

KELLY AIR FORCE BASE, OIL RECLAMATION BUILDING
(Kelly Air Force Base, Hazardous Storage Facility)
(Kelly Air Force Base, Building 184)
Berman Road
San Antonio
Bexar County
Texas

HABS No. TX-3396-AI

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, OIL RECLAMATION BUILDING
(Kelly Air Force Base, Hazardous Storage Facility)
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HABS No. TX-3396-AI

Location: Berman Street
San Antonio
Bexar County
Texas

29.370148, -98.564362,

*Point obtained using Google Earth on 5 March 2013
It is in the vicinity of the building as it appears to
have been demolished prior to 2013.*

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

**Date of
Construction:** August 1, 1931

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

Current Occupants: Technology/Industrial Directorate
Materials Engineering Branch
Kelly Air Force Base
and
Aerospace Equipment Directorate
Life Support Systems Program Management Branch
Kelly Air Force Base

Original Owner: United States Army, Duncan Air Field

Original Use: Storing oil, reclamation of oil, and shipping and receiving of oil from
1931 to 1943

Current Use: Storage facility for various unrelated equipment for the current
occupants listed above

Significance:

Building 184 was built in 1931 as one element of the overall master plan for the redevelopment of Duncan Air Field's inadequate World War I facilities. Built originally as the Oil Reclamation Building, it now serves as a storage space unit. The Oil Reclamation Building was the first structure completed at Duncan Field, the Air Corps Depot, at a cost of approximately \$13,000. Its construction was followed by the erection of 2 airplane hangars and 12 additional buildings by August 1933.

Building 184 was constructed and used when the Depot employed more than one-half of all personnel employed at the country's four continental depots. During this same time, the building was an example of some of the few large-scale construction projects implemented at the nation's depots during the Great Depression of the early- to mid-1930s. Indeed, equivalent military construction projects would not occur elsewhere until the pre-war buildup of the late 1930s. Building 184 was also a part of an interrelated industrial complex (the San Antonio Air Depot) that developed between 1930 and 1946 in support of maintenance and repair of at least one-third of the Army's aircraft. The building retains the architectural and functional unity related to the restructuring of Duncan Air Field and the San Antonio Air Depot during the 1930s and the early 1940s. For these reasons, Building 184 is eligible for nomination to the National Register of Historic Places under Criterion A.

Air fields and associated air depots are architecturally eclectic military plants, the design of which has been heavily influenced by early twentieth century industrial architecture. Because of the rapidity and frequency with which military missions and technology have changed, and because funding for new construction often was curtailed, most Air Force facilities lack representative examples of structures from the various periods of significance. In a few cases, examples of warehouses, hangars, and residences of nonstandardized and standardized design from every different era are present. These examples provide architectural records of the adaptation of industrial and residential design to military use, and of the evolution of the Air Force mission. Building 184 is a good example of an industrial, utilitarian, nonstandardized design located on Kelly Air Force Base (AFB).

Building 184 is also eligible for nomination under Criterion C because it retains a high degree of architectural integrity, retaining its original configuration and exterior appearance. It is an example of the utilitarian, nonstandardized, elegant, permanent, industrial structures built at Kelly AFB (Duncan Air Field) during the early-to-mid 1930s; it retains its distinctive parapeted end walls and metal awning windows.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of Construction:

August 1, 1931

2. Architect:

Office of the Quartermaster General (OQMG), Construction Division

3. Original and Subsequent Owners:

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

4. Builder, Contractor, Suppliers:

Builder: unknown

Contractor: unknown

Suppliers: the Fraser Tile Company of San Antonio, Texas, produced the majority of the hollow clay tiles that were used in the building. The Brandt Iron Works of San Antonio manufactured the four bullet-shaped iron door jamb guards located at the lower corners of the two large ramp openings of the building (on the front and east elevations).

