

BROOKS AIR FORCE BASE, BUILDING 100  
(Brooks Air Force Base, Flight Medicine Laboratory)  
2507 Kennedy Circle  
San Antonio  
Bexar County  
Texas

HABS TX-3521-A  
*HABS TX-3521-A*

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
SOUTHWEST SYSTEM SUPPORT OFFICE  
National Park Service  
U.S. Department of the Interior  
PO Box 728  
Santa Fe, New Mexico

HISTORIC AMERICAN BUILDINGS SURVEY  
BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)

HABS No. TX- 3521-A

Location: 2507 Kennedy Circle  
San Antonio  
Bexar County  
Texas

~~USGS Southton, Texas Quadrangle (7.5)~~

~~Universal Transverse Mercator Coordinates: 14.552948, 3246714~~

Google Earth Lat/Long 29.35050, -98.454464

Present Owner: Brooks Development Authority (BDA)

Present Occupant: U.S. Air Force School of Aerospace Medicine (USAFSAM)

Present Use: Clinical evaluations and medical offices

Significance: Building 100 (Flight Medicine Laboratory) was the center of clinical medicine activities and research at the USAFSAM at Brooks Air Force Base (AFB) from 1959 until the present day. Building 100 housed the Departments of Dentistry, Ophthalmology, Radiology and Clinical Psychology, as well as a wide variety of testing and laboratory facilities. USAFSAM doctors at Building 100 performed physical evaluations of astronauts and Air Force pilots, and contributed research that was essential to space exploration, as well as military effectiveness. The building continues to serve as a USAFSAM clinical evaluation center for Air Force personnel.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: 1959
2. Architect: Charles H. Page, Jr. of Texas Architect-Engineers Associates
3. Original and subsequent owners: Air Force
4. Builder, contractor, suppliers: Unknown
5. Original plans and construction: Original plans are on file with the BDA, 8030 Challenger Drive, Brooks City-Base, Texas.

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 2)

6. Alterations and additions: Building 100 has undergone numerous minor alterations since its construction in 1959, including changes to some interior finishes and room divisions, but maintains its historic integrity.

B. Historical Context:

Building 100 was among the first buildings erected in 1959 as part of USAFSAM's new home at Brooks AFB. The multiple-building complex represented the base's expanding role and mission as one of the largest aerospace medical research centers in the world. With research and development goals ranging from space to warfare, USAFSAM has played a central role in the mission of the Air Force as well as the National Aeronautics and Space Administration (NASA). Though the USAFSAM campus was constructed in 1959, the history of Brooks AFB has involved multiple missions beginning with the training of Army pilots in World War I to reserve flight training during the Cold War.

**Establishment of Brooks Field and Early Aviation Training, 1917-31**

Established on an 873-acre tract of land in San Antonio, Texas, in November 1917, Kelly Field No. 5 grew out of the increasing wartime need for cadets and trainers. In February 1918, the airfield was officially renamed Brooks Field in honor of Cadet Sidney Johnson Brooks, Jr., a San Antonio native who died in a plane crash at Kelly Field No. 2 in 1917. The new commander of Brooks Field, Major Henry Conger Pratt, oversaw the installation's mission of preparing up to 5,000 airmen for wartime service in Europe. In addition, Brooks trained flight officers as teachers of a new British training regimen known as the Gosport System, which utilized innovative controls and speaking tubes to improve communication between instructors and cadets while in the air. The use of the Gosport system at Brooks Field convinced the War Department in October 1918, to incorporate the experimental system at Brooks Field into all Army airfields.<sup>1</sup>

In May 1919 the Observation School at Camp Ben Wise in San Antonio, which trained cadets in the use of aerial observation, moved to Brooks Field. As one of five national balloon observation schools, Brooks Field provided surveillance along the U.S.-Mexico border utilizing the 16<sup>th</sup> Airship Company and the 4<sup>th</sup> and 5<sup>th</sup> Balloon companies. The balloon and airship program at Brooks Field, despite the initial investment of manpower and expense, proved to be a short-lived experiment for the San Antonio region. Several accidents involving explosions forced the school to close in 1922.<sup>2</sup>

The decision to remove the Balloon and Airship Observation School was part of a 1920 Army Reorganization Bill which stipulated that all flight training for the country would be centered in San Antonio air fields, including Brooks Field. By June 1922, Brooks Field was classified as the only Primary Flying School in the country as a result of the consolidation of two former flying schools in California and Florida. From 1922-31, Brooks Field earned the reputation of being one of the premier aviation training sites in the country and was responsible for developing the young Army Air Service at a crucial period of its growth.

