

Naval Air Station Kingsville,  
Administration Building  
(Naval Air Station Kingsville, Building 700)  
802 Dealey Avenue  
Naval Air Station Kingsville  
Kingsville Vicinity  
Kleberg County  
Texas

HABS No. TX-3468-A

PHOTOGRAPHS  
WRITTEN HISTORICAL AND DESCRIPTIVE DATA  
PROPERTY OF NATIONAL PARK SERVICE

**HISTORIC AMERICAN BUILDING SURVEY**  
**Southwest System Support Office**  
**National Park Service**  
**P.O. Box 728**  
**Santa Fe, New Mexico 87504**

HISTORIC AMERICAN BUILDINGS SURVEY  
NAVAL AIR STATION KINGSVILLE  
BUILDING 700  
(NAVAL AIR STATION KINGSVILLE, ADMINISTRATION BUILDING)

HABS No. TX-3468-A

Location: 802 Dealey Avenue  
Naval Air Station Kingsville, Texas  
Kingsville vicinity  
Kleberg County  
Texas

U.S.G.S. Ricardo, Tex., Quadrangle (7.5)  
Universal Transverse Mercator Coordinates:  
14.616730.3041260

Present Owner: United States of America  
Department of the Navy  
c/o Chief of Naval Education and Training  
250 Dallas Street  
Pensacola, Florida 32508

Present Occupant: Naval Air Station Kingsville, Texas

Present Use: Vacant

Significance: Building 700 is the symbolic heart of NAS Kingsville and remains a prominent landmark within the base. Situated at the eastern terminus of a long promenade at the main entrance into NAS Kingsville, Building 700 served as the base headquarters for much of the installation's existence. It was constructed in 1942 and was among the first buildings completed when the air station was established. Only minor exterior alterations have been completed since its construction, and the building retains its salient physical features to an exceptional degree. Presently vacant and unused, Building 700 survives as a direct and tangible link to the founding of NAS Kingsville and reflects the base's role as a naval air training facility during World War II and throughout much of the Cold War era.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Original construction documents were approved on May 19, 1942. When construction began is unknown.
2. Architect: Robert and Company, Inc., Atlanta, Georgia, and Corpus Christi, Texas.
3. Original and subsequent owners:  
United States of America, Department of the Navy (1942 to present).  
City of Kingsville / County of Kleberg (revocable lease) (1946 to 1951)

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Texas College of Arts and Industries, now Texas A & M University (sublease) (1946 to 1951)

4. Builder, contractor, suppliers: Brown-Bellows-Columbia, Houston, Texas
5. Original plans and construction: Reproductions of original plans for the building are available at the Public Works Department, NAS Kingsville, Texas, and at the Public Works Department, NAS Corpus Christi, Texas (Bureau of Yards and Docks Drawing Nos. 189758 to 189766).
6. Alterations and additions: Constructed in 1942 as a semi-permanent building, Building 700 has undergone multiple, yet minor alterations in its lifespan. The most significant changes include the application of cement-asbestos shingle siding over the original Pattern 117 wood siding ca. 1960 and periodic modifications to the four vestibules. Exterior wood stairs were attached to the north and south side vestibules in 1953. In 1975, a removable and retractable canvas weather canopy was added to shelter the south side stairway leading to the base commander's office, and in 1984 metal stairs replaced the wood ones while retaining the canvas canopy. The original flat-roofed and side-grille vestibule at the main entry was given a pitched roof between 1979 and 1996. Other alterations include the installation of window air conditioning units in 1956, the removal of the roof antennas ca. 1960, and exterior repainting in 1973 and 1979. In 1973, the building was also reroofed with composition shingles on pitched surfaces and built-up roofing on flat surfaces, with asphalt planks covering the rooftop walkways. Aluminum windows of the same size and design replaced the original wood sash windows on all but the rear sides between 1979 and 1996. Other minor alterations include 1968 modifications to the Officer's Head on the second floor, 1976 alterations in the Post Office, 1980 alterations to the commanding officer's office, a 1982 insulation contract, and the construction of a carport in 1986 which was removed during the survey.

#### B. Historical Context:

Building 700 was among the first buildings erected at NAS Kingsville, a naval air training facility established in 1942. The installation was constructed as part of a massive build-up of domestic bases at the outset of direct U.S. involvement and participation in World War II. Building 700, which was the original headquarters for the base, survives as a tangible link to this pivotal era in American history. Throughout its history, NAS Kingsville has been closely affiliated with NAS Corpus Christi, and the development of NAS Kingsville and its facilities are better understood knowing the relationship between NAS Kingsville and NAS Corpus Christi and the role both bases played as training centers for advanced fighter-pilot training during World War II.

The enactment of the Naval Passage Act of 1938 led to the establishment of NAS Corpus Christi. The bill reflected growing U.S. concerns of widespread military build-up and increased tensions in Europe and called for the construction of additional naval bases throughout the country. One of the bill's

provisions stipulated the establishment of a large new naval air station, which ultimately became NAS Corpus Christi. Navy officials selected a large parcel of land just outside Corpus Christi, Texas, as the station, and groundbreaking ceremonies occurred on June 29, 1940. Nine months later, the base was officially commissioned on March 12, 1941. The Atlanta, Georgia-based architectural and engineering firm of Robert and Company, Inc., provided architectural plans for most facilities at the base and Brown-Bellows-Columbia served as general contractors. Upon completion, NAS Corpus Christi was the Navy's largest air training station.<sup>1</sup>

After the Japanese attacked Pearl Harbor, the Navy embarked on an ambitious plan to further develop and improve its network of domestic bases and targeted NAS Corpus Christi for rapid expansion. This effort resulted in the construction of many new buildings at NAS Corpus Christi and also led to the establishment of six auxiliary fields within a 60-mile radius of the base. Of the six sites, the auxiliary fields at Kingsville and at Beeville (Chase Field) featured sufficient support facilities and improvements to operate semi-autonomously.<sup>2</sup>