5. Original Plans and Construction:

Plans for the building were drawn by the Construction Service Division of the Office of the Quartermaster General, San Antonio, Texas. Three original drawings exist, numbered 6207-140 to 6207-142. One remodeling drawing exists with a drawing number of San Antonio Air Depot (SAAD)-43-413. The original plans are in good condition and are on file at Kelly AFB, Civil Engineering Department.

6. Alterations and Additions:

Although generally intact, Building 184 includes some notable modifications to the original openings, including the cladding with metal of the original wood and partially glazed double sliding front doors, and the replacement of the roll-up door at the east elevation loading dock area. These alterations have not changed the overall integrity of the structure.

A modification and short history chronology, taken directly from the real property records for Building 184, is as follows:

<u>Date of Modification:</u>	<u>Description</u>
09/06/45	Install screen on windows and doors
11/14/55	Install 20 feet of masonite partition with 4 windows and one door
11/15/55	Install 23 two-light fluorescent light fixtures
11/15/55	Install 20 feet of wood partition with 3-foot door and 3-foot plexiglass in upper panel of partition door
01/06/56	Install one water cooler
05/02/56	Install 10 HP air compressor
07/25/56	Install concrete slab 22 feet by 18 feet (for the transformer bank)
07/19/63	Remove 10-HP air compressor
07/08/64	Redesignate building from warehouse, supply and equipment to storage, gases (bottled)
03/12/65	Modify building by erecting firewall, brick-up interior doorway, install sliding doors, extend shed roof, pour smooth concrete ramp in front of main door, remove drinking fountain, time clock, and 9 unit heaters
1969	Reclassified: Hazardous Storage Base

B. Historical Context:

Kelly Field. In August 1913, U. S. Army Chief Signal Officer Brigadier General George Scriven testified before the United States House of Representatives concerning the establishment of a military aeronautical center in San Antonio, Texas. The center was to be built for the Aviation Section of the U.S. Army Signal Corps. General Scriven, expressing an opinion endorsed by his subordinate officer, Captain Billy Mitchell, described San Antonio as “the most important strategic position of the South.” Three 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.”

The center of military aviation that had been envisioned arrived with the establishment of Camp Kelly, an aviation camp established in 1917 on farmland in south San Antonio and designated in 1922 as the Air Force’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 provided advanced training for young American fliers and became the “Alma Mater” of nearly all the Air Corps pilots before World War II.

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 nonflying 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. The San Antonio Air Depot 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; by the end of World War II, Kelly's depot function overshadowed its role in flight training.

The Creation of Duncan Field. At the beginning of 1925, Kelly Field was home to both the Advanced Flying School and the SAAD, divergent functions that complicated local administration. 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 Air Field, formally separating the activities of the depot 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.

There were several reasons for locating the depot at Duncan Field. The two main reasons were the proximity of railroad facilities and the presence of a fair-sized city (at the time San Antonio's population was around 150,000) on which to draw with little industrial competition for labor. Spur trackage was built from the main line of the Southern Pacific serving various depot facilities, including Building 184.

In 1927, Duncan Air Field's designation changed, and it became, simply, the SAAD. For a few years, the depot was the home to the Headquarters of the Air Corps Training Center, which later moved in 1930 to the new Randolph Field. Aside from such minor shifts, the activities of the depot remained very much the same until the approach of World War II.

Duncan Field Facilities. For much of the 1920s, the depot utilized the Kelly Field hangars and warehouses constructed during World War I. Demobilization following World War I left a large number of wooden barracks (along with associated mess halls, offices, and other structures) that were steadily torn down throughout the early 1920s. The only permanent

buildings at Duncan Air Field in 1939 were the Engineering Shops (1933); 2 Flight Test hangars; 13 various warehouses, supply and storage buildings; portions of the Bungalow Colony (1921-1927); and the Quartermaster installations, including the Oil Reclamation Building.