The system established in 1922 required all military aviators to begin their basic flying training at Brooks Field, with the graduating class moving on to the Air Service Advanced Flying School at Kelly Field. The graduating classes at Brooks later formed the basic structure of the Air Corps for decades to come. The

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 3)

school graduated numerous important aviators including Charles Lindbergh, Frank M. Hawks, Nathan Twining, Jimmy Doolittle, and Barney Giles. Instructors at Brooks were among the most experienced and talented aviators in the country, including Claire Chennault of the famed "Flying Tigers," Russell Maughan and Elwood Quesada.<sup>3</sup>

In addition to its celebrated graduates and instructors, Brooks Field was also the site of important advances in aviation. In April and September 1929 Brooks Field held public demonstrations of one of the earliest paratroop warfare experiments. In 1930, Colonel William C. Ocker devised a device allowing pilots to fly "blind" with the use of instruments inside the cockpit.<sup>4</sup>

#### **School of Aviation Medicine (SAM), 1926-31**

In 1926, SAM was relocated from Mitchell Field, New York to Brooks Field in an effort to improve pilot performance and to learn firsthand from pilots about the medical factors affecting flight. From 1926-31, flight surgeons at SAM generally acted as physicians first and teachers second; their main responsibility was to direct physical examinations to determine the condition of cadets for flying.

In 1931, SAM and the Primary Flying School moved to the newly created Randolph Field in San Antonio, Texas, ending Brooks Field's important aviation training mission. In the 1930s, Brooks was designated a center for observation training and housed several observation squadrons. Escalating tensions in Europe led to the establishment of an Air Corps Advanced Flying School in early 1941, which focused on training pilots in observation skills using single-engine aircraft. Because of lessons learned early in World War II, the Army Air Corps reassessed the importance of aerial observation, placing greater importance upon bombing and pursuit aircraft training. As a result, in 1943, Brooks Field began a training program for the new B-25 bomber, which greatly aided the war effort. Brooks Field became Brooks AFB in 1948 and assumed a new postwar mission as a reserve flight training center which it maintained until 1960 when all flight activities ceased.<sup>5</sup>

#### **SAM: the Space Program to Vietnam, 1959-69**

In 1959, SAM, now known as the School of Aerospace Medicine (SAM) was reassigned to Brooks AFB as part of a new Air Force mission to consolidate its aviation and space medicine efforts at one base. From 1959-69, Brooks AFB, as part of the Aerospace Medical Division (AMD), played a key role in providing NASA and the Air Force with innovative and important space medicine research, ensuring the success of the country's efforts in space exploration. Research at Brooks utilized a range of laboratories and research facilities to perform experiments ranging from altitude and pressure experiments to space food nutritional studies. In addition to direct contributions to NASA's Mercury, Gemini, and Apollo programs, Brooks focused much of its space medicine efforts on the Air Force's military space program, the Manned Orbital Laboratory (MOL). By the mid-1960s, researchers and physicians at Brooks AFB increasingly became involved in the Vietnam War, forcing SAM and AMD to manage dual missions of space and warfare.

#### **The USAFSAM Campus**

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 4)

In 1952, with its intention to relocate the crowded facilities at Randolph AFB to Brooks AFB, the Air Force required a new master plan accommodating the new "Aeromedical Center." Early in the planning stages, officers of the Air Force Headquarters in Washington, D.C., had a clear notion of the type of facility they wanted, distinguishing it from other Air Force installations: "Consideration should be given to permanence and preeminence of this facility as an academic institution . . . The quality of construction should be comparable to that of the leading medical institutions in the United States."<sup>6</sup> In designing the master plan for such an institution, officers of the Headquarters of the Air Force made an unqualified recommendation for the St. Paul, Minnesota firm of Ellerbe & Company, which already had two years experience with an earlier Brooks AFB master plan:

The Ellerbe Company, because of the design over the past twenty-five years of the varied and highly specialized diagnostic research and hospital facilities for the Mayo Clinic at Rochester, Minnesota, is considered eminently qualified to continue this project.<sup>7</sup>

By 1954, however, Ellerbe & Company was unwilling or unable to finish work on the design of USAFSAM. Rising construction costs and the Korean War also delayed work on the project. To complete the building designs, Ellerbe & Company selected Charles H. Page, Jr. of C.H. Page & Son as a subcontractor. Graduating from the University of Texas School of Architecture in 1932, Charles H. Page, Jr. joined his father, C.H. Page, a prominent Austin architect, in 1936. The new firm specialized in the design of hospitals, schools, and military installations, including the Driscoll Children's Hospital in Corpus Christi, Texas, Bergstrom AFB in Austin, Texas, and flight laboratories at the White Sands Proving Grounds in New Mexico.

