plans were undergoing a process of modification even before they went into effect . . . Flexibility and continuity of planning were two outstanding characteristics of this early period."[29] "The task ahead called for great vision and careful planning for no one knew what demands might eventually be thrust upon the training process . . . Three important factors affected all early planning: speed, quantity, and quality. The objective had to be, how might the most satisfactory pilots be trained in the shortest amount of time? Obviously, at times, these three factors worked at cross purposes."[30]

The expanded pilot training programs were designated in quantitative terms (4,500 pilot mission, 7,000 pilot mission), but they entailed much more than additional men. "They involved the establishment of new Air Corps installations, debate on curricula, consideration of personnel procurement problems, concern over availability of and suitability of aircraft, acquisition of trained maintenance personnel, determination of the proper administrative organization, and the resolution of a multitude of other related problems."[31] The early expansion programs were considerably more than huge changes in production rates, they constituted comprehensive

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[27]Ibid., quoting General Arnold.

[28]Ibid., 1.

[29]Ibid., 28.

[30]Ibid., 31.

[31]Ibid., 30.

development plans for the Army Air Corps. This unprecedented expansion of the air arm was first announced by President Roosevelt at a meeting in November 1938. Chief of the Air Corps, Lt. Gen. Henry (Hap) Arnold, later referred to this meeting as "the Magna Carta of Army air power."[32]

The Pilot Missions

Early in 1939, the War Department announced the first Air Corps expansion program to provide 4,500 pilots by 1 July 1941, up from approximately 2,200 active officer pilots. Two key decisions were made early on: 1) to continue flying training in three stages according to the established training system, and 2) to use civilian-operated schools for pilot training. The Air Corps Training Center only had two fields with adequate facilities for the expansion program, and there was not time to select sites and build new flying fields before the expansion program began in July 1939. The use of civilian schools was a unique feature of the flying training program's expansion.

The Air Corps Training Center selected nine civilian flying schools to conduct flying training (Tulsa, Oklahoma; Dallas, Texas; Tuscaloosa, Alabama; Lincoln, Nebraska; three in California; two in Illinois). The schools already had approval ratings from the Civil Aeronautics Administration, as well as the necessary planes, flying fields, hangars, instructors, maintenance personnel, and experienced administrative officers. The civilian schools conducted the first stage of flying training, the primary level. All flying training at the basic level was still conducted at Randolph Field. The Air Corps Training Center continued to provide advanced flying training at Kelly Field and activated Brooks Field in San Antonio as a sub-station of Kelly for the advanced phase. To accelerate the production of pilots, each level was reduced from four months to three months. Facilities at all nine civilian schools were ready in early June 1939 and the expansion program's 4,500 Pilot Training Mission began as scheduled on 1 July 1939.

More expansion plans were made after Hitler invaded Poland in September and war was declared in Europe. The goal of the 7,000 Pilot Training Mission, announced in May 1940, was to train 7,000 pilots per year by 1 July 1941, as well as 3,600 bombardiers and navigators (cadets eliminated from pilot training could opt to continue training as bombardiers or navigators). This was the first expansion program planned to produce pilots at an annual rate. The nine civilian primary-level schools expanded to capacity, and each school was directed to open a branch school south of 37 degrees latitude and east of the Rocky Mountains. The advanced schools at Kelly and Brooks Fields also expanded, and construction of two new advanced schools began. The estimated number of flying instructors increased from 395 for the 4,500 mission to 1,590 for the 7,000 mission. Randolph Field's exceptional facilities allowed all pilot training at the basic stage to continue there. It was the largest basic school for flying training in the United States.

