KELLY AIR FORCE BASE, AIR CORPS ACADEMIC BUILDING
(Kelly Air Force Base, Building 1680)
100 Moorman Road
San Antonio
Bexar County
Texas

HABS No. TX-3396-AH

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, AIR CORPS ACADEMIC BUILDING (Kelly Air Force Base, Building 1680) HABS No. TX-3396-AH

Location: 100 Moorman Street
San Antonio
Bexar County
Texas
29.382576°, -98.568649°
Point obtained using Google Earth on 5 March 2013. It represents the approximate center of roof.

Quadrangle: ~~UTM Coordinates: Zone 14, Northing: 563000, Easting 2135000~~
(San Antonio, Texas, 7.5-minute USGS Quadrangle)

Date of Construction: November 1, 1940

Present Owner: United States Air Force
Kelly Air Force Base
San Antonio, Texas 78241

Current Occupants: San Antonio-Air Logistics Center/Command Center
San Antonio-Air Logistics Center/Inspector General
San Antonio-Air Logistics Center/Propulsion Production
76 Air Base Wing/Headquarters Squadron Section

Original Owners: United States Army Air Force (Kelly Field)

Original Use: Administration and classroom space for the Army Air Corps Advanced Flying School.

Current Use: Offices for the Headquarters of the San Antonio Air Logistics Center

Significance:

Building 1680 was completed on November 1, 1940, and was first used as administration and classroom space for the Army Air Corps Advanced Flying School. In 1943, the building was redesignated as headquarters for the Air Service Command and later for the San Antonio Air Logistic Center. Since its construction, Building 1680 has been a center of activities associated with the operation of Kelly Air Force Base (AFB). It has housed the office of the Base Commander since 1943, and many important people, not only in the history of Kelly AFB but to the Air Force as a whole, have occupied the building.

Building 1680 is eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A because its construction and use were closely associated with the operations of the San Antonio Air Service and other commands during World War II. Present-day Kelly AFB was then the location of one of the largest aviation depots in the world, and maintained or had control command for logistics at 46 sub-depots, 24 air depot detachments, 3 air training depots, and 3 specialized storage depots.

Building 1680 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 1, 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:
Some original linen construction plans exist. Most of the originals have been copied onto mylar and are in good condition. They are on file in the Civil Engineering Office, Kelly Air Force Base (AFB), San Antonio, Texas.

6. Alterations and Additions:
Building 1680 retains its basic original exterior configuration. Numerous modifications have been made to the interior, as listed below. The major modifications include infill of all ground floor windows, replacement of all windows and exterior doors, the addition of an exterior fire escape, and the rearrangement of interior classroom space through the addition of partition walls.

A short chronology of major modifications, taken directly from the U.S. Air Force real property records for Building 1680, follows:

Date of Modification:	Description
12/30/44	Remodel second floor for Inspector General's office
11/07/45	Alter Control Room
07/15/45	Alter Control Room
02/03/53	Construct new entrance
03/12/53	Install automatic door
09/13/54	Install tile in Room 109
08/25/55	Install plywood partition for office

09/01/55	Install plywood partition for two closets and three doors One door installed between closet and Room 402
11/28/55	Install partitions and doors in Rooms 301 and 302
09/17/56	Construct 50 feet of partitions to form two offices
09/18/61	Modify Conference Room
12/01/61	Modify Rooms 311-313. Install metal and plastic paneling in Room 107
12/05/61	Complete modification of Conference Room
05/07/62	Install partitions in Room 108 and install door
11/09/62	Construct shelter on east side of building
01/02/63	Replace existing paneling in lobby with mounting board
04/26/63	Replace main entrance doors and transom
05/01/63	Relocated command post to basement
07/23/63	Install partition and acoustic tile; relocate office partition
08/15/63	Modify existing double entrance
01/31/66	Modify Room 107 and install partitions
07/13/66	Refurbish Rooms 207 and 208; remove wall and doors, install paneling and doors
09/08/66	Renovate room 305 by removing partition, install sheetrock wall, install suspended ceiling
11/28/66	Install, remove partitions, remove vestibule, install fluorescent fixtures
12/13/66	Replace partition, install plywood wall panel, suspended ceiling, replace floor tile
03/22/67	Install four lamp fixtures in Room 311
07/10/67	Construct partitions, install suspended ceiling and 4 light fixtures
11/01/67	Install 7-inch exhaust fan in Room 306
03/07/68	Replace lavatory with single bowl sink in Room 308
04/26/68	Demolition and alteration of closet area, Room 207 for phone
09/20/68	Replace 7 incandescent light fixtures with fluorescent in third floor hallway and stairs
04/30/69	Install acoustical drop ceiling in Rooms 202, 203, 204, and 209. Remove 10 fluorescent fixtures and install 35 in Rooms 202, 203, 204, and 209
09/23/69	Install sheetrock wall
12/31/69	Install floor to ceiling partition in Room 207

