NAVAL AIR STATION BARBERS POINT,
CONTROL TOWER AND AVIATION OPERATIONS BUILDING HABS No. HI-279-I
(Facility No. 4)
Near the intersection of the runways, between Hangar 110 and Building 115
Ewa Vicinity
Honolulu County
Hawaii

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
Pacific Great Basin System Support Office
National Park Service
San Francisco, California 94107-1372

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HISTORIC AMERICAN BUILDINGS SURVEY

NAVAL AIR STATION BARBERS POINT, CONTROL TOWER AND AVIATION OPERATIONS BUILDING
(Facility No. 4)

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Location: The control tower and aviation operations building is located on Naval Air Station Barbers Point near the intersection of the runways, between Hangar 110 and Building 115. Naval Air Station Barbers Point is situated in the southwest corner of the island of Oahu, City and County of Honolulu, Hawaii.

Significance: Aviation operations is a central purpose of an air station. Facility 4 was vital to the function NAS Barbers Point played during World War II in training pilots for missions in the Pacific and handling the huge number of carrier planes being shuttled in for overhaul and repair and then out to carriers again. The control tower makes this a distinctive building type.

Description: This is basically a two-story building with a one-story wing set at a right angle and a four-story tower wing that is offset from the intersection of the one- and two-story wings. Among the distinctive features of the building are the flat eaves and pent roofs of 2"-thick concrete that overhang the windows by approximately two feet. The one-story wing, measuring 60'-0" x 40'-0" x approximately 14', originally contained offices and specialized spaces for photography functions such as developing, printing, enlarging, and copying rooms, with storage space for materials and photographs. Because many of the photo function rooms were windowless the corridors were placed along the windows on the southeast and northwest sides of this wing. There is an exterior doorway on the northeast end of the wing. The two-story main section of the building has dimensions of 120'-0" x 40'-0" x approximately 25'. It originally held the garage for the crash truck and dormitory and other spaces for the firemen on the first floor, and the rooms on the second floor in the original drawing (Y&D Dwg. No. 187104) are labeled: Communications Center (two rooms), Aerological Officers, Calibration Room, Aerograph Work Room, Weather Map & Teletype Room, File and Class Room, Toilet, Office and [Upper] Lobby. The four-story tower section of the building wraps around about 12' on two sides of the southeast corner of the building. The tower originally had a footprint of 32'-0" x 32'-0", but two additions on the first level have increased created a one-story L-plan projecting from the tower. The original drawings show the following rooms in the tower: Transformer Room on first floor, Operations Office on the second floor, radio transmitter room and air conditioner room on the third level, and control tower on the top level. This last room, unlike the ones below, is octagonal, with windows all around. The tower window configuration was changed in 1960 with single large slanting panes on each face of the octagon, replacing the two-slope bulging shape seen in the attached elevations. The interiors of the building have been entirely remodeled and only the windows and stairways retain their historic appearance. The exterior retains much of its original appearance except that many of the three-part windows have had their upper and lower lights painted. Also, the checkerboard painting pattern on the top two levels of the control tower is a recent alteration.

History: As one of the original buildings planned for the air station, aviation operations and control tower was designed as a permanent, concrete building. A majority of the World War II buildings at NAS Barbers Point were built in a more temporary manner, due to directives issued in 1942. This structure was built of concrete, despite the directives for the conservation of permanent-type building materials, because the "necessary materials were on hand, or ready for shipment, when the list of prohibited items, including steel, was issued in April 1942" (Contractors, Pacific Naval Air Bases n.d.: A-352). The expeditious completion of the building was determined to be more important than conserving materials in this case. One original drawing (Y& D Dwg. No. 187103) for this building at NAS BP notes that it is a reproduction of

the operations building at the Naval Air Station Alameda California, with "final elevations to be established on location."

Naval Air Station Barbers Point could service 80 carrier planes at once and quickly have them ready for take-off, so that "as soon as a carrier pulled into the Pearl Harbor area, her complement of aircraft would wing over to Barbers for service and overhaul, while the stand-by group replaced them aboard ship" (Woodbury 1946: 342).

Note: For additional written historical information please see main entry for Naval Air Station Barbers Point, HABS No. HI-279.

