

U.S. NAVAL AIR STATION, CADET ADMINISTRATION
BUILDING
(Building No. 679)
140 Fred Bauer Road
Pensacola
Escambia County
Florida

HABS FL-463
FL-463

HABS
FL-463

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
100 Alabama St. NW
Atlanta, GA 30303

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL AIR STATION ^{Cadet Administration Building} (Building No. 679) HABS No. FL-463

Location:

U.S. Naval Air Station, Building No. 679
140 Fred Bauer Road
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator
Coordinates: Zone16, 473419E/3357270N

Present Owner:

United States of America
Department of the Navy
Chief of Naval Education and Training
NAS Pensacola
250 Dallas Street
Pensacola, Florida 32508-5220

Present Occupant:

Vacant

Present Use:

Vacant

Significance:

Constructed in 1942 as a Cadet Administration Building, Building No. 679 played a supportive role in the station's mission to train Navy pilots. It was one of a large number of temporary structures erected at the station during mobilization for World War II. Unlike most of the other contemporaneous wood-frame buildings, which were constructed from standard plans that the Navy's Bureau of Yards and Docks developed, Building No. 679 was a one-of-kind building designed by a private firm, Wyatt C. Hedrick Inc., from Fort Worth, Texas. Moreover, unlike most of the other temporary buildings, which are strictly utilitarian in design and lack any stylistic detailing or ornamentation, Building No. 679 displays architectural elements that are reflective of the Classical Revival style. Building No. 679 has experienced relatively few modifications to its original design and appears much as it did when constructed in 1942. The only notable change is an addition on the west wing, but it is compatible in scale, form, and materials with the original design. Building No. 679 was also the original home of the Naval Aviation Museum, which used the facility from 1963 until the present museum complex was completed in 1975. This resource has also been determined eligible for listing in the

National Register of Historic Places.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date(s) of erection: 1942
2. Architect(s): Wyatt C. Hedrick, Ft. Worth, Texas
3. Original and subsequent owners, occupants, uses: United States of America Department of the Navy; used for office, educational and museum space.
4. Builder, contractor, suppliers: Unknown
5. Original plans and construction: Originally, Building No. 679 had a Latin Cross plan, with two intersecting axes of unequal length. The building currently displays an irregular plan due to west facade additions that were constructed in 1968 and 1969. Original plans for the building are on file at NAS Pensacola Engineering (Building No. 458), Pensacola, Florida.
6. Alterations and additions: West façade additions constructed from 1968 through 1969.

B. Historical Background

The United States Navy first became interested in Pensacola Bay in 1825, several years prior to Florida statehood. The Navy selected a tract of land near the site of the Spanish fortification Fort San Carlos de Barrancas for construction of a naval shipyard, which began on March 3, 1825. The Pensacola Navy Yard's primary mission was suppression of the African slave trade and piracy throughout the Gulf of Mexico and West Indies. During its early years, the naval presence at Pensacola consisted of a brick-walled Navy Yard, a separately enclosed Naval Hospital, and a 1,300-acre live oak reservation on the opposite side of Pensacola Bay. The Army's nearby installation, Fort Barrancas, provided security for the Navy Yard, which was essential during the early years of the Civil War.

In 1861, Union forces captured Fort Pickens, located on the opposite side of Pensacola Bay and near the Navy Yard's live oak forest. Fort Barrancas and the Advanced Redoubt, located adjacent to the Naval Hospital, were occupied by

Confederate forces. Some of the first fighting of the Civil War occurred between soldiers at Fort Pickens and Fort Barrancas. In 1862, Union forces captured New Orleans and the Confederates retreated from Pensacola, abandoning the Navy Yard and hospital. After 1864, the Navy returned to its reservation at Pensacola Bay and found most of its facilities reduced to rubble. The Navy's Bureau of Yards and Docks designed and constructed new buildings, some of which still stand today.

The Navy Yard thrived until the 1900s, when its role in shipbuilding and defense was greatly reduced. In October 1911, the Navy closed its reservation at Pensacola Bay – but closure was short-lived. In 1913, as the Navy began to embrace the potential of aviation technology, the Pensacola Naval Yard became the nation's first permanent Aeronautics Center. In April of the following year, Pensacola received its first commissioning of officers and enlisted personnel, arriving aboard the *USS Mississippi* and *USS Orion*. The officers established a flying school at the previously neglected and under-utilized Navy Yard and its associated Naval Hospital.

