

KELLY AIR FORCE BASE, CADET BARRACKS
(Kelly Air Force Base, Building 1676)
205 Gilmore Drive
San Antonio
Bexar County
Texas

HABS No. TX-3396-AG

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

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

HISTORIC AMERICAN BUILDINGS SURVEY

KELLY AIR FORCE BASE, CADET BARRACKS
(Kelly Air Force Base, Building 1676)

HABS No. TX-3396-AG

Location: 205 Gilmore Drive
San Antonio
Bexar County
Texas

Quadrangle

29.383661, -98.570104
obtained 5 March 2013 using Google Earth.
Point is on the approximate center of roof
~~UTM Coordinates: Zone 14,
Northing: 563000, Easting 2135000~~
(San Antonio, Texas, 7.5-minute USGS Quadrangle)

**Date of
Construction:**

November 24, 1940

Present Owner:

U.S. Air Force
Kelly Air Force Base
San Antonio, Texas 78241

Current Occupants: 76 SPTG/SUBMO; Visiting Officers Quarters (VOQ) (1-10)

Original Owners: U.S. Army; U.S. Army Air Force (Kelly Field)

Original Use: Cadet Barracks and Open Mess

Current Use: VOQ and Officers' Club

Significance:

Building 1676 was completed on November 24, 1940, and was first used as a Cadet Barracks to replace dilapidated World War I facilities. In 1943, when flight training ceased at Kelly Air Force Base (AFB), the building was redesignated as a Bachelor Officers' Quarters and Operations Hotel (OPS). The building was associated with activities of the San Antonio Air Service Command (1944-1946) and San Antonio Air Materiel Area (1946-1974) during a time when Kelly Field and depot were the largest such facilities in the world. In 1954, Building 1676 was redesignated a Visiting Officers' Quarters (VOQ) and Officers' Club.

Building 1676 is eligible for inclusion in the National Register of Historic Places (National Register) because it was associated with the World War II-era redevelopment of Kelly Field, a redevelopment in which the national importance of the flight training mission was reflected in the large and relatively luxurious accommodations for aviation cadets. Following the cessation of flight training, the building became associated with the activities of the San Antonio Air Service and other commands affiliated with the large depot. As such, Building 1676, which retains a high degree of integrity, is eligible for inclusion in the National Register under Criterion A because it was an integral part of Kelly AFB that was strongly associated with World War II.

Building 1676 is also eligible for inclusion in the National Register because it embodies distinct characteristics of the Spanish Colonial Revival Style that Kelly AFB adopted to visually connect the buildings constructed during the 1939-1940 period. Despite exterior modifications, the building retains a high degree of integrity and continues to convey its architectural style.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of Construction:

November 24, 1940

2. Architect:

Office of the Quartermaster General

3. Original and Subsequent Owners:

U.S. Army Air Force, U. S. Air Force

4. Builder, Contractor, Suppliers:

Builder: Office of the Quartermaster General

Contractor: Unknown

Suppliers: Unknown

5. Original Plans and Construction:

Three original linen construction plans exist. An incomplete set of the originals has been copied onto paper and is in fair condition. They are on file in the Civil Engineering Office at Kelly Air Force Base (AFB), San Antonio, Texas. No copies of the original plans for the first floor have been identified.

6. Alterations and Additions:

Building 1676 retains its basic original exterior configuration, although numerous modifications have been made to the interior, as listed below. The most significant modifications have been made in the Ballroom. The windows and main entrance were in-filled and the character of the interior space was significantly altered when a drop ceiling was added and the large open space divided. The major modifications to the main building have been to the entrance doors and windows, which were replaced and in-filled in some locations.

A short chronology of major modifications, taken directly from the U.S. Air Force real property records for Building 1676, is as follows:

<u>Date of Modification:</u>	<u>Description</u>
11/13/51	Construction of canopy at entrance
10/12/53	Install restroom facilities
11/25/53	Install asphalt tile
09/13/54	Install air conditioning

11/15/55	Remove one lavatory from Room 101
10/16/56	Remove one lavatory
09/10/57	Paint interior of building and exterior doors and windows
08/25/58	Modify Officers' Club
01/30/59	Modify Conference Room and install fluorescent fixtures
10/07/60	Cut frame and install door
04/10/61	Provide entrance vestibule with louvered blinds
04/07/61	Remodel Bar and Bar area
06/29/62	Install clay quarry tile on serving area floor
09/28/62	Modify second floor east wing to provide two VIP suites
02/06/63	Repaint main Ball Room; remove 16 feet of wall in Conference Room and install folding door
02/21/63	Install 7x7 glass screen in Conference Room
04/05/63	Rehab north entrance to Dining Hall, provide entrance, enclose stairway in Ballroom, provide lighting, floor covering, wall paneling, etc.
05/08/63	Replace main entrance wood doors with aluminum frame glass doors
08/31/64	Construct canopy at Penthouse entrance
10/30/64	Replace exit doors in east wing with aluminum frame glass
12/30/64	Modify first floor wing to provide VIP suites
04/30/65	Remove existing guard rail, install concrete steps with hand rail
05/13/65	Modify kitchen and install two exhaust fans
10/29/65	Construct canopy over west wing entrance
05/03/66	Alter west wing to provide Lobby and Waiting Room
08/03/66	Install one urinal, replace mirrors and shelf, provide privacy screen in Mens Restroom in Penthouse
04/24/67	Install wall paneling and suspended ceiling lights in foyer and stair well in basement
02/19/68	Modification to the entrance, Lobby, Ballroom, Dining Room, and Cafeteria serving line
03/01/68	Construct waiter service station under Penthouse stairway
03/01/68	Modify Ballroom, serving area, and kitchen
07/22/68	Provide opening in masonry wall and install solid core wood door in metal door frame
10/31/68	Construct storeroom at northwest corner of building
10/30/70	Alter lower level of open mess
11/06/70	Modify entrance to Valencia Room

Modifications after 1970 include the reconfiguration of space in the hotel area to divide the shared kitchen into two separate units.

