

ELLSWORTH AIR FORCE BASE,
READINESS BUILDING
(Building No. 606)
810 Kenny Road
Black Hawk Vicinity
Meade County
South Dakota

HABS No. SD-21-B

HABS
SD-21-B

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 READINESS ~~DORMITORY~~ ^{Building} (Building No. 606)

HABS No. SD-21-B

I. INTRODUCTION

Location: The Readiness ^{Building} ~~Dormitory~~ is located at 810 Kenney Road in 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 Readiness ^{Building} ~~Dormitory~~ is located near the southwestern end of the base's current aircraft Flight Line.

While the Readiness ^{Building} ~~Dormitory~~ is located within the boundaries of Pennington County, the bulk of Ellsworth Air Force Base is in adjacent Meade County. For consistency, all HABS recordations at the base are assigned Meade County locational information.

Quad: Bend

UTM: Zone 13

Date of Construction: 1952

Architect: Wilson & Company, Salina, Kansas

Present Owner: United States Air Force.

Present Occupant: None

Present Use: Abandoned

Significance: The Ellsworth Air Force Base Readiness ^{Building} ~~Dormitory~~ is significant for its association with American military policy during the Cold War years of the early 1950s. During this era, the United States Air Force made substantial improvements at the nation's domestic air bases, including major projects designed for domestic defense and air base protection. Readiness dormitories such as this one played a key role in this changing mission by providing a homelike

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atmosphere near the flight line where, at a moment's notice, on-duty aircraft crews could be mobilized for takeoff to protect the base from outside attack.

The Readiness Building's design is also significant as an example of period architecture typically used by the Air Force for such a facility.¹

Historian:

Kenneth L. Anderson
Rapid City, South Dakota
June 1996

II. HISTORY

A. INTRODUCTION

This report, prepared for the Historic American Buildings Survey (HABS), provides historical and descriptive data on the Readiness Building at Ellsworth Air Force Base in western South Dakota. The building is a combination dormitory, training, administrative, and flight briefing and debriefing facility for flight crews on 'ready' status. The building was erected in 1952 as part of a program to defend the base -- an important United States Air Force installation -- from possible attack by enemy military aircraft during the Cold War era.² The Readiness Building's (identified in the base's Real Property records as "Building 606") primary function was always that of a multi-function readiness building, but records indicate at times it also served in an administrative capacity.

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.

Information establishing the historical context of the Readiness Building for this report was taken in large measure from a HABS documentation completed for the adjacent Readiness Hangar (Building 605). This report (HABS No. SD-21-A) was completed by Renewable Technologies, Inc., Butte, Montana. What follows in sections B, C, and D of this report is virtually a reprint of the corresponding sections of that report, with only minor modifications. For the benefit of the reader, endnotes associated with those sections are listed in full on the endnotes pages of this report.

B. ELLSWORTH AIR FORCE BASE, 1942-96

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

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facilities grew from twenty-one to 114, and still more aviation facilities were built as America embroiled itself in World War II.³

One phase of America's military aviation expansion program began in 1940, as the Army 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 assured 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.⁴

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 deactivated.⁵

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 28th Bombardment Wing. The bomber fleet continued to operate from the temporary facilities constructed by the Army in 1942.⁶

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

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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.⁷

A larger and more sustained period of expansion at RCAF B began in 1951. The strategic 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 Strategic Air Command (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.⁸ The largest construction project of the period was the building of Rushmore Air Force Station (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 1953.⁹

Nationwide, the tensions generated by the Cold War made Air Force bases and other military installations seem dangerously vulnerable to enemy attack throughout the 1950s. This was a particular concern at Ellsworth, since the nuclear weaponry and the sophisticated bombers stationed there were believed to be especially attractive Soviet targets. Throughout the decade both the Air Force and the Army added facilities at the base designed to facilitate its defense, including anti-aircraft batteries and, later, ground-to-air missiles facilities. This concern for security also resulted in the construction of Readiness and Alert facilities at Ellsworth in 1952. Newspaper articles from the period encouraged local residents to be vigilant for approaching enemy aircraft to help keep Rapid City from becoming "a second Pearl Harbor."¹⁰ Locally, this defensive military posturing remained in place until it was made superfluous by the Intercontinental Ballistic Missile (ICBM) in the early 1960s.