The first structure completed as part of the upgrading of the depot facilities during the 1930s, was the hollow clay tile and stucco Oil Reclamation Building that was located adjacent to the Southern Pacific railroad track spur. Building 184 was constructed and used during the time when the Duncan Depot employed more than one-half of all personnel employed at the country's continental depots. It was during this time, the 1930s and early 1940s, that Building 184 served the actual purpose for which it was built, as an oil reclamation facility. Originally numbered Building 161, the building's number was changed to Building Number 184 in 1943, when it was reclassified as a storage unit during World War II. For the next 53 years, until its demolition in 1996, the building functioned as a storage unit for various tenants on base.

Kelly and Duncan Fields: World War II-era. In 1943, Kelly and Duncan fields merged under the name of Kelly Field. Maintenance and supply became the sole function of Kelly Field, and flight training was moved elsewhere. World War II operations at Kelly demanded a huge industrial complex in which a work force of more than 30,000 people overhauled equipment. During this period, storage space on base was at a premium; it was at this time that Building 184 was reclassified as a storage unit. With the greater need for storage space, the entire Kelly Field complex utilized not only buildings on base, but expanded into what had been a depot for Fort Sam Houston, when Kelly annexed the Normoyle Ordnance Depot in 1945.

Demobilization began after the end of World War II in August 1945. Thousands of civilian workers retired or resigned, and the remaining staff at Kelly Field turned increasingly from repair to storage. Again, Building 184 played an instrumental role on base by functioning as a storage unit. In 1948, when the Air Force was established as a separate arm of the Department of Defense (DOD), Kelly Field was renamed Kelly AFB. Although demands placed on the base resulted in the removal of some World War I-, pre-World War II-, and World War II-era structures, some remain to illustrate the evolution of one of the oldest continuously used Air Force flying fields. Many of those that have been demolished have been documented by Historic American Building Survey (HABS) recordation.

A Brief History of U.S. Military Base Closure. Due to the changing international political scene and the resultant shift toward a reduction in defense spending, DOD 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 these 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. The Base Realignment and Closure (BRAC) laws specifically excluded from NEPA the need to consider alternative installations. However, all subsequent decisions related to BRAC actions fall fully within the NEPA requirements. These decisions 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 both 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. The demands placed on the base have resulted in the removal or scheduled removal of some World War I-, pre-World War II-, and World War II-era structures. Because of specific issues and demands placed on the Oil Reclamation Building 184, including increased parking requirements for neighboring Building 171, the overall need for more space on base, and safety issues, it is scheduled for demolition in mid- to late 1996.

Structural Hollow Clay Tile History. Structural clay tiles include a range of burned clay products used in both structural and nonstructural applications. Typically hollow with parallel cells, clay tile was used widely for floor arches, fireproofing, partition walls, and furring in the last quarter of the nineteenth century. After 1900, the use of clay tiles for load-bearing columns, pilasters, and backing for exterior walls was very common.

The manufacture of structural clay tile today remains unchanged from when it was first used in the late nineteenth century as a construction component. Clay is kneaded until a proper consistency is achieved for molding, and then it is shaped or pressed into blocks and baked in kilns. Tile was and is still classified according to density; other classifications include glazed and vitrified. Structural tiles are classified into three primary grades: hard, semiporous, and porous, depending on the length of firing time during manufacture. This classification is

important in determining whether a tile can be used in a particular application. Hard or dense tile was burned the longest, and therefore was the strongest and most impervious to moisture. Semiporous tile, which was sufficiently hard-burned for moderate strength and somewhat impervious to moisture, was commonly used in small buildings and houses. Porous tile was made from a modified clay mixed with ingredients such as sawdust and straw that were consumed during the firing. Because of the numerous air spaces, porous tile was lighter but supported reduced structural dead loads. Porous tile was also more desirable for fireproofing applications because of better performance under high heat.

Structural applications for clay tile can be divided into three general categories: tile floor arches, gravity load-bearing elements, and shear walls. Non-load-bearing applications include partition walls, fireproof casing for columns and beams, and furring. Clay tiles were widely used in the first half of the twentieth century for construction of infill walls in concrete and steel-framed structures, which was the case with the Oil Reclamation Building. This hollow tile infill provided lateral strength and stability to the structure for wind and seismic loads.