B. Historical Context:

Less than 4 years after Orville and Wilbur Wright's December 17, 1903, first flight at Kitty Hawk, North Carolina, the creation of the Aeronautical Division of the Army Signal Corps on August 1, 1907, marked the beginning of military aviation in the United States. Following tests at Fort Meyer, Virginia, the Army accepted its first airplane, the Wright Type A (renamed Army Aeroplane Number 1), on July 30, 1909. A contract was signed with the Wright brothers to train two pilots, First Lieutenants Benjamin D. Foulois and Frank P. Lahm, at a new location near the Maryland Agricultural College at College Park, Maryland. In late November 1909, the Chief of the Signal Corps, Major General James Allen, transferred the College Park operations to San Antonio, Texas, where the year-round dry and temperate climate offered more training time. He instructed Lieutenant Foulois to take Aeroplane Number 1 to San Antonio "with plenty of spare parts and to teach himself to fly." In February 1910, with only 54 minutes of training under Wilbur Wright and having never flown solo, Lieutenant Foulois arrived at Fort Sam Houston. He was the Army's only pilot flying their only aircraft. From June 1 to June 7, 1910, he made five flights from a small hangar in the post's northwest section. In April 1911, three officers from the new Glenn H. Curtiss flying school on North Island, San Diego, California, including Lieutenant George E.M. Kelly, joined Foulois at Fort Sam Houston. On May 10, 1911, Lieutenant Kelly was killed when he crashed while trying to land a Curtiss Type IV pusher. Following that first air fatality for the Signal Corps, Fort Sam Houston's commanding general forbade any further flying at the post, and the squadron (except Lieutenant Foulois) returned to College Park. Until the establishment of Camp Kelly 6 years later, the only military aviation activity in the region was forays into Mexico against Pancho Villa in support of the Pershing Punitive Expedition (1913-15) (Office of History 1980:1-3).

Kelly Field. In August 1913, U.S. Army Chief Signal Officer Brigadier General George P. Scriven testified before the U.S. House of Representatives concerning the establishment of a military aeronautical center in San Antonio, Texas. The center was to be built for the Aeronautical Division of the U.S. Army Signal Corps. General Scriven, expressing an opinion endorsed by his subordinate officer, Captain William "Billy" Mitchell, described San Antonio as "the most important strategic position of the South." In July 1914, the Aeronautical Division was renamed the Aeronautical Section, Army Signal Corps. Two years later, when Fort Sam Houston was the primary site of the Corps' aerial equipment and personnel, the *San Antonio Light* predicted that the city would be "the most important military aviation center in the United States" (*San Antonio Light*, November 5, 1916).

In December 1916, a 677-acre site located 5 miles southwest of San Antonio was leased for a new aviation camp. On April 5, 1917, the first four aircraft landed at the new camp, officially known as The Army Aviation Post, South San Antonio, Texas. When the United States declared war against Germany on April 6, 1917, the Army had only three active flying schools: the oldest

and largest at San Diego, California; a new installation at Mineola, Long Island; and a small unit at Chandler Field in Essington, Pennsylvania. One month later, on May 7, the first 53 recruits arrived at the South San Antonio Aviation Post for flight training. By June 11, 1917, when the new post was designated Camp Kelly in honor of the first American military aviator to die while piloting an aircraft, there were 4,000 recruits at the camp (Montoya 1993:1-3).

The center of military aviation that had been envisioned arrived with the establishment of Camp Kelly, designated in 1922 as the Air Service's Advanced Flying School. A proving ground for aviators during the 1920s and the location of the Air Corps Training Center, Camp Kelly coordinated all Air Corps training in the United States between 1926 and 1931. In the 1930s, Kelly Field provided advanced training for young American fliers and became the "Alma Mater" of nearly all the Air Corps pilots before World War II (*San Antonio Light*, November 6, 1916).

The U.S. Army Air Service was created out of the Army Signal Corps in 1918 as a separate and equal arm under the Army. In 1926, the Air Corps Act created the U.S. Army Air Corps, with representation on the General Staff of the Defense Department. The Air Service needed trained pilots and required a complex logistics network. Already a leading center for the training of aviators, Kelly was also prominent in the training of non-flying support crews, and in the supply and maintenance of the equipment necessary for an effective Air Corps. The ties between logistical support and combat capability were close and resulted in the location of the Air Depot on a portion of present-day Kelly AFB in 1926. Named the San Antonio Air Depot in 1927, the installation was one of three Air Service repair and supply depots in the United States that survived the post-World War I demobilization effort. It was one of four air depots in the country after 1926 and the facility where up to one-third of the Army's aircraft were maintained. By 1943, the Depot had become one of the world's largest such installations as flight training activities were shifted elsewhere.

Kelly Field, 1916-1918. The years leading up to American involvement in World War I had been innovative but frustrating ones for those who believed in the wartime potential of air power. In 1916, largely because of sporadic and insufficient funding, the United States lacked not only a cadre of trained fliers and ground crews on whom to build an aerial combat force, but also the necessary training and flying fields, airplanes, and technology. Toward the end of 1916, however, initial plans were developed to rectify that situation. San Antonio was identified as the future home station for new aero units, and a new field in south San Antonio (Kelly Field) became the nation's fourth Army training field by April 1917.

The return of Major Benjamin Foulois, one of the first military aviators and the "father of military aviation," to San Antonio in 1916 marked a first step in the development of what would become the country's largest airfield. Soon after his arrival, Foulois scouted the general area of San Antonio and identified what appeared to be an ideal tract along Leon Creek, approximately 8 miles southwest of downtown San Antonio. Chief Signal Officer General Scriven approved

Foulois' choice on November 21, 1916, and the San Antonio Chamber of Commerce offered to help acquire a lease to the property (money for land purchase had not been included in earlier Congressional appropriations). The lease was signed in December 1916, and in January 1917 General Frederick Funston, Commander of the Southern Department (of the Signal Corps), received funding authorization for the first year's lease. When diplomatic relations broke off with Germany (Boden 1967:9), Foulois replaced Major William "Billy" Mitchell as assistant to the Chief of the Aviation Section, Office of the Chief Signal Officer; Captain Townsend F. Dodd replaced Foulois as Chief Aviation Officer of the Southern Department (Isbell 1962:68). With Dodd's arrival in San Antonio on March 19, 1917, events moved forward rapidly at Camp Kelly (as Kelly Field was originally called). On April 5, 1917, the first airplanes from the Third Aero Squadron were flown from Fort Sam Houston to Kelly Field.

In May 1917, with the aviation camp rapidly filling with new arrivals, General James Parker, Commander of the Southern Department, officially designated the site "Camp Kelly." Named in honor of Second Lieutenant George E.M. Kelly, who had died in an airplane crash at Fort Sam Houston on May 10, 1911 (Isbell 1962:75; Office of History 1980:9), the camp soon became a tent city. Thousands of recruits arrived by train and disembarked, were processed, and, at least initially, were put to work constructing wooden barracks and completing the water and sewer systems (Weblin 1966:n.p.). With standardized plans not yet available, crews erected 57 barracks along Frio City Road (present day Duncan Drive) and the ground was cleared for a 403-acre flying field (Isbell 1962:73). By June 1917, Camp Kelly had become the main construction and mobilization center for nonflying personnel in the Air Service. It was quickly apparent that the land acquired for Camp Kelly was insufficient to accommodate new facilities and the growing numbers of recruits. In a repeat of their December 1916 actions, the San Antonio Chamber of Commerce worked to obtain leases for additional land, which it then sublet to the government. These numerous property parcels, adjacent to Camp Kelly and extending west and south to Leon Creek, became known as Kelly Field No. 2. Formalities with the military government were completed by mid-July 1917, and a double-unit flying school was scheduled to be built and called Kelly Field No. 2. Simultaneously, complementary programs took shape at Camp Kelly.