Three years later, on November 1916, the yard was officially designated as the Naval Aeronautic Station (NAS) Pensacola. Its primary mission was shifted to the training aviators, both pilots and observers. Soon after Pensacola's designation, it underwent a large expansion necessitated by involvement in World War I. NAS Pensacola trained aviators primarily on seaplanes, but used some land-based aircraft as well. Following the war, the Navy began development of balloons, blimps, and dirigibles at NAS Pensacola's Chevalier Field. Throughout the 1920s, NAS Pensacola served as a diverse training base.

A second major expansion of NAS Pensacola occurred between 1934 and 1940 and was funded, in large part, by the Vinson-Trammell Acts of 1934 and 1938. These acts authorized the construction of more than 200 new ships and corresponding support facilities at the station and bases around the United States. Also, in 1940, Congress appropriated nearly \$5 million for expansion at NAS Pensacola based upon the findings of the 1938 Hepburn Board report, which encouraged Congress to increase not only the size of existing aviation bases but also to increase the number. Additionally, New Deal programs such as the Works Project Administration (WPA), the Civilian Conservation Corps (CCC), and the Public Works Administration (PWA) provided funding and personnel for several projects at NAS Pensacola.

By the start of World War II, NAS Pensacola was a hub for naval aviation training, but possessed inadequate facilities to support between 10,000 and 12,000

students annually. Following Japan's attack on Pearl Harbor in December 1941, NAS Pensacola's training requirements soared from 640 to 2,300 cadets quarterly, which constituted an increase of 300 percent. In order to meet an immediate demand for increased training facilities and housing, NAS Pensacola underwent its third facilities expansion program. Construction at the base occurred from 1941-1943 and consisted of permanent, semi-permanent, and temporary buildings and structures. One of the buildings constructed as part of the World War II expansion was Building No. 679.

Although NAS Pensacola's Public Works Department and the Navy's Bureau of Yards and Docks designed the large majority of World War II buildings, independent architects and firms designed a select number of properties, including Building No. 679. One such architect was Wyatt C. Hedrick of Ft. Worth, Texas, who designed Building No. 679 as well as properties at the outlying airfields of Corry and Saufly and at NAS Dallas, Texas. Two of the prime factors facing the Public Works Department and its independent architects were expediency in construction and governmental restrictions on critical building materials, such as steel, metal, brick, and wood. Consequently, Wyatt C. Hedrick likely designed the building's foundation to allow for the future application of brick veneer when wartime restrictions on the use of brick were lifted.

Completed on July 1, 1942, Building No. 679 was a one-story, classically inspired building that originally functioned as the Cadet Administration Building. It was constructed at the northwest corner of Turner Road and Fisher Avenue and flanked by masonry buildings to the east, which were used for aviation education and training, and wood-frame barracks to the west. Building No. 679 originally encompassed 14,300 square feet and housed support offices for cadets and naval educational training. Building No. 679 was strategically located in the south central portion of NAS Pensacola, where all educational and training functions for the activity were concentrated. Services provided to cadets in Building No. 679 included a post office, snack bar, and a uniform services office. The Cadet Administration Building also contained mimeograph and regimental bindery rooms for in-house publications. Building No. 679 served as administrative office space throughout the war and into the Cold War years.

During the 1960s, the function of Building No. 679 changed to accommodate the United Service Organizations' (USO) College Center and the National Naval Aviation Museum. On June 8, 1963, NAS Pensacola commissioned the Naval Aviation Museum in a ceremony, which was attended by thousands of enlisted and civilian persons (Figure 3: Photograph of the commissioning ceremony). The

museum's initial mission was to collect "rapidly disappearing examples of historic aircraft, artifacts, and memorabilia of Naval, Marine Corps, and Coast Guard aviation" (www.naval-air.org/museum_info/history.asp). Originally, the museum occupied only 8,500 square feet of Building No. 679, but this quickly proved inadequate due to the rapidly expanding collection. According to architectural plans on file at NAS Pensacola, on April 25, 1963 the Public Works Office installed a prefabricated, metal building to the west of Building No. 679, probably for artifact storage.