The importance of Ellsworth with SAC continued to grow throughout the 1950s and '60s. The installation's future as a major bomber base was secured with the arrival of a fleet of B-52s in 1956. The base's military operations began to diversify in 1962 when a series of Titan ICBM launch facilities was activated near Ellsworth. The Titans were quickly replaced by the Minuteman missile system, and the last of 150 Minuteman silos assigned to Ellsworth was in place by the end of 1963. The bomber and missile functions at Ellsworth, supplemented by a variety of smaller installations, continued to make the base one of the most important installations in SAC throughout the 1960s, '70s, and '80s. In 1986, the base was designated as home for a fleet of new B1-B "Lancer" bombers, and much of Ellsworth's physical plant was modernized as a result.¹¹

The early 1990s brought the end of the Cold War and resulted in substantial changes in military activity at Ellsworth. The base's role as an ICBM support facility finally ended in 1994.

Ellsworth remained home to a large fleet of B1-Bs, but the alert facilities at the base were deactivated. SAC itself was inactivated in 1992, and Ellsworth was assigned to the newly formed Air Combat Command (ACC). Despite these technological and political changes, Ellsworth's current mission to train and support military bomber aircraft remains strikingly similar to that implemented fifty-two years earlier.¹²

C. CONSTRUCTION PROGRAM AT DOMESTIC MILITARY AIR BASES,
1940-52.

Before World War II, the two United States Army support units responsible for domestic military construction were the Quartermaster Corps and the U.S. Army Corps of Engineers (Corps of Engineers). A multi-functioned organization, the Quartermaster Corps worked to meet the diverse service and supply needs of the U.S. Army; duties that became part of its historical mission included building camps and cantonments for sheltering and training Army troops. The Corps of Engineers, in contrast, carried out combat construction, and the building of fortifications, roads, and bridges. Over the years, the agency also became responsible for public works project such as harbor and river improvements, surveys and explorations, canals, public buildings, and other endeavors.¹³

The onset of World War II necessitated massive organization of the Army's domestic construction program. With the outbreak of war in Europe in the late 1930s, the Army initiated plans for the first major build-up of domestic military facilities in the United States since 1918. In spring 1940, the Quartermaster Corps responded to the effort by readying plans for 300 structures of varying types and sizes to be built at Army camps and training centers, including air base facilities. Although construction at a few camps was underway within a few months, more rapid expansion of military facilities in the U.S. proved critical and the Quartermaster Corps quickly became overburdened. In November 1940, the Secretary of War addressed the problem by assigning all Army Air Corps facilities to the Corps of Engineers. As the supply responsibilities of the Quartermaster Corps continued to increase, a bill was passed by Congress transferring construction, maintenance, and repair of all domestic Army structures to the Corps of Engineers. President Roosevelt signed the measure into law in early December 1941, just days before the Japanese attack on Pearl harbor propelled the United States into the war.¹⁴

The Corps of Engineers was well suited to meet the Army's wartime demands for domestic construction. From 1919-39, the Corps had developed into an efficient, fully equipped organization capable of handling nearly all types of construction. During the Great Depression of the 1930s, it had superintended a number of significant civil works projects, and gained

considerable expertise in organizing complicated construction enterprises and directing large labor forces. The Corps of Engineers represents the nation's largest and most highly trained assemblage of military and civilian engineers. Its District Offices effectively covered every region of the United States.¹⁵

The Corps of Engineers employed a decentralized approach for construction at Army air bases and other wartime facilities. The District Offices were given major responsibility to supervise and direct construction projects with their region. They assisted in real estate purchases for project sites, developed construction specifications, put design and construction contracts out for bid to private architectural firms and contractors, approved all final designs, and let construction contracts. Local architectural and contracting firms received preference in contract awards.¹⁶

Meanwhile, the Army Office of the Chief Engineer (OCE) assumed responsibility for developing standardized designs for Army buildings needed for the wartime effort. The OCE plans took the form of definitive drawings that could be adapted by private architectural and engineering firms to meet site conditions. Designs that allowed buildings to be quickly erected at minimal cost were emphasized; unnecessary architectural embellishments were strongly discouraged.

