

ELLSWORTH AIR FORCE BASE,  
RUSHMORE AIR FORCE STATION  
OFFICERS' QUARTERS  
(Building No. 88501)  
Menoher Road  
Black Hawk Vicinity  
Meade County  
South Dakota

HABS No. SD-21-D

HABS  
SD-21-D

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY

National Park Service  
Great Plains Support Office  
1709 Jackson Street  
Omaha, Nebraska 68102-2571

## HISTORIC AMERICAN BUILDINGS SURVEY

### ELLSWORTH AIR FORCE BASE RUSHMORE AIR FORCE STATION OFFICERS' QUARTERS (Building No. 88501)

HABS No. SD-21-D

#### I. INTRODUCTION

Location: The Officers' Quarters is located at Ellsworth Air Force Base in Meade and Pennington Counties, South Dakota. The base is located approximately 10 miles east-northeast of Rapid City, the seat of Pennington County and about 10 miles due east of the community of Black Hawk in Meade County. The Officers' Quarters is located in an administrative, housing, and support campus adjacent to the front gate of the Munitions Storage Area (MSA) near the north end of the base's current aircraft Flight Line, and at the extreme northwest corner of the developed property at Ellsworth Air Force Base.

The Officers' Quarters was built as a housing facility for Rushmore Air Force Station, a highly secret nuclear weapons storage and assembly facility.

Quad: Bend

UTM: Zone 13

Date of Construction: 1952

Architect: Black & Veatch, Kansas City, Missouri.

Present Owner: United States Air Force

Present Occupant: None

Present Use: Abandoned

Significance: The Rushmore Air Force Station Officers' Quarters is significant for its association with American military policy during the Cold War years of the early 1950s. During this era, the United States embarked on a period of nuclear weaponry proliferation, fueled by post World War II diplomatic and military tensions between the

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United States and the Soviet Union. These tensions resulted in the creation of thirteen nuclear weapons storage sites within the United States, one of which is the Rushmore Air Force Station. These facilities were a central component of the United States' nuclear weapons strategy to deter a Soviet attack against Western Europe or North America.

Historian:

Kenneth L. Anderson  
Rapid City, South Dakota  
June 1996

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## II. HISTORY

### A. INTRODUCTION

This report, prepared for the Historic American Buildings Survey (HABS), provides historical and descriptive data on the Officers' Quarters, currently under the control of Ellsworth Air Force Base in western South Dakota. Erected in 1952, the building served as administrative offices and quarters for officers stationed at Rushmore Air Force Station (RAFS), an ancillary facility to Ellsworth Air Force Base. The mission of RAFS was the storage, maintenance, and preparation of nuclear weapons for loading onto long-range bomber aircraft.<sup>1</sup>

Ellsworth Air Force Base was constructed by the United States Army in 1942 to serve as a temporary wartime aviation training facility. The base was reactivated following World War II to serve as a base for military bomber aircraft, and for other strategic purposes; it continues in this role in 1996. The United States Air Force assumed ownership of the base following the creation of that branch in 1947. Ellsworth Air Force Base's current name was adopted in 1953; the facility had earlier been known as Rapid City Army Air Base, Weaver Air Force Base, and Rapid City Air Force Base. As used in this report, the term "Ellsworth" refers to the current base, as well as the same facility under its former names.

RAFS was constructed in 1952 and was completely independent of Ellsworth. While Ellsworth was under the control of the Strategic Air Command (SAC), RAFS was under the military control of the Air Materiel Command.<sup>2</sup> RAFS was assimilated into the command of Ellsworth at large in 1962.<sup>3</sup> For the purposes of this report, occurrences of the term Rushmore Air Force Station, or RAFS shall refer to the nuclear weapons repository installation that existed from 1952-62.