Interest in preserving Naval aviation continued to grow, and in three short years, the museum's collection outgrew Building No. 679. The lack of available land for expansion necessitated the construction of a permanent, larger home for the Naval Aviation Museum. In 1967, the Public Works Department expanded storage space at Building No. 679 as a temporary solution for overcrowding. Roger Q. Weeks, an architect based in Pensacola, designed the addition that was constructed along the west façade of Building No. 679. In 1968-1969, the Public Works Department undertook another expansion to the property in an effort to enlarge administrative offices at Building No. 679. Combined, these additions expanded Building No. 679 to its current size of 17,513 square feet. Except for routine maintenance, Building No. 679 has remained virtually unchanged since the alterations of the late 1960s.

For the next three decades, Building No. 679 continued to function as the USO College Center; however, in 1975, the National Museum of Naval Aviation moved from Building No. 679 to a new, multi-million-dollar building near the old Fort Barrancas Lighthouse. When the museum moved, Building No. 679 continued on as the USO College Center and administrative support offices and classrooms for naval education training. Until very recently, Building No. 679 supported the USO College Center; however, the center's offices and classrooms have been moved to an alternate location at NAS Pensacola and the building currently stands vacant.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Building No. 679, constructed in 1942, is a one-story, wood-frame resource. The building, as originally constructed, displayed a Latin-Cross plan. One-story additions to the building's west wing were constructed in 1968 and 1969. Stylistic elaboration or ornamentation is limited to a modest Classical Revival influence displayed on the building's projecting front-gabled porch which features decorative elements such as paired wood box columns and pilasters, pedimented front-gable end, and articulated porch frieze. Additional decorative features include eyebrow dormers.
2. Condition of fabric: Fair

B. Description of Exterior :

1. Overall Dimensions: Building No. 679 is a one-story resource, measuring approximately 164'-0" east-west and 202'-0" north-south. The resource houses a total of 17,513 square feet of useable interior space.
2. Foundations: Pier-and-beam foundation consisting of a continuous concrete perimeter beam with interior concrete piers spaced 12'-13' apart along the axis of each wing. Piers, which typically measure 12"x13" or 13"x13", rest on concrete footing approximately 1'-0" below grade.
3. Walls: The exterior walls are clad with cement asbestos shingles.
4. Structural System, framing: Exterior walls are framed with 2"x 6" wood studs spaced 16" apart.
5. Porches, stoops: Raised concrete slab porches are located at the building's six entry points. The building's primary entrance displays a front-gabled projecting porch on paired wood box columns. The remaining porches have flat roofs on square wood box columns or a cantilevered flat roof on triangular brackets.
6. Chimneys: The building features one interior red brick chimney that functions as a flue for the boiler.

7. Openings:
 - a. Doorways and doors: Exterior doors are typically single wood, paneled doors with a nine-light vision panel. The building's primary entrance, located on the south facade of the south wing, and a secondary entrance on the east facade of the east wing, consist of a set of paired, non-historic, aluminum-and-glass storefront entries. The north facade of the building's north wing has a pair of non-historic wood flush doors with small single-light vision panels.
 - b. Windows: Exterior fenestration for Building No. 679 consists of wood frame and sash, double-hung units with nine-over-nine lights. Exterior aluminum-frame storm windows with solar screens were installed in the 1980s. Openings for package air conditioners are on the north facade of the east wing and the east facade of the north wing. The air conditioners have been removed and the openings have been enclosed with plywood panels.
8. Roof:
 - a. Shape, covering: The building has a hipped roof that is framed of dimensional lumber, consisting of 2" x 8" rafters and ceiling joists, spaced 24" apart, and 2"x10" hip and valley rafters and ridge board. Rafters are spliced and braced approximately 10'-6" in from exterior walls and are supported by cripple walls above corridor walls. Two 6'-10" deep wood trusses support the roof over the former ship's service dining area in the north wing. The entire roof is covered with composition shingles on wood decking.
 - b. Cornice, eaves: A wide wood band or frieze topped with a wood cornice mold is at the roof/wall junction directly below the roof's boxed, slightly overhanging eaves.
 - c. Dormers, cupolas, towers, etc.: The building's attic space is vented by 21 arched dormers with wood louvered vents.
 - d. Gutters, downspouts: Roof gutters are painted steel sheet metal and are continuous around the building. Downspouts are painted sheet metal and discharge at ground level.