The new base at Kingsville was initially called "P-4," but was soon renamed Naval Auxiliary Air Station (NAAS) Kingsville. Encompassing a large tract of land just east of the city of Kingsville, the base supported the advanced fighter pilot training mission of nearby NAS Corpus Christi. New construction at the Kingsville base—including Building 700—utilized relatively inexpensive and easy-to-build wood-frame construction systems. The design of most military buildings of the era relied on standardized plans that met the military's needs, and Building 700 resembles the original administration building at NAS Corpus Christi. The Navy retained Robert and Company, Inc., the architects of NAS Corpus Christi, to provide plans and specifications for NAS Kingsville facilities.<sup>3</sup> The firm also served as architects of Chase Field in Beeville.<sup>4</sup>

Robert and Company was founded in 1917 and remains a vibrant architectural concern based in Atlanta. The firm's earliest commissions were principally involved with the design of facilities for municipalities or large manufacturing concerns, such as water treatment plants, power plants and textile mills. The firm's founder, L. W. "Chip" Robert, Jr., became a big promoter of industrial development in the southeastern U.S. and was well known in the business community. Active in politics, he served as Assistant Secretary of the Treasury in charge of Public Works in the Roosevelt Administration from 1933 to 1936.<sup>5</sup> The firm's practice subsequently grew at a phenomenal rate and in the late 1930s and early 1940s Robert and Company received a number of military-related commissions—most notably NAS Corpus Christi—that necessitated the opening of branch offices throughout the country. At its peak, the branch office in Corpus Christi, Texas, employed over 175 persons and was featured in *Life Magazine*. In 1943, the Navy's Bureau of Yards and Docks commended the firm for "outstanding services," and noted "their devotion and unswerving fidelity to the tasks in hand when preparing plans and specifications for Naval Air Station Facilities and Landing Fields in furtherance of the Navy War Construction Program."<sup>6</sup>

Original architectural plans on file at the Public Works Office NAS Corpus Christi and copies at NAS Kingsville identify Robert and Company, Inc., as designer of Building 700. H.W. Howarth is listed as the architect in charge. Although listed as the architects of Building 700 and most of the other

contemporaneous facilities at NAS Kingsville, Robert and Company, Inc., worked closed with the Navy's Bureau of Yards and Docks and utilized standardized plans that were slightly modified to meet site conditions and activities unique to the base.

The general contractor for the base and Building 700 was Brown-Bellows-Columbia, a consortium that included Brown & Root of Houston; W. S. Bellows, also of Houston; and Columbia Construction of Oakland, California. This same consortium served as the general contractor of NAS Corpus Christi and NAS Chase Field. Brown & Root was a leading construction firm in Texas during the second quarter of the 20th century and successfully completed numerous federally funded projects prior to its work at NAS Corpus Christi and NAS Kingsville. Among their more notable projects was the series of dams they built for the Lower Colorado River Authority in the 1930s.<sup>7</sup>

The original layout of NAS Kingsville featured separate runways at the base's north and south ends. Building 700 stood in an area strategically located between the two runways and occupied a prominent site that reflected its significant role in the base's operation. The building's placement at the eastern terminus of a long boulevard extending from the base's main entrance further accentuated its importance, and the four-story central tower made it a conspicuous physical landmark.

Building 700 was among the first group of facilities completed at NAS Kingsville and was occupied by the commanding officer, his support staff and other administrative personnel. It ably supported the base's mission as a training site for navy pilots through the duration of the war. Following Japan's surrender in August 1945, the Navy and other branches of the military implemented a drastic cutback of its human and physical resources, and NAS Kingsville was among the many World War II-era bases targeted for closure.

Officially decommissioned on August 1, 1946, the Department of the Navy turned over control of the base and all improvements to a local governmental board, comprised of the City of Kingsville and the County of Kleberg, for a nominal \$1.00 yearly fee. However, the Navy retained the right to reoccupy the base if the need arose. The locally based Texas College of Arts & Industries (now Texas A&M University at Kingsville) agreed to lease the complex and subsequently established a satellite campus at the former military complex. Building 700 contained offices for the college's newly established Division of Agriculture; it also housed laboratories and workshops for the agricultural programs. The former Administration Building proved ideal for its conversion into an education-related facility, and the building was not altered during its years of association with the college. It remained the focus of the east campus complex.

Texas College of Arts & Industries continued its occupation of Building 700 and other facilities at the former base for the remainder of the 1940s, but North Korea's invasion of South Korea in the summer of 1950 and the United States' subsequent involvement in the conflict proved to be pivotal events in the history of Kingsville and the former naval air station. Navy officials reactivated many of the previously closed World War II-era bases, and NAS Kingsville was among those reopened.<sup>8</sup>

NAS Kingsville was officially recommissioned as a "permanent" station on April 1, 1951; however, Texas College of Arts & Industries continued to use facilities at the base until the end of the spring semester. When NAS Kingsville reopened, Building 700 was reoccupied and reused as the base headquarters. The Navy initially planned to replace the wood-frame building with a grander facility of masonry construction, but instead scrapped those plans and spared Building 700 from demolition.<sup>9</sup> At that time it stood in a relatively good state-of-repair and needed only minor work and maintenance. The Navy's reoccupation of Building 700 in 1951 led to the construction of a wood exterior staircase on the building's north side about 1953.<sup>10</sup> About five years later, the front vestibule with its pitched roof was built.<sup>11</sup> Metal exterior staircases were attached to the building's north and south sides between 1958 and 1973.<sup>12</sup> These additions represent the only significant exterior alterations since the building's original construction in 1942.<sup>13</sup>

Building 700 continued to be the primary center for administrative management and supervisory activities at NAS Kingsville until 1970 when the offices of the base commodore, who oversees training command decisions, moved to Building 785. The commanding officer in charge of non-training activities maintained offices in Building 700 until 1996.<sup>14</sup>

Although minor exterior and interior alterations have been completed over the years, Building 700 retains its historic integrity to a noteworthy degree. The building's historic form and salient physical features are largely intact, and the building still evokes a strong sense of its historic use as the administration building of a naval air station from the World War II era.