Major modifications that do not appear on the real property record include remodeling the first floor classroom into a conference room in 1970, and the addition of an exterior fire escape on the rear facade that was completed in 1981.

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 leader in 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 system (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 Field 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, and two barracks completed in 1940. By far the most expensive and ambitious project at Kelly Field occurred between 1939 and 1940. New airplanes required larger hangars, and between 1939 and 1942, four new structures were built: the Air Corps Operational Hangar (Building 1610), a smaller hangar (Building 1612), and two more hangars (Buildings 909, 910).

The remaining structures that were built as a result of the 1939-1942 building program clustered around the east end of the flightline and consisted of permanent and temporary facilities.

Among those facilities constructed during the 1939-1942 building program was the Academic Building, Building 1680, originally numbered Building 412, which was built in 1940. This three-story, Spanish Colonial Revival-style building, located at the east end of the original flightline, functioned as administrative and classroom space for the Advanced Flying School until 1943.

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 Academic Building, Building 412 received a new number designation, Building 1680, which it retains today. Along with the new number came a new function and Building 1680 was taken over by the San Antonio Air Service Command for use as its headquarters 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 1680, used originally to support flight training activities, 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 1680 is scheduled for civilian reuse.

Academic Building, Building 1680. Located northeast of the Enlisted Men's Barracks (Building 1650) and southeast of the Cadet Barracks (Building 1676), Building 1680 was built as part of the largest and most expensive construction project undertaken at Kelly Field, conducted during 1939-1942. Originally called the Air Corps Academic Building, Building 1680 was completed on November 1, 1942, at a cost of $143,349. The structure housed administrative offices and classrooms for the Air Corps Advanced Flying School. Building 1680 is a three-story Spanish Colonial Revival style structure, rectangular in plan and symmetrical with a central projecting entry pavilion on the front and rear facades. The pavilion supports a hipped roof capped with mission tiles.

The raised ground floor contained two large classrooms in the wings; the north room was used for armament instruction and the south was a wind tunnel instruction room. Both rooms are now secured and used for logistic support. The central pavilion contained an armament laboratory, a radio laboratory, two storage rooms, a transformer room, boiler room, and restroom. The laboratory half of the pavilion has been divided into several offices. The storage and boiler half remains essentially unchanged.

The first floor contained two large classrooms in the wings and two radio rooms where the Commander's and Vice-Commander's offices are currently located. The Chief Instructor's

office was located where the executive assistant to the Commander has an office today. This floor also contained the office of the school director, a clerk's office, and a restroom. The configuration of the offices and the restroom has not been altered. The large classroom space in the wings has been divided by partitions on the south wing, and turned into a conference room on the north wing.

The second floor contained three classrooms; two large rooms were located in each of the wings and one shared the central pavilion area with a library. The other half of the central pavilion and the area surrounding the stairwells contained seven Instructor's Offices and a restroom. The walls separating the original offices have been removed, and walls dividing the large classroom areas in the wings have been added. The central pavilion area containing the classroom and library retains its original wall configuration.