On July 30, 1917, the name "Camp Kelly," which had been applied to the aviation camp southeast of Frio Road, was changed to "Kelly Field." Thereafter, the older, original portion of the base was known as "Kelly Field No. 1" and the more recent portion (north and west of Frio Road) was referred to as "Kelly Field No. 2."

Kelly Field, 1918-1926. The signing of the Armistice in 1918 was followed by demobilization efforts throughout the United States. Strong isolationist tendencies asserted themselves in America, and Congress cut military appropriations dramatically. With decreased funding, the Air Service experienced cutbacks in personnel and equipment. Rapid changes in the status of the Air Service after 1918 and the effects of years of debate concerning air policy were reflected in the

development of Kelly Field. The hectic pace of World War I activities at Kelly Field halted abruptly as demobilization and cuts in funding reduced the facility's population and brought most new construction to a halt. However, several idle years at the Kelly Field No. 2 flying school were followed by the centralization of all Air Service flight training in San Antonio and the designation of Kelly Field as the nation's Advanced Flying School in 1922. After 1922, Kelly Field was the location of a nationally significant training program. Kelly Field No. 1 became home to a supply and maintenance depot in 1921 when the Aviation Repair Depot was moved from Love Field in Dallas to Kelly Field, where it was combined with the existing Aviation General Supply Depot to form one of the three national air intermediate depots.

Although it would be another year before the combination of the Lassiter and Morrow Boards' reports, lobbying by Air Service leaders, and a congressional investigation would result in the passage of the Air Corps Act of 1926, the Air Service was already concerned with the need to develop an organization that would separate flying and support activities. Thus, in March 1925, Kelly Field No. 1, the site of the depot, was renamed Duncan Field, formally separating the location of the supply and maintenance functions from those of the flyers on Kelly Field No. 2, which retained the designation Kelly Field. Creation of the Air Corps Materiel Division a year later (as part of the reorganization called for by the Air Corps Act) confirmed this separate command structure of the Army's air arm.

Kelly and Duncan Fields, 1926-1936. The years from 1918 to early 1926 had seen a major downturn in the fortunes of the Air Service in the United States, but the succeeding decade was one of significant retrenchment and readjustment. Change within the military arena was paralleled by almost cataclysmic change in the civilian realm as the prosperous 1920s were followed by a decade of economic depression. Thousands of citizens were left jobless by the early 1930s, and in Texas, Bexar County experienced an unemployment rate that exceeded that of any other county in the State. The federal response to the unemployment crisis took several forms, among which were the Public Works Administration (P.W.A.), Civil Works Administration (C.W.A.), and Works Progress Administration (W.P.A.). At Kelly No. 2 and Duncan Field, the construction projects completed under the various federal works programs, together with the innovative military programs called for by changes in national policy, ensured that the decade 1926-1936 was an eventful one. Kelly Field No. 2 continued as one of the most advanced flying schools in the nation, while Duncan Field maintained operations as a premiere air depot.

Kelly and Duncan Fields, 1936-1946. With the implications of U.S. involvement in the war, strategists realized that it would be wise to build and train an effective air force. President Roosevelt immediately took steps to build American air power. In 1938-1939, Roosevelt proposed to spend \$300 million for an expansion of the Air Corps: \$130 million was spent on training personnel and \$170 million was spent on new airplanes, new air bases, and new construction at old air bases (Office of History 1980:64).

By 1941, when the Army Air Force was established, the Air Corps had expanded enormously. In particular, the War Department had formulated new goals not only for the production of combat aircraft but for the training of thousands of enlisted military aircrew members to fly and maintain them. The new goals necessitated the creation of scores of new flying schools and the upgrading of facilities at already established schools. It also required the upgrading of facilities, such as depots that supported the war effort through maintenance, repair, supply, and testing of equipment.

As two of the Air Corps' most important facilities, Kelly Field No. 2 and Duncan Field experienced unprecedented growth and change between 1936 and 1946. A representative of the Office of the U.S. Inspector General visited Kelly Field No. 2 in August 1937 to determine its condition and potential in the event hostilities occurred. The Inspector General concluded that training at the Advanced Flying School was severely hampered by both obsolete aircraft and physical facilities that were either "on their last legs" or of an inadequate size to accommodate modern aircraft. Nevertheless, he concluded that "Kelly Field was one of the foundation stones upon which the entire personnel structure of the Air Corps rested ..." (Office of History 1980:42,44). It was probably this report that led the Assistant Chief of the Air Corps (and former commander of Kelly Field in the 1920s), Brigadier General James E. Chaney, to recommend the reconstruction of the entire post as soon as possible (Office of History 1980:31,44).

Expansion of personnel and facilities at Kelly Field No. 2 was paralleled by expansion at Duncan Field, the largest and oldest air depot in the United States. Scores of new buildings were constructed there in the early 1940s to support personnel who maintained the new airplanes used to train pilots at the numerous San Antonio flying fields. By early 1943, flying activities at Kelly Field No. 2 had ceased, and Kelly and Duncan fields merged for the first time since 1925 under the name Kelly Field. The sole function of the new field was maintenance and supply, and flight training moved elsewhere for the first time since 1917. In World War II, Kelly Field became a huge industrial complex in which a workforce of more than 30,000 employees overhauled equipment.

Just as demobilization had a profound impact on Kelly Field after World War I, it also had a major effect after World War II ended in August 1945. Thousands of civilian workers resigned or were retired, and the remaining staff's workload turned increasingly from repair to storage. The work effort was also focused on supporting occupation forces in Europe and Japan with air transportation, communication, and weather systems. Subsequent conflicts brought periodic change to Kelly Field, but the dedication of its facilities to the Air Force mission remained consistent (Arias 1988:5,10).

Kelly Field Facilities. At the end of 1936, Kelly Field appeared much as it had since the Armistice of November 1918. Essentially an Albert Kahn-designed, World War I-vintage

airfield, Kelly Field had remained virtually unchanged architecturally for almost 20 years. The government's primary contribution to the updating of facilities prior to 1940 was construction of the impressive Miniature Range Building (Building 1625) between 1936 and 1937, a structure that reflected the increasing emphasis the Air Corps placed on bombardment and related training during the 1930s.