#### NOTES

1. David Moore et al., "Historic Resources Survey & Assessments, NAS Chase Field, Beeville, Texas," (Austin, Tx.: Hardy•Heck•Moore, [1992]), p. 33.

2. Ibid., p. 35-36.

3. Diane Williams et al., "Historic Resources Survey and Assessments, Naval Air Station Kingsville, Kingsville, Texas," (Austin, Tx.: Hardy•Heck•Moore & Associates, Inc., [1995]), p. 67-68.

4. Moore et al., "Historic Resources Survey & Assessments, NAS Chase Field, Beeville, Texas," p. 33.

5. Mary Goldsmith, "Lawrence Wood Robert, Jr., Founder of Robert and Company." Paper presented for AH690D, Seminar in Atlanta Architecture, Atlanta, Ga., Spring 1991, p. 3.

6. Robert and Company, Architects-Engineers-Managers, *The Organization and Activities of Robert and Company, Architects-Engineers-Managers Washington, Atlanta, New York: 1917-1944*, (Atlanta, Ga.: Promotional brochure by the firm, c. 1945), n.p.

7. Tamara Scott, National Register of Historic Places Application, Brown Building, National Register Division, Texas Historical Commission, Austin, Tx.

8. Williams et al., "Historic Resources Survey and Assessments, Naval Air Station Kingsville," p. 78.

9. Forrest and Colton, Consulting Engineers, Bureau of Yards and Docks Contract NOy-24324, "Report on the Master Plan for the U.S. Naval Auxiliary Air Station Kingsville, Texas," January 1952, p. 30, Public Works Office, Architectural Drawings Collection, NAS Corpus Christi, Corpus Christi, Tx.

10. *The Flying K* (NAAS Kingsville, Texas), 13 January 1953.

11. Department of the Navy, Bureau of Yards and Docks, Public Works Drawing 503, "Proposed Vestibules for Administration Building, NAAS Kingsville," 30 October 1958, Public Works Office, Architectural Drawings Collection, NAS Corpus Christi, Corpus Christi, Tx.

12. Department of the Navy, Bureau of Yards and Docks, Public Works Drawing 503, 30 October 1958; Department of the Navy, Naval Facilities Engineering Command, Southern Division, Drawing 5023858, NAAS Kingsville, "Reroof Building 700," 29 October 1973, Public Works Office, Architectural Drawings Collection, NAS Corpus Christi, Corpus Christi, Tx.

13. Corpus Christi, Texas, NAS Corpus Christi, Public Works Office, Archives: maps, plans, architectural drawings, and aerial photographs.

14. Williams et al., "Historic Resources Survey and Assessments, Naval Air Station Kingsville," p. 108.

## PART II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural character: Building 700 is typical of many administrative buildings of the World War II period. Designed with a C-plan configuration, the two-story building features a central, four-story tower of squat proportions and flanked by low pitch, front-gabled end wings. The proportions and detailing of the tower are reminiscent of a ship's brig or observation tower. The symmetry of the front side and its arrangement at the terminus of the Esplanade highlight the building's formality as well as the formality of its administrative function.
2. Condition of fabric: The building stands in good condition.

### B. Description of Exterior:

1. Overall dimensions: The C-plan building measures 146'-0" long, 64'-0" deep, and 39'-0" tall; it encompasses 13,032 square feet. A four-story tower rises above the central two-story spine, capped at its north and south ends by two-story wings. The lower three stories of the tower and entrance bay project slightly north and south of the central spine.
2. Foundation: The building rests on a poured concrete pier-and-beam foundation.

3. Walls: The exterior of the building is clad with cement-asbestos siding which covers the original wood siding, specified on the original plans as No. 117 and 1" x 4" center matched boards. The latter can be seen adjacent to the east entry under the current asbestos siding. Information on file at NAS Kingsville does not reveal when the asbestos siding was applied, although records show that eighteen buildings were re-sided by 1961.
4. Structural system, framing: Building 700 utilizes a wood-frame structural system.
5. Porches, stoops, balconies, bulkheads: A small wood porch shelters the main entry alcove. The front-gabled roof was added onto the flat-roofed porch enclosed with side wood grilles between 1979 and 1996. Small concrete stoops access the side and rear building entries, while the porches at the rear, north side and front retain their original wood flooring. Exterior stairs, whose landings shelter the first-floor stoops, provide access to second-floor offices on the north and south sides (added 1953). The stairs replaced the original vestibules also supported by side wood grilles. The north stairs are wood, and the south stairs have a metal frame with concrete treads covered with a canvas awning. The awning dates to 1975, and the south metal stairs replaced the earlier wood ones in 1984. The rear entry vestibule has been fully enclosed and covered with a shed roof.
6. Chimneys: None, but a few metal vent stacks protrude above the main roofline.
7. Openings:
  - a. Doorways and doors: The original entry doors have been replaced with aluminum-and-glass storefront doors, which provide access to the lobby of the building. Once flanked by six-over-six, wood-sash windows, the double doors are now flanked by plate-glass sidelights. Secondary entrances are found at the sides and rear of the building and include small porch areas with single and double metal and wood doors. On the second floor of the north and south sides, single entry doors replaced windows when the fire stairs were added. Double doors on the west (front) wall of the fourth-floor observation room open onto the deck.
  - b. Windows and shutters: Fenestration patterns are symmetrical, and windows occur on all sides of the building. Aluminum-frame windows replace the original six-over-six, double-hung, wood-sash windows on the front, north and south sides, while retaining the original window size and design (between 1979 and 1996). The original wood-frame windows remain in place on the rear (east) side. On all sides, windows appear singly, coupled or tripled. A sign covers the third-floor tower windows on the main (west) facade. While the tower room once provided expansive views of the air station, its original wood-frame windows are covered on the exterior with sheets of plywood.