The magnitude of the 7,000 Pilot Training Mission required decentralization of the Air Corps'

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[32]Cameron, *Training to Fly*, 313.

flying training program; since 1922, centralized training had been a critical element of the program. There was a geographic breakup of the Air Corps Training Center, establishing three regional Training Centers rather than one. Training facilities in each area were to be equal. The Air Corps Training Center with its Headquarters at Randolph Field was renamed the Gulf Coast Air Corps Training Center. Two new flying training centers were established at Maxwell Field in Montgomery, Alabama (the Southeast Air Corps Training Center), and Moffett Field in Sunnyvale, California (West Coast Air Corps Training Center). The official date for breakup of the Air Corps Training Center was 8 July 1940. However, the Gulf Coast Training Center continued to be in charge of schools that were reassigned to the Southeast and West Coast regions until the new organizations were ready to assume their duties (15 February 1941).

Plans for a 12,000 Pilot Training Mission also began in the summer of 1940 with an effective date of March 1941. Responsibility for planning this mission was assigned to the Southeast Air Corps Training Center at Maxwell Field, rather than the Gulf Coast Training Center at Randolph. To accelerate pilot production, the length of each stage of flying training was again reduced, from 12 weeks to ten, and all three Training Centers designated more new schools for training. By the spring of 1941, the Gulf Coast Training Center had 11 civilian schools at the primary or elementary stage, two basic schools, and four at the advanced level.[33] The Air Corps expected to have 10,100 officers, 15,000 flying cadets, and 151,000 enlisted men in the service by the 30 June 1941, an increase of 300 per cent in 12 months.[34] The Army Air Corps tripled in size from 1940 through 1941, "an enormous achievement for a technical organization after a year of doubling."[35] The new status of the Army air arm was officially recognized on 20 June 1941 with the establishment of the Army Air Forces, the equal of the Army Ground Forces in the organizational structure.

The Secretary of War announced a new annual rate for pilots in the spring of 1941. The 30,000 Pilot Training Program had an effective date of 1 January 1942, and this rate required extensive construction of new flying fields. By 7 December 1941, the Gulf Coast Training Center controlled and operated directly 16 civilian primary schools, six basic schools, eight advanced schools, eight specialized schools, and two reception centers.[36] Pilot production programs after Pearl Harbor had annual rates of 50,000; 75,000; and 102,000. "To raise an annual production rate from 2,250 to 102,000 in four years was a stupendous task. Yet that was exactly what was

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[33]*History of Randolph Field*, 116.

[34]"Randolph Field and the Air Corps Flying Cadet Training Program" (news release, Randolph Field, Texas, 26 April 1941), 5.

[35]Charles D. Bright, ed. *Historical Dictionary of the U. S. Air Force* (New York: Greenwood Press: 1992), 600.

[36]*History of the Central Flying Training Command*, 2nd Installment, 7 December 1941 - 31 December 1942 (April 1943), 71.

contemplated before the end of 1942."[37]

In August 1943, the Army Air Forces Central Flying Training Command succeeded the Gulf Coast Training Center in another reorganization of the Army air arm. The Central Flying Training Command "reached the zenith of its training activities both in planning and in the successful production of pilots and other aircrew members" that year. In 1943, major cutbacks in the pilot training program were announced after almost six years of constant and incredible expansion.

EVALUATION

Randolph Field and its administrative organizations greatly influenced the pilot training expansion programs and provided the foundation for the Army air arm's unprecedented development during World War II. "Somehow, someway, the Army Air Forces turned out in an incredibly short time an air arm which has spread death and destruction to the enemy on a scale hitherto unknown. The building of this force has been one of the marvels of modern times. It was achieved in the face of all obstacles."[38]

"The Air Corps Training Center was transformed from a small flying training establishment geared to train some 300 pilots per year in late 1938 to a large production line pilot training institution preparing to train 50,000 pilots, several thousand bombardiers and navigators, and tens of thousands of aerial gunners when war was forced on this nation in December 1941. This radically changed and greatly expanded mission was reflected in the growth of administrative machinery to handle the programs given this Training Center by the Chief of the Air Corps . . . In all of this the Gulf Coast Air Corps Training Center played a dominating role. It was the direct lineal descendant of the old Air Corps Training Center; its personnel were largely responsible for the formulation of training policies; and a perusal of correspondence shows the deference paid by Washington to the officers of this Training Center."[39]

