

INDIVIDUAL PROPERTY ASSESSMENTS

FACILITY 93: SHIPPING & MANUFACTURING BUILDING

PHYSICAL DESCRIPTION

Constructed in 1953, Facility 93 is rectangular-plan, blackout-type building in the northwest part of NWIRP Dallas. The resource sits atop a level terrain, with paving on all sides. A canopy, attached to the building's north facade, forms a breezeway that connects Facility 93 to Facility 6.



Figure 12-1. Facility 93.

Facility 93 is two stories in height and measures 503'-0" in length and 152'-0" in width. Loading docks are adjacent to the facility's south, north, and west facades. The building rests atop a raised concrete slab foundation and utilizes steel-frame construction. Exterior walls are brick with a concrete base. The building's low-pitched gabled roof consists of lightweight concrete decking, insulation board, and built-up roofing materials supported by structural steel framing.

Exterior entries include horizontal tracked, steel-plate doors on the north and south facades; hinged single metal doors on the north, south, and west facades; and overhead rubber doors on the north, west, and south facades. The building was designed to black-out standards and has no windows.

The interior space of Facility 93's first floor is divided into three separate rooms by 14"-thick partition walls. The westernmost room and the easternmost room measure approximately 150'-0" north/south x 150'-0" east/west while the middle room measures 150'-0" north/south x 200'-0" east/west.

HISTORIC BACKGROUND

In the summer of 1952, construction began on additional buildings and structures at NIRAP Dallas (now NWIRP Dallas). The plant's contractor, Chance Vought Aircraft, funded the construction effort as part of its Spring Building Program that expanded the plant to meet Cold War manufacturing requirements on jet aircraft and missiles.

Dallas- based Architect and Engineering firm Corgan, Lane & Associates designed Facility 93 as a shipping, warehouse, and manufacturing building. The Navy's Bureau of Yards and Docks, 8th District, located in New Orleans, Louisiana, approved the architectural drawings submitted by Corgan and authorized the construction of Facility 93.

General contractor James Stewart & Company of New York began construction of Facility 93 on 1 June 1952. Vought allocated more than \$1.3 million on the construction of Facility 93, which Corgan, Lane & Associates designed specifically to meet the company's need for a large and conveniently located warehouse, manufacturing, receiving and shipping building. The one-story, 78,000-plus square foot masonry structure was built between the railroad sidings on the south side of Plant "B" (Facility 6). The building's location provided Vought with railroad loading docks on the building's north and south sides, as well as easy access into Facility 6's manufacturing area. Vought used Facility 93 to ship all finished products manufactured at NWIRP Dallas – such as the Regulus I and II missiles, Cutlass, Pirate, Crusader, and Corsair II jet aircraft – to the Navy. Some products were loaded into railroad cars for shipping, while others were boxed and shipped via metal flatbed containers (specially designed to hold a product steady during shipment) by either commercial truck or rail. Vought also utilized Facility 93 to receive and then ship subassembly work back to the prime contractor. Corgan, Lane & Associates designed, and James Stewart & Company constructed, a loading dock with special features for shipping and receiving Lockheed and Boeing nose sections. Internally, the building was equipped with bridge cranes and a monorail system for moving materials from one end of the building to another (Chance Vought News April 1952: 4).

Since its completion in 1953, Facility 93's function has not changed. As a shipping and receiving center, Facility 93 was never dedicated or associated with any one product manufactured at NWIRP Dallas, but rather with all finished products and subassemblies. In addition to maintaining its function, Facility 93 also retains its original physical characteristics. The only major repair work to Facility 93 was a partial roof replacement in the spring of 1994 and an exterior and interior paint job. Both of these projects occurred plant-wide as part of an overall rehabilitation effort at NWIRP Dallas when Northrop Grumman took over as operator/contractor of the complex. Facility records at NWIRP Dallas indicate that the size of Facility 93 is still 78,091 square feet and valued at \$1,318,19

NRHP ASSESSMENT & RECOMMENDATION

Facility 93 is a shipping and manufacturing building that is directly supportive of manufacturing activities at NWIRP Dallas. One of the many buildings erected during Chance Vought's Spring Building Program (1952-1956), it has always been used for shipping, receiving, storage, and minor manufacturing, and since then, has played only a supportive role in the plant's overall operation and mission. Facility 93 is virtually unaltered and thus retains much of its historic character and integrity. Historical investigation for this study have not uncovered any information suggests that Facility 93 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War, and is not eligible for the NRHP under Criterion A or B. Although Facility 93 retains much of its historic character and integrity, it is a typical illustration of an industrial-support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". In conclusion, Facility 93 is not eligible for the NRHP because it has no significant historical associations or architectural/engineering merits.

FACILITY 94: STRUCTURES TEST LAB

PHYSICAL DESCRIPTION

Facility 94, built in 1954, is a hangar-type laboratory in the northwest part of NWIRP Dallas. It is directly west of Facility 49 and is connected to the northwest corner of Plant “B” (Facility 6). The facility rests atop a level terrain within a fenced complex of laboratory facilities and associated support buildings. A large paved parking lot is directly west of the facility.



Figure 12-2. Facility 94.

The three-story, irregular-plan resource measures 356'-0" in length, 159'-0" in width, and houses a total of 88,647 square feet of usable interior space. The building's foundation is a concrete slab-on-grade. Exterior walls are reinforced concrete up to 5'-6" above the first finished floor, then insulated vertical box-rib steel panels to the roofline. Facility 94 has a flat roof constructed of built-up roofing materials.

The facility's primary entrance is a vertical tracked metal door on its south facade, which features 4-panels with an integral hinged panel. Additional door types include horizontal tracked metal doors on the building's south facade; hinged, paired metal doors on the east and north facades; and hinged, single metal doors on the east facade. Also present are hinged paired metal doors with vision panels on the building's east and north facades. A canopy hood each set of doors. Because the building was designed to black-out standards it has no windows.

Facility 94's interior space houses a number of functions primarily related to the testing structural components of F-18, F-14, and B-1 jet aircraft. The building's first floor interior spaces include a large, open test hangar, a universal test floor, an x-ray lab, a test machine storage room, a toolcrib, a steel storage and rigging room, a bathroom, a test machine room, and a machine shop. The facility's second floor is divided into two distinct areas. A suite of offices is in the northern portion of the building. The southern portion of the second floor contains two labs, two bathrooms, a camera room, a darkroom, a machine shop, and a storage room. A corridor, running east/west,

divides the building's third floor into two distinct areas. The southern half of the third floor functions as a hydraulics equipment storage area. The northern portion of the building functions as a hydraulics test lab.

HISTORIC BACKGROUND

In the summer of 1952, construction began on additional buildings and structures at NIRAP Dallas (now NWIRP Dallas), an aircraft and missile manufacturing plant owned by the Department of the Navy and located in Dallas/Grand Prairie, Texas. The contractor of the plant, Chance Vought Aircraft, funded the construction effort – called the Spring Building Program – to expand the plant to meet Cold War manufacturing requirements on jet aircraft and missiles. Designed by the Dallas-based Architect and Engineering firm Corgan, Lane & Associates, Facility 94 was designed to be immediately accessible to Facility 6, the main manufacturing space at the complex. Stokes, Cobb, & Wilson Consulting Engineers of Dallas served as the structural engineers for Facility 94, which had to be constructed of steel in order for it to adjoin Facility 6. The Navy's Bureau of Yards and Docks, 8th District, located in New Orleans, Louisiana, approved the architectural drawings submitted by Corgan, Lane & Associates and Stokes, Cobb, & Wilson and also authorized the construction, which was carried out by Carpenter Brothers Construction Company of Dallas.

Stokes, Cobb, & Wilson worked with Corgan to design Facility 94 as a hangar-type laboratory with steel columns, steel trussing, and "Robertson" metal siding, which matched existing Plant "B" structures constructed during World War II. Mosher Steel Company provided the steel used in Facility 94's construction and Stokes, Cobb, & Wilson supervised all work related to the steel frame, columns, and trusses. With the steel work complete, Carpenter Brothers began general construction of Facility 94 in spring 1952. Vought invested \$1,756,632 on the construction of Facility 94, a structures lab, capable of testing all the different components of aircraft and missile casings. The three-story, 88,647-square foot steel structure was constructed immediately west of Facility 49 and connected to the northwest corner of Plant "B" (Facility 6). The building's location provided Vought with convenient access to both the engineering offices within Facility 49 and the final production areas of Facility 6. Vought's first use of Facility 94 was to test the structural components of the Regulus II missile design. This was made of varying composite materials and metals, including Metallite, a Vought- developed product used on many of the company's jet

aircraft. The interior of Facility 94 was large enough to accommodate the testing of multiple design-related issues on both missiles and aircraft. During its first years of operation, Vought also used Facility 94 to help design and test the structural system of its F8U Crusader prior to entering into full-scale production of the design. Facility 94 could accommodate the testing of pieces or entire assemblies of both jets and missiles, simulating strains on the outer structures of products to increase durability, flight properties and characteristics, and the performance of the item under varying weather conditions, among other things (Chance Vought News April 1952: 4; Chance Vought News June 1953:1).