8. Roof:

- a. Shape, covering: The gabled roof, shown on documents as having a 1:3½ pitch, is covered with composition shingles. The tower has flat roofs with asphalt planked surfaces designed for walking upon. The rear vestibule has a shed roof.
- b. Cornice, eaves: Exposed 2" x 6" rafter tails are found in the overhanging eaves.
- c. Dormers, cupolas, towers: A squat, four-story tower rises above Building 700's center. The fourth floor is set back on all four sides from the supporting floors below to create a perimeter walk area bounded by a wood railing. The roof of the tower is also railed-in to provide a second, higher "canvas deck," accessible by a ladder from the east (rear) side of the fourth-floor deck. Original drawings indicate the installation of twin aerial poles and guys on roofs of the side wings, but these were removed by ca. 1960.

C. Description of Interior:

1. Floor plans:

- a. Basement: None.
  - b. First floor: The interior contains a central double-loaded hallway, flanked by offices with wood-frame partitions. Some walls have been repositioned. The two end wings contain larger office spaces. The west end of the north wing originally housed a U.S. Post Office; this room has been subdivided. A fireproof vault is located near the center of the south wing.
  - c. Second floor: Also organized around a central double-loaded hallway, the second floor contains a watch bunk room and lavatories with showers in addition to office space. A fireproof vault is located near the center of the south wing, directly above the first-floor vault.
  - d. Third floor: The tower room contains two offices, one for an aerologist, and a file room.
  - e. Fourth floor: The fourth floor consists of a central observation room surrounded by an open air deck.
2. Stairways: The carpeted lobby staircase provides primary vertical circulation within the building. It is distinguished by a stainless steel cap on the rail-height stairwall and a metal handrail detailed to resemble rope. The double-flight wood stair continues up to the third floor where it turns and becomes a wood ladder with a wooden handrail to access the observation room. An exterior wood ladder accesses the roof top deck from the fourth-floor walkway .

3. Flooring: Typical floor finish is 9" vinyl composition tile, likely to have been installed atop the original wood and concrete floors. Original drawings specify wood flooring throughout with concrete flooring in the lavatories, vaults, and mechanical rooms. The original hardwood flooring remains exposed in the fourth-floor observation room.
4. Walls and ceiling finishes: Most interior spaces have mahogany-veneer plywood panelling applied over the original finish material; some offices are finished with bevelled pine panelling. Original drawings specify plaster board or temporary form board ceilings and walls with wood baseboards in most rooms. Current ceilings are 2'-0" x 4'-0" suspended acoustic tiles with drop-in fluorescent light fixtures. Third- and fourth-floor spaces retain more of their original character than the remainder of the building. Walls in these areas have pressed board, a.k.a. Masonite, wainscoting with surface-applied, 12" pressed fiber tiles above. Ceilings are covered with 12" surface-mounted acoustic tiles. The vaults stacked on the first and second floors have 8" poured-in-place concrete walls and ceilings.
5. Openings:
  - a. Doorways and doors: Many of the small offices retain their original doors, typically one- or two-panel wood doors with glazed panels. A wood hatch is located at the top of the ladder leading to the fourth floor.
  - b. Windows: A fixed-pane window looks into the lobby from secured office areas.
6. Decorative features and trim: Simple 3½" wood baseboards with quarter-round shoe molds are typical. Concrete baseboards are used in lavatories and mechanical rooms.
7. Hardware: The double-hung wood windows have two lift handles on the lower sash and a sash lock. Interior doors are typically equipped with two 3½" butt hinges and painted steel latchsets.
8. Mechanical Equipment:
  - a. Heating, air conditioning, ventilation: Central air conditioning was installed without adversely affecting the overall historic character of the building. In addition, many windows hold air conditioning units, installed in 1956.
  - b. Lighting: Typical light fixtures are 2'-0" x 4'-0" four-lamp troffers integrated into the suspended ceiling system. Surface-mounted, two-lamp fluorescent fixtures illuminate the third floor. The fourth-floor observation room is lighted by a single bare, incandescent bulb ceiling fixture.

- c. Plumbing: Original drawings provide for five bathrooms. The two second-floor bathrooms accommodated showers in addition to multiple water closets and lavatories. It is unknown if these original fixtures have been replaced, although it is likely.

D. Site:

1. General setting and orientation: Located near the center of the intensely developed portion of the base, the building fronts onto Dealey Avenue, at the north end of a grassy esplanade that visually extends Forrestal Road, the station's primary access road. The building stands on level terrain and is a highly visible landmark within the air station. Its importance becomes clear when approaching from the main entry gate. Occupying a highly visible location, the building has a mostly unobscured view of the surrounding area, and rises above the flat terrain. A paved parking lot is located at the rear of the building; a portion of which is covered with a metal carport structure, built in 1986 and demolished between January 3 and February 10, 1997. Streets surround the building and rear parking lot and separate it from paved parking lots on the north and south. Vegetation includes a grass lawn and palm trees. The bell from the ship USS *Eberle*, with a date of 1940, is located in front of the building, as is a flagpole, erected in 1991 as a replacement for the original 1942 flagpole.

Within the rear courtyard is the stand-by generator plant, Building 1795, which originally provided the energy for Building 700. Also dating to 1942, the one-story, flat-roofed building measures 10'-0" x 12'-0" in plan and 8'-0" high. The roof typically overhangs the building by 14" and has an unpainted concrete soffit. Standing on a concrete slab foundation, Building 1795 has a brick veneer painted to match Building 700. A single metal door with a metal vent provides access from the west side. Copper louvered vents on the other three sides ventilate the interior. The building remains largely unchanged from its original appearance.

2. Historic landscape design: The Esplanade is associated with the Administration Building and was designed to create a formal landscape for the building that would emphasize its importance as the command center of the air station. Located on an east-west axis directly in front of the Administration Building, the Esplanade is rectangular in plan with a rounded west end and central sidewalk. Streets encircle it creating a formal approach to the Administration Building and enhancing its visual importance. Alterations appear confined to a monument comprised of a pair of anti-aircraft guns and a McDonnell-Douglas TA-4 jet aircraft mounted on a metal pylon, highlighted by a number of small shrubs. The Esplanade retains a very high degree of physical integrity.

