

Naval Air Station Dallas,
Assembly and Repair Hangar
(Naval Air Station Dallas,
Building 21)
Enterprise Drive
Dallas
Dallas County
Texas

HABS No. TX-3408-F

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
MEASURED DRAWINGS

Historic American Buildings Survey
National Park Service
Southwest System Support Office
Department of the Interior
Santa Fe, New Mexico

HISTORIC AMERICAN BUILDINGS SURVEY
NAVAL AIR STATION DALLAS,
ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)

HABS No. TX-3408-F

Location: Enterprise Drive
Dallas
Dallas County
Texas

U.S. G. S. Duncanville Quadrangle (7.5)
Universal Transverse Mercator Coordinates:
14.69160.3623770

Present Owner: United States of America
c/o Commander, Naval Reserve Force
4400 Dauphine Street
New Orleans, Louisiana 70146-5000
Upon closure of the base this building, which is owned by the Navy but is on land leased from the City of Dallas, will revert to the ownership of the City of Dallas

Present Occupant: Naval Air Station Operations

Present Use: Offices, hangar, weapons support systems maintenance

Statement of Significance: The Assembly and Repair Hangar is significant for its closely associated role in the World War II mission of the Naval Air Station (NAS) Dallas, which focused on pilot training, the repair and overhaul of training aircraft engines, and the delivery and inspection of military aircraft manufactured for the Navy by private industry. Its design and layout provide information about the Navy's aircraft assembly and repair activities during World War II in what was then a new area of Naval operations. Built in 1941 to provide space for the assembly and repair of Naval aircraft, its function was expanded in 1943 when the base undertook large-scale engine overhaul duties for flight-weary planes. It continues to provide space for aircraft repair. Undertaken in support of the base's growing pilot training mission, the building's dual functions contributed to the expanding role that aviation played in Naval operations as World War II progressed. Moreover, it is a tangible link to the Navy's presence in the Dallas-Grand Prairie area and is representative of the important role NAS Dallas played in local history. Originally designed by Robert and Company, Architects and Engineers, Atlanta, Georgia, and Corpus Christi, Texas, additions and modifications were planned in 1943 by Moore,

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 2)

Cooper, White & Moore, Architects and Engineers, Houston, Texas, with E. S. White serving as the project architect and Lt. Commander W. M. Powell, CEC, USNR, in charge of construction. Built at the same time as installations at Naval Auxiliary Air Station (NAAS) Chase Field (Beeville), Texas, and NAAS Kingsville, the Assembly and Repair Hangar utilizes design principles of the Bauhaus movement. Its volumetric massing and rectilinear form are similar to the design of the Maintenance Hangar (Building 20). These elements set it apart from surviving hangars at Beeville and Kingsville. It is a distinctive example of World War II military architecture and illustrates one type of building the Navy specified. Despite significant alterations to the wings, it retains its massing, form, and ability to convey a sense of time and place.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Original plans not found. Completed in 1941, built at same time as Maintenance Hangar (Building 20). The exact date construction began is unknown. Preliminary plans for extension to the hangar were approved December 3, 1942, with final approval on June 15, 1943.
2. Architect: Robert and Company, Inc., Architects and Engineers, Atlanta, Georgia, and Corpus Christi, Texas, were probable designers. Moore, Cooper, White & Moore, Architects and Engineers, Houston, Texas, with E. S. White serving as the project architect, were responsible for the alterations made in 1943.
3. Original and subsequent owners: United States of America, Department of the Navy.
4. Builder, contractor, suppliers: Lt. Commander W. M. Powell, CEC, USNR, was the officer in charge of construction. General contractors were Henger Construction Company (location unknown).
5. Original plans and construction: Reproductions of an incomplete set of plans for the 1943 extension to the building are available at the Public Works Department, NAS Dallas. The extension plans were developed from standardized plans developed by the Department of the Navy, Bureau of Yards and Docks (Y&D drawing Nos. 195-130, 195-131, 195-132, and 195-133).

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 3)

6. Alterations and additions: Built in 1941, the Assembly and Repair Hangar was altered as early as 1943 as a result of the changing nature of the work performed by the base. In 1943, the interior of the hangar included a machine shop, welding shop, storage room, sand blasting room, wing shop, mezzanine, and two offices. An engine overhaul room was created from the original propeller room in order to accommodate the base's engine overhaul duties. A steel monorail track in the former propeller room was in place by 1943, but it is unclear if this was an original feature or one that was added as part of the hangar's modifications to accommodate engine repair and overhaul. At this same time, the existing mezzanine was extended to the south, and the roof of this elevation was raised a few feet. The construction utilized masonry on the lower portion of the interior walls with wood above. The original concrete flooring was modified in the engine overhaul shop and the machine shop with the addition of wood. As was typical during this wartime period, interior doors from original construction were reused in other parts of the building as the construction dictated.