The great expansion that began in 1939 was "a remarkable instance of the power of a small, disciplined organization with precise objectives and thoroughly tested methods to impress its character upon a vast war-time program." [40]

"The endeavor to perfect a system of Army pilot training is part of the much larger struggle to secure for aviation an appreciation of its proper role in modern warfare. Inadequate appropriations spelled inferiority both in numbers trained and in available equipment. Opposition to the expansion of the Army air arm had been bitter, and gains had been achieved only after

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[37]Ibid., 41.

[38]Ibid., 2nd Installment, 7 December 1941 - 31 December 1942, viii-ix.

[39]Ibid., 1st Installment, 123.

[40]*History of Randolph Field*, vii.

strenuous effort . . .
The history of the expansion and development of Army training is therefore a record of recognition finally gained and achievements made possible by increasing grants of funds and authority. It is part, an important part of the story of aviation coming into its own."[41]

CENTRAL INSTRUCTORS SCHOOL
The Central Instructors School was established at Randolph Field in February 1943. Randolph's 12-year mission to train pilots ended because the station facilities were needed for the new school. It was responsible for training all flying instructors for flying schools throughout the entire Flying Training Command (i.e., all Army flying schools in the United States). Objectives for the Central Instructors School included the standardization of training throughout the Flying Training Command (prior to establishment of this school, each regional Training Center had separate schools for instructors), and establishment of a proving ground for the development of training methods and training aids.[42]

On 15 January 1943, the Commanding Officer of the Basic Flying School at Randolph was directed to establish the following types of schools in order for classes to begin around 18 February: an instructors school for pilots in primary, basic, advanced twin-engine, and advanced single-engine schools; an instructors school for ground school instructors; and an instructors school for tactical officers and commandants of cadets. The directive noted that "The plan of having a CIS for the entire Training Command is based on the assumption that such a school, by maintaining the highest possible standards, will graduate personnel capable of carrying these standards throughout the Training Command, thus assuring the best possible product for assignment to tactical organizations."[43]

THE SCHOOL OF AVIATION MEDICINE
Information on the historic significance of this school will be included in the final nomination.

AIRFIELD PLANNING AND DESIGN
From the outset, the officers of the Air Corps Training Center intended the Air Corps' new station, subsequently named Randolph Field, to be a model airfield for flying training. The first official recommendation for the field's layout came from officers who were familiar with the special requirements for airfields used for flying training. The initial site plan placed buildings in the center of a circular plan divided into quadrants according to function. It included two parkways, one of 100 feet radiating in four directions from the center of the field, and a 60-foot parkway in the housing area. It also called for efficiency, economy, safety, healthful living

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[41]*History of the Central Flying Training Command*, 1st Installment, 4.

[42]*History of Randolph Field*, 193.

[43]Ibid., Appendix G.

conditions, and recreation areas.

After further "careful thought and study," a letter from General Lahm to the Chief of the Air Corps (25 August 1927) recommended the Training Center's plan as the best plan for a flying training field because:
"a. It is the only arrangement that will provide a flying line of sufficient length to accommodate the required number of airplanes.
b. It provides for a clear field irrespective of wind direction.
c. It is possible to get airplanes from hangars, off the field, and vice versa, in the safest, most expeditious and most efficient manner possible.
d. It is considered that taxiing, with its resultant strain on the plane and the amount of dust kicked up into the plane and spread over the general facilities, causes the greatest amount of work and expense in airplane maintenance. The arrangement of this field is such as to cut taxiing down to an absolute minimum.
e. All maintenance, operation, and school activities are more concentrated than in any arrangement, tending toward economy of effort, transportation, and construction of communication facilities."[44]