Although C.H. Page and Charles H. Page, Jr. were the firm's principals until C.H. Page's death in 1957, the firm often collaborated with other architecture and engineering firms, using some variant of the name "Texas Architect-Engineer Associates," as they did on the plans for the first five buildings constructed for USAFSAM, including Building 100. Architects at C.H. Page & Son were given the task of preparing a contour and building model of the entire site, later identified as 'The Hill,' in order to study at least three possible site plans for the school. Ellerbe's schematic plot plans and site studies were to be used as the basis for Page's work.

The Texas Architects-Engineer Associates completed plans for the first five buildings on the USAFSAM campus: Building 100 (Flight Medicine Laboratory); Building 125 (Research Institute); Building 130 (Research Laboratory Shops); Building 160 (Altitude Laboratory); and Building 180 (Academic Building). Plans for these structures are dated between 1956-58, and all are signed by Charles H. Page, Jr.

### **Building 100**

Building 100 was one of the first buildings projected for the new aerospace facility. Flight medicine had been an integral part of the early SAM, combining clinical evaluations of all fliers with medical research and technology functions. Building 100 features an inverted T-plan with a central space devoted to records storage. The north wing housed rooms for psychomotor testing, clinical psychology offices, and testing rooms. The south wing was devoted to medical examination and consulting rooms, areas for physical exercise testing using treadmills, and surgical facilities. The larger west wing contained

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 5)

examination rooms and specialized clinical facilities for the departments of Ophthalmology, Radiology, and Dentistry, as well as general laboratories. Building 100 seems to have incorporated elements from several separate facilities proposed in earlier stages of planning, including a dental research building and 350-bed research hospital.<sup>8</sup>

The multifaceted role of Building 100 is exemplified by the Department of Ophthalmology's activities during the 1960s-90s. Medical specialists at USAFSAM were contracted by NASA in 1968 to study the risks of temporary blindness due to high levels of ultraviolet sunlight faced by the astronauts who performed the Apollo mission moonwalks. Then they worked with engineers to develop an innovative helmet-mounted visor that was eventually worn by all the Apollo astronauts to filter the intense light on the moon. The same technology was applied by USAFSAM ophthalmologists to shield Air Force B-47 and B-52 pilots from the danger of flash-blindness caused by exposure to thermonuclear blasts. Meanwhile, vision testing for all Air Force pilots was conducted at Building 100, and new standards were adopted which allowed pilots to fly with corrected vision, revolutionizing the pilot selection process.<sup>9</sup>

Similarly, the Department of Dentistry used innovative inventions to help both astronauts and wartime pilots deal with their unique situations. Dr. Jim Terry developed a miniature dental kit for use during extended space flight, and taught short courses on emergency dental surgery to all astronauts. A similar dental kit was produced to be airdropped to U.S. forces in inaccessible combat areas of Southeast Asia during the Vietnam War.<sup>10</sup> USAFSAM dentists were even called upon by President Lyndon Johnson to make house calls to the Johnson Ranch near Stonewall, Texas via presidential helicopter for dental emergencies.<sup>11</sup>

While all the medical departments housed in Building 100 made important contributions to research and development of new technology for both space and combat applications, clinical medicine remained a primary focus. In addition to providing medical evaluations for all Air Force pilots, USAFSAM performed evaluations of all astronaut candidates as part of NASA's selection process, and then performed pre and post-flight exams of many of the Apollo astronauts. Since the end of the Apollo missions in the early 1970s, Building 100 has been primarily a clinical testing and treatment site, and continues to be used today for Air Force clinical evaluations.

Although some original interior finishes in Building 100 have been replaced, the building essentially retains its historic integrity. No major additions or demolitions have altered the building, and the arrangement of interior spaces remains basically unchanged.