Alterations specified by plans prepared by NAS Dallas Public Works personnel and approved March 5, 1945, by NAS Dallas Public Works Officer, Philip B. Allen, called for a variety of changes to the south, west, and east elevations, including the installation of 8/8, wood-frame double-hung sash windows on the first floor of south elevation. However, this work was not carried out, as evidenced by the existing nine-pane windows. Other changes included the removal of an existing double door on the second floor and the installation of 8/8 double hung wood-sash windows. Two, two-panel doors with diamond shaped lights, a clerestory, and mezzanine extension with six-pane windows also were installed. The exterior of the remodeled area was finished with No. 106 siding. On the west elevation the existing exterior stairs were removed from the 1943 alterations and new 9/9, wood-frame double-hung sash windows and double doors with 48 lights were installed. On the east elevation new exterior stairs were constructed to access the second floor of the main hangar. A former door on the second floor was converted to double-hung wood-sash windows with 8/8 lights. New stairs were constructed and finished with a single wood door flanked by eight-pane windows. The roof areas of these modifications were finished with built-up tar and gravel. In May 1945, a small building on the east elevation of the hangar was constructed to house the air compressor, which was relocated from inside the hangar.

On June 15, 1945, additional changes were approved, this time for modifications to the south elevation. These plans were prepared by NAS Dallas Public Works personnel, and called for the addition of a one-story wing on the south elevation.

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 4)

It was constructed of eight-inch hollow tile, with 8/8, doubl-hung wood-sash windows on the west and east elevations. The south elevation had 6/6 and 6/12 windows. Nine-pane awning windows also were installed. The hollow tile of the exterior walls was finished with corrugated asbestos cement siding. To accommodate the new construction, existing construction was modified with the removal of banks of industrial windows and the bricking up of openings and the conversion of a double nine-pane awning window to a sliding door removed from a shop area. The roof over the new construction was finished with a tar and gravel roof.

In 1971, general repairs and maintenance were performed on the south elevation. from plans drawn by Department of the Navy, Naval Facilities Engineering Command. A new office space was constructed in the northwest corner of the building in 1979. Plans for this change also were drawn by Department of the Navy, Naval Facilities Engineering Command.

The hangar currently displays a north elevation that is largely intact except for the walls adjacent to the sliding doors. These have been finished with common bond brick veneer over what was probably terra-cotta block. The date of this change is unknown. The east and west elevations were significantly altered after 1943, with the application of brick veneer and the installation of steel-frame and awning industrial-type windows. These changes do not appear on any plans that were located during research efforts. The windows appear to date from between 1945 and 1955. The brick veneer appears to have been added later, and may have enclosed several older windows, but the actual date is unknown. Inside, the hangar originally was divided into several rooms for the repair and assembly of aircraft. At an unknown date the interior was reconfigured into two large areas, with hangar space at the front and office space at the rear.

The original corrugated asbestos panels were replaced with similar fiber-reinforced cement panels in 1993. The Public Works Department worked with the Texas Historical Commission to ensure the building's integrity was maintained.

B. Historical Context:

The Assembly and Repair Hangar is one of the oldest and most significant historic properties at NAS Dallas. Constructed in 1941 during the initial building program, the hangar was used to repair engines for planes being serviced at the base and thus played a critical role in the operation of NAS Dallas. The building

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 5)

dates to the founding of the base, which was originally know as the Naval Reserve Air Base (NRAB) Dallas. Authorization for the establishment of NRAB Dallas followed Congressional passage of the National Defense Act of 1940. The bill called for rapid U.S. military mobilization in case of war and was a response to increased tensions and armed conflict in Europe and Asia. Work began in the winter of 1940-1941, and NRAB Dallas was officially commissioned on May 15, 1941, even though none of the buildings were complete at the time.¹

The original layout of the base was relatively modest in scope. The Assembly and Repair Hangar and the Maintenance Hangar were the focal points of NRAB Dallas. They were most directly related to the base's primary mission as a school for primary solo flight training and ground crew instruction. Other buildings constructed contemporaneously played support roles in the base's operation. In its summary of wartime Naval construction activities, the 1947 publication *Building the Navy's Bases of World War II* reported that facilities at NRAB Dallas were identical to those of NRAB Atlanta and NRAB New Orleans.²

About eight months after the official opening of NRAB Dallas, the Japanese attacked Pearl Harbor, thus signaling the beginning of a new chapter in the history of the base. The United States declared war, and Congress allocated funds for new construction at NRAB Dallas and other military installations throughout the country. Subsequent building programs during World War II changed the base's physical character. Nonetheless, the Assembly and Repair Hangar remained a vital part of the operation of the Naval air base.