After World War II, reinforced concrete floor systems and composite metal decks replaced composite systems with tile components. These floor construction methods are still used today. Clay tile blocks remained popular for load-bearing wall construction until the early 1950s, when they were supplanted by concrete masonry units. During this period, steel and wood studs faced with plywood or gypsum wallboard replaced structural clay tile for infill and interior partitions.

PART II. ARCHITECTURAL INFORMATION:

A. General Information

1. Architectural Character:

Building 184 is a utilitarian building and does not fit into any established architectural classification.

2. Condition of the Fabric:

The building is in good condition.

3. Summary Description:

Building 184 is a 5,695-square-foot industrial building with stuccoed hollow clay tile infill walls. The corrugated metal roof is supported by five steel trusses on steel I-beams embedded into the walls of the structure. Steel grits anchored into the southwest (front) and northeast (rear) masonry walls further support the building's framing. At the southwest (front) and northeast (rear) building elevations, the gabled roof is shielded behind a sloping, stepped parapet with concrete coping. This sloping, stepped parapet rises to a slightly less sloping crest at the apex. A large, rectangular-shaped wooden-louvered air vent punctuates the upper gable ends of both the southwest (front) and northeast (rear) elevations. Concrete piers capped with coping anchor the four corners of the building. The southwest (front) elevation includes a centrally located, large, sliding wood-clad with metal and partially glazed door. A double row of large steel industrial repeat sash windows punctuate the left and right bays of the southwest (front) elevation. This double row of large steel windows dominates the northeast (rear) elevation. The northwest (left side) elevation is divided by concrete piers into four bays; each bay has a large double row of continuous steel industrial sash curtains. These same double-row, continuous steel industrial sash curtains occupy only the first two bays of the southeast (right side) elevation, while doors for the loading docks occupy the last two bays. All of the windows have horizontal pivoting, awning type, sashes and cast concrete sills. The majority of the glass window panes have been replaced with steel panes; most of the panes are painted over. The parapeted, stuccoed gable end walls and the massive corner pavilions emphasize the transparency of the large glass and steel sash walls of the building.

All oil reclamation equipment and the platform loading dock have been removed from the interior of the building. The original small office and lavatory located in the southeast corner of the interior have been modified and enlarged into two restrooms and a larger office space. The unaltered steel trusses and corrugated metal roof sheathing system remain clearly exposed.

B. Description of Exterior

1. Overall Dimensions:

The structure measures 83 feet, 4 inches long by 68 feet wide and approximately 32 feet high; measurements are taken directly from the original as-built drawings. The total square footage of the structure is approximately 5,695.

2. Foundations:

The foundation consists of a 6-inch-thick concrete slab reinforced with No. 6 wire mesh and poured onto 12 inches of compacted gravel.

3. Wall Construction:

The wall construction consists of large hollow clay tiles laid between steel I-beam framing.

4. Structural Systems, Framing:

The framing system is based on a series of steel I-beam columns set in concrete piers, furred with lath, and bolted to the concrete foundation. The open truss work is bolted to the I-beam columns and purlins. Steel girts attached to the I-beam columns are anchored into the masonry of the framing ends (front and rear elevations) of the structure for further support.

5. Openings:

5a. Doorways & Doors:

Building 184 was originally designed with a total of three exterior doors of various types and sizes. All of the original exterior doors have been replaced, modified, or removed. One additional exterior door was added to the northwest (left side) elevation at an unknown date (undocumented). The following exterior door descriptions are taken directly from the as-built drawing door schedule dated 1931:

Southwest (front) elevation (originally termed door A). Originally: one pair sliding doors, with one double sash glass panel above and two wood panels below, each door measuring 5 feet, 3 inches by 13 feet, 4 inches by 2½ inches, white pine. Currently: the original sliding doors are intact; however, the lower wood panels have been clad in metal.

