

INTRODUCTION

Naval Weapons Industrial Reserve Plant (NWIRP) Dallas is a government-owned, contractor-operated (GOCO) industrial facility that comprises a large grouping of manufacturing and operational support buildings and structures. NWIRP Dallas contains 343 total resources encompassing 314.66 acres near the city limits of both Dallas and Grand Prairie, Texas. Of this number, 159 are government owned and the remainder are privately owned resources. The firm of Vought Aircraft Industries leases and operates NWIRP Dallas through an agreement with the federal government. Naval Air Systems Command is the federal agency responsible for NWIRP Dallas. The history of NWIRP Dallas can be traced to World War II, when North American Aviation Inc., of Inglewood, California began expanding its company into North Texas. At that time, North American was one of the country's top 10 suppliers of airplanes to the commercial sector, but had limited experience producing aircraft for the military. The Defense Plant Corporation (DPC), a governmental entity created to foster industrial mobilization just prior to and during the war, was looking to build aircraft facilities in Texas and heard of the North American project in Dallas County. The DPC made arrangements with North American to assume construction of the modern and up-to-date aircraft plant in Dallas County and lease it

back to North American to manufacture aircraft for use in World War II. North American's Dallas plant, called Plancor #25, was constructed in two stages: the original section was built in 1940-41 and referred to as Plant "A." It was designed by Allen & Kelley Architects of Indianapolis, Indiana to exclusively produce AT-6 Texan trainers and P-51 Mustang fighters. The second phase, known as the Plant "B" expansion, was built in 1942-43 for the production of B-24 Liberator bombers. J. Gordon Turnball, an architectural engineering firm based in Cleveland, Ohio, designed the Plant "B" facilities. Once both construction phases were complete, Plancor #25 consisted of 85 buildings spread out over 153 acres.

Near the war's conclusion, North American abandoned Plancor #25, and the facility stood idle for two years. In 1947, ownership of Plancor #25 shifted to the Department of Navy, which divided the complex into separate aircraft manufacturing plants. The Navy leased the Plant "A" portion to Texas Engineering and Manufacturing (TEMCO), a Texas-based firm created by former North American executives. Plant "B" was leased to Chance Vought Aircraft Corporation, a company based in Stratford, Connecticut, that had existed since the early days of aviation and had a long-standing history in aircraft production for the Navy and U.S. military. The company agreed to move to

Dallas if the Navy constructed additional facilities to offset those lost through the split tenancy program with TEMCO. The Navy consented to the expansion, and Vought's subsequent move to Dallas is considered one of the largest industrial moves in U.S. history. Vought began production in Dallas in 1948 and enjoyed considerable success in the post-World War II era, with its jet aircraft and missile programs. TEMCO remained a subcontracting firm performing a great deal of its work from some of the aviation industry's largest prime contractors. A surge in defense-related orders during the early 1950s forced Vought to embark on an ambitious construction project to meet growing demands and reduce the company's backlog. At the same time, the federal government funded an expansion of its facilities at the plant that more than doubled the size of both Vought and TEMCO's productive capacity. The expansion began in 1953 and was completed by 1956.

Shortly after the expansion, Ling-Altec Electronics purchased TEMCO and formed Ling-TEMCO. The company's new president, James Ling, was an ambitious businessman and sought to purchase Chance Vought Aircraft through a stock buyout plan that disrupted Vought's production and created animosity within the Dallas business community. The takeover, completed in 1961, resulted in the formation of Ling-TEMCO Vought (LTV). James Ling assumed leadership of LTV and immediately changed the corporate philosophy from production activities related to Department of Defense (DOD) to a more diversified business that balanced military and commercial production programs. Ling's first goal as president of LTV was to purchase NWIRP Dallas from the Navy. Owing to several factors, primarily the conflict in Vietnam, the plan to purchase NWIRP Dallas was abandoned. Vietnam and the increase in production orders resulted in another expansion of facilities at

NWIRP Dallas. LTV funded the Vietnam War expansion of 1966–1969.