C. Description of Interior

1. Floor plans:
 - a. Basement: None
 - b. First floor: Building No. 679 interior space is divided by eight-foot wide central hallways that extend the full length of each wing, terminating at the building's exterior doors. Each office area is further divided into smaller rooms by fixed partitions.
2. Stairways: None
3. Elevator: None
4. Flooring: Wood floor and wood base were originally used throughout the building except in its restrooms, dressing rooms, janitors' closet, food preparation area, and the boiler room, all of which had concrete floors. Carpet currently covers the wood floors throughout except for the men's and women's toilets, janitor's closet, and mechanical rooms, which have 9"x9" vinyl asbestos tile; Room 113, which has vinyl composition tile; and the handicapped toilet, which has solid vinyl tile.
5. Wall and ceiling finish: The typical wall finish is painted and textured ½" gypsum board. In rooms 112A-D, prefinished plywood paneling wainscoting has been applied over the gypsum board. In the corridors, 1/8" cement-asbestos board is an original material that has been used on the lower portion of the walls. Painted cement-asbestos board is also used for wall surfaces in restrooms, storage rooms, and the boiler room. Ceilings were originally perforated fiberboard except in areas with asbestos board walls, in which case asbestos board was also used for the ceiling. A remnant of the original ceiling can be seen in the narrow mechanical space to the north of Room 115. The building currently has suspended 2'x4' acoustical tile ceilings in most areas.
6. Openings:
 - a. Doorways and doors: Interior doors are a mixture of non-historic, solid-core, flush wood doors, which are used in the building's classrooms, and original wood paneled units, some with glazed vision panels, that are used in all other areas.

- b. Windows: None
7. Decorative interior features: None
8. Mechanical equipment:
- a. Heating air conditioning, ventilation: The building has two types of systems for cooling and one type for heating. The north wing is cooled by a 10-ton, direct expression (DX), split system air conditioning unit. The condensing unit is located outside the building, near the northwest corner of the north wing. The air handling unit is in the mechanical room to the west of the north entrance. The remainder of the building is cooled by a 35-ton, chilled water system with air handling modulated by a variable frequency drive. Both systems serve variable air volume terminal units with hot water reheat coils. Each system has multiple zones for improved temperature control. The entire facility is operated by a direct digital control system. The hot and chilled water systems each have a pump for circulation. The chilled water system uses four pipes to circulate heated and chilled water while the DX system uses two pipes. A gas-fired boiler, located between rooms 115 and 117, generates heated water that is used by both systems. The water chiller is outside the building, to the west of the north wing.
 - b. Lighting: Lighting fixtures used throughout the building are two-lamp, fluorescent tube, 2'x4' lay-in type, with acrylic lenses. Energy-saving light switches have been installed to automatically turn light fixtures on and off.
 - c. Plumbing: Water is supplied to Building No. 679 by artesian wells on the base. The water is distributed to plumbing fixtures by pipes located beneath the floor and in walls. Cast-iron pipes carry waste water to the base sewer system. Plumbing fixtures include water closets, urinals, lavatories, mop sink, kitchen sink, and water coolers. Water closets are floor-mounted, floor outlet, with flush valves. Urinals are wall-hung with flush valves. Lavatories are wall-hung with varying types of faucets. Water coolers are floor-mounted, free-standing with water filters. The building has a men's restroom, with three water closets, two urinals, and two

lavatories; a women's restroom, with three water closets and two lavatories; and a handicapped-accessible, unisex rest room with a single water closet and lavatory. The janitor's closet contains a mop sink. A counter-mounted, two-basin sink is located in Room 113. Water coolers are located in the corridor adjacent to Room 118, in the corridor near Room 104, and in Room 113.

D. Site

1. General setting and orientation: Building No. 679, situated in the south central portion of NAS Pensacola, sits at the northeast corner of the intersection of Turner Street and Fischer Avenue with its primary facade facing southwest onto Turner Street.
2. Historic landscape design: The facility rests atop level terrain on the north side of Turner Street and is bordered by a grassy lawn on the south and east and a paved concrete parking lot on the north and west. A concrete sidewalk, which extends along the south, east, and west sides of the site, is set back several feet from the curb allowing for a small grassy area between the sidewalk and street. Concrete walkways lead from the sidewalk and parking lot to building entrances on all sides. A concrete wheelchair ramp with metal railing has been appended to the west facade of the north wing.