The Army's domestic wartime construction program proved to be well formulated and effective. By the end of the war in 1945, it had embraced more than 27,000 projects, including over 300 major Army bases, at a cost of \$15.3 billion.¹⁷ The success of the program secured the Corps of Engineers' construction related role in the United States post World War II defense program. In particular, the Corps of Engineers continued to supervise construction at military air base facilities, even after the 1947 transfer of Army Air Force units to the newly formed United States Air Force.

The postwar era was initially marked by a concentration of the nation's air strength in a smaller number of slightly improved bases. With the acceleration of Cold War tensions and the outbreak of the Korean War, however, a program of major expansion at the remaining bases began in the early 1950s. The "expansion program" concentrated, in part, on replacing many deteriorated wartime buildings, but was also intended to provide new structures to serve the changing air defense mission of the United States Air Force. A large arsenal of nuclear weaponry and a strong fleet of heavy long-range bombers as a deterrent to war, coupled with radar and later anti-aircraft batteries and air-to-ground missile facilities for protections from outside attack, underscored the strategic goals of the "modernized" Air Force of the 1950s.¹⁸

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As part of the expansion program, the Architectural Services Branch (ARB) of the Air Force Directorate of Installations, conducted an intensive survey at the air bases to determine the structural needs. Based on the survey findings, the ARB developed standardized designs for buildings of a variety of sizes and types, including many more specialized building forms than were erected during the war. Despite variations in form, all the designs called for the construction of permanent buildings that maintained a strictly utilitarian appearance without "useless embellishments or nostalgic doodads." The plans were considered as preliminary drawings from which architects and engineers were to develop final designs suited to local conditions, provisions for utilities, detailed specifications, and contract documents.¹⁹

Facilities built at the Air Forces bases in the early 1950s included headquarters buildings, technical training facilities, aircraft hangars, nuclear weapons storage facilities, housing, chapels, theaters, and other structures. This massive expansion program was closely followed by the development of sites to house operational missile units. The construction of these complex facilities dominated Air Force construction projects from 1957-64.²⁰

D. ELLSWORTH AIR FORCE BASE, READINESS BUILDING, 1951-96

The Ellsworth Readiness Building was built in 1951-52 as part of the base's large-scale construction and improvement program of the early 1950s. This building program, the largest at the base since its initial completion in 1942, reflected the base's evolving and expanding mission as well as the nationwide military buildup during the early years of the Cold War. New construction at the base began in earnest in 1950 and, encouraged by large congressional appropriations, increased significantly in the years that followed. The 1951 building program was massive, with \$8.5 million authorized for the base by March, and an additional \$17.5 million appropriated that September. A variety of projects were funded, including housing, mess halls, and warehouses; additional projects were not publicly detailed for security reasons.²¹

The decision to construct a Readiness Building at Ellsworth in the 1950s was in line with period Air Force efforts to improve the nation's defense capabilities. At the time, several American air bases were perceived as prime targets for air attacks from potential aggressors. The Readiness Building's proximity to the Readiness Hangar (HABS No. SD-21-A) meant that crews could depart for their awaiting aircraft within minutes of the end of the flight briefing.

The design of the Readiness Building was overseen by the Omaha District of the Corps of Engineers, which held responsibility for all construction activities at Ellsworth. The firm Wilson & Company was retained to execute the design and construction documents for the project.²²