The original section drawing (TX-3396-AH-20) shows a storage space on the attic story in what is now a conference room. The other half of the attic, currently used for offices, was originally intended as "work space." Soon after construction, the storage area was designated a projection room and the work space was a Red Cross room, probably used for first aid instruction and storage of medical supplies.

Building 1680 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 mission tile hipped roof over the central pavilion, the compounded arched entrance flanked by pilasters, the balconet with decorative wrought-iron railing, the large focal window, and the stucco exterior. The Renaissance influence on the Spanish Colonial Revival Style appears in Building 1680 through the rusticated first story, which was originally further emphasized using concrete darker than the stuccoed walls (later painted the same color as the rest of the building), concrete quoins, and a fenestration arrangement that places smaller windows on the upper story. The side elevations further demonstrate the eclectic nature of the Spanish Colonial Revival Style, displaying a distinct Art Deco Style through the use of two elongated panels topped by a decorative geometric frieze. The vertical emphasis and hard-edged, low relief ornamentation are characteristic features of the Art Deco Style, and are well integrated into the overall Spanish Colonial Revival Style (Blumenson 1981:77).

General Carl Spaatz. In December 1977, Building 1680 was named in honor of the first Air Force Chief of Staff, General Carl (Tooey) Spaatz. General Spaatz was born in Pennsylvania on June 28, 1891. The West Point graduate served in Hawaii for 1 year prior to being detailed to the Air Service at the San Diego school of the Signal Corps. After his promotion to captain in 1917,

he trained in France at the Air Service School at Issoudun and was promoted to major in 1918. After the war he was stationed in California and Texas (DuPre 1965:219).

General Spaatz served as commanding officer of Kelly Field from October 1920 to February 1921. He went on to become commanding officer of the U.S. Army plane, the *Question Mark*, in January 1929. In a historic endurance flight in January 1929, the plane stayed aloft over Los Angeles for 150 hours, 40 minutes, and 15 seconds, setting the record for sustained flight. This marked the beginning of air refueling and the general was awarded the Distinguished Flying Cross for his efforts.

In World War II, Spaatz led the 8th Air Force in England and served as commanding general of U.S. Strategic Forces in Europe. He also commanded the 12th Air Force and the Northwest African Air Forces, and was deputy commander of the Mediterranean Allied Air Forces. He returned to England in 1944 to command the U.S. Strategic Air Forces during the pre-invasion period and the campaign that saw Germany fall. Spaatz earned a medal for his leadership in Africa, and he received the Collier Trophy for his outstanding contribution to the victory in Europe. He was promoted to four-star general in 1945 and was immediately sent to Guam as commanding general of the U.S. Forces in the Pacific. In this role he supervised the final strategic bombing of Japan, including the atomic bomb missions on Hiroshima and Nagasaki (DuPre 1965:220).

After the war, General Spaatz became Commander of the Army Air Force, and in September 1947 was appointed by President Truman as the first Chief of Staff of the new U.S. Air Force. He retired from the service on June 30, 1948, and served as the Chairman of the Board for the Air Force Association in 1950-1951. He died in 1974. During a memorial ceremony held in December 1977, the then-current Air Logistics Center commander said it was fitting that the Academic Building, Building 1680, be dedicated to Spaatz because it houses the chair of the commander (*Kelly Observer* 1977:2). A bronze plaque recognizing the General's contribution to the U.S. Air Force is affixed to the exterior of Spaatz Hall.

PART II. ARCHITECTURAL INFORMATION:

A. General Information

1. Architectural Character:
Building 1680 is a three-story Spanish Colonial Revival-style building.

2. Condition of the Fabric:
The building is in good condition. Overall, Building 1680 retains much of its original floor plan despite some modifications. The exterior of the building has had more significant alterations, notably the infill of ground floor windows and replacement of all original sash windows with aluminum framed windows. The overall architectural character and integrity of the building has not suffered from these changes, however, and the building retains its significance under Criterion C for embodying distinct characteristics of the Spanish Colonial Revival Style. Windows on the first and second floors have been replaced. The interior configuration has also been modified.