The stability of Kelly Field's visual appearance until 1936 was reflected in the programs of its Advanced Flying School, the organization that provided advanced instruction to all cadets in the U.S. Army Air Corps. In the late 1930s, the Air Corps prepared for major military expansion as Europe moved closer to war, and the field was prepared for a major rebuilding project. Significant Air Corps expansion began after January 1939 at Kelly Field, when President Franklin Roosevelt requested \$300 million dollars from Congress for defensive aviation. A large portion of that funding went to new airplanes and other related equipment, and to physical facilities. Another portion went to the development of training programs. Specialized programs were developed to train thousands of new pilots. Between 1939 and March 11, 1943, when the training function ceased, 7,123 men entered and 6,845 men graduated from advanced flight training at Kelly Field. The Navigation School, which operated between 1941 and 1942, graduated 607 men; the Instructors' School, which was activated in August 1942 and moved to Randolph Field in February 1943, graduated 1,691 men.

Organizational and training activities, such as those carried out at the Advanced Flying School, Replacement Training Center, and Reception (Classification) Center, required extensive physical facilities in order to accommodate the large number of new cadets, instructors, administrative and support staff, and training equipment. For the most part, the necessary infrastructure was available at the World War I Kelly Field No. 2 facility to support that mission; however, there was strong interest in redeveloping portions of the base by constructing more permanent facilities that were appropriate to Kelly Field's expanded training role.

As early as 1936, the Shepherd Bill had earmarked \$1.73 million for new construction; the funding became available by mid-1938 (Historical Section, A-2 n.d.:55). New buildings were constructed at the east end of then Kelly Field No. 2's World War I flightline in the vicinity of the 1936-1937 Miniature Range Building and on "The Hill" west of Leon Creek. Additional facilities were constructed at the west end of the flightline and in the vicinity of the wooden hangars, where temporary tent cities were erected. Both temporary wood frame structures and permanent plastered hollow clay tile structures were built, representing construction methods used widely on Army and Air Corps bases throughout the United States between 1929 and 1943.

A large influx of cadets and a complementary increase in staff prompted new construction projects at Kelly Field. The first of these projects included eight sets of officers' houses (Building Nos. 1750a and b, 1752, 1753, 1755a and b, 1757, and 1758) constructed between 1938 and 1940. The most expensive and ambitious project at Kelly Field entailed construction of

two barracks and one academic building erected between 1939 and 1940. The first part in the project cost \$897 million and consisted of a 1,382-man barracks for enlisted men (Building No. 1650) that was called "Buckingham Palace" (later "the Palace") because it was so much more palatial than the tents and wooden barracks the men had been living in. A second \$368-million project conducted concurrently entailed construction of present-day Building 1676, the Cadet Barracks. This facility was a three-story building with a large basement and total area of 90,441 square feet. A third portion of the construction project was present-day Building 1680, the 20,474-square foot, two-and-one-half story Air Corps Academic Building. Located northeast of the Enlisted Men's Barracks and southeast of the Cadet Barracks, the Academic Building was completed on November 1, 1940.

Four new, larger hangars for the new airplanes were constructed between 1939 and 1942. The first of these, present-day Building 1610, was an Air Corps Operational Hangar, completed on June 26, 1940. Three other hangars, Buildings 1612, 909, and 910, were completed in October 1942.

The remaining structures built under the 1939-1942 construction program were clustered around the east end of the flight line. These structures consisted of permanent and temporary facilities, including warehouses, a pump house, a theater, and a photography laboratory.

Kelly and Duncan Fields: Post World War II-Era. When Kelly Field No. 2 and Duncan Field merged in 1943 under the name of Kelly Field, Kelly Field No. 2 lost its original mission, and aircrew training there ceased (Office of History 1980:59). Maintenance and supply became the sole function of the merged Kelly Field, and flight training was moved elsewhere. Because the merging of the two fields caused duplications in the building numbering scheme, the Cadet Barracks, Building 422, received a new number designation, Building 1676, which it retains today. Along with the new number came a new function, and Building 1676 became the bachelor officers' quarters and operation hotel in April 1943. To support the increased demand for supply and maintenance activities, in 1945 Kelly Field operations expanded onto a former depot for Fort Sam Houston, the Normoyle Ordnance Depot, located just across the railroad tracks to the east of (former) Kelly No. 1.

Demobilization after the end of World War II began in August 1945. Thousands of civilian workers retired or resigned, and the work of the remaining Kelly Field staff turned increasingly from repair to storage. The end of the war also brought with it changes in missions: recognition of the Air Force as a separate department from the Army, equal in status with the Army and Navy, and a rechristening of Kelly Field on January 29, 1948, when the facility was named Kelly AFB (McGaffey 1955:12). Greatly expanding in only a decade, operations at Kelly AFB had shifted from the dual missions of flight training and maintenance and supply to a single mission that changed the base into an enormous industrial complex. Although demands placed on the base resulted in the removal of many World War I-, pre-World War II-, and World War II-era

structures, those that remain illustrate the evolution of one of the oldest continuously used Air Force flying fields. Evidence of Kelly AFB's evolution and original mission is visible in the extant buildings constructed between 1936 and 1942 for the purpose of flight training and maintenance and supply. Building 1676 is one of these remaining World War II-era buildings.

A Brief History of U.S. Military Base Closure. Due to recent changes in the international political scene (i.e., the end of the Cold War), and a resultant shift toward a reduction in defense spending, the Department of Defense must realign and reduce its military forces pursuant to the Defense Base Closure and Realignment Act (DBCRA) of 1990 (Public Law 101-510, Title XXIX). The Act established new procedures for closing military installations in the United States.

DBCRA also established an independent Defense Base Closure and Realignment Commission (Commission) to review the base closure and realignment recommendations. After reviewing those recommendations, the Commission forwarded its list of base closures and realignments to the President, who accepted the recommendations and submitted them to Congress. Since Congress did not disapprove the recommendations within the time period provided under DBCRA, the recommendations have become law. Among those bases recommended for realignment was Kelly AFB, Texas.

The National Environmental Policy Act of 1969 (NEPA) requires the analysis and documentation of potential environmental effects associated with all major federal decisions. NEPA ensures that environmental factors are considered equally with the technological and economic components of a decision, and that the public is fully informed and appropriately involved in the environmental analysis process. Decisions related to BRAC actions are subject to NEPA compliance, and include the timing of impacts, disposal and reuse of property, and all other activities associated with carrying out the BRAC mandate. Although compliance with many other environmental laws is also part of this process, NEPA provides a valuable framework for integrating environmental compliance requirements and providing necessary information to the decision maker, other agencies, and the public.

Because of this realignment, Kelly AFB is again undergoing extensive modifications and redevelopment. At this time, Building 1676 is scheduled for civilian reuse.

Cadet Barracks, Building 1676. Building 1676 is a good example of the Spanish Colonial Revival Style of the 1930s and early 1940s. This style combines features inspired by Moorish, Byzantine, Gothic, and Renaissance styles in its eclectic decorative scheme. It was popular throughout the southwest from 1915 to 1940, and is appropriate to Kelly AFB's San Antonio location (McAlester 1992:417).