## PART II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural character: Building 100 is a one-story, concrete-frame International Style building located on the northwest side of Kennedy Circle. The principal facade faces southeast.
2. Condition of fabric: The building is in excellent condition.

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 6)

B. Description of Exterior:

1. Overall dimensions: Building 100 measures 224'-2" x 162'-0" overall, and is 15'-2" from finished floor to top of the main roof slab. As viewed from the southeast, or principal facade, the plan is in the shape of an inverted T, with the cross of the T forming the main block and the stem being the rear wing. The main block is 224'-0" x 69'-0" and the rear wing measures 103'-2" x 80'-6". The principal facade is symmetrically arranged around a 62'-10"-wide entry bay, which projects 12'-6" beyond the plane of the main facade.

Building 100 contains one story with a partial basement on the northeast end.

2. Foundation: Building 100 has a suspended, cast-in-place concrete foundation, supported by concrete piers.
3. Walls: Exterior walls are brick veneer laid in a running bond with concrete masonry unit backing and are 13" thick. The walls extend 1'-7" above the top of roof slab to form a parapet, and are topped with limestone coping. The entry bay parapet is 1'-7" higher than the main parapet.
4. Structural system, framing: Building 100 has a cast-in-place concrete frame structural system. Columns are typically spaced at 20'-0" on center in both directions. Floor and roof slabs are one-way concrete joists with beams.
5. Porches, stoops, balconies, bulkheads: The architects emphasized the main entry by placing it in a bay that projects both horizontally and vertically from the plane of the main facade. The entry itself is recessed 3'-0" from the facade of the entry bay and is further emphasized in three ways: by paving materials, by planter boxes, and by a horizontal concrete fin above the entry. A concrete walkway extends from Dave Erwin Drive to the main entry. Ten feet before the entry, the paving changes from concrete to rectangular granite pavers. Low, limestone-clad planter boxes on either side of the main entry give further definition. Finally, a 7"-thick horizontal concrete fin projects 3'-0" from the entry bay facade, providing shade and minimal shelter from the elements.
6. Chimneys: None.
7. Openings:
  - a. Doorways and doors: The main building entry is 62'-10" x 12'-0". Two pairs of 3'-0" aluminum-and-glass entry doors are set in a mill-finished, aluminum-frame storefront system.
  - b. Windows and shutters: Building 100 has no windows, other than the fixed-glass storefront.

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 7)

8. Roof:

- a. Shape, covering: The roof is flat and is covered with built-up roofing. The main roof is 13'-4" above finished floor and the entry bay roof is 15'-2" above finished floor level.
- b. Cornice, eaves: There are no cornices or eaves. Exterior walls terminate in a low parapet with limestone coping.
- c. Dormers, cupolas, towers: Building 100 has no dormers, cupolas, or towers.

C. Description of Interior:

1. Floor plans:

- a. First floor: The interior layout primarily consists of a series of north-south double-loaded corridors with small offices, examining rooms, and support spaces. The lobby is the building's only character-defining interior space.

2. Stairways: Building 100 has an exterior stairway from grade level to the basement. The stair is located adjacent to the northeast facade of the rear wing.

3. Flooring: Original drawings for Building 100 indicate vinyl tile for public spaces including corridors and the lobby. Quarry tile is used in toilet rooms, darkrooms, and other wet areas. In the lobby and corridors, original flooring has been covered by grey carpeting.

4. Walls and ceiling finishes:

- a. Walls: Plaster is the typical wall finish. Other wall finishes include ceramic tile, which is used in toilets, showers, and other wet areas; glazed structural units in corridors; stained walnut plywood in the lobby; and birch plywood in the interview room. The lobby and corridor areas also feature terrazzo bases.
- b. Ceiling Finishes: Ceilings throughout the building are suspended acoustical ceilings or suspended plaster ceilings.

5. Openings:

- a. Doorways and doors: Typical interior doors are 3'-0" x 6'-8" x 1-3/4" wood solid-core flush doors.
- b. Windows: 5'-8-7/8" x 3'-6" openings for glass vision panels were originally located in the walls dividing the corridors from the registrations area, set within panels of walnut plywood. Behind the registration area, a pair of 8'-0" x 6'-3" corrugated glass

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 8)

panels framed a central opening to the adjacent records area. These openings have now been covered. The only other window in Building 100 is the 10'-0" wide one-way vision mirror placed between the interview room and the observation & Recording room in the north wing of the building.