PART III. SOURCES OF INFORMATION

- A. Early Views: Archived at the NAS Pensacola Public Affairs Office (Building No.191)
- B. Current Views: All 4"x 5" photos were taken by HHM Inc. in February 2002.
- C. Maps: From the NAS Pensacola Real Property Management Office (Building No. 3560) and modified by HHM Inc.
- D. Original Architectural Drawings: All original architectural drawings are held at the NAS Pensacola Engineering Office (Building No. 458).
- E. Bibliography
 - 1. Primary and unpublished resources:
 - Architectural and Engineering Plans, originals on file at NAS Pensacola, Building No. 458: various dates.
 - Bureau of Yards & Docks, Navy Department. *Annual Report of Expenditures and Operations*. Washington, DC: Navy Department, Bureau of Yards & Docks: various dates.
 - Class II Property Records. Naval Air Station Pensacola, originals on file in the Real Property Management Office, NAS Pensacola, Building No. 3560: various dates.
 - Department of the Navy, Bureau of Yards & Docks. *Detailed Inventory of Naval Shore Facilities, Real Property Data: NAVDOCKS P-164, Volume II, Districts 6 through 9*. Washington, DC: Department of the Navy, Bureau of Yards & Docks, June 30,1963.
 - Department of the Navy. *Detailed Inventory of Naval Shore Facilities, Real Property Data: NAVDOCKS P-164, Volume II*. Washington, DC: Naval Facilities Engineering Command, June 30, 1969.
 - Florida Master Site Files. Naval Air Station Pensacola, originals on file in the Real Property Management Office, NAS Pensacola, Building No. 3560: 1986.

Historic Maps maintained by the SeaBee Construction Museum at the Naval Construction Battalion Center, NAS Ventura County, California: various dates.

Historic Photographs maintained by the NAS Pensacola Public Affairs Office, Building No.191, NAS Pensacola, Florida: various dates.

Real Property Cards. Naval Air Station Pensacola, originals on file at the SeaBee Construction Museum at the Naval Construction Battalion Center, NAS Ventura County, California: 1954-1958.

2. Secondary and published sources:

Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineering Corps, 1940-1946, Vol. I. Washington, D.C.: U.S. Government Printing Office, nd.

Historic Property Associates. *Architectural and Historical Survey of The Pensacola Naval Air Station, Pensacola, Florida*. St. Augustine, Florida: Historic Property Associates, April 1986.

Vertical File Collection, maintained by the SeaBee Construction Museum at the Naval Construction Battalion Center, NAS Ventura County, California: various dates.

Internet website maintained by the National Aviation Museum, NAS Pensacola: www.naval-air.org/museum_info/history.asp.

PART IV. PROJECT INFORMATION

A. Federal Agency: Department of the Navy, Southern Division, Naval Facilities Engineering Command, Charleston, South Carolina.

B. Names and Affiliations of Those Preparing Documentation:

Department of the Navy, Southern Division, Naval Facilities Engineering Command, Charleston, South Carolina.

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C. Date Documentation Prepared: July 2002



Figure 1. Aerial photo of Building No. 679 taken during World War II, circa 1943.

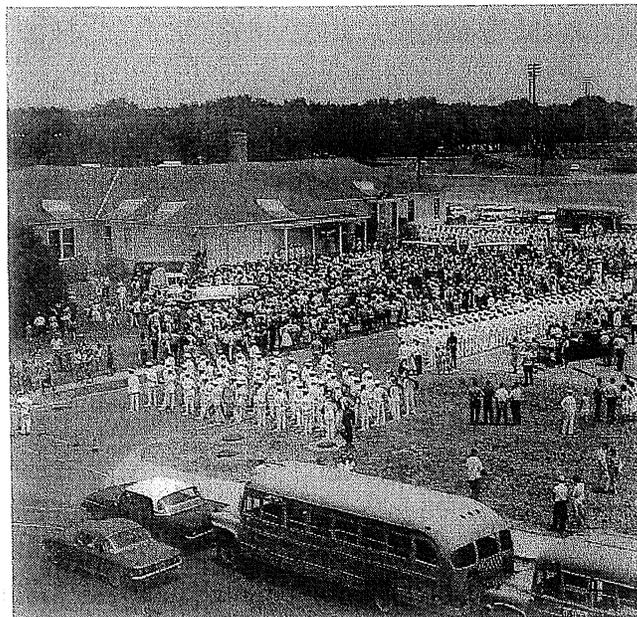


Figure 2. Photo taken during the June 8, 1963 dedication of Building No. 679 as the home of the Naval Aviation Museum.