Since its completion in 1954, Facility 94's function has gone unchanged. As a structures laboratory, Facility 94 was never dedicated or associated with any one product manufactured at NWIRP Dallas, but its funding and construction request was directly tied to the Regulus missile program and jet aircraft development. After the end of the Regulus program in the early 1960s, Vought utilized the hangar-type lab to accommodate the testing of all the company's future products, including the F8U Crusader and A-7A Corsair II. During the 1970 and 1980s, Facility 94 proved a very flexible and versatile building as its interior was modified to accommodate the testing of multiple projects at one time. These projects included aircraft, missile and rocket programs for the Navy, Air Force and NASA, such as the Scout Rocket, Lance Missile, Tactical Missile, and Multiple Launch Rocket System programs. This work was conducted in the high bay area of Facility 94 and alongside the testing of Boeing 747 tail assemblies, McDonnell Douglas DC-10 tailplanes and elevators, and Lockheed P-3 Orion control surfaces and landing gear. In 1979, LTV received a large contract to complete the intermediate and rear fuselage sections of the Rockwell B1-B bomber and became the principal airframe builder on the Northrop Grumman B-2 stealth bomber. Work on these two projects began in 1981 and dominated the type of testing that occurred in Facility 94 throughout the end of the Cold War, and, to some extent, still occurs today. Currently, the tenant at NWIRP Dallas, Vought Aircraft Industries, utilizes Facility 94 to test the landing gear of the F-18 and F-14 jet aircraft and conduct variable wing sweep tests on the B-1 (www.voughtaircraft.com).

Even today, Facility 94 continues in its intended function as a structural test laboratory for products manufactured at NWIRP Dallas. Class II property records indicate that Facility 94 underwent improvement in 1970 and probably reflected interior modifications

necessary to accommodate the testing of different products. Current Department of the Navy P164 records show that Facility 94 has maintained its original square-footage and Class II records value the lab and its contents at \$12,178,730. The only major repair or renovation work to Facility 94 after 1970 was an exterior and interior paint job, which occurred plant-wide and reflected a change in tenancy from LTV to Northrop Grumman.

**NRHP ASSESSMENT &
RECOMMENDATION**

Facility 94, a hangar-type structural laboratory, is an integral part of the research, design, and development processes at NWIRP Dallas. One of the many buildings erected during Chance Vought's Spring Building Program (1952-1956), it has always been used to test the durability and structural components of the contractor's products prior to entering into full-scale production in either Facility 1 or 6.

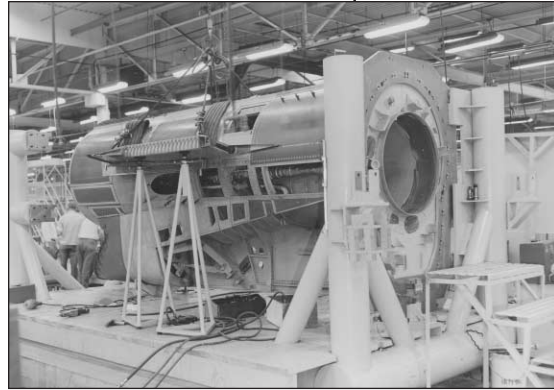


Figure 12-3. Historic photograph of Facility 94.

Facility 94 is virtually unaltered and thus retains much of its historic character and integrity. Historical investigation for this study uncovered that Facility 94 played a critical role in the development of the Regulus II missile program, the F8U Crusader, and the A-7A Corsair II. All three of these projects were designed and developed exclusively at NWIRP Dallas during the Cold War and were nationally significant aerospace products. In later years, Facility 94 played an important manufacturing role in the B-1B and B-2 subassembly programs. Because Facility 94 retains much of its historic character and integrity, the structural laboratory at NWIRP is eligible for the NRHP under Criterion "A".

FACILITY 95: TEST CELL BUILDING

PHYSICAL DESCRIPTION

Facility 95 is a rectangular-plan manufacturing building constructed in 1954, during the Spring Building Program at NWIRP Dallas. The building rests on a level terrain in the east-central portion of the plant, directly north of Facility 179.



Figure 12-4. Facility 95.

The one-story resource measures 45'-0" in width and 182'-0" in length and houses a total of 8190 square feet of usable interior space. The facility utilizes a raised-slab and slab-on-grade concrete foundation. It has a reinforced-concrete structural system and exterior walls are concrete. Facility 95's flat roof consists of ribbed metal decking, rigid insulation boards, and built-up roofing materials. Roof drains lead to

downspouts on the building's north facade. Additional exterior wall features include louvered vents on the south facade and metal ladders on the west facade.

The building's primary entrances are horizontal tracked, six-panel, metal doors on its south and north facades. Secondary exterior entries include hinged, single metal doors on the building's north and south facade and a set of hinged, paired metal doors on its south facade. Fixed 4-light windows are on the building's south facade.

HISTORIC BACKGROUND

Constructed between 1953 and 1954, Facility 95 was part of the Chance Vought's Spring Building Program and the overall expansion of NIRAP Dallas (now NWIRP Dallas) to meet the company's Cold War manufacturing requirements on jet aircraft and missiles. The Dallas-based engineering firm of R.C. Stokes designed Facility 95 to test and qualify missile engines installed in both the Regulus I and II programs. The Navy's Bureau of Yards and Docks, 8th District, located in New Orleans, Louisiana, approved the architectural drawings submitted by R.C. Stokes and authorized the construction of Facility 95. O'Rourke Construction Company, also of Dallas,

conducted the actual construction efforts under the close supervision of both the Department of the Navy and Chance Vought engineers.

Designed by R.C. Stokes to be sturdy, able to support tons of heavy equipment and machinery, and able to tolerate potential explosions, Facility 95 was constructed of steel, concrete, and brick masonry. The two-story, 8,190 square foot building originally cost \$215,180.09 and had four test cell chambers and two control rooms. Facility 95's second floor contained office and engineering space to monitor and analyze the missile engine testing that occurred in the first floor test cell chambers. Test cells consist of both the power and control mechanisms for guided missiles and can be either self-contained rocket motors or air-breathing jet engines. The equipment and machinery installed at Facility 95 was capable of testing both types of engines as well as the outside booster charges from tube launchers (Guided Missiles 1997: np).

The Department of the Navy selected and provided the missile engines to Chance Vought, which the company received through Facility 93, (the Shipping and Manufacturing building), and then moved to Facility 106, (the Engine Assembly Building). Following engine assembly, Chance Vought employees installed the engine into the missile body in Facility 97, and then tested and qualified it in Facility 95's test cells. Chance Vought engineers tested four pairs of Regulus missiles at a time and utilized the adjoining first floor control rooms to operate the engine via the radio control unit assigned to the production missile. By using the assigned radio control unit, Vought engineers could verify the effectiveness of the control mechanism simultaneous with engine qualifications. Once the company had 20 consecutive passes without failure, the entire production line of missiles would be cleared for delivery to the Navy.

Architectural plans in the Engineering Offices at NWIRP Dallas indicate that in 1957 the test cells were remodeled in order to better accommodate testing of the Regulus II missile, which was entering full-scale production. Rework required mechanical redesign of the test cell unit itself - both equipment & mountings. Lee & Emmert, Architect- Engineers from Dallas, Texas, were hired to carry out the necessary rework as well as install four new fuel tanks and associated piping at Facility 95 (Photo). This work occurred inside Facility 95 and on lands immediately adjacent the building. Lee & Emmert completed the rework on Facility 95's test cells in 1958. Other than the 1957- 1958 modifications, Facility 95 is virtually unchanged and it remains a 8,190 square foot industrial building.

Located the southernmost portion of the plant, Facility 95, the Test Cell Building, is immediately west of Facility 97, the Engineer Flight Test Hangar. During the Cold War years, the functions of the two buildings were closely linked with the Regulus I and II missile programs. Facility 95 can also be associated with the Scout Rocket, Lance Missile, and Cruise missile production programs that subsequent contractors manufactured at NWIRP Dallas in the latter years of the Cold War. In the mid-1980s, Ling-TEMCO Vought (LTV) placed Facility 95 in a caretaker status. All equipment, machinery, and office furniture were removed and the building ceased to be an integral part of manufacturing process at NWIRP Dallas. The previous contractor, Northrop Grumman, and the current contractor, Chance Vought Aircraft Corporation, both use(d) Facility 95 as storage.



Figure 12-5. Historic photograph of Facility 95.

NRHP ASSESSMENT & RECOMMENDATION

Facility 95 was one of 17 buildings constructed at NWIRP Dallas by Chance Vought during its Spring Building Program (1952-1956). The test cell building for the Regulus I and II missile programs, Facility 95 played an important role in Chance Vought's development of guided missile technology.

Furthermore, Facility 95 was critical in the plant's successful

operation throughout the Cold War and essential to Chance Vought's successful production of Regulus Missiles. Though Facility 95's historical associations are strong, during the past two decades the contractors at NWIRP Dallas have permitted the slow deterioration of the building to the point that it no longer resembles its period of significance. The lack of maintenance and the removal of its machinery and equipment further impacts Facility 95's historical integrity. Finally, Facility 95 has not been used in its intended capacity for nearly two decades and is no longer usable as a test cell building. Because Facility 95 is hardly recognizable to its period of significance and as the items most closely associated with the building's history have been removed, Facility 95 is not eligible for inclusion in the NRHP under Criterion "A".

FACILITY 97: ENGINEER FLIGHT TEST HANGAR

PHYSICAL DESCRIPTION

Facility 97, constructed in 1954, is a large manufacturing building in the southeast portion of NWIRP Dallas. The facility sits on a level terrain, southeast of Facility 33 and has paving on all sides. Facility 97, like most other resources at the plant, is of straightforward utilitarian design and lacks stylistic ornamentation or embellishment.



Figure 12-6. Facility 97.

Facility 97 is four stories in height and measures 213'-0" in width and 253'-0" in length. A 396'-0" long ramp area was added to the facility's south facade in 1955. The building rests atop a reinforced-concrete foundation and features a steel-frame structural system. Facility 97 has a multi-level flat roof constructed of ribbed metal decking, insulation board, and built-up roofing materials. Exterior walls are reinforced concrete up to 5'-6" above the first finished floor, then insulated vertical box-rib steel panels on structural steel framing to the roofline.