Sources:
Architectural drawings for this aviation operation and control tower building are located in the microfilm cabinets in the Pacific Division, Naval Facilities Engineering Command Plan Files room. The original Yards & Docks Drawing Numbers are 187103 through 127.

Contractors Pacific Naval Air Bases
n.d. *Technical Report and Project History: Contracts NOy-3550 and NOy-4173: Pacific Naval Air Bases and Aviation Facilities, Dredging, Buildings, Accessories, Quay Walls, Berms, and Oil and Gasoline Storage at the Naval Station, Pearl Harbor, Hawaii and Pacific Islands.* 11 volumes (Chapter IX on Barbers Point, and Chapter XXVIII on Ewa). Microfilmed report in Pacific Division, Naval Facilities Engineering Command Library.

Woodbury, David O.
1946 *Builders for Battle: How the Pacific Naval Air Bases Were Constructed.* E.P. Dutton and Company, Inc.: New York.

Historian: Ann K. Yoklavich, Architectural Historian, Spencer Mason Architects, 1995.

Figure 1. Overall Station Map

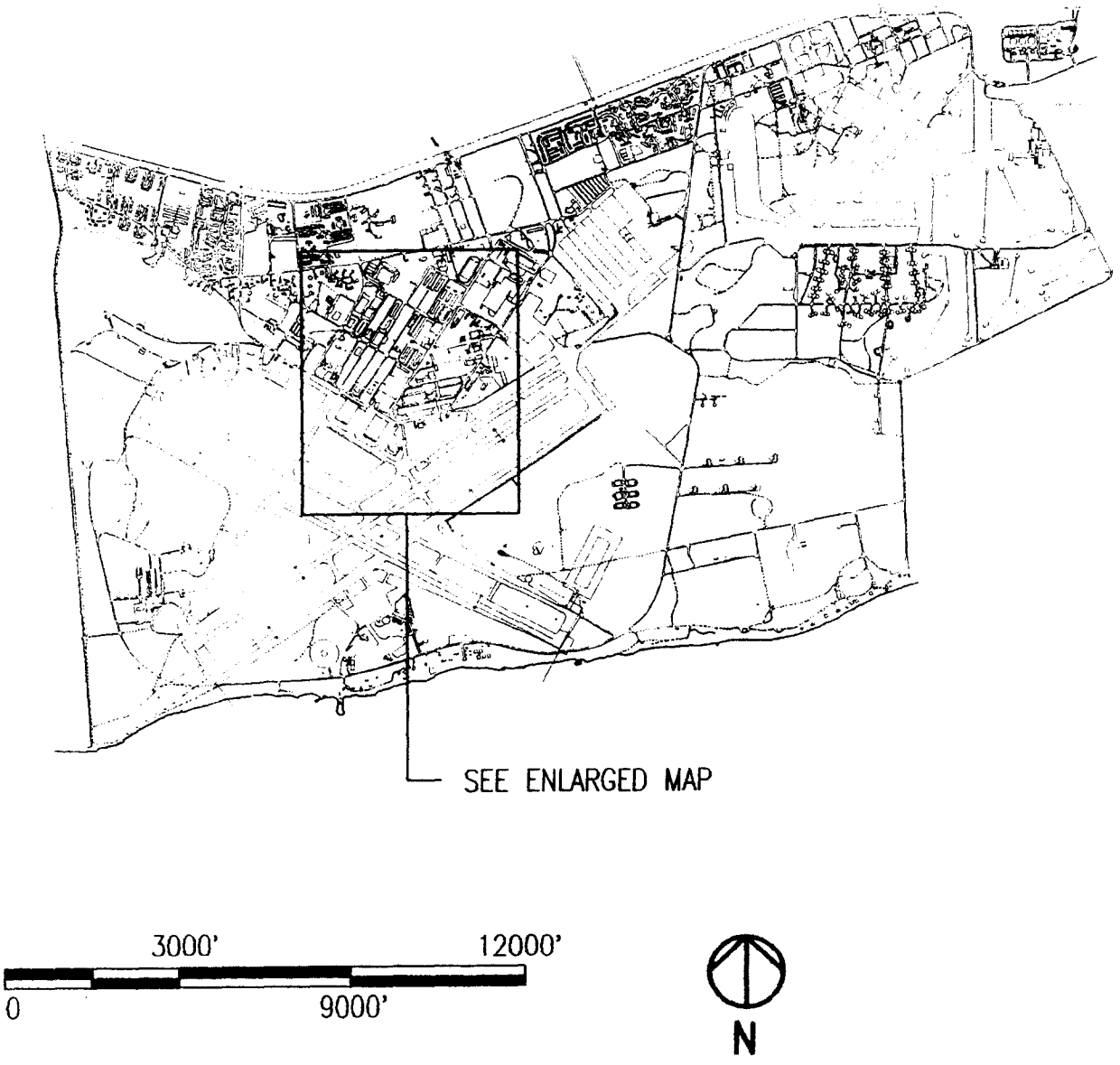

Figure 2. Enlarged Map, showing location

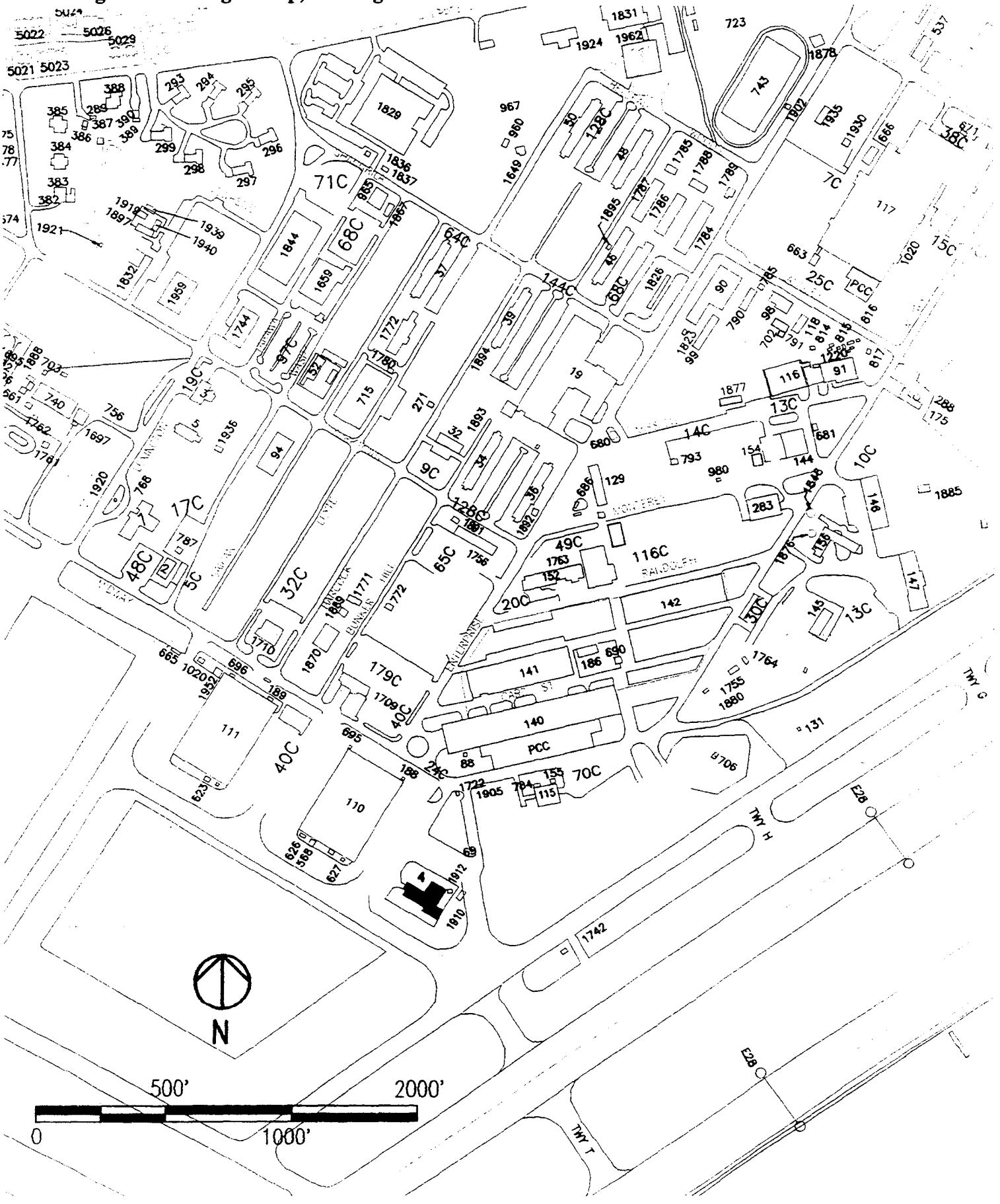

Figure 3. Bureau of Yards and Docks Drawing No. 187104 (reduced)

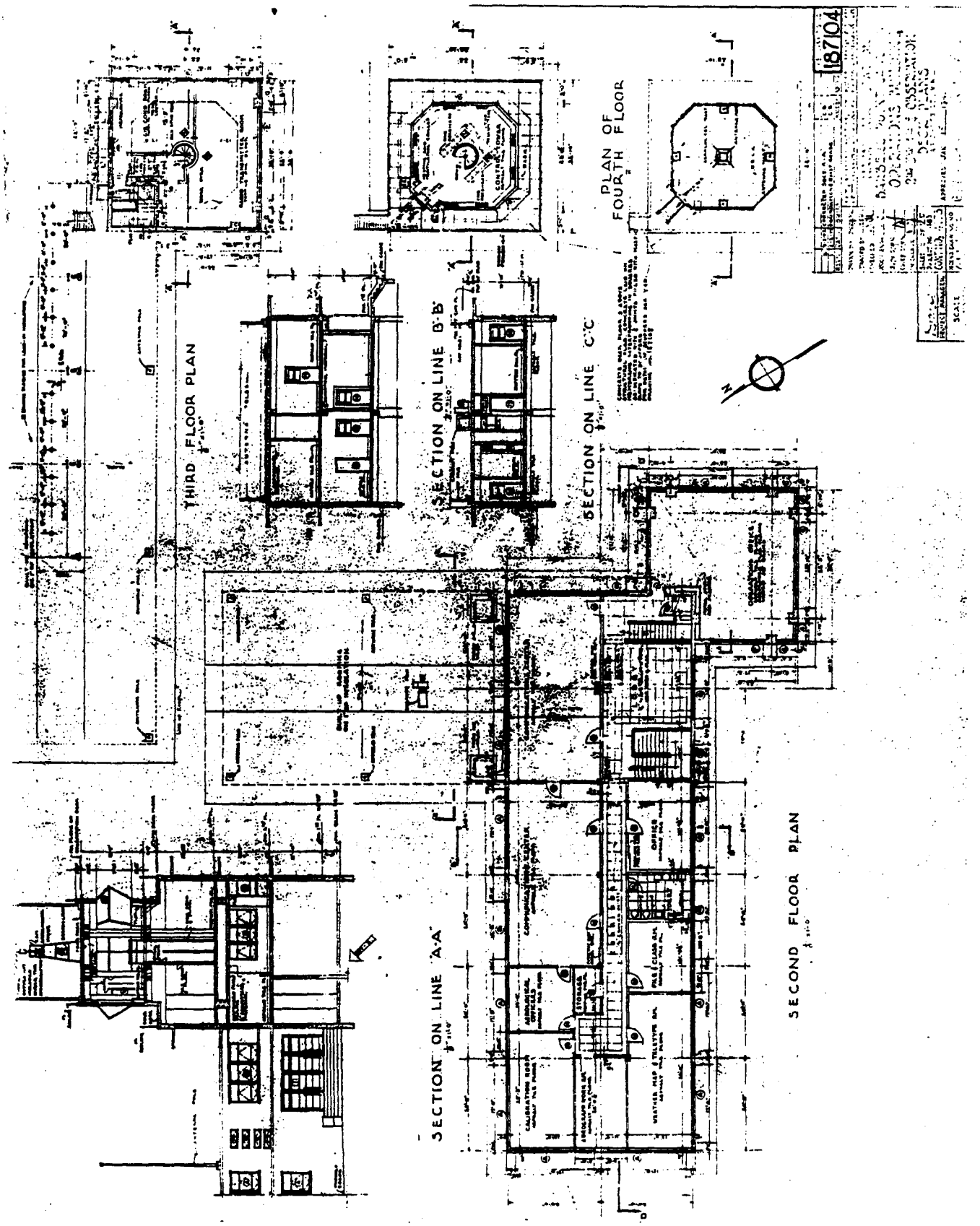

Figure 4. Bureau of Yards and Docks Drawing No. 187105 (reduced)