### B. ELLSWORTH AIR FORCE BASE 1942-52

Construction activity on domestic American military bases increased dramatically in the late 1930s as a result of heightening international tensions. This expansion was particularly evident in the aviation units of the United States Army, an indication of the growing strategic importance of military air power. From 1937-41, for example, the number of Army Air Corps facilities grew from twenty-one to 114, and still more aviation facilities were built as America embroiled itself in World War II.<sup>4</sup>

One phase of America's military aviation expansion program began in 1940 as the Army

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finalized plans to construct a number of new domestic military airfields for flight training and aircraft maintenance. Military site selection committees analyzed a number of potential locations for these new bases during 1941. The process almost inevitably generated substantial enthusiasm among the residents of communities being considered since a new military facility could provide a region with a major economic stimulus.

One such potential site was the Municipal Airport grounds near Rapid City, South Dakota. The location, on a low plateau a few miles east of town, seemed largely favorable to military inspectors. The site's ultimate selection for an air base was ensured through extensive lobbying by South Dakota's congressional delegation and local civic leaders. Rapid City was formally chosen as a new military airfield location in December 1941; local backing for the decision was proven when more than ninety-nine percent of Rapid City's voters supported a bond issue to assist in base construction.<sup>5</sup>

Construction work at the future Rapid City Army Air Base (RCAAB) began early the following year, and the facility was essentially complete by September 1942. As built, the new base featured three concrete runways and several dozen buildings. Most buildings were small, wood-framed structures, reflecting the base's status as a temporary, wartime facility. RCAAB initially served as a training facility for Army B-17 bomber crews; it continued in this role until the war's end in 1945, when the facility was inactivated.<sup>6</sup>

RCAAB faced a period of uncertainty after the war as many of the nation's temporary military bases were closed and disposed of. In 1947, however, the base was permanently reactivated as a major Army bomber base. This role continued after RCAAB was transferred to the newly formed United States Air Force at the end of the year, and assumed the name Rapid City Air Force Base (RCAFB). Under Air Force control, the facility initially served as home to a fleet of B-29 bombers operated by the Air Force's 28<sup>th</sup> Bombardment Wing. The bomber fleet continued to operate from the temporary facilities constructed by the Army in 1942.<sup>7</sup>

In 1949, the fleet of B-29s at RCAF B was supplanted by the arrival of B-36 "Peacemaker" bombers at the base. The B-36 assignment gave the base a sustained level of importance within the Air Force, while simultaneously pointing out the need for substantial physical improvements to the World War II-era facility. The B-36 was one of the largest and heaviest aircraft in the world at the time, requiring the Air Force to undertake major runway and hangar improvements at RCAF B to accommodate the new craft. This construction marked the beginning of a significant period of growth in the RCAF B physical plant.<sup>8</sup>

A larger and more sustained period of expansion at RCAF B began in 1951. The strategic

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importance of Air Force as a whole grew significantly during the 1950s due to the international tension generated by the Cold War and the Korean conflict. Simultaneously, RCAF B emerged as a major operations center of the Air Force's SAC. The base grew markedly from 1951-56, with the construction of over a dozen new hangars, a control tower, new housing and mess facilities, a hospital, and numerous other structures.<sup>9</sup> The largest construction project of the period was the building of RA FS (1952-54), a massive facility just north of RCAF B intended for the storage and maintenance of strategic nuclear weapons. Meanwhile, RCAF B was renamed Ellsworth Air Force Base in 1953.<sup>10</sup>

### C. RUSHMORE AIR FORCE STATION 1952-62

The advancements in nuclear weapons technology that played a large part in ending World War II also added suspicion and unease to an already tenuous relationship between the two major Allied countries of the war: The United States of America, and the Soviet Union (USSR). This tension and mistrust led each nation to pursue nuclear weaponry advancements, which further heightened the anxiety between the two countries. The resultant arms race and associated diplomatic maneuvering is now commonly referred to as the Cold War.