The facility's primary entries are metal canopy doors, located on its north and south facades. Each of these doors feature an integral hinged panel and sliding panels. The building's secondary entry is a set of hinged, paired metal doors with vision panels on its east facade. Windows for Facility 97 are industrial, steel-sash units and fixed aluminum-frame units. Additional exterior wall openings include louvered vents.

The resource houses a total of 70,634 square feet of usable interior space. Facility 97's primary interior space is a large open "high bay" area that is currently used for general materials storage. To the east of the high bay is a two-level mezzanine that currently houses administrative offices. A primary feature of the hangar interior space is a massive underground scale that forms much of the high bay's floor. Although the scale is currently on tin use, throughout the Cold War Era, it was used to weigh and qualify Regulus I and II missiles as well as the F8U Crusader and A-7 Corsair II jet aircraft.

HISTORIC BACKGROUND

On 18 June 1953, construction began on Facility 97, a \$1.7 million jet aircraft and guided missile hangar used initially to test and store production-quality Regulus missiles. One of 17 buildings constructed at NIRAP Dallas (now NWIRP Dallas) as part of Chance Vought Aircraft's Spring Building Program, Facility 97 was designed by Harwood K. Smith & Joseph M. Miles, an Architect – Engineer firm based in Dallas. The more than 70,000-square-foot hangar was not of standardized construction, but unique to NWIRP Dallas and designed to the specifications and needs of Vought. The four-story hangar contained a high bay area, electronics test areas, storage, engineering offices, and workroom space for expanded production on the Regulus missile. Vought required this hangar to satisfy Cold War manufacturing demands on the weapons system. The Navy's Bureau of Yards and Docks, 8th District, located in New Orleans, Louisiana, approved the architectural drawings and authorized the construction, which was carried out by O'Rourke Construction Company and completed in January 1954 (Chance Vought News June 1953: 1-2).

Originally, Vought used Facility 97 exclusively in support of the Regulus missile program. Regulus missiles leaving the Plant "B", Facility 6 production lines were taken to Facility 97 for final installation of the missile's internal avionics components and the individual testing of all electronic systems. Vought Retiree Club members indicated that installation of the missile engine also occurred in Facility 97. Following both of these complex processes, Vought employees moved the production missiles to flight testing, which occurred in Facility 95 and included simulation of engine starting-up, take-off, climb, cruise, and let-down simulation. Once the missile passed testing, it was moved back to Facility 97 for any rework and the official weigh-in. A large commercial scale was built into the floor of Facility 97 to weigh and certify production models. Once all final touches were complete, the missiles were shipped through Facility 93 in specially designed cargo carriers that prevented the Regulus from shifting and possibly damaging its delicate circuitry. Vought delivered the missiles to the Navy either by rail or on commercial trucks (Chance Vought News June 1953: 1-2).

In the early 1960s, the Navy cancelled Vought's Regulus missile program and the contractor dedicated Facility 97 to electronic and avionics repair as well as testing of the company's jet aircraft programs. At the time, Vought had just begun full-scale production on its F8U Crusader and used Facility 97 to store the completed jets

prior to and following airborne testing at nearby Hensley Field. Vought employees, including a former flight test pilot, indicated that the aircraft would be taken outside Facility 97 and moved into an engine run-up shelter for pre-flight operations. Following clearance, the jet was then moved to Hensley Field for airborne operations. An octagonal flight control room on Facility 97's southeast corner permitted the contractor to observe airborne flights from the building's fourth floor tower. During an interview with Vought Retiree Club members, former engineers recalled that some

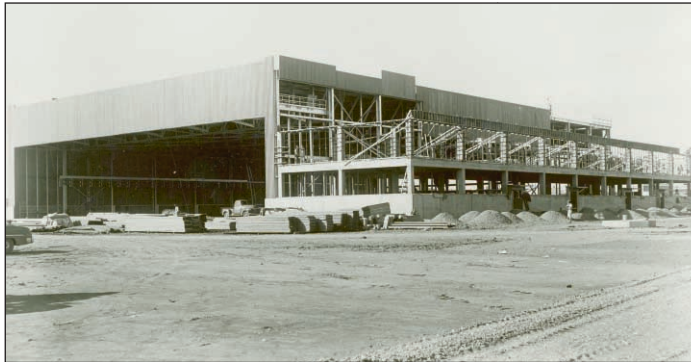


Figure 12-7. Historic photograph of Facility 97.

electronics and avionics installation on the F8U Crusader and the A-7 Corsair II occurred in Facility 97 as well as pre-delivery weight and certification.

Department of the Navy Class II property records do not exist for Facility 97, and contractor-generated property files do not indicate any significant renovation or alteration. Facility 97 retains its original form, appearance, and location and is still 70,634 square feet. Charles Hampton, one of the Navy's representatives at NWIRP Dallas, reported that the only major work completed at Facility 97 in the past decade has been interior and exterior painting, which occurred plant-wide and reflected a change in tenancy. Currently, the majority of Facility 97 is used as a storage space for high volume quantities of steel, metal, and composites in various shapes and sizes. They are stored in tall steel shelves similar to those found in Facility 93 and Facility 94, except in much higher quantities and volume. The varying shapes and sizes of the materials require that they be moved with a forklift to the manufacturing spaces at NWIRP Dallas. The eastern portion of the hangar is unoccupied and is used to store discarded office partitions.

NRHP ASSESSMENT & RECOMMENDATION

Since its completion in 1954, Facility 97, a hangar, has served as an integral part of the manufacturing, testing, and certification processes at NWIRP Dallas. One of the many buildings erected during Chance Vought's Spring Building Program (1952-1956), it has not always been used in its intended capacity, but has strong historical

associations to the Chance Vought's most successful Cold War products – the Regulus missile programs, the F8U Crusader, and A-7 Corsair II. In the mid-1950s, work on avionics and electrical systems were considered experimental and cutting-edge work. The contractor isolated the installation and testing of the control and guidance systems for the Regulus to Facility 97, and this work did not occur elsewhere in the plant. When work on the Regulus ended, the function of the building was modified to installation, repair, and testing of avionics on jet aircraft, such as the Crusader and Corsair II. Facility 97 has not been modified or altered significantly and retains its integrity to a high degree. A comparison of historic photographs with current images further illustrates the building's integrity. Historical investigation for this study uncovered that Facility 97 played a critical role in the manufacture of both the Regulus I and II missile programs, the F8U Crusader, and the A- 7 Corsair II. All three of these projects were designed and developed exclusively at NWIRP Dallas during the Cold War era and were nationally significant aerospace products. Because Facility 97 retains much of its historic character and integrity, the engineer flight test hangar at NWIRP Dallas is eligible for the NRHP under Criterion "A".

FACILITY 98: WATER PUMP HOUSE (POTABLE)

PHYSICAL DESCRIPTION

Constructed in 1954, Facility 98 is a rectangular-plan pumphouse in the central portion of NWIRP Dallas. The one-story structure is 43'-0" long and 23'-0" wide. It utilizes load-bearing masonry construction and rests atop a reinforced-concrete slab. The structure has a flat roof constructed of built-up roofing materials. Roof drains lead to downspouts on the structure's east facade. Exterior walls are brick. Facility 98's



Figure 12-8. Facility 98.

primary entrance is a set of hinged, paired doors on its west facade. These doors are metal and feature glass vision panels. An additional entrance, a single hinged metal door, is located on the structure's north facade. Windows are steel-sash, projected panel units. Additional exterior wall openings include louvered vents on the building's north facade.

HISTORIC BACKGROUND

Facility 98, a potable Water Pump house, was constructed in 1954 as part of an activity-wide Spring Building Program (1952-1956) that the contractor requested in order to meet Cold War production demands. An unknown architectural firm and construction company performed the work on Facility 98; however, it is probable that the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, supplied the drawings through its program of standardized plan construction. The 3,250 GM water tank cost the Department of the Navy \$138,000. No Class II property records exist for Facility 98 and there are no contractor-generated property records either; therefore, limited information exists as to construction or renovation work done to this building since its completion. Department of the Navy P164 records indicate that the tank is still 3,250 GM and continues in its intended function as a potable water storage tank.

Throughout its history and various tenants, Facility 98 has always been used to pump drinking water throughout NWIRP Dallas. Facility 98 works in conjunction with Facilities 99 and 100, NWIRP Dallas' potable water storage tanks. Drinking water stored in Facilities 99 and 100 are pumped via Facility 98, which provides employees with potable water.

NRHP ASSESSMENT & RECOMMENDATION

Facility 98 serves solely as a water pumping station, which is a support function and not part of NWIRP Dallas' direct mission. Even though the building is reflective of its period of design and construction, it is a nondescript, industrial building that is not unique to NWIRP Dallas and probably appears at other Navy-owned installations. Furthermore, Facility 98 is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or engineering merits as required for the building to eligible for the NRHP under Criterion "C". Furthermore, historical investigation for this study did not uncover any information suggesting that Facility 98 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 98's eligibility for inclusion to the NRHP under Criterion "A".

FACILITY 99: WATER STORAGE TANK (POTABLE)

PHYSICAL DESCRIPTION

Facility 99 is a circular water storage tank in the central portion of NWIRP Dallas. This 71'-0" long, 26'-0" wide structure has a storage capacity of 500,000 gallons. The facility's foundation is a concrete slab-on-grade and both its structural system and exterior walls are concrete. Facility 99 has a domed roof, constructed of concrete. Access to the structure is through a hatch on its roof. The facility has no doors or windows.



Figure 12-9. Facility 99.