Records at the Public Works Office at the base indicate that Robert and Company of Atlanta, Georgia, designed the building. The firm also provided plans and specifications for other naval facilities in the state, including NAS Corpus Christi, NAAS Kingsville and NAAS Chase Field in Beeville, Texas. Because of its workload in the state, Robert and Company eventually opened a branch in Corpus Christi.³

The Assembly and Repair Hangar was smaller than the Maintenance Hangar (Building 20), but still featured an expansive open space where ground crews learned to repair engines of airplanes being serviced at the base. In 1943 the Navy retained Moore, Cooper, White & Moore of Houston, Texas, to prepare plans for modifications to the Assembly and Repair Hangar. The changes became necessary when the base was redesignated as an NAS and its mission expanded. The training of ground crews remained an important function at the base, but NAS Dallas became a key component in the servicing, preparation, and ferrying of

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 6)

combat-ready planes to other NASs. New activities, including engine overhaul, were undertaken in the Assembly and Repair Hangar.⁴

Since World War II, the Assembly and Repair Hangar continued to be used to repair and service aircraft engines. In 1993, the Base Realignment and Closure (BRAC) Commission recommended that the base be closed. Plans are underway to close NAS Dallas by 1998. Upon closure, ownership of the building will revert to the City of Dallas, which owns the land on which the building is located.

Notes

1. Emme, Eugene M., Lt. (jg.), USNR, "A History of Naval Air Station, Dallas, Texas," 15 October 1944, p. 5. Typescript on file at the Dallas Public Library, Archives Floor.
2. U.S. Department of the Navy, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940 - 1946*, 2vols. Washington: U.S. Government Printing Office, 1947, vol. 1, p. 233.
3. Plans and Drawings, 1945-1995, Public Works Department, NAS Dallas, Texas.
4. Emme, "A History of Naval Air Station, Dallas, Texas," pp.4-5.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Assembly and Repair Hangar is meritorious for its utilitarian form that is reflective of the theories of functionality associated with the design concepts of the Bauhaus.
2. Condition of fabric: The building is in fair condition and a large portion of its historic fabric is intact.

B. Description of Exterior:

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 7)

1. Overall dimensions: The Assembly and Repair Hangar measures 121 feet long, 162 feet wide, and 36 feet tall. It encompasses 22,600 square feet. The hangar is a small, open-bay hanger with one-story wings on the east and west elevations.
2. Foundation: The hangar has a concrete-slab foundation. A low concrete watertable is located on the north and west sides.
3. Walls: The hangar is clad with brick in a six-course common-bond pattern. The clerestory has fiber-reinforced cement panels that resemble the original corrugated asbestos siding. The south side of the building is constructed of terracotta block on the first floor and is finished with fiber-reinforced cement panels on the second floor. Wall areas on the north, east, and west elevations are finished with a brick veneer laid in a six-course common-bond pattern. Exterior walls of the east and west wings are brick. The east wing also includes some hollow clay tile as an exterior wall material.
4. Structural system, framing: The hangar utilizes a steel-frame and masonry structural system. The one-story east and west wings appear to utilize a terracotta tile and wood-frame masonry system. Trussed steel rafters support the roof of the hangar with conventional wood rafters used in the wings.
5. Porches, stoops, balconies, bulkheads: Access to the second floor on the south elevation is via steel stairs and a steel landing.
6. Chimneys: None
7. Openings:
 - a. Doorways and doors: The north end of the hanger opens to almost full width via eight, original, 16-panel steel-and-glass doors providing access to the adjacent concrete apron to the north. Within each of the 16 panels are six 16-light, fixed-pane, industrial-type windows. The doors are opened manually and stored in steel frames, known as "panel stacking racks," located on each side of the bay. Two metal roll-up doors and a metal door with a fixed-pane light are on the west side. A metal roll-up door is located on the south side. Only the large hangar doors appear to be original.