The Atomic Energy Commission - Armed Forces Special Weapons Project (AEC-AFSWP) agreement consolidated the operation of national stockpiles of nuclear material and weaponry under the command of the AFSWP (now known as Defense Nuclear Agency) beginning on May 11, 1949. Within this arrangement, the Atomic Energy Commission (AEC), a civilian government agency established by the Atomic Energy Act of 1946, was responsible for the storage and custody of stockpiled material. The Sandia National Laboratories (SNL), a government-owned agency responsible for the research, development, quality assurance, and production of nuclear weaponry, acted in an advisory capacity on the functional specifications relating to the weapons' storage and assembly. The Air Material Command (AMC) of the Air Force managed site functions such as the overall command and operations support of the facility, storage and maintenance of atomic weapons test and handling equipment, training exercises and maneuvers, administration, and security.<sup>11</sup>

Under the AEC-AFSWP arrangement, thirteen civilian controlled nuclear weapons facilities were created. These facilities were geographically positioned throughout the contiguous states. There were two facility types within the thirteen: six nuclear material stockpiles, and seven storage and maintenance facilities. The nuclear material stockpiles are referred to as "national," while the storage and maintenance facilities are referred to as "operational." Five of the operational facilities were located adjacent to Air Force bases to allow

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for ready loading onto waiting aircraft. RAFS was one of the operational facilities, and therefore played a major role in America's early Cold War nuclear strategy.<sup>12</sup>

The construction of RAFS began in 1950 and concluded in 1952. The station was designed and constructed to store and maintain nuclear bombs and other weaponry for possible use by the heavy bombers stationed at Ellsworth.<sup>13</sup> RAFS featured concrete igloos and other heavily built buildings, designed to be relatively inconspicuous to approaching enemy bombers as well as to withstand an enemy bombing raid. Ground security at RAFS was extremely tight, with access to the RAFS ordnance ("Q") area virtually impossible for most to obtain. Because of the extremely sensitive nature of the RAFS mission, its administration and operation were entirely independent from that at Ellsworth; the station maintained its own housing, warehouse, and shop facilities. In addition to the Air Force personnel assigned to RAFS, workers employed by the Atomic Energy Commission and Sandia National Laboratories were stationed at the base to oversee its operations. This arrangement continued until 1962, when RAFS was formally merged with Ellsworth.<sup>14</sup>

The RAFS consisted of two distinct and separate complexes. The primary complex was the ordnance storage area itself; this high security area was enclosed behind a multiple fence<sup>15</sup> with extremely heavy security at the access gate.<sup>16</sup> It included over forty buildings related to either the storage or maintenance of nuclear weapons systems, as well as a small group of offices, shops, and warehouses. The secondary complex, outside the secured area, contained RAFS's headquarters building, other offices, housing, and additional warehouses and shops, including the Officers' Quarters Building. The housing and administration area featured a formal, landscaped layout, displaying a hint of the symmetry and order once considered mandatory in the design of American military posts.<sup>17</sup>

RAFS's military component was the 3081<sup>st</sup> Air Defense Group, under the military command of the Air Materiel Command. The largest single task at RAFS was the security of the station as a whole, and the WSA in particular. Secrecy and security of operations were such an issue at RAFS that no SAC personnel (from Ellsworth) were allowed inside the station. It follows naturally that the largest contingent of military personnel at RAFS was the Air Police.<sup>18</sup>

Most of the buildings within the former RAFS administrative and housing area have been demolished, are being demolished, or are slated for demolition. The Weapons Storage Area of the former RAFS currently stores conventional munitions for Ellsworth, and is referred to as the Munitions Storage Area (MSA). Nuclear weapons were removed entirely from the mission of the base in 1991.<sup>19</sup> Many of the original buildings and bunkers within the WSA are still in existence and in use.

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D. OFFICERS' QUARTERS

The RAFS Officers' Quarters was built in 1951-52 as part of the construction of the Station as a whole. While a massive building program was being publicly undertaken at nearby Ellsworth (1951 appropriations of \$8.5 million were authorized for the base by March, with an additional \$17.5 million appropriated by September),<sup>20</sup> construction activity at RAFS was completed under tight security, with as little publicity as possible.