HISTORIC BACKGROUND

Facility 99, a potable Water Storage Tank, was constructed in 1954 as part of an activity- wide Korean War expansion that was undertaken in order for the contractor to meet Cold War production demands. An unknown architectural firm and construction company performed the work on Facility 99; however, it is probable that the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, supplied the drawings through its program of standardized plan construction. The 500,000-gallon water tank cost the Department of the Navy \$32,354. No Class II property records exist for Facility 99 and there are no contractor-generated property records either; therefore, limited information exists as to construction or renovation work done to this building since its completion. Department of the Navy P164 records indicate that the tank is still 500,000 gallons and continues in its intended function as a potable water storage tank. Facility 99 continues to works in conjunction with Facility 98, NWIRP Dallas' water pump house. Drinking water stored in Facility 99 is pumped via Facility 98 throughout NWIRP Dallas to provide employees with potable water. Facility 99's processes are similar to Facility 100, another potable water storage tank.

NRHP ASSESSMENT & RECOMMENDATION

Facility 99 serves solely as a water storage tank, which is a support function and not part of NWIRP Dallas' direct mission. Even though the building is reflective of its period of design and construction, it is a nondescript industrial building that is not unique to NWIRP Dallas and probably appears at other Navy-owned installations. Furthermore, Facility 99 is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or

engineering merits as required for the building to be eligible for the NRHP under Criterion "C". Furthermore, historical investigation for this study did not uncover any information suggesting that Facility 99 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 99's eligibility for inclusion to the NRHP under Criterion "A".

FACILITY 100: WATER STORAGE TANK (POTABLE)

PHYSICAL DESCRIPTION

Facility 100 is a circular water storage tank in the central portion of NWIRP Dallas. This 71'-0" long, 26'-0" foot wide structure has a storage capacity of 500,000 gallons. The facility's foundation is a concrete slab-on-grade and both its structural system and exterior walls are concrete. Facility 100 has a domed roof, constructed of concrete. Access to the structure is through a hatch on its roof. The facility has no doors or windows.



Figure 12-10. Facility 100.

HISTORIC BACKGROUND

Facility 100, a potable Water Storage Tank, was constructed in 1954 as part of an activity-wide Spring Building program that was undertaken in order for the contractor to meet Cold War production demands. An unknown architectural firm and construction company performed the work on Facility 100; however, it is probable that the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, supplied the drawings through its program of standardized plan construction. The 500,000-gallon water tank cost the Department of the Navy \$32,354. No Class II property records exist for Facility 100 and there are no contractor-generated property records either; therefore, limited information exists as to construction or renovation work done to this building since its completion. Department of the Navy P164 records indicate that the tank is still 500,000 gallons and continues in its intended function as a potable water storage tank. Facility 100 continues to work in conjunction with Facility 98, NWIRP Dallas' water pump house. Drinking water stored in Facility 100 is pumped via Facility 98 throughout NWIRP Dallas to provide employees with potable water. Facility 100's processes are similar to Facility 99, another potable water storage tank.

NRHP ASSESSMENT & RECOMMENDATION

Facility 100 serves solely as a water storage tank, which is a support function and not part of NWIRP Dallas' direct mission. Even though the building is reflective of its period of design and construction, it is

a nondescript, industrial building that is not unique to NWIRP Dallas and probably appears at other Navy-owned installations. Furthermore, Facility 100 is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". Furthermore, historical investigation for this study did not uncover any information suggesting that Facility 100 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 100's eligibility for inclusion to the NRHP under Criterion "A".

***FACILITY 101: POWERHOUSE
STORAGE BUILDING***

PHYSICAL DESCRIPTION

Facility 101 was constructed in the central portion of NWIRP Dallas in 1955. This rectangular-plan structure, like most of the other resources at NWIRP Dallas, is of utilitarian design and lacks stylistic ornamentation or embellishment.



Figure 12-11. Facility 101.

Facility 101 is one story in height and is 36'-0" long and 16'-0" wide. The resource rests atop a reinforced concrete foundation. Exterior walls are transite siding on structural steel framing. Corrugated steel sheets form the building's shed roof. Primary access to the structure is through a hinged single metal door on its north facade. A secondary entrance, located on Facility 101's east facade, is a hinged, single steel-frame door clad with transite siding. Louvered fresh air intakes are on the facility's north and south facades. Facility 101 has had no significant alterations since its construction and retains a high degree of integrity.

HISTORIC BACKGROUND

Facility 101 is a Powerhouse Storage Building constructed in 1955 in support of the activity-wide factory expansion. The 3,084 square foot building cost the Department of the Navy only \$5,000 and originally housed the D electrical switchboard at NWIRP Dallas. An unknown architectural firm and construction company performed the work on Facility 101; however, it is probable that the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, supplied the drawings through its program of standardized plan construction. No Class II property records exist for Facility 101 and there are no contractor-generated property records either; therefore, limited information exists as to construction or renovation work done to this building since its completion in 1955. Department of the Navy P164 records indicate that the building is still 3,084 square feet, but lists its current name as the Public Works Shop Storage Building, which indicates a change in the building's overall function.

NRHP ASSESSMENT & RECOMMENDATION

Facility 101 historically functioned as a powerhouse storage building, which was supportive of NWIRP Dallas' direct mission by housing electrical equipment and controls to portions of the plant. Its current function as a storage building is as support only and is unrelated to the activity's primary mission as an aerospace manufacturing complex. Even though the building is reflective of its period of design and construction, it is a nondescript industrial building that is not unique to NWIRP Dallas and probably appears at other Navy-owned installations. Furthermore, Facility 101 is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". Furthermore, historical investigation for this study did not uncover any information suggesting that Facility 101 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 101's eligibility for inclusion to the NRHP under Criterion "A".

FACILITY 102: MACHINE TOOL & FURNITURE BUILDING

PHYSICAL DESCRIPTION

Facility 102, located in the west-central portion of NWIRP Dallas, was built in 1954 as part of the plant's Korean War expansion. The building sits on a level terrain with concrete paving on all sides.

The one-story facility is 394'-0" long and 72'-0" wide. The building rests on a reinforced -concrete slab foundation.

Facility 102 utilizes steel-frame construction clad with ribbed steel siding and concrete. The facility has a flat roof consisting of ribbed-steel decking, rigid insulation boards, and built-up roofing materials. Roof drains lead to downspouts on the building's north facade. The building's north facade features eight overhead metal doors with vision panels. Hinged, single metal doors with vision panels are located on the building's north and south facades. Facility 102 was designed to black-out standards and has no windows.



Figure 12-12. Facility 102.

HISTORIC BACKGROUND

Constructed in 1954 as part of the Spring Building Program (1952-1956) at NIRAP Dallas (now NWIRP Dallas), Facility 102 was designed by an unknown architectural firm, which was either approved or supplied through the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans. The O'Rourke Construction Company of Dallas constructed Facility 102, which was completed in 1954. The building cost the Department of Navy \$141,913.00. Facility 102 consisted of 27,655 square feet and the lessee, Chance Vought, originally utilized the space as a machine tool storage building. No Class II property records exist for Facility 102 and there are no contractor-generated property records either; therefore, only limited information exists as to construction or renovation work done to this building. Department of the Navy P164 records indicate that Facility 102 is still 27,655 square feet, signifying that no major additions have occurred since its completion in 1954. Navy P164s records also list Facility 102's current name as the Machine Tool & Furniture Building, which reflects only a minor change in overall function. The function changed from the exclusive storage of specialized machine tools, (required in the manufacture of jet aircraft

and missile systems), to also include storage of excess furniture and office equipment.

NRHP ASSESSMENT & RECOMMENDATION

Facility 102 was one of 17 buildings constructed at NWIRP Dallas by Chance Vought and the Department of the Navy from 1952-1956. Facility 102 played only a supportive role to contractor operations of NWIRP Dallas by serving as a central location for the storage of highly specialized tools and later furniture. Facility 102 played no significant or noteworthy role in NWIRP Dallas' primary mission of aerospace manufacturing during the Cold War years. Furthermore, Facility 102 was not used for product development or design and was not critical in the plant's successful day-to-day operations. Historical investigation for this study did not uncover any information suggesting that Facility 102 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. Consequently, Facility 102 lacks historical associations required to merit inclusion in the NRHP under Criterion "A". Even though Facility 102 has gone virtually unchanged since its completion in 1954, it is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C".

FACILITY 103: JET ENGINE TEST BUILDING

PHYSICAL DESCRIPTION

Facility 103 is a one-story airframe assembly plant in the southeast portion of NWIRP Dallas. Built in 1954, it was increased in size by a 1971 addition. The facility sits on a level terrain, with paving on all sides. Facility 103, like the majority of resources at NWIP Dallas is utilitarian in design and lacks stylistic ornamentation or embellishment.



Figure 12-13. Facility 103.

Facility 103 is rectangular in plan and is 103'-0" long and 51'-0" wide. The reinforced concrete slab foundation supports a steel-frame structural system. Exterior walls are ribbed steel siding and concrete. The roof is flat and is constructed of ribbed steel decking, rigid insulation board, and built-up roofing materials. Mechanical penthouses are near the roof's northeast and northwest corners. Primary entries, located on the building's north facade, are hinged, paired metal doors. Secondary entries, located in the facility's south and north facades, are horizontal tracked metal doors. The north, south, and east façades also feature single metal doors. Metal canopies hood each door. Because the building was designed to black-out standards, it has no windows. The facility houses functions related to jet engine assembly and testing.

HISTORIC BACKGROUND

Constructed between 1953 and 1954, Facility 103 was part of Chance Vought's Spring Building Program and the overall expansion of NIRAP Dallas (now NWIRP Dallas) to meet the company's Cold War manufacturing requirements on jet aircraft and missiles. The Dallas-based engineering firm of R.C. Stokes designed Facility 103 to test and qualify jet engines installed in Vought's Cutlass, Crusader, and Corsair II aircraft manufacturing programs. The Navy's Bureau of Yards and Docks, 8th District, located in New Orleans, Louisiana, approved the architectural drawings submitted by R.C. Stokes and authorized the construction of Facility 103. O'Rourke Construction Company, also of Dallas, conducted the actual construction efforts under the close supervision of both the Department of the Navy and Chance Vought engineers.