Since then, the facilities that make up NWIRP Dallas have gone virtually unchanged and have played an important role in supplying the U.S. military and the National Aeronautics and Space Administration (NASA) with a variety of defense-related products: the F4U Corsair, F6U Pirate, F7U Cutlass, F8U Crusader, Crusader III, A-7 Corsair II, the Regulus I and II guided missiles, the Scout Rocket, Corvus Missile, and subcontracting work performed for McDonnell Aircraft, McDonnell-Douglas, Lockheed, Martin, Consolidated, Northrop Grumman, and Boeing. In 1992, Northrop Grumman of El Segundo, California, purchased LTV and became the new tenant of NWIRP Dallas. Grumman has not produced a complete aircraft throughout its tenure at NWIRP Dallas, preferring to use the facility for subcontract work related to the company's Stealth bomber and fighter programs. In July 2000, Grumman sold its Dallas division and the historic Vought Aircraft name to The Carlyle Group, a Washington, D.C.-based venture capital firm that specializes in revitalizing defense-related companies. The Carlyle Group now operates NWIRP Dallas and continues manufacturing subassemblies as Vought Aircraft Industries, Inc.

NWIRP Dallas remains a GOCO facility managed by the Naval Air System Command (NAVAIR), which is proceeding with plans to convey the land and all improvements to the City of Dallas for continued lease to Vought Aircraft Industries. Such an undertaking requires the identification, documentation, and assessment of surviving cultural resources, as mandated by Section 106 of the National Historic Preservation Act (NHPA). On behalf of NAVAIR, Southern Division, Naval Facilities Engineering Command (SOUTHDIV) is coordinating the Section 106 process and in October 1998, contracted with Hardy•Heck•Moore & Myers Inc. (HHM&M) of Austin, Texas, to

analyze the plant's history and historic built environment. The firm has prepared this report for submittal to the Texas State Historic Preservation Officer (SHPO) in compliance with Section 106. The project is confined to federally owned property and extant buildings and structures. No archeological investigations were undertaken because of extensive subsurface disturbance of land associated with NWIRP Dallas. The report begins with an Executive Summary, which briefly states major report findings and conclusions. The Research Methods section includes a discussion of project goals and describes research and field techniques, as well as the kinds of materials generated during the information-gathering phase of the project. The section entitled National Register of Historic Places describes standards and criteria used for assessing NRHP eligibility. The Historic Context section describes the major themes associated with the history and development of NWIRP Dallas and its facilities. The Individual Property Assessments section provides detailed physical and historical data on all buildings and structures at NWIRP Dallas erected before 1954 and any properties with significance associated with the Cold War. In addition, this section also provides recommendations regarding NRHP eligibility. The Major Bibliographic References section lists all sources of information used to develop the historic context. The Appendices provides supplemental material that helps the reader to understand the role NWIRP Dallas played during World War II and the subsequent Cold War. Appendix A contains an inventory of all federally owned resources at NWIRP Dallas. Each inventory contains a photograph of each building, as well as important physical and historical information. Appendix B contains a series of maps that depict NWIRP Dallas.

David W. Moore, Jr., a principal and founding member of Hardy•Heck•Moore & Myers, Inc., with 20 years experience in cul-

tural resource management, served as the Principal Investigator and supervised all aspects of the project. Thomas P. Eisenhower was the Project Historical Architect. Mr. Eisenhower, who has 14 years of experience in cultural resource management, conducted all field investigations and prepared the architectural analyses. Terri Myers, a principal of Hardy•Heck•Moore & Myers, Inc., served as the Project Historian and supervised research efforts, supervised the preparation of the historic context, and aided in the report's preparation. Laurie A. Gotcher, an Associate Historian, undertook most of the research for the project and developed the historic context. She also helped prepare the histories of the individual properties. Sophie Roark, an Associate Historian, contributed to the report's preparation by writing histories of the individual properties and assisted with report production.

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