The design of the RAFS Officers' Quarters was overseen by the Department of the Army, Office of the Chief of Engineers, Washington, D.C. This was in contrast to the design work occurring for Ellsworth; that was overseen by the Omaha District of the Army Corps of Engineers, which held responsibility for all construction activities at Ellsworth proper. The firm of Black & Veatch was retained to execute the design and construction documents for the project.<sup>21</sup>

Headquartered in Kansas City, Missouri, Black & Veatch was a private consulting firm offering architectural and engineering design services. The firm was founded in 1915 when Ernest Bateman Black and Nathan Thomas Veatch began providing consulting engineering services.<sup>22</sup>

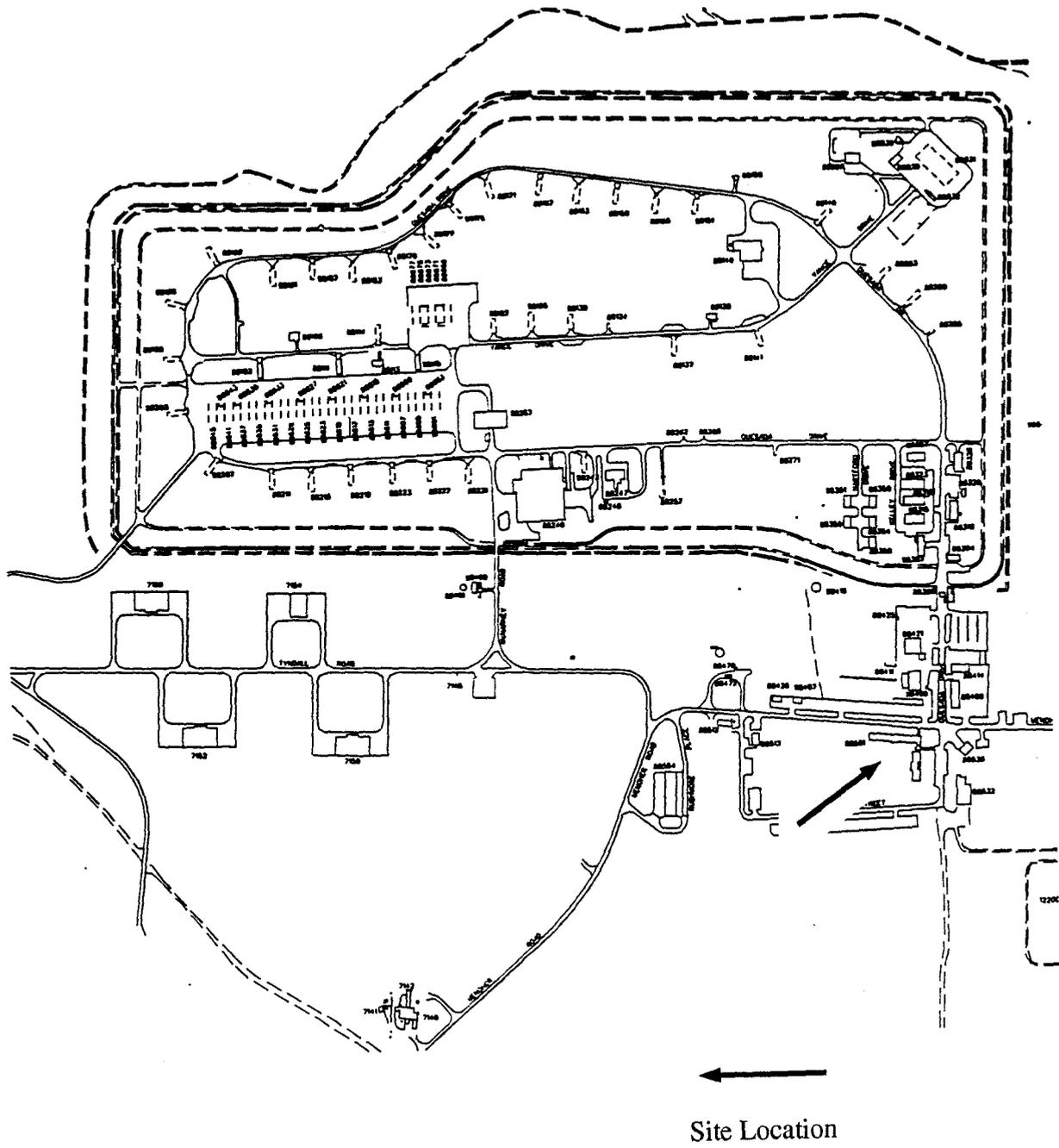
Construction of the Officers' Quarters began soon after Black & Veatch completed the final building plans and specifications in 1951, and was completed in July 1952. The total cost of the project was \$268,300.<sup>23</sup> As built, the Officers' Quarters stood near the northeast corner of the administrative and housing complex. The Weapons Storage Area (WSA) was just north of the Officers' Quarters, and to the south was the RAFS Headquarters Building.