Designed by R.C. Stokes to be sturdy, able to support tons of heavy equipment and machinery, and able to tolerate potential explosions, Facility 103 was constructed of steel, concrete, and brick masonry. The two-story, 5,253-square-foot building originally cost \$256,399 and closely resembled the physical exterior of Facility 95, the missile Test Cell Building. Test cells in Facility 103 consisted of both the power and control mechanisms for air-breathing jet engines. The Department of the Navy selected and provided the engines to Chance Vought, which the company received through Facility 93 (the shipping and manufacturing building) and then moved to Facility 106 (the Engine Assembly Building). Following the engines' assembly, Chance Vought engineers tested and qualified them in Facility 103's test cells, using a process similar to the missile engines qualification procedures (Guided Missiles 1997: np).

Class II Records for Facility 103 indicate that the building underwent improvements in 1957 and again in 1971. Contractor-generated property records in Facility 2 contained contracts detailing the rework of test cells 1 and 2 in March of 1957, and again in 1971; these seem to be modification processes similar to those of Facility 95. In both instances, Chance Vought hired Zumwalt & Vinther, Consulting Engineers of Dallas, to re-route the jet fuel piping entering test cells 1 and 2; this was a modification necessary for the full-scale production of both the F8 Crusader and the A-7 Corsair II for combat use in Vietnam. According to contracts on file (Noa-1105 Item 10b), the Navy's Bureau of Yards and Docks provided the architectural plans (drawing 792,295); however, there are no architectural plans on file in the Engineering Offices at NWIRP Dallas. Other than the 1957 and 1971 modifications, Facility 103 has gone virtually unchanged and remains a 5,253-square-foot industrial building valued by the Navy at \$1,777,614.

Located the southernmost portion of the plant, Facility 103, the Jet Engine Test Building, is immediately west of Facility 95, the former missile test cell building. During the Cold War years, the function of Facility 103 can be closely associated with the F7U Cutlass, F8U Crusader, A-7 Corsair II, Lockheed S-3 Viking, and the McDonnell Douglas F/A-18 Hornet. The last contractor at NWIRP Dallas, Northrop Grumman, and the current contractor, Chance Vought Aircraft Corporation, use(d) Facility 103 to test the engines for Boeing subassembly work and, more recently, on the PAMPA 2000 jet trainer.

**NRHP ASSESSMENT &
RECOMMENDATION**

Facility 103 was one of 17 buildings constructed at NWIRP Dallas by Chance Vought during its Spring Building Program (1952-1956). As the main test cell building for the contractor's jet aircraft programs, Facility 103 played an important role in Chance Vought's final production processes during the Cold War years. Its testing history includes work on the Cutlass,

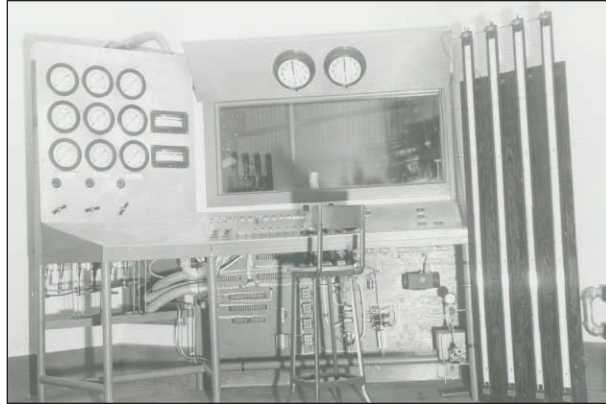


Figure 12-14. Operations room of Facility 103.

Crusader, and Corsair II aircraft, as well as later production models of the F/A-18. Though Facility 103's historical associations are strong, it does not merit inclusion in the NRHP under Criterion "A". The jet engines were not manufactured at NWIRP Dallas but by other companies and at plants located throughout the country. The Department of the Navy selected the engines prior to the design of an aircraft and supplied them to Chance Vought, which had no say in the manufacture or style of the engine. Finally, Facility 103's prime function was for the clearance of engines not unique to NWIRP Dallas. Facility 103 is not eligible under Criterion "C" because the design and engineering associated with Facility 103 is more reflective of standardized construction during the Cold War era than of any innovative technology. Though Facility 103 is recognizable to its period of significance, it lacks significant historical associations to jet aircraft production during the Cold War, and it does not possess noteworthy engineering or architectural features to merit inclusion in the NRHP under Criterion "C".

FACILITY 104: PAINT HANGAR



Figure 12-15. Facility 104.

PHYSICAL DESCRIPTION

Constructed in 1956, Facility 104 is large hangar in the northeast part of NWIRP Dallas. It sits on a level terrain, with concrete paving on all sides. Facility 104 is utilitarian in design, lacking stylistic ornamentation or embellishment.

The facility measures 215'-0" in length and 191'-0" in width for a total of 45,666 square feet of useable interior space. A concrete slab foundation supports the building's steel-frame structural system. The building's roof is primarily gabled with lower shed-roof wings and is constructed of lightweight concrete decking, 1"-thick insulation board, and built-up roofing materials. Roof drains lead to downspouts on the building's north facade. Exterior walls are clad with ribbed steel siding and concrete.

The principal feature of the building's main facade is a single large pivoting door that features an integral hinged panel and two integral sliding panels. The facility's secondary entrance is a four-panel horizontal tracked door on its west facade. Facility 104's windows are steel-sash projected-panel units. Additional exterior wall openings include louvered vents on the facility's west and north facades.

HISTORIC BACKGROUND

Facility 104 is the paint hangar at NWIRP Dallas and is located east of Facility 105 and adjacent to Jefferson Boulevard. Smith & Wardner Architects, of Dallas, Texas, designed Facility 104 to the direct specifications of Texas Engineering & Manufacturing Company (TEMCO), which occupied and operated the east portion of the industrial complex from 1949-1960. At the time, TEMCO was one of the largest subassembly and refurbishing contractors working for the Navy and required a paint stripping building in order to reduce its increasingly high backlog. The Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, approved the architectural plans for Facility 104 and authorized construction, which began in July 1953 and was completed by 1 December 1956.

The Department of the Navy hired T.C. Bateson Construction Company of Dallas and James Stewart & Company of New York to complete construction of Facility 104. The building, which cost the Navy \$1,309,920 to construct, provided TEMCO with a nearly 46,000-square foot hangar for paintwork on the McDonnell Demon jet aircraft, as well as the Boeing B-47 Stratojet, Lockheed P2V Neptune, Martin P5M Marlin, TEMCO TT-1 Pinto, and the Convair B-36 aircraft. TEMCO used nearby Facility 105 to strip paint and clean the aircraft prior to moving it to Facility 104, the paint hangar, where final painting occurred. Smith & Wardner designed the building around a large paint and work area with two smaller adjoining rooms, which was used for paint storage and mixing. The paint area was self-contained with ventilation supplied by an intake system and exhaust fans, providing fresh air into the workspace at a rate of 120 feet per minute. The paint area contained various open cribs that could accommodate different projects at one time, as well as utility services, into the workspace. These included compressed air for the paint guns, steam, fresh hot and cold water, and electricity. Facility 104 had no unusual construction features except that the locations of utility outlets was not determined until after construction ended in December 1956. TEMCO wanted to view the finished building before deciding where the outlets would be located, in order to establish efficient and convenient painting processes. T.C. Bateson and James Stewart & Company charged approximately \$33,000 to install Facility 104's utility outlets and safety items, such as a sprinkler system and draft curtains (TEMCO Tidings 16 January 1953: 1; TEMCO Tidings 2 July 1953: 1; TEMCO Tidings 17 June 1955:1; ROICC, Record Report 26 January 1957: np).

When Ling-TEMCO merged with Chance Vought in 1962, Facility 104 became involved in final production processes that consisted of painting the Regulus I and II missiles, the F8U Crusader, the A-7 Corsair II, and a variety of subassembly work. Class II Records indicate that Facility 104 underwent improvements 1972, but contractor-generated facility files do not detail the work. Since 1972, Facility 104 has undergone no major alterations or additions except for new exterior paint in 1994, which occurred plant-wide and reflected a change in tenancy at NWIRP Dallas. Today, Facility 104 continues in its intended capacity as a paint hangar and is used by current lessee, Vought Aircraft Industries, Inc., for work on Boeing wing sections. Class II Records indicate that the Department of the Navy currently values the 45,666 square foot industrial building at \$8,378,248 (ROICC, Record Report 26 January 1957: np).

NRHP ASSESSMENT & RECOMMENDATION

Facility 104 is a paint hangar that is supportive of manufacturing activities at NWIRP Dallas. One of two buildings constructed for TEMCO as part of the Naval Expansion of Plant "A" facilities at NWIRP Dallas (1955-1956), Facility 104 played a notable, but minor role in the plant's overall operation and mission. At the time of its construction, it was used only to paint refurbished aircraft manufactured elsewhere in the country, rather than fulfilling final manufacturing processes on aircraft or missiles designed and manufactured at the plant. In 1962, Facility 104 became the paint area for final production models manufactured at NWIRP Dallas. Historical investigation for this study did not uncover any information suggesting that Facility 104 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 104's eligibility for inclusion to the NRHP under Criterion "A". Furthermore, Facility 104 is a typical illustration of an industrial-support facility, and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". Facility 104 is not eligible for the NRHP.