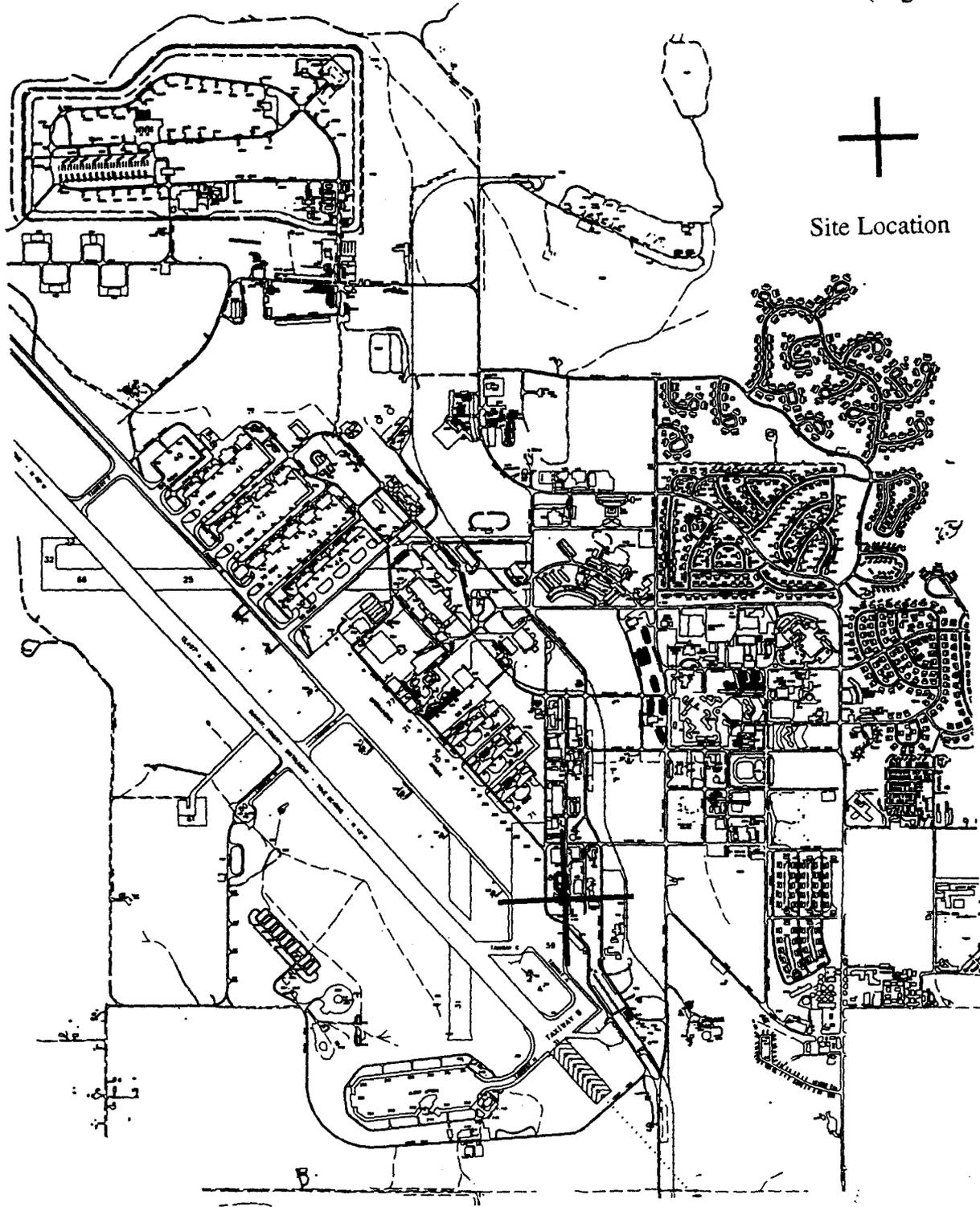
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Headquartered in Salina, Kansas, Wilson & Company was a private consulting firm, offering both architectural and engineering design services. Its founder, Murray A. Wilson, received a Bachelor of Science degree in civil engineering in 1922 and subsequently worked for several state agencies in Kansas. In 1932, Wilson left government service to establish a private consulting firm in partnership with architect R. J. Paulette. He organized Wilson & Company in 1941 after Paulette's death. Besides their work at Ellsworth, Wilson & Company had completed several major projects at a number of military installations by the mid-1950s. Among the firm's significant military related contracts were a \$30 million improvement project at Camp Carson and a \$15 million design contract for developments at the Pueblo Ordnance Depot, both in Colorado. Wilson & Company also prepared the architectural plans and engineering details for a flight hangar, materials building, and a 12,000 square foot office building at the Boeing Airplane Company plant in Wichita, Kansas.²³