Features of the building that particularly reflect the Spanish Colonial Revival Style include the pavilion's hipped roof capped with red clay tiles, the two-story arched openings (now in-filled) separated by square pilasters capped with scroll-shaped capitals (on ballroom wing), the decorative balconets, the large focal window (now in-filled) above the main entry, the stucco interior, and the small projecting faux bell tower punctuated with arched, louvered vent openings and dentil work. The Renaissance Revival influence appears in Building 1676 through the rusticated quions and facade, cartouche, voussoir arch entryway, ornate grille-work on first story windows, stringcourse, and recessed wall panels and window openings (Blumenson 1981:39).

Colonel Neel E. Kearby. In May 1979, Building 1676 was named in honor of a noted World War II pilot, Colonel Neel E. Kearby. Colonel Kearby was born in Wichita Falls, Texas, in 1911. After graduating from the University of Texas at Austin in 1937, he immediately enlisted as a flying cadet at March Field in California. He trained at both Randolph and Kelly fields, getting his rating and commission in 1938. Kearby went to the Panama Canal Zone in December 1941 as Commanding Officer of the 14th Pursuit Squadron.

After his promotion to Lieutenant Colonel in 1943, Kearby commanded a group of P-47 Thunderbolt fighters. He was promoted to colonel later in 1943, and in that same year was awarded the Medal of Honor for shooting down six Japanese planes and saving the life of another pilot while on a mission in New Guinea. Colonel Kearby brought down a total of 22 planes; only 11 other pilots had more kills in both world wars. He was also awarded two Silver Stars, four Distinguished Flying Crosses, and five Air Medals. In February 1944, he was transferred to Headquarters (HQ) V Fighter Command and became Commanding Officer of the 309th Bombardment Wing. On March 5, 1944, Colonel Kearby was killed in action during a fighter sweep mission to New Guinea (DuPre 1965:120).

Colonel Kearby's decorations are now on display in Building 1676. A plaque commemorating the renaming of the building states that the medals will "serve as a lasting reminder to the rich heritage associated with the men and women who have served here at Kelly Air Force Base."

PART II. ARCHITECTURAL INFORMATION:

A. General Information

1. Architectural Character:

Building 1676 is a three-story, Spanish Colonial Revival-style building.

2. Condition of the Fabric:

The building is in good condition. The exterior configuration remains essentially unchanged. However, all of the windows and most of the doors have been replaced or in-filled. The front entry focal window and ballroom's arched two-story windows have all been in-filled. The interior has been extensively altered.

3. Summary Description:

The Cadet Barracks, Building 1676, is a three-story, Spanish Colonial Revival-style building constructed in 1940 on a concrete foundation and raised half-story basement. The building's structure is concrete frame in-filled with hollow clay tile, and the exterior walls are stuccoed and painted. The roof is complex with hip and flat parapet types present. The building is predominantly symmetrical with a projecting central entry pavilion distinguished by a recessed door highlighted by a voussoir arch frame. The pavilion is capped with a red clay tile hip roof and is clad with stucco. Rusticated buff-colored brick quoins embellish the first two stories of the pavilion. The upper story facade has a smooth stucco finish punctuated by a cartouche. Flanking the central entry are stucco-clad wings that are flat-roofed. The end walls of each wing are embellished with projecting third-story balconies. Attached to the rear of the building is a one-story barrel-vaulted wing, originally referred to as the ballroom. These elements reference Spanish and Italian Renaissance design, making the building part of the Spanish Colonial Revival Style popular in the 1930s and 1940s. Alterations include the replacement of all original windows and doors with aluminum sash and aluminum and glass storefront components, the attachment of barrel-vaulted aluminum awning at the front entrance and at the entry to the rear barrel-vaulted wing and the in-fill of window openings along certain elevations of the structure. These alterations have not affected the overall integrity of the building.

B. Description of Exterior

1. Overall Dimensions:

The main building measures approximately 316 feet by 48 feet. The ballroom measures approximately 123 feet by 53 feet, with the kitchen wing off the ballroom measuring 82 feet by 42 feet. The total square footage of the building is approximately 76,410.

2. Foundations:

The foundation is reinforced concrete.

3. Wall Construction:

The wall construction consists of hollow clay tile in-fill with an exterior covering of concrete and stucco with brick details.

4. Structural Systems, Framing:

The building has a concrete frame.

5. Porches, Stoops, Balconies:

The front entrance originally had four granite steps, but these have been replaced with four concrete steps with a tile covering. The two side entrances have stoops of eight concrete steps also covered with tile. The east side entrance retains the original configuration of steps leading from the sides, with a solid concrete wall as a railing. The central section of the wall originally contained a metal railing, but this space is now used for a handicapped lift. The west side entry porch also retains the side stairs and walls, but a set of steps leading from the door has been added to the center, replacing the metal railing.

A decorative balconet on the central facade of the main building was originally placed in front of a window that has been in-filled. The side elevations have decorative concrete balconies supported by concrete brackets on the third story in front of the three central windows.

The original nine low-rising granite steps leading to the ballroom on the north side of the building have been replaced with six concrete steps. Wood handrails have been added.

6. Openings

6a. Doorways & Doors:

The main arched entrance to the building is recessed into a vestibule, and originally contained a large wood double door with eight inset panels and metal kickplates. Above the door was a stone lintel and glazed fanlight with decorative ironwork. This door was replaced with an aluminum-framed glass double door in 1963, and the iron grill was removed from the transom.

The side entrances of the main building were originally wood double doors, each with six lights above a square panel. Each entrance had a projecting surround covered with stucco. The east side entrance has been replaced with an aluminum-

framed double glass door. The west side entrance was replaced with a six-panel wood double door. Both entrances retain the stucco surround.

An original nonfunctional door remains in place on the rear facade of the attic story of the central block. This door, like the original doors located on the side elevations, is a double door with six lights above a square panel. The decorative iron grill along the base of the door is intact.

The entrance to the ballroom on the north elevation was originally centrally located and was a thick, wood-paneled, double door. Above the door was an extensive glazed, 21-light arched transom. The arched entrance way had a rusticated stone surround with a projecting keystone and rounded stone coping. This entrance has been removed and in-filled, although the outline of the arch and projecting keystone are still visible. The entrance to the ballroom is now set to the west of the original entrance, and consists of an aluminum-framed glass double door.

Other exterior doors include a kalamein (wood core, metal clad) access door on the roof that is original, and a pair of double metal doors on the west side of the kitchen wing that are replacements.