6. Decorative features and trim: Walnut ceiling moldings are located in the lobby and registration areas; other rooms feature 1-1/2" pine cornice moldings.
7. Hardware: Standard commercial-grade door hardware with a brushed chrome finish.
8. Mechanical Equipment:
  - a. Heating, air conditioning, ventilation: Building 100 has central heating and air conditioning. The forced-air system equipment is located in a basement mechanical and equipment room on the northwest side of the building. Additional mechanical equipment is in a ground-level enclosure west of the building.
  - b. Lighting: Original recessed fluorescent lighting fixtures with six lamps were replaced with two-lamp, 4'-0" commercial fluorescent fixtures in 1968.
  - c. Plumbing: Original plans call for six toilet rooms in Building 100, in addition to water taps and drains in the many examining rooms, laboratories, and darkrooms.

D. Site:

1. General setting and orientation: Building 100 is located on the northwest side of Kennedy Circle in the USAFSAM 100-Area complex at Brooks City-Base. The building faces southeast, towards Kennedy Circle and Building 180 (the Academic Building) beyond.
2. Historic landscape design: Building 100 is linked to the Kennedy Circle Drive and to Building 125 (Research Institute) by a system of paved sidewalks. No landscape treatment was stipulated by the architects, although a low brick retaining wall encloses the west and south sides of the Building. The area within the retaining wall has since been landscaped to include attractive planting beds, trees and shrubs.

PART III. SOURCES OF INFORMATION

- A. Original architectural drawings: Original plans for Building 100 are on file with BDA, 8030 Challenger Drive, Brooks City-Base, Texas.
- B. Early views: Brooks AFB maintains an archive of aerial photographs at the Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base, which provide an overall understanding of site development, but minimal information on individual buildings.

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 9)

The Austin History Center in Austin, Texas also has some early views of the first construction phase at the USAFSAM campus in the C.H. Page and Son files.

C. Interviews: Dr. Thomas Tredici, Colonel, USAF Retired, Oral History by HHM Inc., November 19, 2002.

D. NOTES

<sup>1</sup> Martha Freeman, "Appendix L: Historic Context: Brooks Air Force Base, An American Flying Field, 1917-1946." in *Brooks Air Force Base – Historic Preservation Plan* by D.E. Peter, M.B. Cliff, J. Freeman and K.L. Kane. Geo-Marine, Inc., Plano, Texas, L-3.

<sup>2</sup> Brooks Air Force Base, *The First Seventy-Five Years*, (n.p., 1992).

<sup>3</sup> Brooks Air Force Base, *Commemorative Program, Pride in the Past, Faith in the Future – Brooks Air Force Base, 1917-1992*, (San Antonio Press, 1992), p. 9.

<sup>4</sup> Freeman, "Historic Context," L-23.

<sup>5</sup> *Commemorative Program*, 1992.

<sup>6</sup> Department of the Air Force, HQ, Washington DC to Chief of Engineers, Department of the Army, (June 5, 1952), Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

<sup>7</sup> Department of the Air Force HQ to Chief of Engineers, Department of the Army, Revision of "Advance Planning FY53" Document. Various Minor Changes, (June 12, 1952), Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

<sup>8</sup> "Authorization for Construction of an Aviation School of Medicine, Brooks Air Force Base, San Antonio, Texas" n.d., Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

<sup>9</sup> Tredici, Col. Thomas, *Oral History Interview by HHM, Inc.* November, 2002.

<sup>10</sup> Edward B. Alcott, *Aerospace Medical Division: Twenty-Five Years of Excellence, 1961-1986*, (Brooks Air Force Base, History Office, 1986), p. 4.

<sup>11</sup> Schafer, Dr. George Schafer, Lieutenant General, USAF *Oral History Interview by HHM Inc.*, December 2002.

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 10)

BIBLIOGRAPHY

1. Primary and unpublished sources:

“Authorization for Construction of an Aviation School of Medicine, Brooks Air Force Base, San Antonio, Texas.” Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

Brooks Air Force Base, *Commemorative Program, Pride in the Past, Faith in the Future, Brooks Air Force Base, 1917-1992*. San Antonio Press, 1992.