The Officers' Quarters' role as a housing and light administrative facility continued throughout the entire era (1952-62) that RAFS functioned as an independent facility. An Officers' Club was added in the west wing basement of the building in 1960-61. In 1962, RAFS was incorporated into the SAC mission of Ellsworth. From 1962-72, the building was used in a similar capacity.

In 1972, the building underwent an alteration project to accommodate the addition of the Ellsworth Budget Office. The Budget and Finance Offices used much of the basement of the building to store the base's stock of paper and office supplies. Portions of the west wing of the building were demolished in the late 1980s due to damage caused by the Security Police Emergency Services team during hostage extraction training exercises. Much of the remainder of the west wing was then condemned and sealed.



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Location of structures and facilities on the former Rushmore Air Force Station.  
Map on file at Engineering Flight, Ellsworth Air Force Base, South Dakota.

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Other functions temporarily housed in the facility from 1972 to the time it was emptied in 1986 included the Office of Security Investigations (OSI), a dental office, ambulance garage, Family Services, (now called Family Support Center, which had a warehousing effort in the building), Defense Mapping Agency, (a tenant on the base) and Eaton's (a B-1 contractor) technical representative on base.

The Officers' Quarters was taken over by the base Real Estate office as a completely empty building in June 1991. Due to several factors, such as occasional flooding in the basement, asbestos materials content, and hazardous routing of heating piping, the building was added to the list of those to be demolished at Ellsworth in August 1992. As of this writing, demolition of the building has begun.<sup>24</sup>

### III. ARCHITECTURAL DESCRIPTION

The Officers' Quarters is located in the northwestern portion of Ellsworth. The base is geographically divided into three functionally differing areas: housing and support services (to the east), aircraft and base operations (west), and ordnance storage and maintenance (north). The last area includes the former RAFS, where the Officers' Quarters is located. The building itself is located on the northeastern corner of the RAFS administrative and housing complex.

The Officers' Quarters is one of three remaining structures located in the former RAFS administrative and housing complex. This area originally consisted of nine buildings, all similar in form and design, arranged around a formal landscaped polygonal quadrangle. The area was a formal, institutional landscape. Six of the complex's buildings have been demolished in recent years.

The building has been stripped of nearly all non-integral components, leaving only the structural shell and original finishes. Lack of maintenance and weatherization are evident, as roof leaks and other openings are beginning to affect the integrity of the structure. However, this building retains a level of integrity sufficient to convey its historic appearance and its intended role in the operation of RAFS.

The Officers' Quarters consists of a two-story, central core that is of masonry construction. This central core is flanked on the east and west by two-story, middle sections of wood-framed construction. Flanking these middle sections are small, one-story wings, also wood-framed. The overall dimensions of the building are 270' - 6" east-west x 33' north-south, with the middle sections providing most of the building's length. The central core and middle

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sections are equal in height, but the core is 6' wider and projects into the courtyard. The building has a full basement constructed with reinforced concrete.