3. Summary Description:
The Academic Building (Building 1680) is a three-story Spanish Colonial Revival-style building constructed in 1940 on a concrete slab foundation. It has a reinforced concrete frame with hollow-clay tile and brick infill. The exterior walls are stucco with concrete detail. The building is rectangular in plan and symmetrical with a central projecting entry pavilion on the front and rear facades that is the most highly ornamented portion of the building. The pavilion supports a hipped capped with mission tile roof. Rose granite steps lead to the main door that is set into a compounded recessed arch flanked by pilasters. Directly above the door, at the second floor level, are three windows arranged in a loggia-like manner and topped with molded stucco ornamentation. The central pavilion is further ornamented by concrete quoins and string courses. Flanking the entry pavilion are two-story wings with flat parapet roofs. Fenestration patterns are regular with windows placed in groups of three across most of the facade. Exterior alterations have been confined to the replacement of the original metal windows with anodized aluminum window units. The original window openings remain intact with the exception of the in-fill of all ground floor windows. Inside, the building retains some of its original wall and ceiling surfaces, entry flooring, and brass rail. Interior archways from the central hall into the wings remain intact.

B. Description of Exterior

1. Overall Dimensions:
The structure measures 193 feet by 71 feet overall, with the central section measuring 70 feet by 48 feet. The total square footage of the building is approximately 30,859.

2. Foundations:
The foundation is reinforced concrete slab.

3. Wall Construction:
The wall construction consists of hollow clay tile and brick infill with an exterior covering of concrete and stucco.

4. Structural Systems, Framing:
The building has a concrete frame.

5. Porches, Stoops, Balconies, Bulkheads:
The two rear entrances have stoops of seven concrete steps with a metal railing along one side. The compounded, arched front entry is flanked by pilasters. The pavilion's facade is highlighted by a balconet with decorative wrought-iron railing, a large focal window, and bracketed window sills.

6. Chimneys
The building has one chimney located slightly north of center on the hipped roof of the central section. It is covered with stucco and has a stone cap. The chimney is still in use.

7. Openings

7a. Doorways & Doors:
The main entrance to the building is recessed into a vestibule and originally contained a large wood double door with ten inset panels, metal kickplates, and metal studded details. This door was replaced with an all-glass aluminum-framed double automatic door in 1953. Above the doors is a stone lintel and glazed fanlight with wooden decorative spindles; San Antonio Air Logistic Center (SALC) is spelled out in metal lettering in the outer arch of the vestibule.

The two entrances on the rear facade were originally wood double doors, each with nine lights above a solid wood square panel. Each entrance had a glazed transom with decorative wood spindles. Both of the original entrances have been replaced with aluminum-framed double-entry glass doors with a glass transom above.

7b. Windows:
The original windows consisted of 6-, 8-, and 12-light ventilator-type windows with metal frames and muntins. The larger (originally 12-light) windows were used on the first and second floors of the wings. Eight-light windows were originally placed on the ground floor and second floor front facade. The six-light windows were used on the attic story rear facade. The central fenestration

grouping on the front facade of the central pavilion was originally a set of three narrow eight-light windows. All of the windows have been replaced with aluminum one-over-one double hung sash; however, the original fenestration pattern has been retained. The pattern consists of three windows in each of the three bays of each wing on every floor. The central pavilion has two sets of three windows on each floor of the rear facade. Single windows flank the ornate main entrance on the first and second floor of the front facade. Except for the attic windows, which have metal sills, all of the windows in Building 1680 have stone sills. The two first-story openings flanking the main entrance have protruding stone sills supported by decorative brackets.

8. Roof:

8a. Shape, Covering:
The pyramidal hipped roof of the central pavilion is covered with Mission-style barrel tile. The wings have a flat parapet roof that is covered with pitch and gravel.

C. Description of Interior:

1. Floor Plans:
Except for the delineation between the central pavilion and the wings, the interior configuration of space has been substantially altered (see attached plans for details).