FACILITY 105: PAINT STRIPPING BUILDING

PHYSICAL DESCRIPTION

Facility 105 is a one-story building in the northeast portion of NWIRP Dallas. The building was constructed in 1956 and was enlarged approximately 3, 900 sf by a 1967 addition. The facility sits on a level terrain, with concrete paving on all sides. Facility 105, like most of the other resources at NWIRP Dallas, is of utilitarian design and lacks stylistic ornamentation or embellishment.

The one-story building is rectangular in plan and measures 153'-0" in length and 78'-0" in width. Facility 105 rests atop a reinforced-concrete foundation. Exterior walls are concrete and ribbed steel siding on structural steel framing. The facility's flat roof is constructed of a ribbed-steel decking, rigid insulation boards, and built-up roofing materials. Roof drains lead to downspouts on the facility's east and west facades. Facility 105's primary entrances are metal canopy doors located on its south facade. Additional entries include hinged, single metal doors on the east and north facades. Because Facility 105 was designed to black-out standards, it has no windows.

HISTORIC BACKGROUND

Facility 105 is a paint stripping building located northeast of Facility 1 and adjacent to Jefferson Boulevard. Smith & Wardner Architects of Dallas, Texas, and William B. Tenery, a technical engineer from Grand Prairie, designed Facility 105 to the direct specifications of TEMCO. When Facility 105 was built in 1955-56, TEMCO was one of the largest subassembly and refurbishing

contractors working for the Navy. The company required a paint stripping building in order to reduce its increasingly high backlog. The Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, approved the architectural plans for Facility 105 and authorized construction, which began in June 1955 and was completed by 1 December 1956.



Figure 12-16. Facility 105.

The Department of the Navy hired T.C. Bateson Construction Company of Dallas and James Stewart & Company of New York to build Facility 105, which cost \$105,600 to construct. The building provided TEMCO with an 8,048-square-foot subassembly area for refurbishing work on the Boeing B-47 Stratojet, Lockheed P2V Neptune, Martin P5M Marlin, and the Convair B-36 aircraft. TEMCO used Facility 105 to strip paint and clean the aircraft prior to moving it to nearby Facility 104, where final refurbishing and painting occurred. Smith & Wardner designed the building as only one-half enclosed with a large overhead door and two small doors that the contractor opened for air circulation. The toxicity of the chemicals used in Facility 105 to strip paint from aircraft also impacted the internal spaces with the main working areas ventilated by unit heaters and air conditioning. These two design features permitted the continual introduction of outside air into the interior work areas (TEMCO Tidings 16 January 1953: 1; TEMCO Tidings 2 July 1953: 1; TEMCO Tidings 17 June 1955:1; ROICC, Record Report 26 January 1957: np).

Facility 105 had no unusual construction, except that the location of utility outlets was not determined until after construction ended in December 1956. TEMCO wanted to view the finished building before deciding where the outlets would be located in order to establish efficient and convenient factory processes. T.C. Bateson and James Stewart & Company charged approximately \$16,500 to install Facility 105's utility outlets and safety items. Class II Records indicate that Facility 105 underwent an expansion in 1968 that added 3,900 square feet of paint preparation space. Since this addition, Facility 105 has undergone no major alterations or additions except for new exterior paint in 1994 (ROICC, Record Report 26 January 1957: np).

When Ling-TEMCO merged with Chance Vought in 1962, Facility 105 became involved in final production processes that consisted of paint preparation of A-7 Corsair II. At some point, Facility 105 ceased to be used as a paint stripping and preparation building. Charles Hampton, one of the Navy's current onsite representatives, indicated that Facility 105 is presently used as storage space for Chance Vought Aircraft Industries, Inc. Class II Records indicate that the Department of the Navy currently values the 11,948 square foot industrial building at \$1,238,950.

NRHP ASSESSMENT & RECOMMENDATION

Facility 105 is a paint stripping building that is supportive of manufacturing activities at NWIRP Dallas. One of two buildings constructed for TEMCO during its mid-1950s building program, Facility 105 played only a minor role in the plant's overall operation and mission. At the time of its construction, it was used only to refurbish existing aircraft manufactured elsewhere and at a much earlier date, rather than fulfilling final manufacturing processes on aircraft or missiles designed and manufactured at the plant. In 1962, Facility 105's function changed to final paint preparation of NWIRP Dallas- manufactured products. Historical investigations for this study did not uncover any information suggesting that Facility 105 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 105's eligibility for inclusion to the NRHP under Criterion A. Furthermore, Facility 105 has been altered from its original 8,048 square feet with a 3,900-square-foot addition in 1968 that changed the historic character and form of the building. Facility 105 lacks distinction for its architectural and/or engineering and does not meet NRHP Criterion C; it is not eligible for inclusion in the NRHP.

FACILITY 106: ENGINE ASSEMBLY BUILDING

PHYSICAL DESCRIPTION

Facility 106, constructed in 1954, is a one-story airframe assembly plant in the east-central part of NWIRP Dallas. Facility 106 sits on a level terrain, with concrete paving on all sides. Like most of the other resources at NWIRP Dallas, Facility 106 is of utilitarian design and lacks stylistic ornamentation or embellishment. The rectangular-plan facility consists of a large, main mass with a smaller lean-to addition constructed in 1968.

The building, which is 138'-0" long and 62'-0" wide, rests atop a reinforced concrete foundation. Exterior walls are concrete and ribbed steel siding on structural steel framing. The flat and shed roof consists of ribbed metal decking, rigid insulation board, and built-up roofing materials. Roof drains lead to downspouts on the facility's north and south facades. The facility's primary entrance, located on the east facade, is a set of 4-panel horizontal tracked metal doors. Additional entries include overhead metal doors on the building's north and south facades. Windows, located only on the building's south facade, are steel-sash double-hung units hooded with metal awnings.



Figure 12-17. Facility 106.

HISTORIC BACKGROUND

Facility 106, an engine assembly building, was constructed during a complex-wide building program in the mid 1950s. Drawings for Facility 106 were probably provided by the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans. O'Rourke Construction Company of Dallas erected the one-story, pre-fabricated, corrugated steel-sided building, which encompassed 6,289 square feet. Facility 106 cost the Department of the Navy \$63,874.41 to build.

Facility 106's original function had to do with the assembly of jet and missile engines that were shipped to NWIRP Dallas from other manufacturers nationwide. The engines were assembled in Facility 106 under close scrutiny from representatives of the engine manufacturer. The jet aircraft missiles were tested in Facility 103, and the missile engines in Facility 95. The contractor stored the

completed engines in Facility 114 after testing until they were ready for installation in final production models of aircraft and missiles. The lessee installed aircraft engines in the F8U Crusader, F7 Cutlass, A-7 Corsair II, and the F-8 jet aircraft in both Facilities 1 and 6, the main manufacturing factories at NWIRP Dallas. Missile engines for the Regulus I and II were installed in Facility 97, a final production hangar located near Facility 114.

Architectural plans on file at NWIRP Dallas indicate that in 1971, contractor LTV funded an expansion of Facility 106 that included a 2,267-square-foot addition and the replacement of pipes and pumps throughout the building. Contractor-generated property records do not detail the expansion effort, nor do they specify which construction firm completed the work; however, once complete, Facility 106 encompassed 8,556 square feet and the Navy valued the building at \$88,752.00. Class II property records indicate that Facility 106 did not undergo any additional improvements following the 1971 expansion, and current Navy P164 records list the size of Facility 106 as unchanged from previously recorded figures. This information suggests that the building has not been modified significantly.

Northrop Grumman and current tenant Vought Aircraft Industries, Inc. never manufactured a complete production model aerospace product since work on the Corsair II ended in the late 1980s. Since that time, the function of Facility 106 has changed from an engine assembly plant to an engine storage building for large Boeing commercial passenger aircraft subassemblies.

NRHP ASSESSMENT & RECOMMENDATION

Since its construction, Facility 106 has served as an engine assembly building, and thus is related to the primary mission of NWIRP Dallas. No information obtained in support of this survey suggests that the building possesses significant historical associations in the context of Cold War aircraft and missile manufacturing, and therefore does not meet NRHP Criteria "A." Facility 106 also lacks distinction for architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C." In conclusion, Facility 106 is not eligible for the NRHP.

FACILITY 107: LOW-SPEED WIND TUNNEL

PHYSICAL DESCRIPTION

Constructed in 1955, Facility 107 is 9464 sq ft laboratory in the southwest portion of NWIRP Dallas. The irregular-plan facility rests atop a level terrain with concrete paving on all sides. Facility 107 consists of a three-story lab with a low-speed wind tunnel adjacent to its east facade. Also adjacent to the east facade is a small one-story temporary building.



Figure 12-18. Facility 107.

The resource's three-story lab has a concrete slab while its wind tunnel rests atop concrete footings. Facility 107 is 68'-0" in width and 87'-0" in length. Facility 107's exterior wall materials are clad with ribbed steel siding and concrete on structural steel framing. The building's roof is flat and consists of ribbed steel decking, rigid insulation board, and built-up roofing materials. Roof drains lead to downspouts the building's west facade.

The facility's primary entrance is on the north facade and features a set of hinged, paired metal and glass doors. The building's secondary door type, an overhead metal door, is also located on the facility's north facade. Facility 107's windows, located only on its west facade, are multiple-light, steel-sash, industrial units.

HISTORIC BACKGROUND

Dedicated in March 1955, Facility 107, a low speed wind tunnel, was originally a temporary building designed and constructed by unknown engineering and contracting firms. The original wind tunnel cost only \$71,000. In April 1965, the contractor at NWIRP Dallas, Ling-TEMCO Vought (LTV), requested that the previous temporary wind tunnel be replaced with a permanent aircraft and flight laboratory. LTV presented to the request to the Department of the Navy, which did not believe that the entire structure required replacement, but rather proposed adding a 15 by 20 foot tandem section with an associated testing station. LTV agreed with the plan and hired Chaney & James Construction Company of Richardson,

Texas to complete the \$1,272,408 addition under contract Now-6137-u. The plans and construction work were supervised by the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans. Chaney & James Construction completed the modifications to Facility 107 in late 1965, which brought the wind tunnel to 9,464 square feet.