6b. Windows:

The original windows of the main building primarily consisted of eight-light, ventilator-type sash with metal frames and muntins. All of the windows on the main building have been replaced with aluminum, one-over-one, double-hung sashes. The building has a regular fenestration pattern of eight pairs of windows spaced across each of the wings, with the exception of the end bays that have single central windows. The sides of the main building have five windows across the third story and two on the second and first. Originally, there was a square 12-light window centered above the entrance. This window was replaced with a four-light aluminum-framed window on the east facade, and removed and in-filled on the west, although the sill remains. Various other windows have been filled in on the main building.

The ballroom originally had two eight-light windows flanking its original main entrance, but these have been replaced with metal louvers on one side and a glass entrance door on the other. The two-story arched window openings that punctuate the side elevations of the ballroom have been in-filled.

6. Roof:

6a. Shape, Covering:

The pyramidal hipped roof of the central block is covered with Mission-style tile. The wings have a flat parapet roof that is covered with pitch and gravel. The ballroom has a barrel-vaulted metal roof.

6b. Dormers, Cupolas, Towers:

The building has one small projecting tower located on the east side of the pavilion's red-tiled roof of the central block. It is square with the lower half originally covered with stucco, and the upper section surrounding the arched metal louvers decorated with stone. A beltcourse with dentils separates the stucco and stone sections of the tower. Today, the entire tower has been covered with stucco.

C. Description of Interior:

1. Floor Plans:

In the main building, the overall configuration of the central block with wings containing a corridor lined with rooms on all three floors has remained essentially the same. The arrangement and size of many of the rooms, however, have been altered. The ballroom, originally a large vaulted open space, has been divided into sections. The configuration of the kitchen wing has not been extensively modified. (See attached plans.)

2. Stairways

The building has multiple stairways, the majority of which are original. The first floor of the main building has two sets of stairs flanking the lobby area. The stairs to the west have a flight leading down to the basement. The second, third, and attic floors are connected by a central staircase. The second and third stories are also connected by stairways on the end of each wing. All of the stairs in the main building are concrete and currently carpeted. They have aluminum handrails supported by metal brackets.

The ballroom originally had no interior stairways; however, one stairway leading to the "Penthouse," the second story of the kitchen wing, was added when the space was modified in 1963. A concrete set of stairs with aluminum rails on the west end of the kitchen wing connects the ground, first, and second floors.

3. Flooring:

In the main building, the majority of the interior flooring is concrete and asphalt tile that has been covered with carpeting. Asphalt tile was used in the central block and as a border along the corridors on the second and third floors of the main building. The entire building is carpeted in most locations, with the exception of the restrooms and the kitchen

wing, where some of the original quarry tile and linoleum flooring remains. The original square, yellow, white, and green ceramic tiles are intact in the restrooms in the "Penthouse" area above the kitchen wing; this area was originally used for mess cooks' and officers' housing.

4. Wall and Ceiling Finishes:

Most of the interior walls were originally finished with plaster. Some of these original walls are intact but they have been painted numerous times. The original walls, as well as the drywall additions, have been covered with wallpaper in the corridors of the main building. The ceilings in the main building were originally suspended plaster. Acoustic tiles with inset lighting have been added in all corridor spaces, but the lobby and stairwells have the plaster ceiling intact.

The walls in the ballroom have been covered with wood paneling. The ceiling, which was originally arched with exposed beams, is now hidden by acoustic tiles that were added in the late 1960s. In the kitchen wing, many of the glazed tile walls are still in place on the ground and first floors. The original plaster ceiling is intact on these floors as well. The second-story "Penthouse" has undergone modifications to create a large open room with painted walls and an acoustic tile drop ceiling. In the "Penthouse" restrooms, however, the ceramic tile walls and plaster ceilings are intact.

5. Openings:

5a. Doorways and Doors:

All of the interior doors in the main building have been replaced as part of the extensive remodeling of the Cadet Barracks into hotel rooms. The original doors lining the corridors on all three floors were three-panel wood doors with a glazed upper panel. Doors to the restrooms were the same type without the glazing. Today, these doors are solid wood. The doors dividing the central block from the corridor wings were originally double three-panel doors with no glazing and kalamein frames. Today these doors are all-glass with aluminum frames on the second story, and have been removed on the first and third floors.

In the kitchen wing, the doors to the stairwell were originally wood with a six-light window over a square panel. The first-story door has been replaced with a hollow core door; the second floor door remains intact. The area that is now called the "Penthouse" originally contained the same three-panel doors used in the main building. These doors have been replaced with hollow core doors. The door to the mess sergeants' quarters, a three-panel with metal louvers in the bottom, is intact.

Other doors in the building include double plate glass with aluminum frames, solid kalamein, kalamein with a small square light, and solid wood.

5b. Windows:

The overall fenestration configuration of the main building and kitchen wing have not been extensively altered, except for the in-fill of selected windows on the wings and end elevations. The interior window surrounds of the main building and cadet barrack wings retain their original bullhead tile work in most locations. The windows in the ballroom have been removed and in-filled, significantly altering the character of the interior.

6. Decorative Features and Trim

The railing on the second floor along the corridor above the lobby, originally aluminum, has been replaced with wood spindles. A decorative glass block wall at one end of the third-story library has been removed. Any original interior detail in the ballroom is obscured by modifications.

7. Mechanical Equipment:

7a. Heating, Air Conditioning, Ventilation:

Heating: The building was originally heated using a low-pressure steam boiler and hot air circulating vents. The building currently uses a zoned forced air heating system. Suspended space heaters were used in the kitchen wing and one is still in its original location, in the northwest corner of the kitchen.

Air Conditioning: The building was not originally air conditioned. Wall-mounted air conditioning units were used in various parts of the building until a centralized system was installed in 1954.

Ventilation: Ventilation was originally provided by the windows and small openings beneath some sets of windows. Most of these openings have been covered over. Ventilation was supplemented by exhaust fans at various points in the building's history, but there are currently no exterior window fans in the main building. The kitchen wing has several types of exhaust equipment located along the north side.

7b. Lighting:

The original electric lighting was incandescent. Fluorescent fixtures gradually replaced the majority of the originals, and today the lighting consists entirely of inset or projecting fluorescent units. Two original cylindrical metal and glass fixtures with Moderne detailing flank the main entrance. Similar fixtures were

located on the entrances to each wing, but have been replaced with glass lantern-style fixtures.

7c. Plumbing:

Building 1676 has 2-inch and 3-inch water lines and two 6-inch sewer lines. The plumbing in the building has been modified many times, converting from centralized restrooms to a restroom in each room. The central restrooms on the second and third floors of the main building have been removed. On the first story, the west wing restroom remains in its original location, although it has been reconfigured, and the east wing restroom has been removed. The restrooms on the second floor of the kitchen wing remain in their original location, and ground floor restrooms have been added.