Brooks Air Force Base, *The First Seventy-Five Years*. N.p., 1992. Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

“Department of the Air Force HQ, Washington DC to Chief of Engineers, Department of the Army.” June 5, 1952. Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

“Department of the Air Force HQ to Chief of Engineers, Department of the Army, Revision of ‘Advance Planning FY53’ Document. Various Minor Changes.” June 12, 1952. Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

2. Secondary and published sources:

Alcott, Edward B. *Aerospace Medical Division: Twenty-Five Years of Excellence, 1961-1986*. N.p., 1986. Courtesy of the Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base.

Freeman, Martha. “Appendix L: Historic Context: Brooks Air Force Base, An American Flying Field, 1917-46.” Geo-Marine, Inc., Plano, Texas, 1995.

E. Likely sources not yet investigated: The archives at the Edward H. White II Museum of Aerospace Medicine in Hangar 9 at Brooks City-Base, contain a wealth of documentation that merits further exploration.

F. Supplemental Materials:

LIST OF ACRONYMS

AFB	Air Force Base
AFRL	Air Force Research Laboratory
AMC	Aerospace Medical Center
AMD	Aerospace Medical Division

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 11)

AMRL	Aerospace Medical Research Laboratory
ARL	Aeromedical Research Laboratory
BDA	Brooks Development Authority
BHF	Brooks Heritage Foundation
BRAC	Base Realignment and Closure
DOD	Department of Defense
HSD	Human Systems Division
ICBM	Intercontinental Ballistic Missile
MISS	Man in Space Soonest
MOA	Memorandum of Agreement
MOL	Manned Orbiting Laboratory
NASA	National Aeronautics and Space Administration
NHPA	National Historic Preservation Act
NPS	National Park Service
SACS	San Antonio Conservation Society
SAM	School of Aviation (Aerospace) Medicine
SHPO	State Historic Preservation Office
USAFSAM	U.S. Air Force School of Aerospace Medicine
WAC	Womens Air Corps

PART IV. PROJECT INFORMATION

- A. Federal Agency:  
Air Force  
311<sup>th</sup> Human Systems Wing  
Brooks City-Base  
San Antonio, Texas.
- B. Project Causing Adverse Effect: The Brooks City-Base project is a cooperative partnership between the Air Force and the non-federal community in which the physical assets of the former Brooks AFB have been transferred from the Air Force to BDA, a local municipality under Texas statute. Under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its enabling regulations 36 CFR 800, the transfer of Federal property is an adverse effect that must be mitigated via a Memorandum of Agreement (MOA) between the lead federal agency, the State Historic Preservation Officer (SHPO) and other consulting parties invited to participate in the consultation.

In consultation with the Texas SHPO, the Air Force determined that seventeen buildings at Brooks City-Base were eligible for inclusion in the National Register of Historic Places. The Air Force developed an MOA in consultation with the Texas SHPO, City of San Antonio and BDA to mitigate the adverse impact that transfer would have on the seventeen historic properties at the former Brooks AFB. The MOA was also signed by two concurring parties, the San Antonio Conservation Society (SACS) and the Brooks Heritage Foundation (BHF). The MOA stipulated multiple measures, including preparation of a Historic American Buildings Survey (HABS) Level II documentation report. The Air Force, through the 311<sup>th</sup>

BROOKS AIR FORCE BASE, BUILDING 100  
(BROOKS AIR FORCE BASE, FLIGHT MEDICINE LABORATORY)  
HABS NO. TX-3521-A  
(Page 12)

Human Systems Wing, hired Earth Tech, Inc. to oversee the preparation of HABS documentation. Under contract to Earth Tech, HHM Inc. of Austin, Texas, gathered historical and architectural information and prepared a historic context and the HABS forms.

The following individuals contributed to this report:

Julia Cantrell, Environmental Protection Specialist, Air Force Center for Environmental Excellence;  
Hamid Kamalpour, Cultural Resources Manager, 311<sup>th</sup> Human Systems Wing;  
Juvencio Lopez, Construction Manager, Grubb & Ellis Management Services, Inc.;  
Allison Rachleff, Architectural Historian, Earth Tech/TAMS;  
David W. Moore, Jr., Project Director, HHM Inc.;  
Thomas P. Eisenhour, RA, Project Manager and Photographer, HHM Inc;  
Justin B. Edgington, Historian, HHM Inc;  
Olivia L. Fagerberg, Architectural Historian, HHM Inc.;  
Jennifer R. Ross, Architectural Historian, HHM Inc.