2. Stairways
The building has two main stairways connecting the ground, first, and second floors. The attic is reached by a separate stairway. The original steel stairs, balustrades, and newel posts with wood railings supported by metal brackets are in place on all three floors. The composition treads and landings have been carpeted. The attic stairwell ceiling has been covered using 12-inch-square acoustic tiles.

3. Flooring:
The majority of the interior flooring is concrete covered with carpet. In some locations, such as the former classroom areas, the floor was originally a composite material, but this too has been carpeted. The original composition floor remains in some of the restrooms.

4. Wall and Ceiling Finishes:
Most of the interior walls were originally finished with cement plaster. In the old armament and radio laboratories on the ground floor, the walls had a rubbed concrete finish. The restroom walls were finished using salt-glazed tile; the glazed tile remains in some locations, as does some of the original plaster. Portions of the original plaster and new drywall finishes have been covered with wallpaper.

The original ceiling finishes were acoustic tiles, used in the classrooms, and suspended plaster, used in the hallways. Acoustic tiles with inset fluorescent lights are now used in the hallways and the height of the ceiling height has dropped. In the classroom areas, the ceiling height remains unchanged in most locations, with the exception of the first floor conference room, which contains a drop ceiling.

5. Openings:

5a. Doorways and Doors:
The original corridor doors were made of wood with five inset panels. Some contained louvers on the top or bottom or both, and the ground and first story doors were double with glass transoms. All had metal frames. Most of these original doors have been replaced, although a few of the original louvered-style single doors are intact on the ground floor. The replacement doors are solid wood, glass, or metal.

The archways dividing the central pavilion corridor space from the classroom wings remain intact on the first and second floors. The second floor arches have been excessively plastered and their original shape is obscured.

5b. Windows:
The overall fenestration pattern has not been extensively altered, except for the infill of all ground floor windows. Some windows on the attic floor have also been covered over. The interior walls surrounding the window openings retain their rounded corner detailing (bullhead tile trim) in the present-day offices and the kitchen.

6. Decorative Features and Trim
Although baseboards and moldings are present in the original drawings, the current wood elements are replacements of the original.

7. Mechanical Equipment:

7a. Heating, Air Conditioning, Ventilation:
Heating: The building was originally heated using a low-pressure steam boiler and radiators. The radiators have been removed and the building currently uses a forced air system.

Air Conditioning: The building was not originally air conditioned. Wall-mounted air conditioning units were installed in various parts of the building throughout the 1950s and early 1960s. The wall-mounted units were removed when a centralized system was installed in 1963.

Ventilation: Ventilation was originally provided by the windows and small openings beneath each set of windows. Most of these stone grates 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. Ventilation for the restrooms is provided by a fan ventilator on the roof.

7b. Lighting:
The original electric lighting was incandescent. As early as 1952, fluorescent fixtures gradually replaced the majority of the originals; today, the lighting consists of inset or projecting fluorescent units. An original incandescent fixture remains in the lobby. It is a hanging metal and glass Art Moderne-style fixture with metal detailing and stars symbolic of the Air Corps. Two original elongated metal and glass sconces with Moderne detailing flank the main entrance in the vestibule.

7c. Plumbing:
Building 1680 has a 5-inch sewer line and a 2-inch water line. Four lavatories are in their original locations, but have been reconfigured and upgraded.

D. Site

1. Orientation and General Setting:
Building 1680 is set on a triangular lawn area formed by Moorman, Gilmore, and Wagner streets. The front facade is set back from Moorman Street, and mature oak and pecan trees have obscured the building. The main entrance to the building is fully landscaped with a terraced approach of cement walks from three directions converging at the porch steps.

PART III. SOURCES OF INFORMATION:

A. Original Architectural Drawings:

There are a few original linen construction drawings and a nearly complete set of the originals (Series 6890) copied onto mylar on file at Kelly AFB. There are numerous modification drawing plans for the building on file in the Civil Engineering Department, Kelly AFB.