D. Site

1. Orientation and General Setting:

Building 1676 is set on a large lawn area surrounded by five streets: Moorman and Wagner to the east, Buckner to the north, Lombard to the west, and Gilmore to the south. The main (south) facade is set back from the street and a parking lot is located directly in front of the building. Mature oak and pecan trees obscure the front facade of the building. The building has some box hedges and small deciduous trees along its wings and surrounding the main entrance. These are replacements of the original landscaping.

PART III. SOURCES OF INFORMATION:

A. Original Architectural Drawings:

There are three original linen construction drawings, and a number of copies of the originals (Series 621-31xx) on file. There are also numerous modification plans for the building. All plans are on file in the Civil Engineering Office, Kelly AFB.

B. Historic Views:

All ephemeral material related to Building 1676 is housed in the Base Historian's Office at Kelly AFB. Related ephemeral material includes: outdated real property records, numerous black and white and color photographs, and articles relating to the dedication of the building in honor of Colonel Kearby and the remodeling of the Officers' Club.

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E. Potential Sources Not Investigated:

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PART IV. PROJECT INFORMATION

This HABS, Level II documentation for Building 1676, located at Kelly AFB, San Antonio, includes photo documentation, documentation of existing drawings, and written text. The recordation conforms with the standards of the HABS guidelines set forth by the National Park Service, U.S. Department of the Interior.

Federal Agency: U.S. Army Corps of Engineers, Fort Worth District

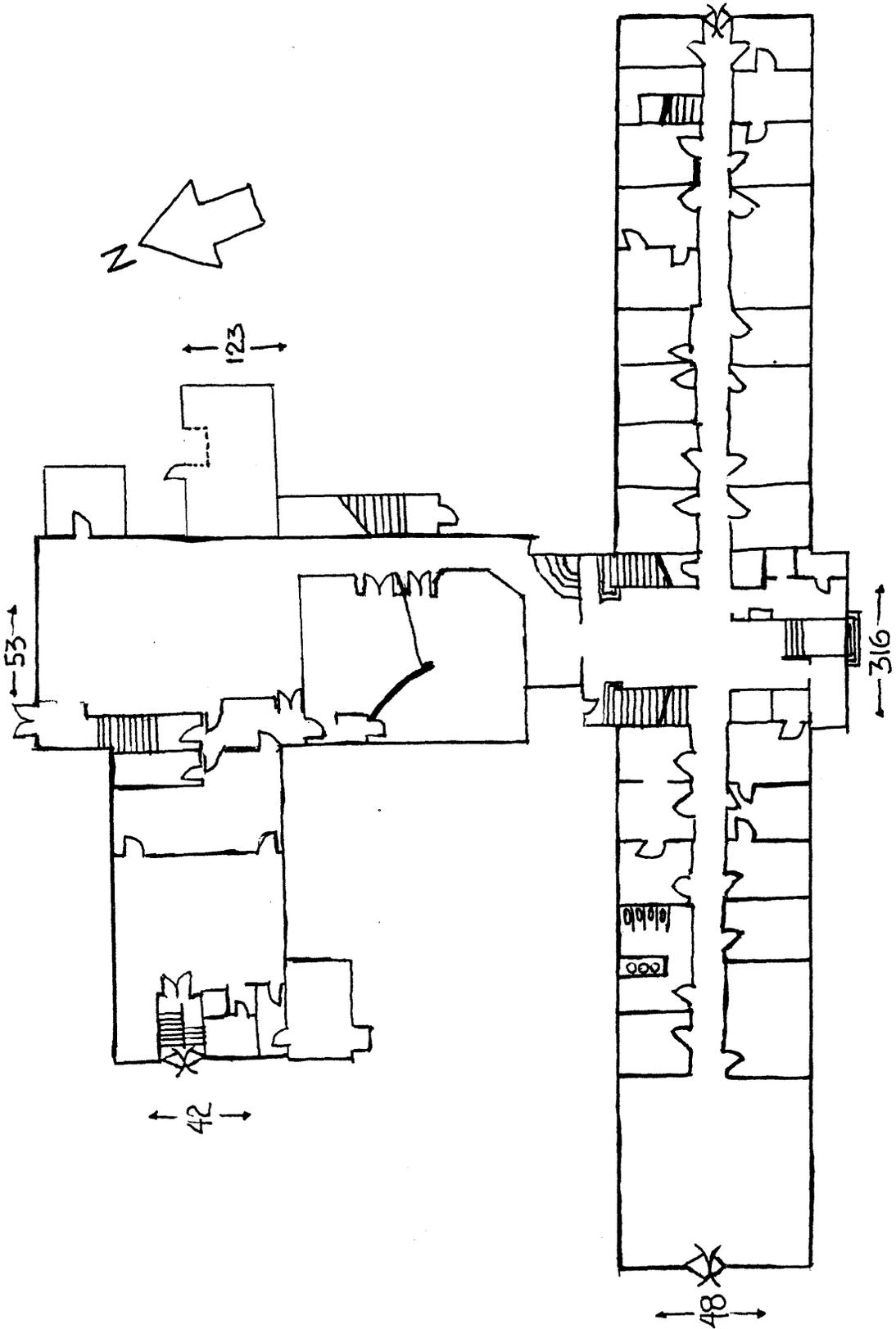
Project Name: Cadet Barracks, Building 1676
Historic American Buildings Survey, Level II

Prepared By: Laura Lambros, Architectural Historian
Janet L. Ostashay, Architectural Historian
Earth Tech
1461 East Cooley Drive, Suite 100
Colton, California 92324