In April 1928 the Chief of the Air Corps appointed a board of distinguished officers, including Brig. Gen. Benjamin D. Foulois, to select the layout for the new flying training airfield, but the board did not meet until 10 July. They did not approve the plan submitted by the Training Center, in part because they did not like the circular plan with its central building area. The board recommended their own plan with buildings in the northwest corner in the shape of a frustum. The Training Center received a letter to this effect dated 1 August 1928, and immediately sent back a critical response to the Chief of the Air Corps.
"The Committee's plan failed to provide sufficient dead line space to line up all planes, did not have hangar lines parallel to the wind, and was not divided into functional units so as to simplify aerial traffic patterns." General Lahm also noted that the Training Center plan was superior to the Foulois Committee plan, which had no advantages over the local plan to compensate for its defects, that the circular plan had evolved gradually over three years and, therefore, should not be dismissed lightly.[45] The Foulois board met again on 16 August and voted in favor of the Training Center's plan which the Chief of the Air Corps then approved.

The cost to construct Randolph Field was originally estimated to be more than $10 million. "This made it the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[46] Lt. Harold L. Clark, Air Corps, trained as an architect before

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[44]*History of Randolph Field*, 39.

[45]Ibid., 42.

[46]Ibid., 39.

he became an airman, had been placed on special duty at the Air Corps Training Center Headquarters on 8 December 1927 to develop plans for the airfield and its many buildings. In September 1928, after the Chief of the Air Corps approved the circular layout, Clark was detailed to special duty in the office of the Chief of the Air Corps in Washington, D.C. He served as a liaison to the Construction Service in the Office of the Quartermaster General.

The Army Quartermaster Corps

The Army Housing Program of 1926 and the companion Air Corps expansion program gave the Quartermaster Corps a unique opportunity to build posts with well-designed layouts and substantial permanent buildings that incorporated early 20th century technological changes to meet new military requirements. The subsequent period of building stretched into the mid 1930s. It was a dramatic change from the early 1920s when the Corps literally begged for funds to repair Army buildings and permanent construction was prohibited. The Quartermaster General and his staff took their new duties to heart and created a remarkable building program that was unique in the history of military construction and American architecture. By September 1933, expenditures for the building program were more than $86 million. The Quartermaster had constructed 1,889 quarters for officers' families ($24,474,637), 1,923 quarters for non-commissioned officers' families ($14,507,605), and barracks for 32,753 enlisted men ($27,088,055). Miscellaneous construction (hospitals, nurses' quarters, hangars, etc.) totaled $19,500,000.[47] Construction on this scale was unprecedented in peacetime and previous large-scale war programs built temporary rather than permanent buildings.

The Quartermaster Corps was the Army's supply agency. Its Construction Service was like a large architectural/engineering firm and built all the buildings needed by the Army. (The Corps of Engineers was responsible for fortifications, roads, river and harbor work). The main office, the Headquarters, was part of the Office of the Quartermaster General in Washington, D.C., and provided design, contracting, real estate, and legal services for Army and Air Corps construction projects around the world. Constructing Quartermasters stationed at the posts were responsible for project management. They were the local military representatives of the Construction Service, direct representatives of the Quartermaster General. The men in the Construction Service considered it a professional organization "separate from the rest of the Quartermaster Corps. A sort of club . . ."[48]

Secretary of War Dwight F. Davis, appointed in 1925, hired two civilian advisors for the Army's new building programs to insure that new posts and buildings would reflect the most current ideas in city planning and architectural design. William A. Delano of Delano and Aldrich, New

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[47]"General Bash Completes Tour as Chief of Construction," *Quartermaster Review*, 13 (September-October 1933), 48.

[48]Muriel Zimm Ray, "The Well Planned Post," M.A. thesis, George Washington University (1994), 23.