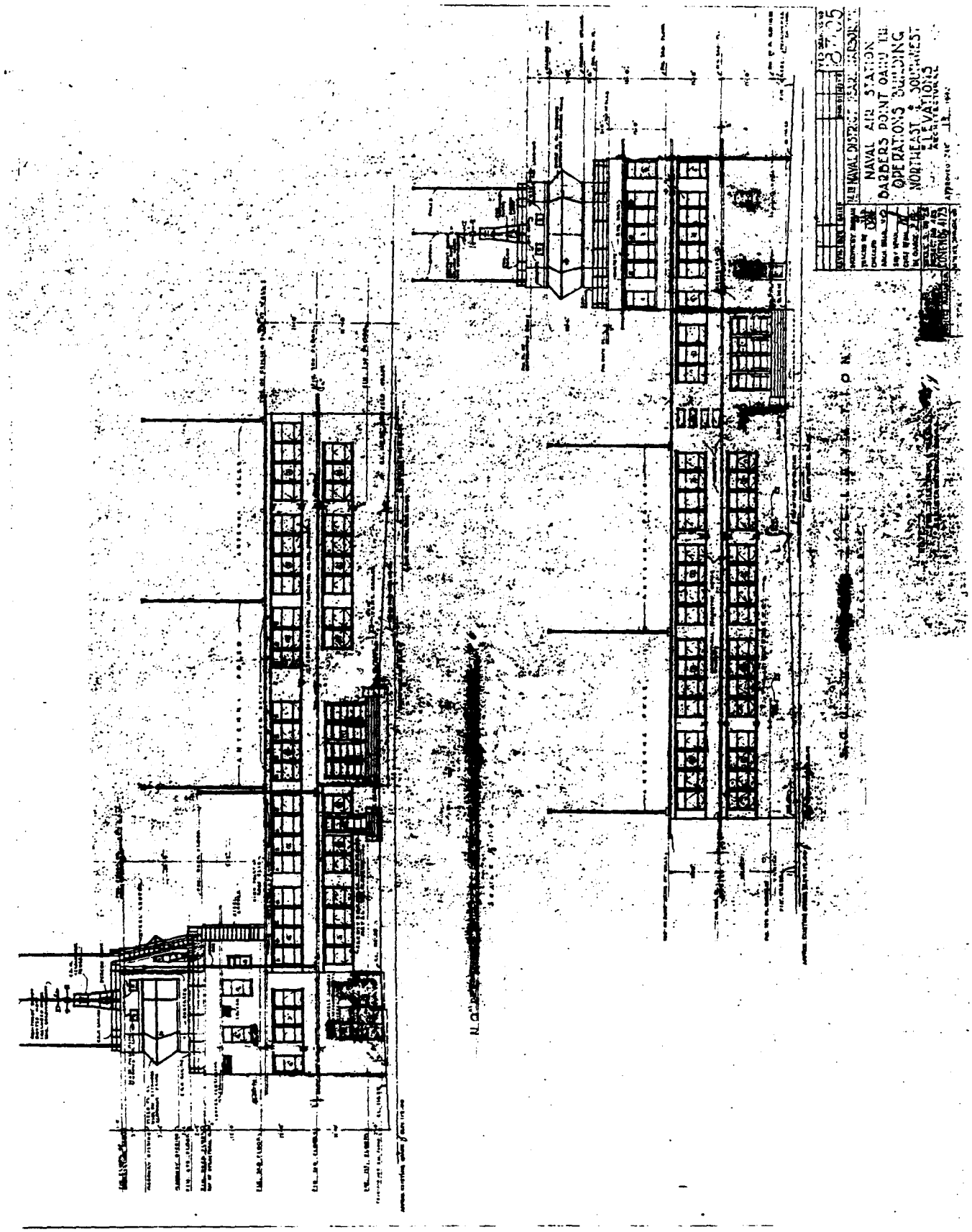
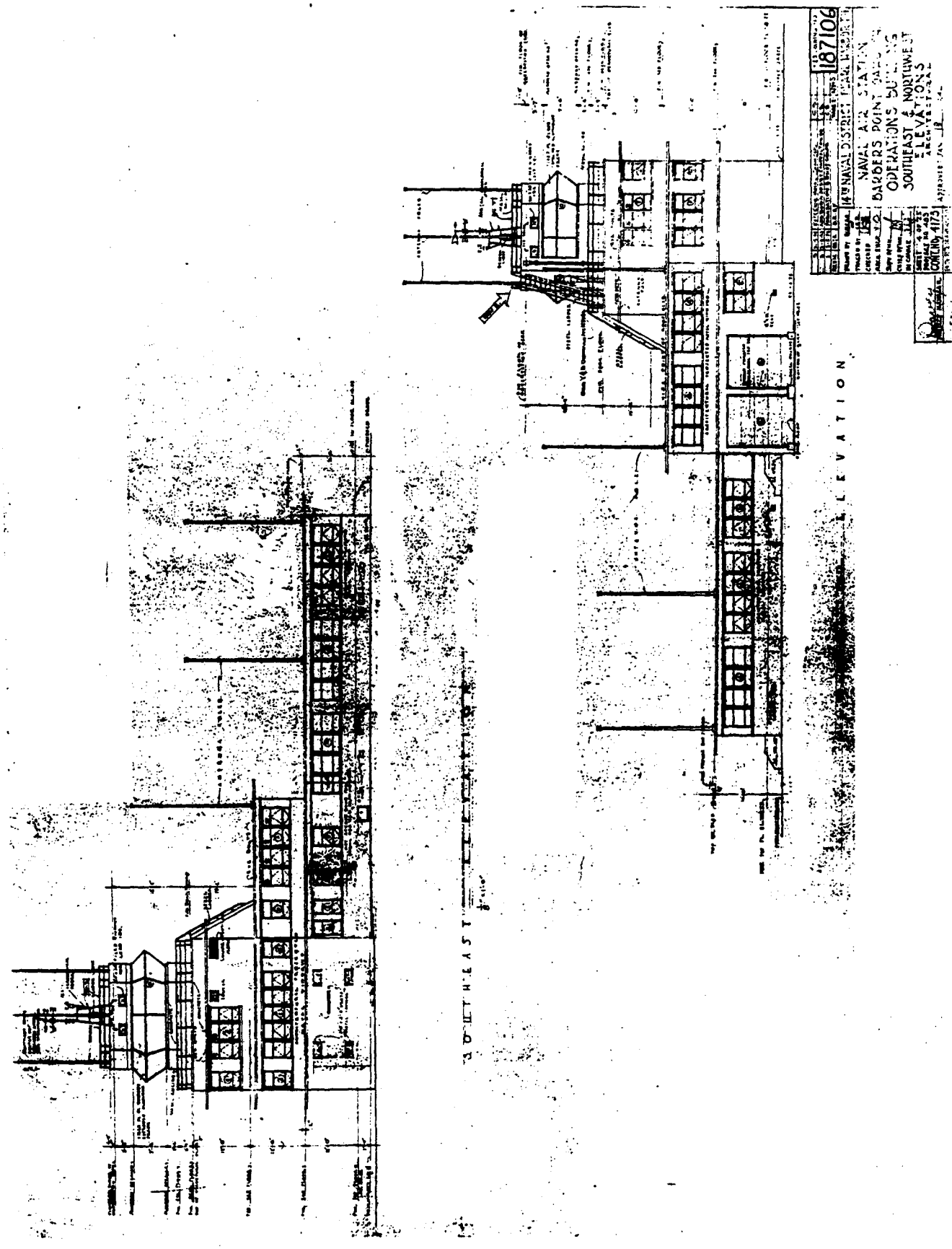
Figure 5. Bureau of Yards and Docks Drawing No. 187106 (reduced)