### PART III. SOURCES OF INFORMATION

- A. Original architectural drawings: Reproductions of a complete set of original architectural drawings are on file at the Public Works Department, NAS Corpus Christi. These drawings list Robert and Company, Inc., of Atlanta, Georgia, and Corpus Christi, Texas, as the architects of

record, and H.W. Howarth as the architect in charge. Available drawings include the original foundation plans and floor plans for the first, second, third, and fourth floors, roof plans, exterior elevations and construction details, and interior wall, ceiling, window, and door schedules.

B. Early views: The earliest view known of Building 700 appeared in the *Kingsville Record* on July 5, 1944. A "Welcome Aboard" brochure dating to ca. 1960 includes multiple photographs of the building and its context, as well as other NAS Kingsville facilities. This brochure is available from the NAS Kingsville facility files. The U.S. Navy maintains an archive of aerial photographs which provide an overall understanding of site development but minimal information on individual buildings.

C. Interviews: No oral interviews were undertaken to prepare this form.

D. Bibliography:

1. Primary and unpublished sources:

Corpus Christi, Texas. NAS Corpus Christi. Public Works Office. Archive. Maps, plans, architectural drawings, and aerial photographs.

2. Secondary and published sources:

Atlanta, Georgia. Georgia Department of Natural Resources, Historic Preservation Division. Robert and Company File. Goldsmith, Mary, "Lawrence Wood Robert, Jr., Founder of Robert and Company." Paper presented for AH690D, Seminar in Atlanta Architecture, Atlanta, Ga., Spring 1991.

Austin, Texas. Texas Historical Commission. National Register Division. Tamara Scott, National Register of Historic Places Application, Brown Building, no date.

*The Flying K* (NAS Kingsville, Texas), 13 January 1953.

Moore, David et al. "Historic Resources Survey & Assessments, Naval Air Station Chase Field, Beeville, Texas." Austin, Tx: Hardy•Heck•Moore, 1992.

Robert and Company, Architects-Engineers-Managers. *The Organization and Activities of Robert and Company, Architects-Engineers-Managers Washington, Atlanta, New York: 1917-1944.* Atlanta, Ga.: Promotional brochure by the firm, c. 1945.

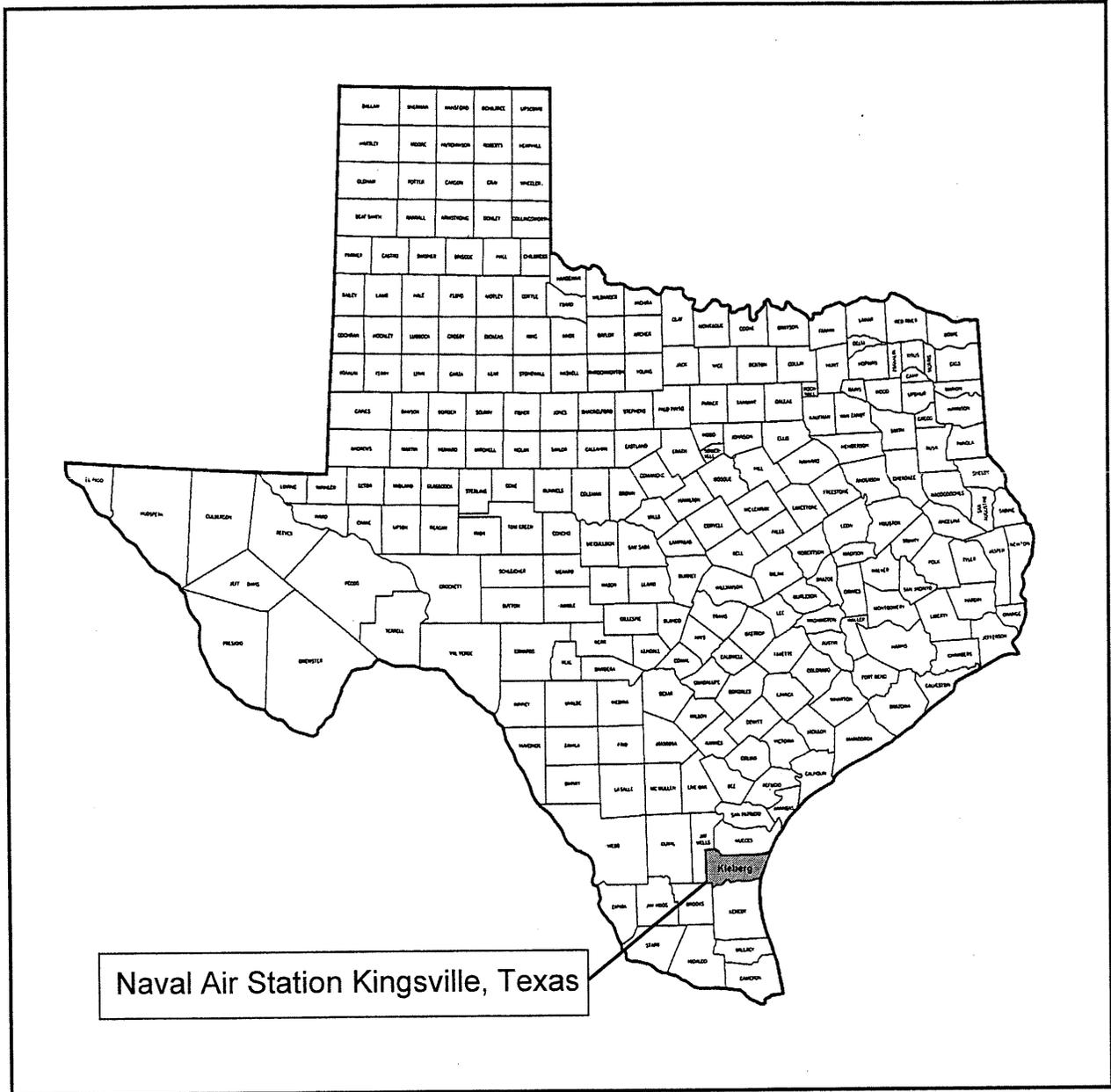
Williams, Diane et al. "Historic Resources Survey and Assessments, Naval Air Station Kingsville, Kingsville, Texas." Austin, Tx.: Hardy•Heck•Moore & Associates, Inc., 1995.