Date: March 21, 1997

FLOOR PLAN

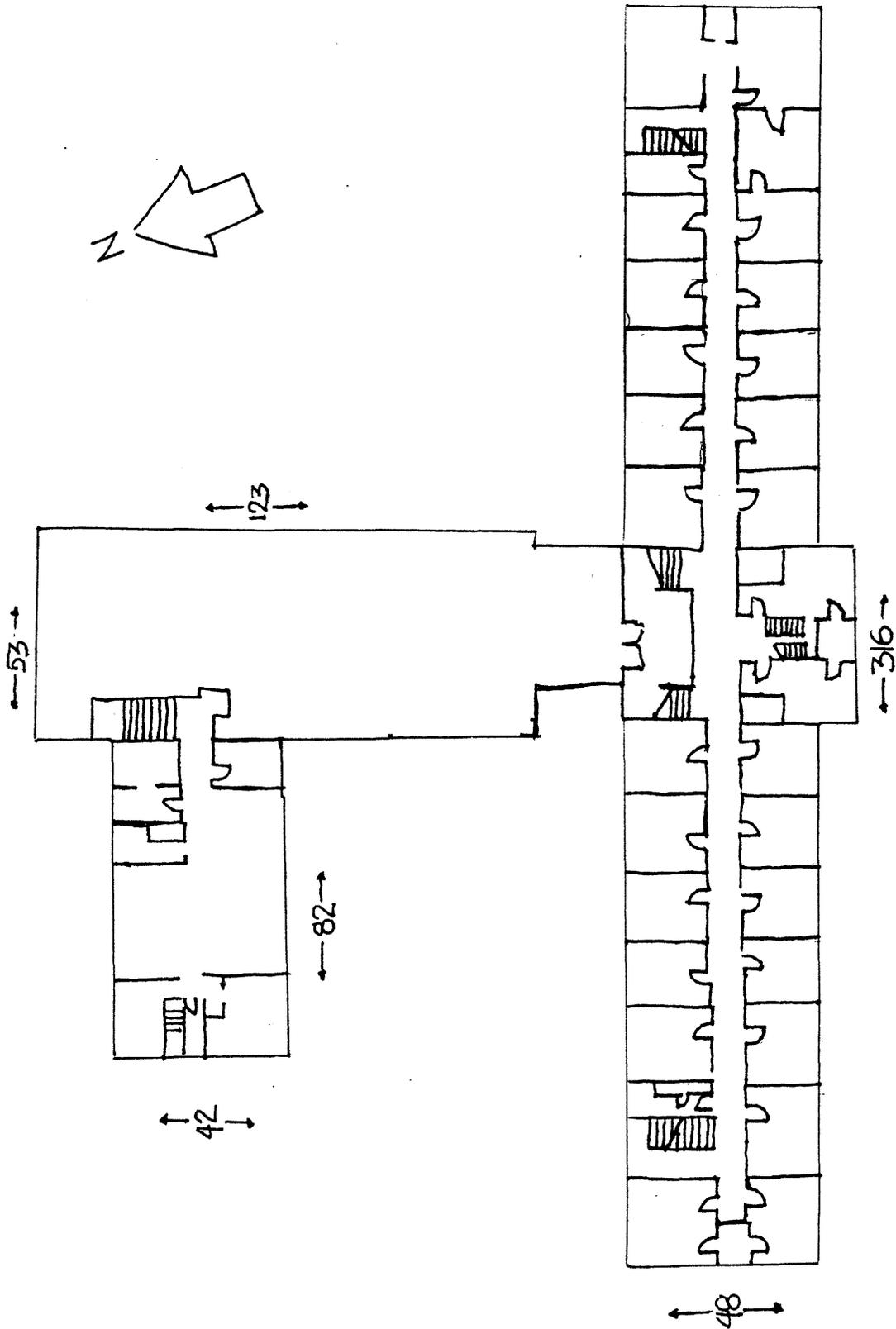
BUILDING 1676 CADET BARRACKS DRAWN: MARCH 12, 1947



FIRST FLOOR PLAN

FLOOR PLAN

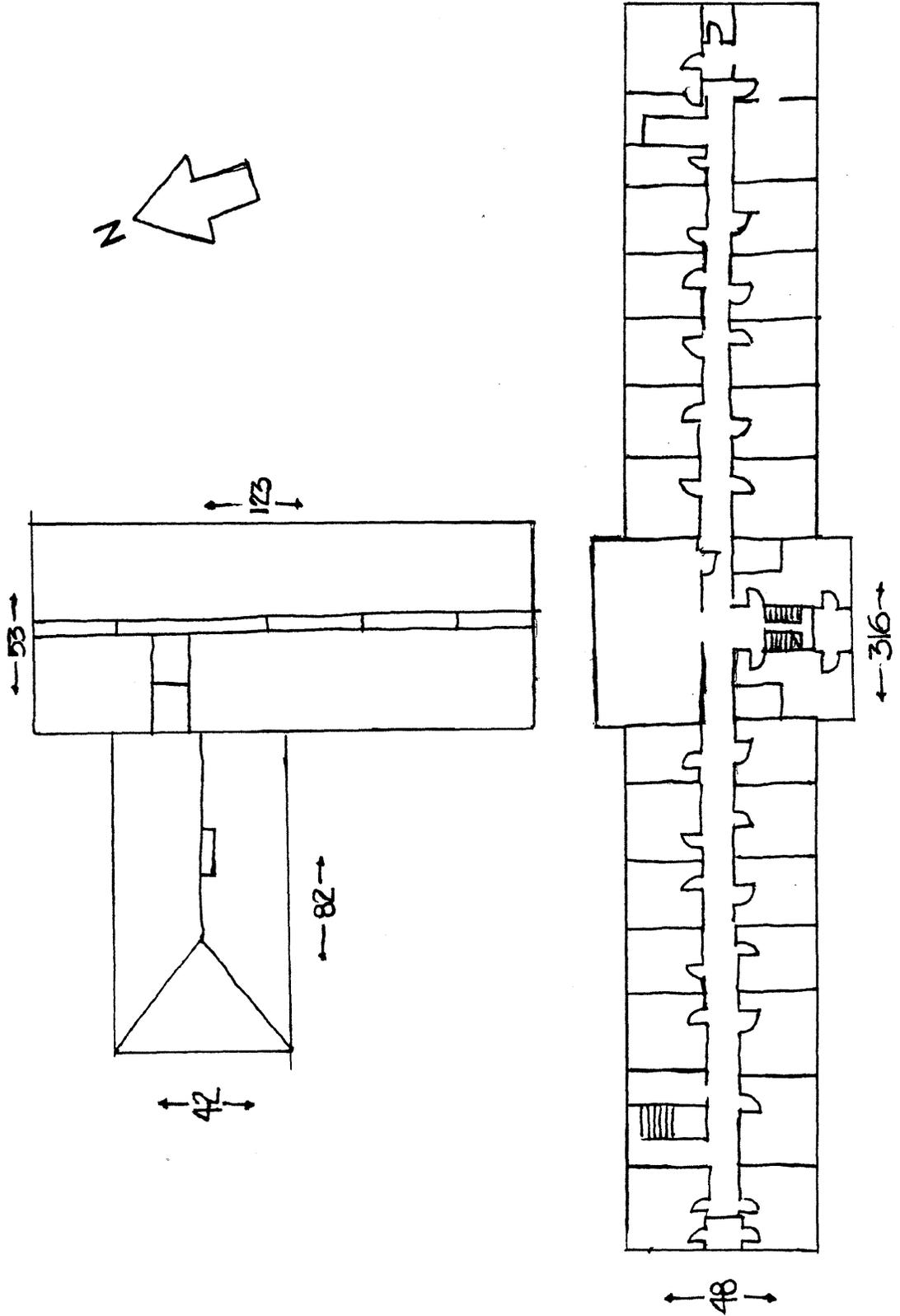
BUILDING 1676 CADET BARRACKS DRAWN: MARCH 12, 1947



SECOND FLOOR PLAN

FLOOR PLAN

BUILDING 1676 CADET BARRACKS
DRAWN: MARCH 12, 1947



THIRD FLOOR PLAN