Construction of the Readiness Building began soon after Wilson & Company completed the final building plans and specifications in May 1951, and was completed in March 1952. The total cost of the project was \$174,659.²⁴ As built, the Readiness Building stood near the south end of the operational apron for the base's original (1942) Flight Line; the building was also near the south end of the base's primary runway. The Readiness Hangar was just north of the Readiness Building, and to the south was the Dining Hall for the readiness crews, Building 608.

The Readiness Building's role as an alert facility continued for its entire functioning life cycle, albeit for differing forms of readiness (or alertness). The building's role as an immediate air defense Readiness Building ended in the late 1950s with the arrival of surface-to-air missile defense systems at Ellsworth. After 1959, the building was predominately used to house KC-135 Stratotanker crews, accommodating the shift from an immediate air defense readiness facility to long-range bombing alert facility. This allowed a ready-made alert facility for the new in-flight refueling mission at Ellsworth. In 1959, an addition to the building created more space for its new mission. Apart from minor upgrading, the only other addition was that of a game and recreation area in 1989. In June 1994, the in-flight refueling mission departed Ellsworth, and the building became vacant for the first time in its existence. Life-cycle cost analysis, combined with the fact that the Readiness Building no longer had an immediate heating plant (its heat source was hot water, supplied by the boiler in the Readiness Hangar, which was demolished in 1994), convinced base officials to leave the building unoccupied, and recommend to Congress that it be demolished. As of this writing, demolition of the building has begun.²⁵

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ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA
Map on file at Engineering Flight, Ellsworth Air Force Base, South Dakota.

III. ARCHITECTURAL DESCRIPTION

The Readiness Building (Building 606) is located in the southwestern portion of Ellsworth. The base is geographically divided into three functionally differing areas; housing and support services (to the east), ordnance storage and maintenance (north), and aircraft and base operations (west). The latter area, the largest of the three, includes the runway and taxiways, adjoining aprons and hangars, as well as maintenance, warehousing, and office facilities. The primary aircraft operations areas, known as the "Flight Line" are arranged parallel to, and east of the runway on an approximate northwest-southeast axis. Additional facilities are located along a north-south axis just east of the Flight Line area: these buildings mark the base's original 1942 Flight Line, and a now abandoned north-south runway.

The Readiness Building is located the south end of the abandoned north-south runway, near the point where the abandoned runway intersected the current runway and Flight Line. The main entry is located on the west wing, facing both the current and former Flight Lines.

The design of the Readiness Building reflects its use as a flight crew readiness facility with areas for administrative functions, communications, flight briefing, recreation, sleeping quarters, and relaxation. The building is centered on a large two story block and has smaller single story wings extending west and south of the primary massing. The main floor layout is arranged along a primary east-west axis, and a secondary north-south axis. Along the primary axis, administrative functions are located toward the west, and sleeping quarters toward the east. The secondary north-south axis intersects the primary axis at the building's center. At the south end of the secondary axis is the flight briefing room. At the north end are facilities for the daily activities of the crew members including lounge, scheduling room, recreation room, and latrine. At the intersection of the axes are the mail room, library, and telephone booths -- the communications component of the building. Second story layout echoes the main floor axial layout, with the north-south axis moved to the east end. The entire second floor is given to crew quarters that consist of dormitory-style rooms, bathrooms, and lounges.

The current condition of the Readiness Building is good. Abandoned since 1994, much of the building's modern interior has been salvaged for use elsewhere on base, revealing much of the historic character of the building. The building remains structurally sound. Asbestos abatement has caused some degradation of the building components (primarily as related to the mechanical system) and the building is beginning to show the effects of a lack of weatherization and maintenance. Generally, what remains is a good example of the design of a Cold War Era readiness building.