York, advised on architectural design issues. George B. Ford, one of the first professional city planners in the United States, approved all new post layouts. Ford was a formally trained architect (a graduate of Harvard and the Massachusetts Institute of Technology) who attended the Ecole des Beaux-Arts from 1904 to 1907. He and a partner later established one of the premier city planning consulting firms in the United States.[49]

Planning Principles and Influences

The Army posts and Air Corps stations that were constructed or improved in the late 1920s and early 1930s were substantially different from earlier posts, which were usually forts. The new profession of city planning developed in the early 20th century and the Quartermaster's adoption of city planning principles was the primary reason for these differences.

"The Quartermaster Corps entered into these new problems with enthusiasm and a determination to develop along the line of most modern "city planning" . . . . worthy of admiration from the lover of good architecture, as well as the efficient and most exacting municipal engineer."[50]

Quartermaster architects and planners drew from many sources to lay out and design the new posts and buildings, and they clearly embraced the City Beautiful movement. Although these officers did not specifically credit the City Beautiful in their numerous articles written for the *Quartermaster Review* during this period, they repeatedly mentioned key City Beautiful principles and incorporated them into the building program. They wanted posts to be attractive and healthy places to work, and they promoted the adoption of comprehensive plans to address funtional problems. The city practical and city scientific movements that promoted efficiency and utility also influenced the Quartermaster's Construction Service. (George B. Ford was one of the first city practical proponents). Ebenezer Howard's Garden City concept also inspired designers of the Army building program also came from Garden City suburbs, with its core residential areas, curvilinear, tree-lined streets, and parks.

For the first time, Army posts were required to have comprehensive development plans, "official post layouts," prior to building any new permanent construction. George B. Ford's approval was required on all site plans developed from 1926 to 1930. His recommendations ranged from minor changes to complete redesigns. "No new or revised plans were considered official until reviewed by Ford and his comments acted upon."[51] Posts were required to use the plans and any changes had to be approved by the Secretary of War's office. The new master plans for posts and stations were more related to contemporary plans for college campuses and industrial towns than old Army forts. They required the expertise of architects and planners who were trained to organize

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[49]Ibid., 65.

[50]Capt. Howard B. Nurse, "Our Newest Army Post," *Quartermaster Review*, 14 (January-February 1935), 21.

[51]Ray, "The Well Planned Post," 33.

many different elements into a harmonious whole.

In the spring of 1926, Brig. Gen. Albert C. Dalton, Chief of the Construction Service, made the following comment on a proposed layout submitted to the Quartermaster General for approval: "One of the cardinal principles that should be followed in the new layout of our permanent posts [is] the concentration in distinctive groups of all facilities of like character, and the placing of these separate groups in proper relation to each other."[52] The layout of posts according to building function was a prime directive for the new building program. This approach was a radical departure from the traditional post layout of buildings around the parade ground with officers' quarters and barracks set in rows facing the parade. New layouts grouped buildings with similar functions together (administration, operations, housing) and separated them from each other. Housing areas got special attention. Although housing was still grouped according to type (quarters for officers, non-commissioned officers, barracks), the family housing areas were planned like civilian neighborhoods and Garden City suburbs with curved, tree-lined streets, parks, parkways, and numerous recreational facilities.

Another major change for Army posts was the use of different architectural styles at posts in different geographic regions. The Construction Service chose two styles, "distinctly American architecture," familiar to most Americans and thought to have acquired a degree of national character. They were the "Colonial, developed along the Atlantic Seaboard from New England to the South, and the Spanish Mission of the Southwest . . . brought over by the original founders of the settlements in those regions . . ."[53] Local building materials appropriate for the architectural styles and suited to local climates were also used. Variations of the "Colonial" included "Federal" in New England and "Mount Vernon" in Virginia. Posts in the hot and humid South got variations of "Spanish Mission" — "French Colonial" in Louisiana and Alabama and "Spanish Colonial" in other southern states. Use of these styles was intended to convey stability and solidarity at the new posts.