B. Historic Views:

All ephemeral materials related to Building 1680 are housed in the Base Historian's Office, Kelly AFB. Related ephemeral materials include: outdated real property records, numerous photographs, and articles relating to the dedication of the building in honor of General Spaatz.

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E. Potential Sources Not Investigated:
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PART IV. PROJECT INFORMATION

This HABS, Level II documentation for Building 1680, 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: Academic Building, Building 1680
Historic American Buildings Survey, Level II

Prepared By: Laura Lambros, Architectural Historian
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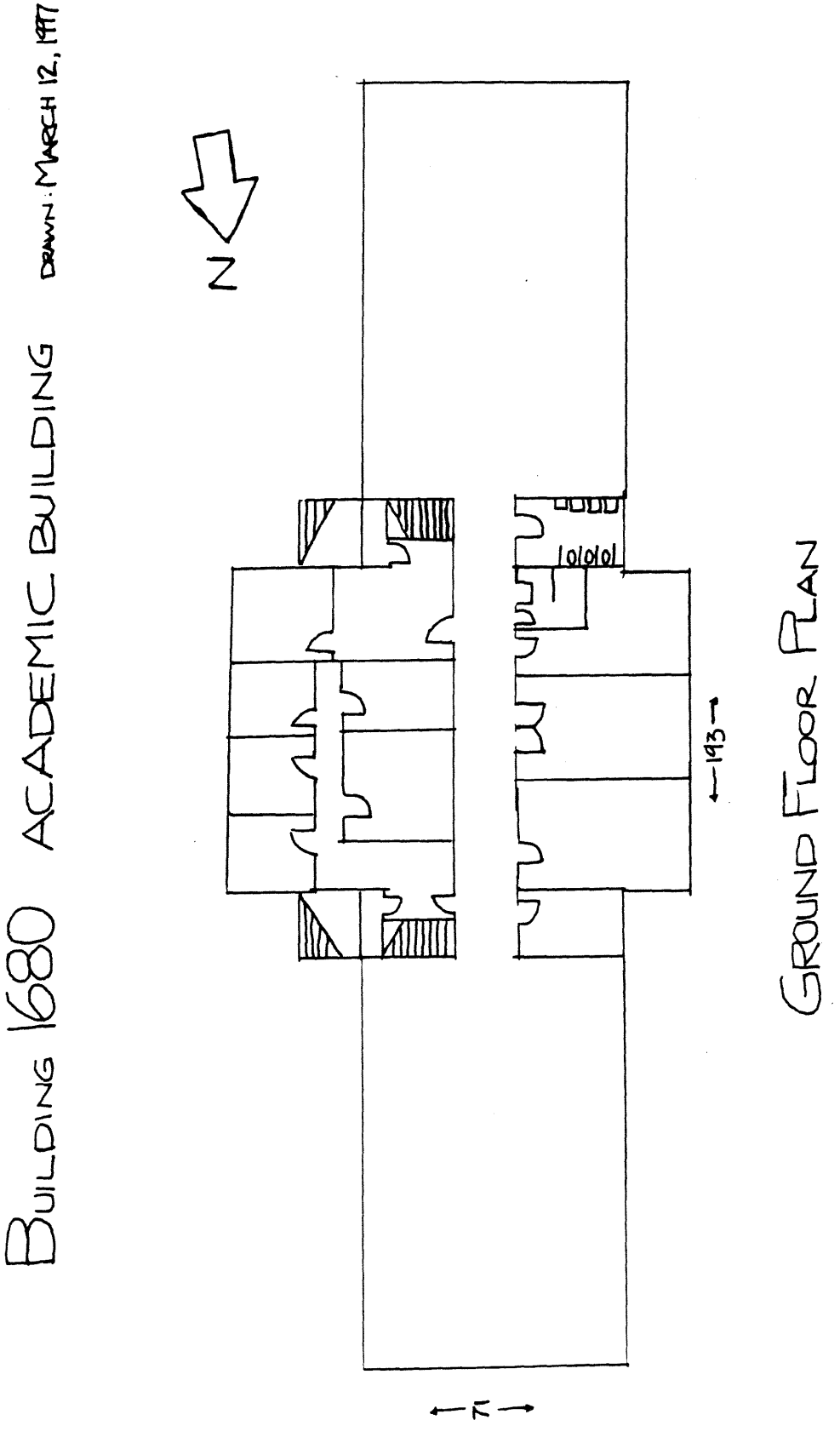
Date: March 21, 1997