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The building gross dimensions are 176' east-west x 132'-6" north-south. The building is not rectangular, and these dimensions are interrupted by offsets and wings. The overall shape of the building footprint is roughly that of the capital "F," with the horizontal beam continuing through the left side.²⁷

The foundation system is a combination foundation/chaseway for steam heat piping. Its construction consists of two filled-concrete block walls running parallel to each other. This forms a chase that follows the contour of the exterior walls of the original building. The pipes for the main floor heating system run through it. The original source of the steam was the boiler in the Readiness Hangar, which has been demolished. The floor of the chase is finished concrete. Floors on the ground level are concrete slab on-grade.

Walls of the Readiness building are 2" x 6" wood frame construction. Exterior siding is metal lap siding; the original asbestos cement siding has been removed. The interior finish of exterior walls is gypsum board.

The structural system of the Readiness Building is a load-bearing wood frame anchored to the foundation by means of common bottom plate and lag bolts. The roof structure above the one-story portions of the building is corded wood trusses. The second story has a hipped roof. In both cases, the roof deck is 1" x 6" tongue and groove boards laid diagonally to the structural members.

The roofs are slightly sloped and are covered by a built-up multiple-ply asphalt membrane with gravel embedded in the top coat of asphalt. Eaves are simple continuations of the roof structure and membrane, terminated at a galvanized metal roof edge. Soffits are covered with a perforated metal.

Windows of the Readiness Building are aluminum clad double-hung; most often occurring in pairs with a center mullion between, although single windows occur in stair towers, entries, and other locations. Entrance doors are generally steel doors, which at some time replaced the original wood doors. Except for the west main entrance, all entrance doors lack exterior knobs or handles, a security measure that effectively restricted access to the west main entrance.

While most of the interior finishes and detailing have been salvaged, there is evidence of wall treatments including wall paper (in the quarters), vinyl wall covering (in the corridors), and painted gypsum walls elsewhere throughout the building. Bathrooms have ceramic tile floors and wainscoting. The building is carpeted throughout, except in entries and lobbies, which have

ceramic tile floors. In the briefing room, lag bolts set in the concrete floor and protruding through the carpet are the last remaining evidence of the ninety-eight theater-style chairs that were once the dominant feature of the space. Ceilings throughout the building show evidence of a suspended tile ceiling upgrade. Original ceilings are also visible and consist of either painted gypsum, or gypsum with acoustical tiles adhered directly. Fan coil unit heaters are readily visible throughout the building and are generally below exterior windows when conditions allow. Air conditioning was an added feature to the building;²⁸ the system is overhead and is visible in many locations above suspended ceilings.

IV. SECURITY MEASURES

The Readiness Building's function as an alert facility required special security considerations. Building entry is only at the main entrance on the west facade of the west wing. An entry portico allowed potential entrants the opportunity to come in from the weather while they are identifying themselves, by means of intercom, to the Security Police stationed in the entry control office. When the individual was identified as an on-duty crew member, the Security Police would release the electronic door strike, allowing the individual to enter into a second portico or "capture area." Once inside the capture area, the entrant would be required to show identification and authorization, and sign in for duty. The only window to the capture area was a pass window made of multiple layers of safety glass, with a small pass tray underneath, allowing transfer of identification or documents to the Security Police. After clearing the individual, the Security Police would disengage the second electronic strike, allowing access to the building.²⁹

In the briefing room, a 7'x 9' vault safe with 8" thick reinforced concrete walls and ceiling was used for the storage of flight crew's sidearms and documents. The safe door is metal clad with five deadbolts and double combination lock mechanism. In 1974, the vault received an electronic alarm system, allowing it to be used to store classified (top secret) documents.³⁰

Additional security provisions in the Readiness Building included alarming of exterior doors and ground floor windows, and steel bars over mechanical tunnel entrances. Visitors to the building (such as civilian Air Force Base personnel or contractors) who did not have security clearance were escorted by armed Security Police at all times while they were inside the building.³¹