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)

HABS NO. TX-3408-F

(Page 8)

b. Windows and shutters: The hangar has an original clerestory with steel-frame industrial type windows. Original steel-frame windows with concrete sills are located on the east and west sides. Some windows on the west side have been replaced with metal vents. On the second floor of the south elevation, the hangar portion of the building has metal-frame, double-hung, sash windows, which are recent replacements for the original 1943 steel-frame awning windows. The windows on the first floor are the 1943 multipane, steel-frame awning and fixed-pane windows with brick sills. Windows on the east and west elevations are large, steel-frame fixed-pane and awning type with brick sills. Windows in the east and west wings are steel sash. The age of these windows is difficult to determine; they appear to have been installed between 1945 and 1955.

8. Roof:

a. Shape, covering: The hangar roof is gabled with an extremely slight pitch. At the rear of the hangar on the south elevation an extension of the main building mass is covered with a flat roof. The east and west wings also have a flat roof. All roof surfaces are built-up tar and gravel.

b. Cornice, eaves: The hangar has metal gutters and downspouts with cast-iron bases that fit into cast-iron drain grilles. The south elevation of the hangar portion of the building has a wood cornice and eaves. A steel ladder that provides access to the roof is located on the west elevation.

C. Description of Interior:

1. Floor plans:

a. First floor: The large interior of the hangar is divided in two. The north portion is open to the ceiling and provides space for the repair, maintenance, and storage of aircraft. The south portion is subdivided into office space. On either side of the hangar are work areas located in the side wings that extend along the building's length. The east wing has a north-south hallway that provides access to subdivided work areas on the east side of the hall. The west wing has been subdivided into work areas, a locker room, and bathrooms. The current floor plan has been altered from the original, which contained rooms of varying sizes for the assembly and repair of aircraft.

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 9)

- b. Second floor: The second-floor area is located at the south end, or rear of the hangar, above first-floor offices.
2. Stairways: A steel staircase at the south end of the hangar space provides access to the second-level offices.
3. Flooring: The flooring consists of a concrete slab. Flooring in the offices at the rear of the hangar is vinyl tile. Second-floor offices are carpeted. Flooring in the wings is concrete.
4. Walls and ceiling finishes: Most of the building has terra-cotta and concrete-block walls. The interior of the end wall of the south elevation is finished with dropped weatherboard siding. Offices on the first and second story, at the south end of the hangar, have sheetrock walls. The hangar has a wood ceiling with an exposed steel-truss system that supports the roof. The east wing is subdivided with plywood walls and serves as offices and a lounge area. Ordnance storage and maintenance areas are located in the west wing. Walls in both wings are unfinished. Ceilings in the east and west wing are unfinished and have steel trusses and a steel deck.
5. Openings:
 - a. Doorways and doors: Original sliding steel doors are located on the east and west sides of the hanger area and provide access into the wings. Fixed-pane lights in the door on the west side are painted. A two-part sliding door, lifted by pulleys, is located on the west side of the hanger. Other interior doors are steel set in steel frames or hollow-core wood doors. The interior steel doors appear to be original.
 - b. Windows: The clerestory windows appear to be mounted directly in the wall without the use of a surrounding frame.
6. Decorative features and trim: Except for those elements described in other sections pertaining to the interior, no decorative features and trim were identified.
7. Hardware: Awning windows in wings have steel lever latches. First-floor awning windows in the rear of the hangar have metal pull ring latches, and second-floor windows have clasp latches. Sliding doors have fixed handles or finger niches. Pulley door has inset door with a removed handle and latch. Exterior doors have metal knobs and push bars.

8. Mechanical Equipment:

a. Heating, air conditioning, ventilation: A York electric heating and air conditioning unit in the hangar provides heat to the office areas. Gas heaters suspended from the ceiling provide heating in side and rear bays. There are no original units.

b. Lighting: High-intensity discharge type lights, with either sodium or metal halide fixtures mounted in helmet-shaped metal shades, are suspended from the vaulted ceiling. In areas with a dropped ceiling, light is provided by fluorescent tubing.

c. Plumbing: There are two restrooms in the west wing. They rooms have replacement toilets, metal stalls and ceramic fixtures.

d. Other interior features: Electrical wiring in metal conduit attached to walls is found throughout the hangar. On the east wall of the hangar are several electrical boxes and numerous wires.