FLOOR PLAN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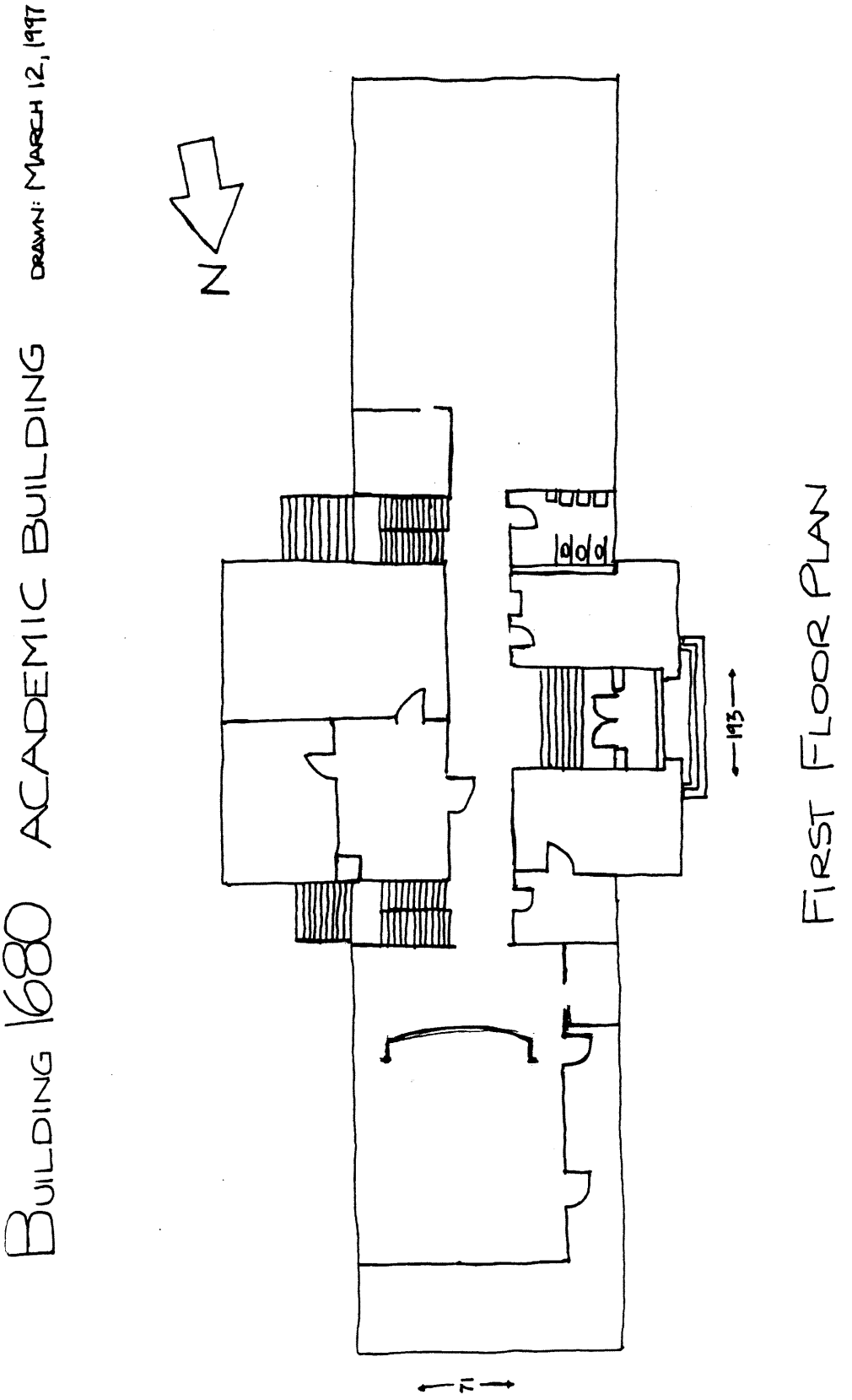
GROUND FLOOR PLAN