Randolph Field - The City Beautiful Garden City

The Army Air Corps' need for an airfield specifically for flying training led to a radical new concept of airfield layout and design. It broke with all previous precedents at Army posts and air stations. Over several years, the original idea for a field with a circular shape evolved into a model airfield for flying training that also incorporated the most advanced principles of the new profession of city planning. The final plan for Randolph Field produced a unique military installation that was an exceptional achievement for Army architects, planners, and Air Corps officers.

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[52]Ibid., 137.

[53]Lt. Col. Francis B. Wheaton, "The Architecture of the Army Post," *Quartermaster Review*, 8 (September-October 1928), 11.

The Board of officers appointed by General Lahm in April 1927 was first to recommend a flying field with a circular shape, although the site plan submitted with their report has yet to be found. Details of the plan recommended by the Board are available in the officers' written report and in subsequent letters regarding the new field from General Lahm to the Chief of the Air Corps. Lt. Harold L. Clark, assigned special duty at the Air Corps Training Center Headquarters because of his previous architectural training, is generally credited with Randolph Field's revolutionary design. His first plan for the field, dated 1 November 1927, was revised in December and January. Clark's later plan is almost certainly the one forwarded by General Lahm to the Chief of the Air Corps for approval early in 1928.[54]

It appears that Clark's plan, submitted by the Air Corps Training Center, was one of the new layouts that George B. Ford, in his position as City Planning Adviser to the War Department, chose for extensive revisions. Other than the circular roads at the center of the layout and the location of flight lines at the edges, Lt. Clark's plan and the final layout for Randolph Field have few major features in common. The "official post layout," signed by George B. Ford, A.I.A., was approved by the Chief of the Air Corps, the Quartermaster General, and the Chief of Staff for the Secretary of War in January 1929. It elegantly combined the Air Corps' operational and training needs with advanced city planning principles. Key features of Ford's design (and which do not appear in Lt. Clark's plan) include the dramatic, impressive entranceway, its termination at Washington Circle (a smaller circle below Main Circle, formerly known as North Circle), and the siting of three notable buildings around Washington Circle on the east, west, and south. The final layout for Randolph Field is clearly the work of a master planner.

Some features of the Randolph Field layout are almost direct adaptations of Ebenezer Howard's 1898 plan for a self-sufficient Garden City. Although historic Army posts and air stations were generally complete, independent communities as envisioned for the Garden City concept, a Garden City layout for a military installation was an inspired, if unusual, precedent. Quartermaster architects thoughtfully applied city planning principles to the framework by grouping buildings according to function and placing them in separate quadrants of the circular plan. The operations ("industrial") areas, with their associated noise, dirt, and smoke, were sited at the edges of the "city," as far removed as possible from the family housing areas which were designed like contemporary civilian neighborhoods. Families at Randolph lived in a variety of house types, with well-landscaped yards and a minimum of 50 feet separation between residences. A grassy "esplanade," known as North Park and South Park, runs through the middle of the officer housing area from the Administration Building on the north to the Cadet Academic Building at the south end, and there are wide boulevards on the east-west axis (East Park and West Park).

The influence of the City Beautiful Movement is most evident at the entrance to historic

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[54]Additional research at the National Archives should provide conclusive documentation on this issue.

Randolph Field. The attractive, impressive parkway with wide, tree-lined, parallel roads leads 2,500 feet to Washington Circle, which exhibits an air station version of a City Beautiful "civic center." This centrally located grouping includes two of Randolph's most monumental and prominent buildings: the 170- foot tall Administration Building (also known as the "Taj Mahal," the historic location of Randolph's administrative headquarters, the post theater and auditorium, etc.), and the Post Chapel, designed to resemble old Spanish Missions in the vicinity. The distinctive Post Exchange is also part of the group, although its low scale makes it less prominent. This civic center was planned and designed to be a beautiful ensemble, and its location at the intersection of the entrance parkway and the circular roadway provides dramatic vistas from many perspectives. It is a superior example of the City Beautiful civic center.