V. FUTURE OF THE PROPERTY

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

VI. NOTES

1. Ellsworth Air Force Base, Historic Contexts, page 72.
2. There is information on file in the Library of Congress (HABS No. SD-21-A) stating that the purpose of the Readiness facilities at Ellsworth Air Force Base was to defend the base from immediate attack by enemy aircraft. Research for this HABS documentation indicates that the Readiness Building's actual purpose was for Alert duty for B-36 and B-52 Bomber crews, whose mission was long range (intercontinental) bombing employing nuclear weaponry obtained from the nearby and little known Rushmore Air Force Station. This action would be retaliatory, rather than in the immediate defense of the base, as America's period defensive strategy was to intercept incoming enemy bombers long before they reached the continental U.S. It is quite likely that the errant information in HABS No. SD-21-A results from a Cold War cover story propagated by Ellsworth's own security concerns. As more information becomes available through declassification, it may become possible to clear up this inconsistency.
3. 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.
4. "City Votes Smashing Approval of Army Air Base Bond Issue." Rapid City Daily Journal, 31 December, 1941.
5. "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.
6. Cook, "A History of Ellsworth Air Force Base," 6-10.
7. Ibid.
8. Ibid.
9. Relatively little information on the construction of the Rushmore Air Force Station and the nation's other period nuclear storage facilities, 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.

10. Rapid City Daily Journal, 11 December 1952. For a broad description of relevant Cold War issues, see "Nike Missile Site C-84, HAER No. IL-116" 1994, Historic American Engineering Report narrative prepared for the National Park Service, U.S. Department of the Interior.
11. "Ellsworth Air Force Base: 1994 Guide" (San Diego: Marcoa Publishing, Incorporated, 1994), 6-11.
12. Ibid.
13. Lenore Fine and Jesse A. Remington, *The Corps of Engineers: Construction in the United States*, vol. 3, *United States Army in World War II: the Technical Services* (Washington D.C.: Office of the Chief of Military History, United States Army, 1972), 4-5; *History of Public Works*, 594.
14. For a discussion of the historic transfer of military construction obligations from the Quartermaster Corps to the Corps of Engineers, see *The Corps of Engineers: Construction in the United States*, 440-472; *History of Public works*, 598.
15. Ibid. Construction activities at Ellsworth in 1942 were under the jurisdiction of the Corps of Engineers office in Ft. Peck, Montana; the base was soon reassigned to the Omaha, Nebraska District Office.
16. *The Corps of Engineers: Construction in the United States*, 499-519.
17. *The Corps of Engineers: Construction in the United States*, ix.
18. *History of Public Works*, 631-632.
19. "Air Force Buildings," *Architectural Record* 111 (January 1952) : 95-97.
20. Ibid.; *History of Public Works*, 633-634.
21. *Rapid City Daily Journal* 15, 23, 25 March; 25 April; 14 September 1951.
22. See accompanying photographic reproductions of the construction documentation attached to this report.

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23. Kansas Construction Magazine, I (Sept. 1948): 35; Who's Who in Engineering (New York City: Lewis Publishing Company, Inc., 1956), 285-286.
24. "Real Property Records-Building 606, Ellsworth AFB, South Dakota" Manuscript Records on file at the Real Property Office, Ellsworth Air Force Base, South Dakota.
25. Site Visits March-May 1996.
26. Idem.
27. See accompanying photographic reproductions of the construction documentation attached to this report.
28. "Real Property Records-Building 606, Ellsworth AFB, South Dakota" Manuscript Records on file at the Real Property Office, Ellsworth Air Force Base, South Dakota.
29. Oral Interview April 18, 1996: Cheryl Cordray, Realty Assistant, 28 CES/CERR, Real Property Office, Ellsworth Air Force Base, South Dakota.
30. Headquarters Strategic Air Command communique dated 14 Nov. 1974, issued by Roger A. LaFond, LtCol. USAF, Chief, Administrative Security Division, Directorate of Security Police.
31. Oral Interview April 18, 1996: Cheryl Cordray, Realty Assistant, 28 CES/CERR, Real Property Office, Ellsworth Air Force Base, South Dakota.

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- "Construction Documents, Building 606, Ellsworth AFB, South Dakota" Building Plans on file at Maintenance Engineering Office, Ellsworth Air Force Base, South Dakota.
- "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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