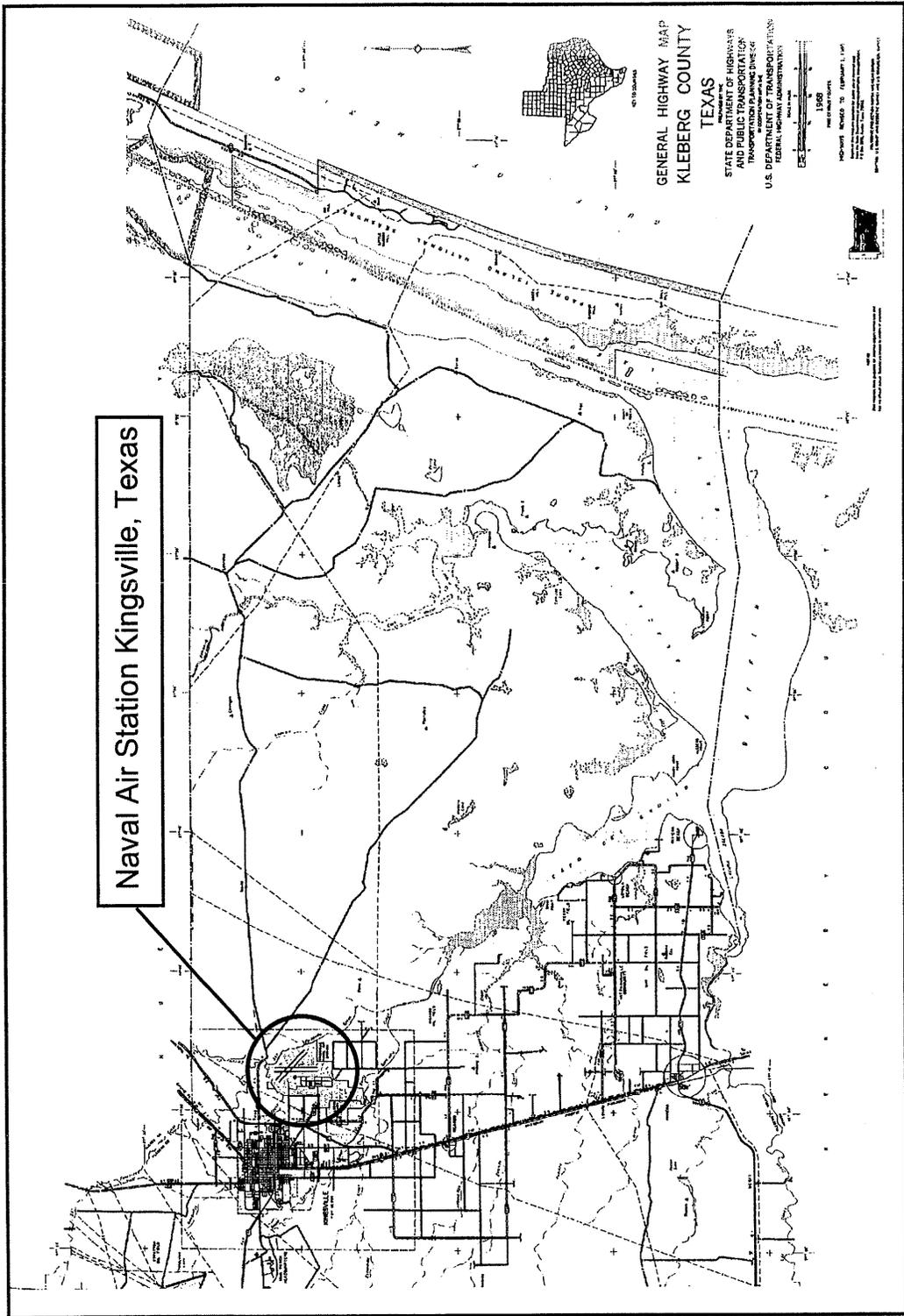
- E. Likely sources not yet investigated: Information on NAS Kingsville may be held in the Federal Records Center in Fort Worth Texas. The Navy Historical Center and the National Archives in Washington, D.C., and the architectural collections of the archives in Suitland, Maryland may also contain some project-related information. These repositories will not be investigated for the purposes of this project.
- F. Supplemental Materials: N/A