Southeast (side) elevation (originally termed door B, for loading dock). Originally: white pine, sliding doors with three double sash glass panels above and three wood panels below measuring 9 feet, 4 inches by 9 feet,

4 inches by 2¼ inches. Currently: a double door with three lower wood panels and glazing above has replaced the original sliding doors described above (date of modification unknown, but not recent). This new door was placed at ground level; the original loading dock door, door B, was raised 4 feet above ground level. The space where the original loading dock door was located has been filled in with hollow clay tiles and the exterior covered with stucco.

Southeast (side) elevation (originally termed door C, for the back storage room). Originally: one pair of sliding doors with one double sash glass panel above and two wood panels below, each door measuring 4 feet, 11 inches by 13 feet, 4 inches by 2½ inches, of white pine clad with tin. Currently: a vertical batten double door (both parts of varying heights) has replaced the original sliding doors described above (date of modification unknown, but not recent).

Exterior door additions and modifications: a plain wood door with a single glass panel above was installed in the third bay of the structure's northwest (left side) elevation. Date of modification is unknown.

5b. Windows:

Large double rows of continuous (repeat) steel industrial sash curtain walls with horizontal pivoting, awning-type sashes, and cast concrete sills are the dominating feature of Building 184. Each steel sash is a 3/3/3 nine-light panel measuring approximately 5 feet, 2-3/8 inches by 4 feet. Each steel sash is set in a repeat pattern of four across and two down originally forming a translucent glass curtain wall between each bay of the building. According to the as-built drawings, the steel sash windows were furnished by the federal government. All of the window jambs have red bricks quoined into the tile walls for further support. Today, the majority of the glass window panes have been replaced with steel panes; most of the panes are painted over.

6. Roof:

6a. Shape, Covering:

The moderately pitched, parapet gabled roof is covered with corrugated "Y-"type metal composition asbestos roll.

C. Description of Interior:

1. Floor Plans:

Building 184 retains most of its original interior configuration, that is, rectangular in shape and open. The small rectangular-shaped office and lavatory area located in the southeast corner of the building was expanded from approximately 16 feet by 10 feet to 16 feet by 22 feet. This modification now forms a larger square-shaped office and double restroom area. The original hollow clay tile room divider between the third and fourth bays is intact, though the large sliding door connecting the two rooms has been removed and in-filled with hollow clay tiles. A 20-foot-high firewall built of hollow clay tiles was installed on the west side of the structure, between the first and second bays in 1965. The elevated concrete platform (originally located on the east side of the building between the second and third bays has been removed (date unknown).

2. Flooring:

The interior flooring is the foundation flooring that consists of a 6-inch-thick concrete slab reinforced with No. 6 wire mesh.

3. Wall and Ceiling Finishes:

Walls: the hollow clay tile in-fill walls between each of the four bays of the building are left rough with the tiles exposed. The hollow clay tile firewall between the third and fourth bays is also left rough with the tiles exposed.

Ceilings: the ceiling of the building is open with the unaltered steel truss work, purlins, and cords exposed and the corrugated metal roofing material visible.

4. Openings:

4a. Doorways and Doors:

Building 184 was originally designed with three interior doors of various types and sizes. Two of the three have been removed and the doorways modified. The following interior door descriptions are taken directly from the as-built drawing door schedule dated 1931:

Large central door, between the interior hollow tile wall (originally termed door D): originally: one pair, each door measuring 5 feet, 3 inches by 13 feet, 4 inches by 2-7/16 inches, white pine, tin clad, sliding doors built-up of three thicknesses of 13/16 inches. Currently: in 1965, these sliding doors were removed; the large doorway was filled-in with hollow clay tiles and cement at that time.

Office area (originally termed door E): Originally: one door of white pine, 3 feet by 7 feet by 1-3/8 inches, with five cross panels, stiles, and rails. Currently: this door is intact.

Lavatory (originally termed door F): Originally, one door of white pine, 2 feet, 4 inches by 7 feet by 1-3/8 inches, with five cross panels, stiles, and rails. Currently: this door has been removed, probably since the modification of the lavatory and office areas (possibly in the mid- to late-1950s).