The floor plan of the building is symmetrical. The central core is the main traffic center, having the main entrance on the south side, a secondary entrance on the north side, and a stair tower, providing access to the basement and second floor, in the northwest corner. Near the main entrance is a small office with a counter and sliding window for processing new residents and receiving guests. The core's second floor was a commons area where residents could meet, lounge, and cook. Natural gas pipes, support framing, and exhaust hoods are the only remaining features of the food preparation facility. Secondary rooms in this area include a janitor's closet, storage room, and rest room.

To the east and west, from both floors of the central core, corridors extend into the quarters areas. On the first floor, the corridors also extend through the one-story wings, which also have quarters. The first floor's corridors terminate at exit doors on the west side and at the southeast corner, where the ambulance portico is located. Second floor corridors also end at east and west exit doors that allow emergency egress to the one-story wings' roofs and then to the ground by way of steel ladders. The corridors are double-loaded, with the first floor having twenty-four quarters, and the second floor, sixteen. The typical arrangement has two quarters sharing a common bath. The ambulance portico is similar to a covered carport, and provided minimal shelter for vehicle loading and unloading.

Access to the basement is by the central stair tower plus a vehicle ramp near the east end of the north side. The basement housed the Officers' Club at the west end, and a communications systems room at the far east end, under the one-story wing. Inside and immediately to the west of the club's entry is a decorative sandstone wall surrounding an area that was a planter, a stage, or perhaps an elevated seating area. The adjacent hallway wall is similarly curved, and is finished with decorative wallpaper mural of an English countryside fox hunt. The communications systems room has been stripped of all equipment. The only remaining evidence of these systems in the building is the telephone panels in the basement, and cables inside conduit in the first floor corridor.

As previously mentioned, the main entrance is at the central core of the south side, which faces the former campus of the administrative and housing complex. Secondary entrances include those of the north, east, and southwest sides. The main and secondary entrances have concrete stoops and are sheltered by small, flat, and fixed canopies. Each of these entrances also has a pair of solid-core, wood doors divided by a center mullion. The other exits have single doors, each with one light, and are simply sheltered by the roof overhang. Interior doorways

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have single panels of solid-core wood.

Almost all windows are double-hung, having wood-framed sash with two divided lights oriented horizontally. In the individual quarters, these windows are arranged in groups of three. Each bathroom has a smaller double-hung window with the sill being 4' above the finish floor. Non-original aluminum storm windows have been added to the double-hung windows of the central core and east half of the building. The only other window type is a large and fixed single sash having three-over-six lights; this window allows northern light into the stair tower.

The two-story, central core and middle sections are under one, continuous flat roof; a similar roof covers each of the one-story wings. The roofs consist of 2" x 8" joists placed 16" on center, 1" x 6" tongue-and-groove board decking, and a built-up asphalt membrane with gravel embedded in the top coat. The roof planes extend beyond the perimeter walls, forming a 2' wide overhang, which is trimmed with galvanized roof edging. Soffits are covered with plywood painted to match the rest of the building.

Except for the central core, which is constructed of load-bearing, four-coursed masonry walls, the other perimeter walls are wood-framed and consist of 2" x 4" studs placed 16" on center, with the exterior sheathed with diagonally applied 1" x 6" tongue and groove boards. These walls are finished outside with cement asbestos siding, and inside with gypsum board that, in most locations, is then covered by 1/4" thick fiber board. The load-bearing corridor walls and interior partition walls are also gypsum and fiber board over 2" x 4" wood framing. Lag bolts anchor the perimeter walls to the concrete foundation.