#### PART IV. PROJECT INFORMATION

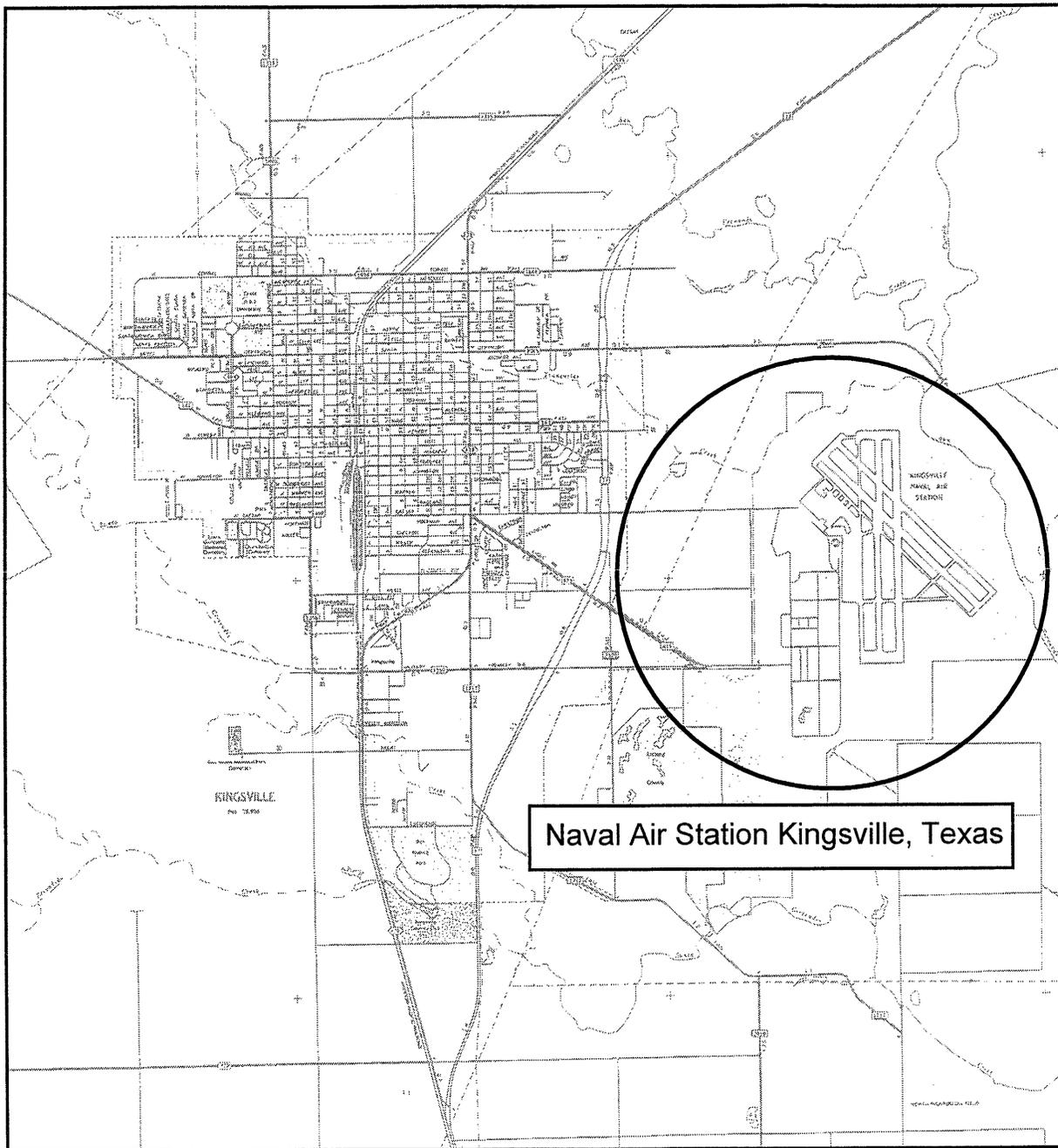
This documentation was completed in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended, and complies with a Memorandum of Agreement (MOA) signed by representatives with the Department of the Navy, the Texas Historic Preservation Office and the Advisory Council on Historic Preservation. Under Contract No. N62467-94-D-1128, Delivery Order No. 00190, Southern Division Naval Facilities Engineering Command (SOUTHNAVFACENGCOM) contracted with Turner Collie & Braden (TC&B) Inc., of Houston, Texas, to oversee the preparation of the HABS recordation. As subcontractors to TC&B, Inc., Hardy-Heck-Moore & Associates, Inc. of Austin, Texas, gathered historical and architectural information and, prepared a historic context and the HABS forms. All project personnel directly involved with the preparation of the HABS documentation meet the Secretary of the Interior's Professional Qualification Standards. David Moore served as principal investigator. Contributors include Anne I. Malanka, historian; Diane E. Williams, architectural historian; Tina Roach, associate architectural historian; Terri L. Myers, historian; and Sara Kirtland, associate historian. Preservation architect Thomas Eisenhour recorded the buildings with large-format (4" x 5") black-and-white photographs. Mr. Eisenhour also photographed existing measured drawings with large-format black-and-white photography and recorded information on the physical attributes of the buildings.

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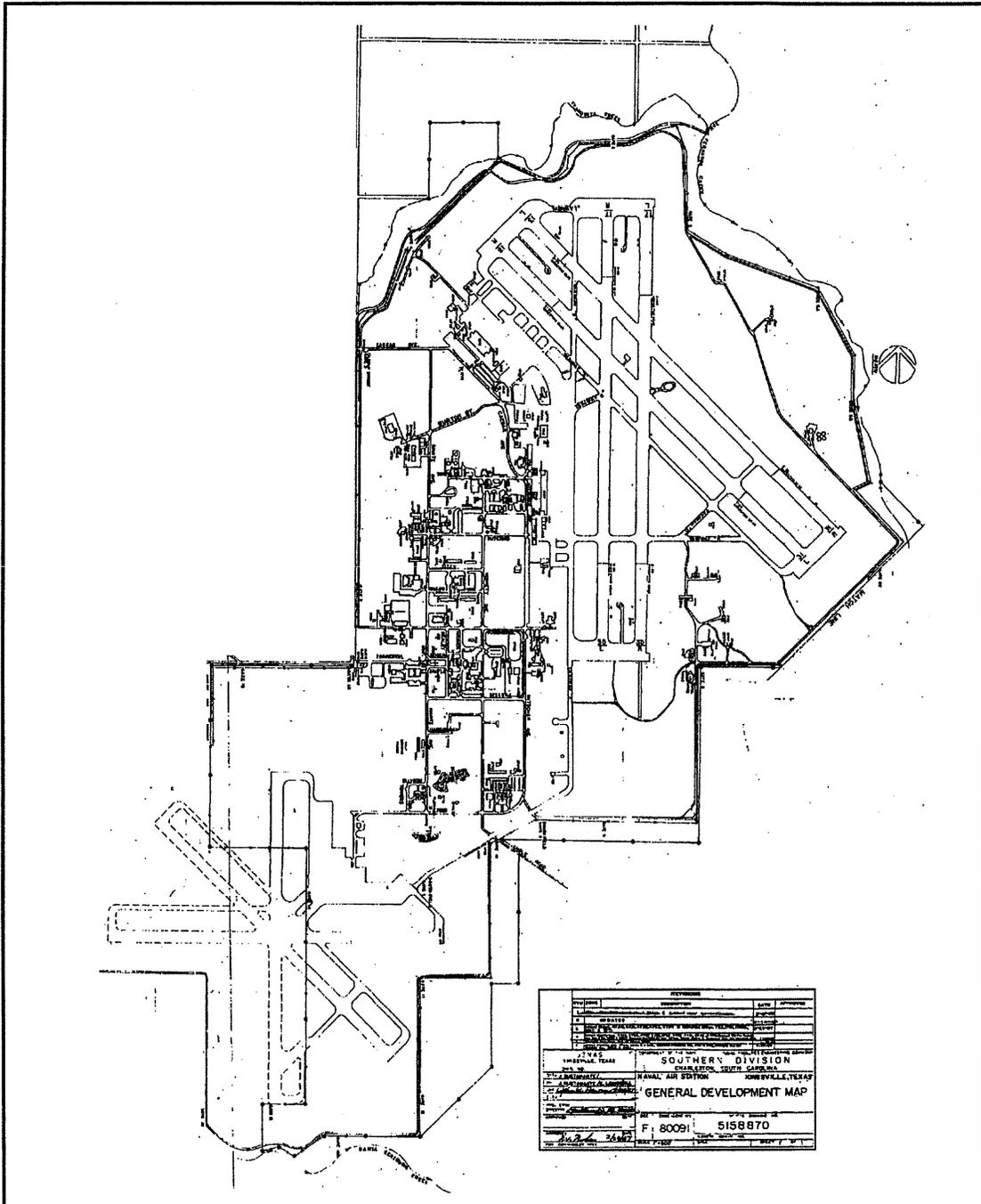