FLOOR PLAN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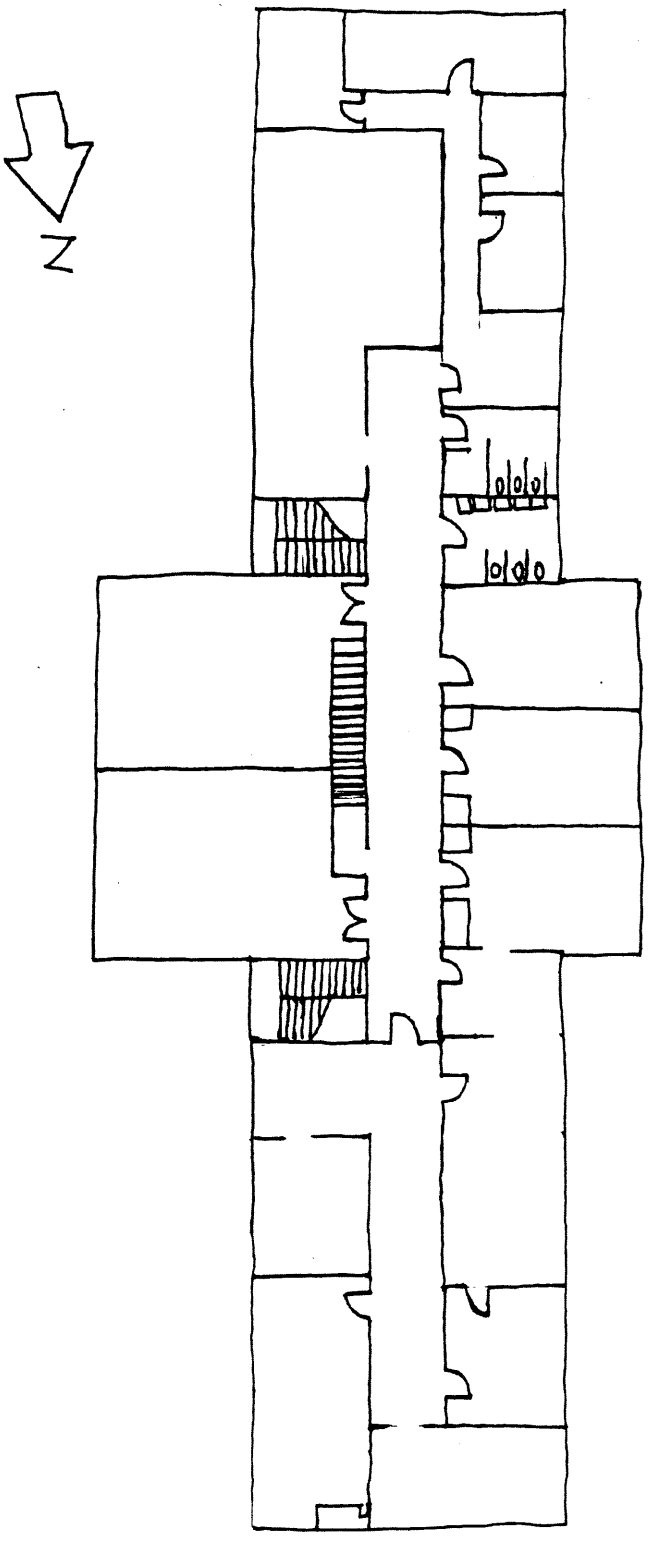
FIRST FLOOR PLAN

FLOOR PLAN

BUILDING 1680 ACADEMIC BUILDING DRAWN: MARCH 12, 1997



SECOND FLOOR PLAN