The building's main level floor system consists of 1" x 6" tongue and groove boards secured to 2" x 10" joists placed 16" on center; the second level floor has 2" x 8" joists. In addition to the concrete basement foundation, the superstructure rests on steel I-beams supported by steel columns set into concrete footings. The beams run the length of the building, carrying the load of the corridor walls. The roof structure above the commons area is reinforced by an 8" x 14" steel beam spanning east-west and bearing on the masonry walls. Besides the roof, this beam also may have carried the weight of non-extant, roof-mounted mechanical equipment. A soffit built adjacent to the beam contains large ductwork, some of which terminates in the food preparation facility.

Interior finishes of the Officers' Quarters are common. The floors of many of the individual quarters are covered with carpet. Where the original floor is still exposed, the finish material is asbestos composition tile. In several other locations, the original floor has been overlaid with a new plywood subfloor and vinyl composition tile. The baseboard is either 1" x

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4" board or coved vinyl trim. The original ceiling is 9' - 6" above the finish floor and it is still visible in many locations, above the later suspended, acoustic tile ceiling, installed 8' - 0" above the floor. Other original interior details still present include 1" x 4" base boards, chair rail in the corridors, a ½" wide quarter-round wood trim at the intersection of all wall and ceiling planes.

The Officers' Quarters, as part of the RAFS administrative and housing complex, was heated by the steam plant (see Ellsworth Air Force Base, Rushmore Air Force Station, Steam Plant Building, HABS No. SD-21-C). A series of tunnels, with pipes, under the complex connected all buildings to the steam plant. The tunnels are still visible at the east and west ends of the basement. A large expansion tank in the basement, pipes throughout the building, and wall-mounted fin radiators are the remaining components of the steam heat system in the Officers' Quarters.

For fire suppression, the building has a sprinkler system, still largely intact and visible.

#### IV. FUTURE OF THE PROPERTY

At the time of this writing, demolition of the RAFS Officers' Quarters has begun. This HABS documentation is intended as mitigation for the adverse effects created by the building's demolition.

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V. NOTES

1. Ellsworth Air Force Base, Historic Contexts, page 63
2. "Ellsworth Air Force Base, South Dakota: Former Special Weapons Storage Area Trip Report March 15-17, 1994" Page 1.
3. Ibid.
4. For a broad discussion of the growth of military aviation during this period, see Ellis L. Armstrong, Ed. History of Public Works in the United States, 1776-1976 (Chicago: American Public Works Association, 1976), 620-637.
5. "City Votes Smashing Approval of Army Air Base Bond Issue." Rapid City Daily Journal, 31 December, 1941
6. "History Document: Call Number 287.88-20 V.1" Manuscript Records on file at the Air Force Historical Research Agency, Maxwell Air Force Base, Montgomery, Alabama.
7. Cook, "A History of Ellsworth Air Force Base," 6-10.
8. Ibid.
9. Ibid.
10. Relatively little information on the construction of the Rushmore Air Force station and the nation's other period nuclear storage facilities is readily available, presumably due to Cold War national security concerns. See Sandia National Laboratories (Albuquerque, New Mexico), "Ellsworth Air Force Base, South Dakota: Former Special Weapons Storage Area, Trip Report," March 1994, Letter copy on file at the Base Historic Preservation Office, Ellsworth Air Force Base, South Dakota.
11. "A Look at America's Top Secret Nuclear Weapons Storage Sites", Page 2.
12. For more information on the locations of the other facilities, see one of the following:  
  
Ellsworth Air Force Base, South Dakota: Former Special Weapons Storage Area Trip Report March 15-17, 1994" Report prepared by Sandia National Labs personnel on file

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at 28th Bomb Wing History Office, Ellsworth Air Force Base, South Dakota;

Hufstedtler, Mark "Ellsworth Air Force Base, South Dakota, Statement of Historic Contexts" (April 1995) Manuscript on file at 28 CES/CEVE Office, Ellsworth Air Force Base, South Dakota;

Hufstedtler, Mark "Ellsworth Air Force Base Historic Sites Inventory" 1994 Manuscript Records on file at 28 CES/CEVE Office, Ellsworth Air Force Base, South Dakota;

Larson, George A. Lt. Col., USAF (Ret.), "A Look at America's Top Secret Nuclear Weapons Storage Sites" Unpublished, due for publication by Cowles History Group, Military History Magazine, 1998.