LTV began immediate research and design work in Facility 107 on vertical lift, or V/STOL, subassembly projects. The new tandem section was capable of testing the three critical modes of V/STOL operations – hover, flight-cruise, and transition. LTV also utilized Facility 107 to test the design and flight properties of the A-7 Corsair II jet aircraft. The test station measured the properties, characteristics, and performance of the A-7 Corsair II under varied weather conditions and simulated environments. Class II property records indicate that Facility 107 underwent additional improvements in 1971, but contractor-generated property records on file in Facility 2 at NWIRP Dallas did not offer any specifics. Probable improvements include upgrades to equipment and machinery or replacement of interior mountings in order to accommodate testing of other aerospace products. Current Navy P164 records list Facility 107 as 9,464 square feet, which reinforces the belief that the building has not been modified significantly since 1965, only improved. Today, Facility 107 continues in its original capacity as an aircraft and flight equipment laboratory valued by the Department of the Navy at \$8,517,499.

NRHP ASSESSMENT & RECOMMENDATION

Facility 107 serves as the installation's low speed wind tunnel, a building critical to the design and testing of new aerospace products. Facility 107 has been significantly altered from its original 1955 temporary construction to

a permanent, three story and 9,464 square foot laboratory. Unique to NWIRP Dallas, Facility 107 is not of standardized design or construction and is highly specialized for the contractors and products of NWIRP Dallas. Critical to the develop of new products, Facility 107 is an essential building at NWIRP Dallas and essential to the activity's primary mission of aircraft and missile development during the Cold War.

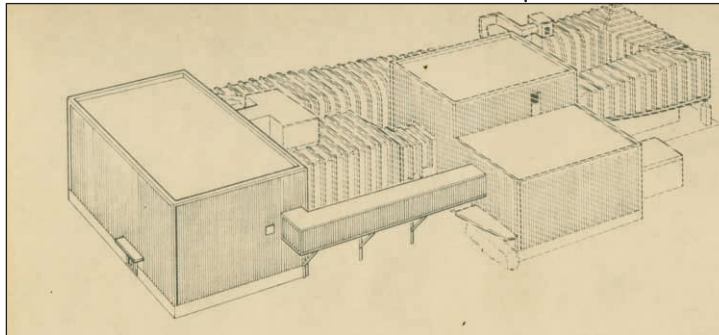


Figure 12-19. Historic diagram of Facility 107.

Facility 107 is a typical illustration of an industrial-support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". One of 19 buildings constructed for NWIRP Dallas from 1952-1956, Facility 107 has played only a minor and supportive role in the plant's overall operation and mission. Historical investigation for this study did not uncover any information suggesting that Facility 107 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 107's eligibility for inclusion to the NRHP under Criterion "A".

FACILITY 109: GASOLINE PUMP HOUSE

PHYSICAL DESCRIPTION

Facility 109 is a one-story, rectangular plan structure in the east-central part of NWIRP Dallas. Erected in 1954, Facility 109 functions as a fuel storage and pumping station for Facility 91, the NWIRP Dallas gas station.

The 32'-0" long, 12'-0" wide structure rests atop a concrete slab foundation. The facility's exterior walls and structural system are reinforced concrete. The roof is flat and is constructed of built-up roofing materials. Access to the structure is through a hinged, single metal door on its east facade. Steel sash industrial windows are located on the structure's north and south facades. Louvered fresh air vents are on all facades.

HISTORIC BACKGROUND

Facility 109, a gasoline pump house, was built in 1954 to provide fuel for aircraft flight- testing at Hensley Field and engine testing in Facilities 95 and 103. Facility 109 was one of 19 buildings and structures constructed between 1952-1956 as part of an activity-wide Spring Building Program that the Navy undertook in order to meet Cold War production demands. Zumwalt and Vinther,

Architect Engineers of Dallas, designed Facility 109, and the drawings were approved by the Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans. An unknown construction company performed the work on Facility 109, which began early in 1954. The 600 GM structure cost the Department of the Navy \$16,400 to construct and consisted of a one-story, rectangular brick building that is half underground. A stairwell leads down to the door of the building, which contains pumps that bring aircraft fuel aboveground. The contractor could then access the fuel via exterior pumps along the building's northernmost wall.

No Class II property records are known to exist for Facility 109, nor are there any known contractor-generated property records; therefore, little is known about the building's physical evolution. Department of the Navy P164 records indicate that the building is still 600 GM and



Figure 12-20. Facility 109.

continues in its intended function as an aircraft fuel distribution station. Facility 109 works in conjunction with Facility 110, the fuel calibration shelter. Fuel calibrated in Facility 110 is distributed through underground pumps to Facility 109 and then made available through exterior pumps.

NRHP ASSESSMENT & RECOMMENDATION

Facility 109 functions as an aircraft fuel distribution station, which directly supports NWIRP Dallas' primary mission. As a required element of aircraft operations testing, Facility 109 is not unique to NWIRP Dallas and is representative of a standardized support facility. Facility 109 has gone virtually unchanged and retains its original location and association. However, it lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion C. Furthermore, historical investigations for this study did not uncover any information suggesting that Facility 109 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. Facility 109 is not eligible for inclusion to the NRHP under Criterion A.

FACILITY 110: FUEL CALIBRATION SHELTER

PHYSICAL DESCRIPTION

Erected in 1955, Facility 110 is a one-story, rectangular-plan structure in the eastern portion of NWIRP Dallas. The facility consists of two open-air structures connected by a low, shed-roof breezeway. Concrete pads function as the structure's foundation. As originally constructed, the facility contained 6,099 square feet of usable interior space. A large, 10,914-square-foot addition was built in 1968; this expanded the building to 17,013 square feet.

The 159'-0" long, 107'-0" wide structure utilizes a rigid steel frame structural system. Ribbed steel and fluted steel panels form the structure's exterior walls. The roof of Facility 110's westernmost, quonset-hut type structure is vaulted while its east structure has a front-gabled roof. Both roofs are constructed of ribbed steel. Because the facility is open air, it lacks doors and windows.



Figure 12-21. Facility 110.

HISTORIC BACKGROUND

Facility 110, a fuel calibration shelter, was originally an 8,000-square-foot semi-permanent building that cost \$183,498.00 to build in 1955. An unknown construction company built Facility 110, a Quonset Hut, which was typical of temporary, corrugated-metal buildings constructed at numerous U.S. military installations from 1940-1970. In 1965, NWIRP Dallas's contractor, LTV, requested improvements to the fuel laboratory. LTV presented the request to the Department of the Navy, which had the Bureau of Yards & Docks, 8th Naval District, New Orleans, authorize the construction work. Landaur, Guerrero & Shafer Engineers of Dallas began renovating Facility 110 under Contract NOa-1105 Item 10(f) in 1967 and had completed the project by 1969. The Facility 110 addition more than doubled the size of the high temperature fluid test laboratory to 17,013 square feet. Construction work also consisted of ramp repair, the installation of two new aircraft fuel storage tanks and new fuel calibration, fire protection, and electrical equipment. These changes led to the building's reclassification as a permanent facility. In total, the 1967-1969 alterations to Facility 110 cost the contractor \$142,500.00 to implement.

LTV requested the expansion of Facility 110 to accommodate expanded fuel calibration operations on the A-7A and A-7D versions of the Corsair II, F-8 modification, and XC- 142 (experimental) aircraft testing. “The task of fuel calibration involves a complete checkout of the entire fuel system, including both the fuel transfer capability, gauging instrumentation, and ground check of the in-flight refueling system. At the same time, the determination is made of total fuel load capacity” (Addition to Fuel Calibration Building 3 October 1967: 2; LTV Profile February 1969: 1). LTV required approximately 16 hours per aircraft to completely analyze and check the gauges, instrumentation, and fuel capacity of each jet aircraft. The improvements to Facility 110 more than doubled the company’s capacity for testing aircraft fueling systems. The six new calibration stations allowed LTV to test and qualify 23 F-8 Crusader aircraft, and 40 A-7 Corsair II, per month. Proper fuel calibration was important, especially prior to flight-testing of aircraft, because improper calibration could cause an engine to stall and malfunction. This could either cause damage to the aircraft, its engine, or initiate a possible crash (Addition to Fuel Calibration Building 3 October 1967: 2; LTV Profile February 1969: 1).



Figure 12-22. Historic photograph of Facility 110.

Facility records maintained by the Navy and the plant’s contractor indicate that Facility 110 did not undergo any additional improvements following the 1967-1969 expansion. Current Navy P164 records list Facility 110 as encompassing 17,013 square feet. Facility 110 continues in its original capacity as a fuel calibration building, and its replacement value is listed at \$1,228,336.00.

NRHP ASSESSMENT & RECOMMENDATION

Since its construction, Facility 110 has served as a high temperature fluid test laboratory, a function directly related to aircraft testing at NWIRP Dallas. Although Facility 110 serves a required function at the plant, its mere association with the plant’s successful operation throughout the Cold War is not sufficient to merit inclusion to the NRHP under Criteria “A.” Furthermore, Facility 110 lacks sufficient integrity to eligible for listing under Criteria “C” because it has been modified extensively since its original construction in 1955. Facility 110 is a typical, non-descript, and pre-fabricated metal industrial building that is not unique to NWIRP Dallas and can be found at military installations across the nation and worldwide. Facility 110 is not eligible for the NRHP.