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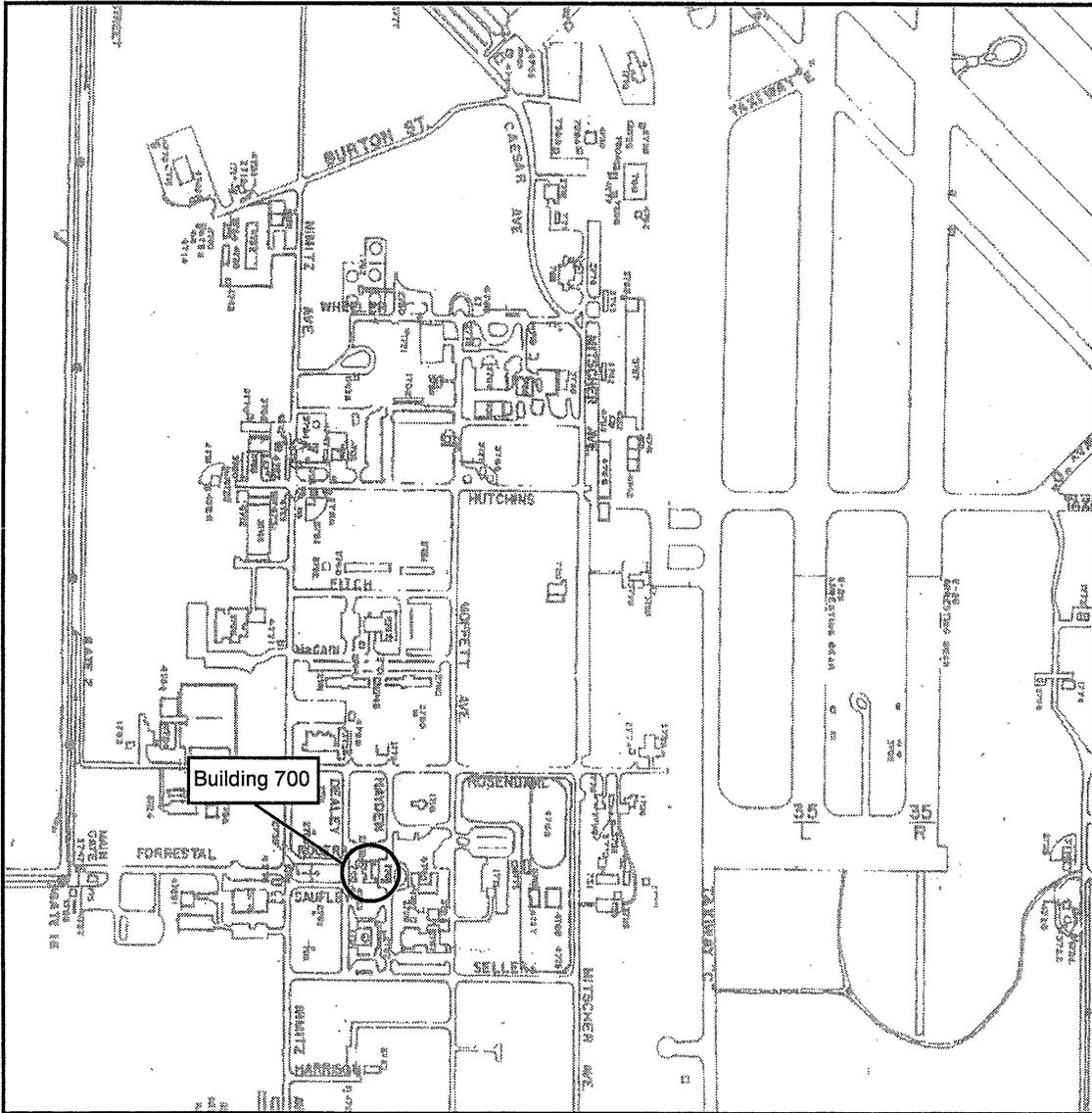
Source: Texas Department of Transportation, 1968, updated 1986

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General Development Map, Naval Air Station Kingsville, 1987  
 Source: Public Works Office, Naval Air Station Kingsville

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Detail: General Development Map, NAS Kingsville