D. Site:

1. General setting and orientation: The Assembly and Repair Hangar faces north, onto a concrete apron area, and has a north-south orientation. When the base was built, the hangar was located as close to the flightline as possible to allow it to remain within the boundaries of the 30-acre Navy parcel. The hangar is located in the industrial area of the installation, which contains buildings devoted to the maintenance, repair, and operation of the base and of the aircraft around which the primary mission of the base revolved. The terrain is flat, with runways located west of the hangar, additional support buildings located to the north and south, Mountain Creek Lake to the east and south, and the administrative and personnel area to the east. The original Hensley Field facility is found to the north-northwest.

2. Historic landscape design: The area around the hangar is industrial and, thus, landscaping, except for the occasional small strip of grass, has not been included in the site design. Access to the hangar is via concrete aprons and asphalt streets. This treatment, which allows large access areas for aircraft, vehicles, and equipment, is in keeping with the historic character of the area. The immediate area around the hangar is paved with concrete. A narrow strip of grass is located between the east apron and the street.

PART III. SOURCES OF INFORMATION

A. Original architectural drawings: The original plans for the building were not located during research efforts. However, reproductions of an incomplete set of architectural drawings from the 1943 alterations are on file at the Public Works Department, NAS Dallas. These drawings list Moore, Cooper, White & Moore, Architects and Engineers, Houston, Texas, as the architects of record, and E .S. White as the architect in charge. Available plans include floor plans, sections, elevations of all but the north facade, and a foundation plan. Two drawings from 1945 generated by the Public Works Department at the base show plans for the construction of the second floor at the rear of the hangar. General information about repairs made to the building in 1971 are indicated on an elevation drawing generated by the Department of the Navy, Naval Facilities Engineering Command in 1971, and plans from the construction of an interior office in 1979 also are found in the Public Works Department at NAS Dallas. No decision has been made as to where the drawings will be moved when the base closes.

B. Early views: One early, undated view of the Assembly and Repair Hangar was located. In addition to the hangar, the photograph shows the larger Maintenance Hangar, the Paint and Dope Shop, the Heating Plant, the Pumphouse, the Water Cistern, the Water Tower and various other associated buildings. It appears to date from the late 1940s or early 1950s. Copies of this photograph, and others in the collection, can be obtained by contacting the Public Affairs Officer, NAS Dallas, Dallas, Texas. Other early views of the facility are held at the main branch of the Dallas Public Library in the NAS Dallas files.

C. Interviews: No interviews were undertaken to complete this form.

D. Bibliography:

1. Primary and unpublished sources:

Dallas, Texas. Naval Air Station, Dallas. Public Works Department. Plans and Drawings, 1945-1995.

Department of the Navy, Naval Facilities Engineering Command. Plans and Drawings, 1971 and 1979.

Moore, Cooper, White & Moore, Architects & Engineers, Houston, Texas,. Plans and drawings, 1943.

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 12)

NAS Dallas, Public Works Office. Plans and Drawings, 1945.

2. Secondary and published sources:

Crews, Joseph M., *A Historical and Architectural Assessment of Dallas Naval Air Station, Dallas, Texas*, 2 vols. Prepared for the Fort Worth District, U.S. Army Corps of Engineers, Fort Worth, Texas, 1 June 1994, vol. 2.

Emme, Eugene M. Lt. (jg.), USNR. "A History of Naval Air Station, Dallas, Texas." 15 October 1944. Typescript on file at the Dallas Public Library, Archives Floor.

U.S. Department of the Navy, Bureau of Yards and Docks. *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks, 1940 -1946*. 2 vols. Washington: U.S. Government Printing Office, 1947, vol. 1.

E. Likely sources not yet investigated: Information on NAS Dallas may be held in the National Archives, Washington, D.C., or in the architectural collections of the archives in Suitland, Maryland. These repositories will not be investigated for the purposes of this project.