The construction of Randolph Field is also exceptional in the history of American engineering. The entire installation was built from the ground up in less than three years. The Quartermaster Corps constructed all utilities (systems for water, electrical, sewer, gas, telephone) using the most modern designs and the best materials, a drainage system for the 1,900 acre flying field that was completely sodded with Bermuda grass, almost 31 miles of roads, and 350 buildings to house approximately 4,000 people and hundreds of airplanes. At a cost of more than 10 million (Depression era) dollars, it was "the largest construction project undertaken by the Army up to that time, with the exception of the Panama Canal."[55] Randolph Field's numerous novel features were later copied at other locations, and many of its technical buildings were "models of advanced design."

Randolph's Constructing Quartermaster, Capt. A.W. Parker, wrote an article for a special edition of *The Service News* published in November 1931 when Randolph Field opened for business. It included the following:

"The Quartermaster Corps has . . . created here at Randolph Field probably the most modern city of its size ever constructed . . . Randolph Field is unique. There is nothing like it in this or any other country. This beautiful little city which we have created houses a plant for the production of military pilots . . . Randolph Field is one of the largest Army posts, and we who have been instrumental in producing it believe it is the best built and most beautiful post in the U.S. Army."[56]

Considerable attention was devoted to making Randolph Field a beautiful place. Almost all the Army officers who wrote about their work at Randolph used the word beauty or beautiful in connection with the huge project. The ornamental plastering contractor even took out a full page ad in *The Service News* special edition with the heading "Art in Building Randolph Field."

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[55]*History of Randolph Field*, 39.

[56]Capt. A.W. Parker, "Highlights of the Constructions of Randolph Field," *The Service News*. Randolph Field edition (November 1931), 57.

During World War II, this tradition continued with an artist in residence for several years. Dean Fausett, a painter and muralist, observed and then painted portraits of the four types of airmen trained during the war: the pilot, bombardier, navigator, and gunner. These paintings still hang in the rotunda of the Administration Building. Fausett also painted a number of murals for the Cadet Administration Building.

"Perhaps, after all, it is aviation that has at last made us conscious of how utterly formless most of our Army and civilian layouts have been. The new approach is from the air. Our new first view - our first and often lasting impression - of a city or an Army post or field is from the air . . . if the buildings are so grouped or so arranged that they present real attractiveness of form . . . it probably means that the plan is worked out logically and practically.

It also means that thought has been given in the planning to something besides efficiency. Sheer beauty of layout can often be secured at no additional cost. The difference between a beautiful building or arrangement of buildings and an ordinary building is not a matter of adding gew-gaws or planting geraniums, but is usually a matter of simplification and taste in design. Often this means lesser, not greater cost . . . .

As seen from the air, which after all is the usual way in which it will be seen, the post [Randolph] in its form and color will take on very much the appearance of some of the rose windows in the great cathedrals of Europe."[57]

Lewis Mumford, prolific critic and city planning historian, made the following observation in his introductory essay to the 1946 reissue of Ebenezer Howard's *Garden Cities of To-morrow*: "At the beginning of the twentieth century, two great new inventions took form before our eyes: the aeroplane and the Garden City, both harbingers of a new age: the first gave man wings and the second promised him a better dwelling- place when he came down to earth."[58] At Randolph Field, Texas, these two great new inventions came together to create a unique "air city" that is also an extraordinary work of art.

Jody Cook
26 February 2001

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[57]George B. Ford, A.I.A., "New Army Posts for Old," *Quartermaster Review* (November-December 1929), 19-21.

[58]Ebenezer Howard, *Garden Cities of To-morrow*, introductory essay by Lewis Mumford (Cambridge, Massachusetts, and London: MIT Press, 1965), 29.