Interior door additions and modifications: there are two five-panel wood doors located at the entrance of each restroom. Another five-panel wood door is located at the entrance of the "new" office. These doors are not original, but were added during the remodeling of the building (date unknown).

4b. Windows:

Building 184 contains no interior windows.

5. Mechanical Equipment:

5a. Heating, Air Conditioning, Ventilation:

Heating: the heating system used in the building between 1931 and 1941 is not documented. However, documentation after 1941 indicates a variety of heating units were used including: a gas radiator (1941), gas space heaters (1943), suspended boiler control heaters (later 1950s). The gas unit utilized in the early 1940s was a Pittsburgh, No. 0-Service Number 931690. Currently, the building is not heated.

Air Conditioning: Originally, the building was not air conditioned, though an air conditioning unit was installed in the mid-1960s. Currently, the building is not air conditioned.

Ventilation: the walls of large, continuous (repeat) steel industrial steel sash curtain walls with horizontal pivoting, awning-type sashes provided ventilation for the building. Two 24-inch roof vents located on the roof's crest provided additional ventilation. Currently, the building's original ventilation system remains intact.

5b. Electrical:

Originally, furnished with one line and three types of electrical meters: (1) General Electric type D 7-3W.-2&3Ph. 10A-220V.-Service Number 1185406; (2) General Electrical type 1-16-2W.-S.Ph.-5A-220V.-Service

Number 16098085; (3) General Electric type D-14-3W.-3Ph.50A.-230V.-
Service Number 15168403. Currently, one line with 100/200V.

In 1955, a total of 23 two-light fluorescent light fixtures were installed into
this building.

5c. Plumbing:

Building 184 contains one 6-inch sewer line. Originally this structure
contained one lavatory with one toilet and one sink. During one of the
building's several interior remodeling jobs (date unknown), the original
lavatory was reconfigured and expanded to two separate lavatories, a men's
room and a women's room, each containing two toilets; two sinks; and toilet
partitions. The men's room also included one urinal. The toilets, sinks, and
toilet partitions for both restrooms are intact, but the facilities are inoperative.

D. Site

1. Orientation and General Setting:

The Oil Reclamation Building (Building 184) is located in the center of a large
parking area bounded on three sides by Tinker Drive, Berman Road, and Quentin
Roosevelt Road surrounding it. The stucco-clad building prominently sits on the west
side of Berman Road, adjacent to the I & G. N. railroad tracks on the east side of
Kelly AFB. The building's main elevation faces southwest.

PART III. SOURCES OF INFORMATION:

A. Original Architectural Drawings:

The original drawings for Building 184 are currently housed in the Civil Engineering Office
at Kelly AFB. The original drawing plan numbers, dating from 1931, on file are:

6207-140	Floor Plans and Elevations; Beam, Footing, and Column Schedules
6207-141	Door Schedule; Roof Plan; Various Details
6207-142	Roof Truss Details; Roof Framing Details; and Sash Details

One additions, modifications, and alterations drawing plan number on file for Building 184,
dating from 1943, is:

SAAD-43-413	Remodeling of Building 184, revisions noted from 1956 to 1972
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B. Historic Views:

All ephemeral material related to Building 184 is housed in the Base Historian's Office at Kelly AFB. Ephemeral material includes: outdated real property records, black and white photographs (circa 1940s), reduced floor plan drawings (circa 1941).

C. Bibliography:

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E. Potential Sources Not Investigated:

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Office of Military History, Department of the Army, Washington, District of Columbia

F. Other:

For information on other historic structures at Kelly AFB, see HABS No. 3396-A through
3396-DD (various buildings).

PART IV. PROJECT INFORMATION

Plans call for the demolition of Building 184, the Oil Reclamation Building, in the near
future. This HABS, Level II documentation package for Building 184, located at Kelly AFB,
San Antonio, is the culmination of the Section 106 process. This recordation package
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: Oil Reclamation Building 184
Historic American Building Survey, Level II

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Date: January 14, 1997

FLOOR PLAN