FACILITY 114: ENGINE STORAGE BUILDING

PHYSICAL DESCRIPTION

Facility 114, erected in 1955, is a rectangular plan, quonset hut-type building in the east-central part of NWIRP Dallas. The one-story building rests atop a level terrain with paving on all sides.

Facility 114, measuring 50'-0" in length and 48'-0" in width, houses a total of 2412 square feet of useable interior space. The building rests atop a continuous footing concrete foundation. The one-story resource utilizes a steel-frame structure with steel siding exteriors. The facility's vaulted roof is constructed of ribbed steel. Primary facade entries are hinged, single and hinged, paired metal doors. The building lacks windows.



Figure 12-23. Facility 114.

HISTORIC BACKGROUND

Facility 114, an engine storage building, was constructed in 1955 as part of an activity-wide Spring Building Program (1952-1956) that the contractor requested in order to meet Cold War production demands. An unknown construction company performed the installation of Facility 114, a corrugated metal Quonset Hut typical of the World War II-era temporary buildings that appeared at military installations nationwide from 1940-1970. The 2,412-square-foot temporary construction building cost the Department of the Navy only \$5,551. No Class II property records exist for Facility 114 and there are no contractor-generated property records either; therefore, limited information exists as to construction or renovation work done to this building since its completion. Department of the Navy P164 records indicate that the building is still 2,412 square feet, which signifies that Facility 114 has not undergone any significant modifications or alterations since its completion in 1955.

Throughout its history and the various tenants of NWIRP Dallas, Facility 114 has always been used to store aircraft and missile engines ready to be installed during final manufacturing processes occurring in Facilities 1, 6, or 97. The Department of the Navy supplies its contractors with engines, which are received through Facility 93 and assembled in Facility 106. Once assembled, the

engines are stored in Facility 114 until they can be properly tested in either Facility 95 or 103. Aircraft engines stored in Facility 114 were tested in Facility 103 and missile engines were tested in Facility 95. Following appropriate testing and clearance, the engines continued to be stored in Facility 114 prior to installation in final production aircraft and missiles. The lessee installed aircraft engines in final production models of the F8U Crusader, F7 Cutlass, A-7 Corsair II, and the F-8 jet aircraft in both Facilities 1 and 6, the main manufacturing factories at NWIRP Dallas. Missile engines for the Regulus I and II were installed in Facility 97, a final production hangar located near Facility 114.

Today, Facility 114 continues in its intended capacity as a storage area for aircraft engines, but the current lessee, Chance Vought Aircraft, Inc., also uses the space for miscellaneous facility-related storage.

NRHP ASSESSMENT & RECOMMENDATION

Since its construction, Facility 114 has served as an engine storage building, a function directly related to the primary mission of NWIRP Dallas. Though the building is reflective of its period of design and construction, it is a temporary, metal industrial building that is not unique to NWIRP Dallas and appears at numerous Navy-owned installations nationwide. By their nature, Quonset Huts lack distinction for architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion "C". Quonset Huts were intended to be a quick fix to an immediate need for building construction and not a long-term solution. The fact that Facility 114 has survived 50 years, and continues in its intended capacity, is noteworthy. However, the various contractors at NWIRP Dallas have permitted the slow deterioration of Facility 114; it is currently covered in rust and is in need of maintenance or replacement. Though Facility 114 resembles its period of significance and played a role in the manufacturing process at NWIRP Dallas during the Cold War, it lacks the level of historical association necessary to merit inclusion in the NRHP under Criteria "A". Facility 114 served only as a storage building for engines which were manufactured elsewhere and shipped to NWIRP Dallas for assembly in Facility 106. The mere association with the plant's successful operation during the Cold War is not sufficient to merit inclusion – the building must have integrity as well as play an integral role in the manufacturing processes. Storage is not considered an integral role; therefore, Facility 114 is not eligible for inclusion because of its lack of significant historical associations and the deteriorated condition of the building.

FACILITY 115: FIRE STATION

PHYSICAL DESCRIPTION

Facility 115, erected in 1954, is a rectangular-plan fire station. The building rests atop a concrete slab in the west-central part of NWIRP Dallas.

The two-story resource is 83'-0" long and 100'-0" wide. Exteriors are brick veneer on structural steel framing. An exterior ramp is adjacent to the east facade. The building has a multi-level flat roof constructed of ribbed metal decking, rigid insulation board, and built-up roofing materials. Roof drains lead to downspouts on



Figure 12-24. Facility 115.

all facades. The facility's door types include three overhead metal doors with vision panels on the north facade; hinged, single hollow steel doors on the north and east facades; overhead metal doors on the east facade; and hinged, single metal doors with vision panel on the north facade. Large, steel-sash industrial windows are located on north, east, and west facades. Single hung, aluminum-frame windows are on the facility's north and west facades.

HISTORIC BACKGROUND

Dedicated on 13 December 1953, Facility 115 has served as NWIRP Dallas' fire station for nearly 50 years. Constructed during a major building program of the mid-1950s, Facility 115 provided the contractors of the plant with a modern fire fighting station and crash response unit for Hensley Field aircraft operations. Smith & Wardner Architects, of Dallas, Texas, designed Facility 115 to the direct specifications of Chance Vought. Smith & Wardner designed the fire station and two other buildings, including Facilities 104, 105, and 115. The Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, approved the architectural plans for Facility 115 and authorized construction, which began in early 1953.

The Department of the Navy hired Peterson Construction Company to erect Facility 115. The building cost the Navy \$96,040 and provided NWIRP Dallas with a 7,585-square-foot fire station. Facility 115, a two-story brick building, contained three bays for fire

engine and crash response vehicles, as well as wings on either side for office and work space. Facility 115 replaced an obsolete World War II-era fire station (Facility 84). Since the end of the war, the Navy replaced nearly all propeller-driven aircraft with jets, which used different fuel and manufacturing techniques than the previous models. Facility 115 was equipped with advanced capabilities and was able to deal with emergency situations at the plant without calling in outside services.

Contractor-generated property records at NWIRP Dallas revealed that no major alterations or additions have been made to Facility 115 since its completion in late 1953. Department of the Navy P164 records list the current size of Facility 115 as 7,585 square feet, which further reinforces the belief that the building has not been modified. Today, Facility 115 continues in its original capacity as a fire station.

NRHP ASSESSMENT & RECOMMENDATION

Facility 115 serves as the installation fire station and emergency crash response building, a support function for the plant's day-to-day operations and flight-testing. The building provides limited support to manufacturing activities at NWIRP Dallas and allows the activity to continue as a self-contained complex that does not rely on city services in cases of emergency. Fire stations are located on nearly all of the Navy's large installations and are not unique to NWIRP Dallas. Facility 115 has not been altered from its original 7,585-square-foot size and retains its historic appearance and form; however, it is a nondescript, industrial-based fire station specializing in containing and controlling emergency situations related to aircraft and missile production and testing. Facility 115 is a typical illustration of an industrial-support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion C. One of 19 buildings constructed for NWIRP Dallas from 1952-1956, Facility 115 has played only a minor role in the plant's overall operation and mission. Historical investigation for this study did not uncover any information suggesting that Facility 115 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. This factor negates Facility 115's eligibility for inclusion to the NRHP under Criterion A.

FACILITY 117: FIRE PUMP HOUSE

PHYSICAL DESCRIPTION

Constructed in 1956, Facility 117 is a small, rectangular plan structure in the central portion of NWIRP Dallas. The structure rests atop a level terrain with paving on all sides. Like most other resources at NWIRP Dallas, Facility 117 is of straightforward utilitarian design and lacks stylistic ornamentation or embellishment.

The resource rests atop a reinforced-concrete slab and features a load-bearing masonry structural system. Exterior walls are concrete block. The structure has a flat roof of built-up roofing construction. Access to the facility is by a hinged, single hollow metal door on the east facade. Steel casement windows are on the facility's north and east facade.

HISTORIC BACKGROUND

Facility 117, a pump house, was installed on 1 December 1956 in support of fire fighting, hazardous waste control, and emergency crash operations at NWIRP Dallas during the Cold War. Facility 117 was one of 19 buildings and structures constructed in 1954 as part of an activity-wide Spring Building Program that the Navy undertook in order for the contractor to meet Cold War production demands.

The Navy's Bureau of Yards & Docks, 8th Naval District, New Orleans, supplied the specifications for the tank, piping equipment, associated building, and concrete resting pad through its program of standardized plan construction. The building's contractor is not known. The 9,500 GM structure cost \$181,523 to erect.

Current Class II property records for Facility 117 record the function of this property as a Fire Protection Water Pumping Station. These records also indicate some leasehold improvements in 1970. No contractor-generated property records have been found that detail the 1970 improvements, but they would most likely reflect an upgrade in equipment and machinery; Department of the Navy P164 records indicate that the structure is still its original size of 9,500 GM. Facility 117 works in conjunction with Facility 115, NWIRP Dallas' fire station, and provides fire fighting services plant-wide.



Figure 13-25. Facility 117.

NRHP ASSESSMENT & RECOMMENDATION

Facility 117 serves solely as a fire pump house, which is a support function and thus is not part of NWIRP Dallas' primary mission. Even though the building and piping equipment reflects its period of design and construction, it is not unique to NWIRP Dallas and probably appears at other Navy-owned installations. Facility 117 is a typical illustration of a standardized support facility and lacks distinction for its architectural and/or engineering merits as required for the building to be eligible for the NRHP under Criterion C. Historical investigations for this study did not uncover any information suggesting that Facility 117 is closely associated with any activities, events, or persons significant within the context of aircraft and missile production during the Cold War. Facility 117 is not eligible for inclusion to the NRHP under Criterion A.