13. "Ellsworth Air Force Base, Historic Contexts," Page 63. Other sources indicate that nuclear weaponry stored and maintained at RAFS may have been shipped via C-124 Transport aircraft to awaiting bombers at other air bases. In such an event, security personnel from RAFS would accompany the weapon to its destination (another SAC base) and SAC personnel would sign for it at that point. This occurrence is unsubstantiated by official documents made available for this report.
14. Idem.
15. Sources differ on how many levels of security fencing were actually present in the historical fence configuration at the WSA. "Ellsworth Air Force Base, Historic Contexts" page 77, has the number at two; an oral interview June 12, 1996 with Bud Fischer, Sr., MSgt (Ret.) Security Police Stationed at Rushmore Air Force Station Mar 1955-Nov. 1959, indicates there were four levels of fencing; "A look at America's Top Secret Nuclear Weapons Storage Sites" page 8, places the number of perimeter fencing at five separate fences. All sources agree, however, that there was a fence which was electrified, and could be monitored from the Officers Quarters Building.
16. For a brief discussion on security philosophy of nuclear weapons storage sites, especially regarding physical barriers and the "maze" and "delay" concepts of intruder deterrence, see "Security Lighting for Nuclear Weapons Storage Sites: A Literature Review and Bibliography", Page 2.
17. Idem.
18. Oral Interview June 12, 1996: Bud Fischer, Sr., MSgt (Ret.) Security Police Stationed at

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Rushmore Air Force Station Mar 1955-Nov 1959.

19. "Ellsworth Air Force Base, Historic Contexts," Page 81.
20. Rapid City Daily Journal 15, 23, 25 March; 25 April; 14 September 1951.
21. See accompanying photographic reproductions of the construction documentation attached to this report.
22. Black & Veatch World Wide Web home page, [Http://www.bv.com](http://www.bv.com), 1996.
23. "Real Property Records-Building 606, Ellsworth AFB, South Dakota" Manuscript Records on file at the Real Property Office, Ellsworth Air Force Base, South Dakota.
24. Site Visits March-May 1996.

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"Construction Documents, Building 88501, Ellsworth AFB, South Dakota" Building Plans on file at Maintenance Engineering Office, Ellsworth Air Force Base, South Dakota.

"Ellsworth Air Force Base, South Dakota: Former Special Weapons Storage Area Trip Report March 15-17, 1994" Report prepared by Sandia National Labs personnel on file at 28th Bomb Wing History Office, Ellsworth Air Force Base, South Dakota.

Hufstedtler, Mark., "Ellsworth Air Force Base, South Dakota, Statement of Historic Contexts" (April 1995) Manuscript on file at 28 CES/CEVE Office, Ellsworth Air Force Base, South Dakota

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Lamb Associates, Inc., "Site Summary, Ellsworth Air Force Base (Rushmore Air Force Station), South Dakota," Albuquerque, New Mexico: Sandia National Laboratories, 1994.

Larson, George A. Lt. Col., USAF (Ret.), "A Look at America's Top Secret Nuclear Weapons Storage Sites" Unpublished, due for publication by Cowles History Group, Military History Magazine, 1998.

Oral Interview April 18, 1996: Cheryl Cordray, Realty Assistant, 28 CES/CERR, Real Property Office, Ellsworth Air Force Base, South Dakota.

Oral Interview June 12, 1996: Bud Fischer, Sr., MSgt (Ret.) Security Police Stationed at Rushmore Air Force Station Mar 1955-Nov. 1959, Ellsworth Air Force Base, South Dakota.

"Real Property Records-Building 88501, Ellsworth AFB, South Dakota" Manuscript Records on file at the Real Property Office, Ellsworth Air Force Base, South Dakota.

Rapid City Journal. 9 October 1995. "Top Secret: Veterans recall secret Cold War base here."