F. Supplemental Materials: N/A

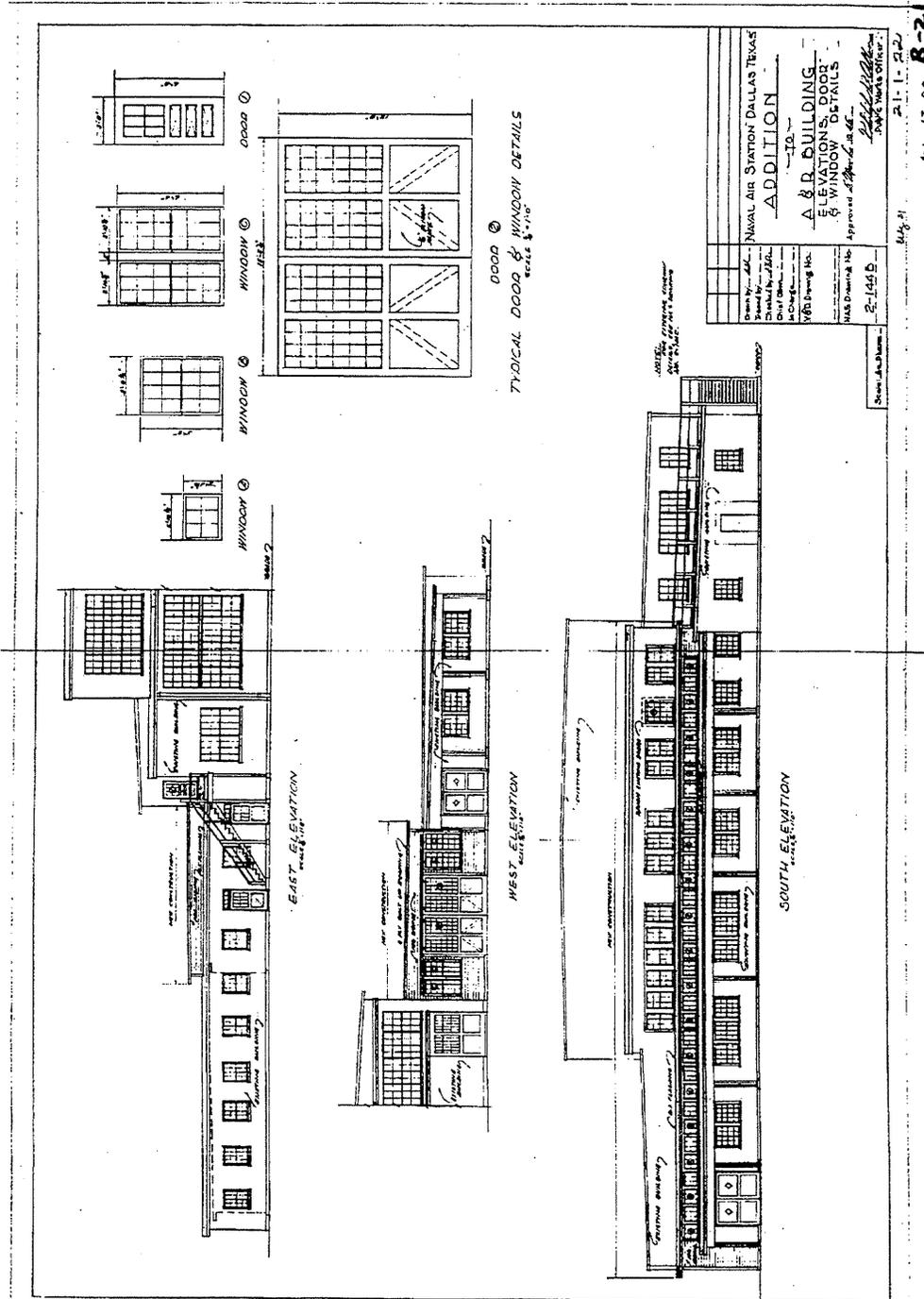
PART IV. PROJECT INFORMATION

The decision by the Defense BRAC Commission to close NAS Dallas and relocate needed activities to NAS Fort Worth (the former Carswell Air Force Base) triggered an assessment of the property's potential eligibility for the National Register of Historic Places (NRHP), as required by Section 106 of the National Historic Preservation Act of 1966, as amended. The Texas Historical Commission determined 12 buildings and structures in a portion of the base built for and associated with World War II Navy activities and two single-family officer's house and two adjacent lagoons built for and associated with Army Air Corps activities in the late 1920s and the 1930s to be eligible for NRHP listing. The Texas State Historic Preservation Officer, the Department of the Navy, and the Advisory Council on Historic Preservation are in the process of signing a Memorandum of Agreement requiring Historic American Buildings Survey (HABS) Level I documentation of the 14 buildings and structures and two lagoon areas. Through its Naval Facilities Engineering Command, Southern Division, with offices in North Charleston, South Carolina, the Department of the Navy contracted with Turner Collie & Braden,

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 21)
HABS NO. TX-3408-F
(Page 13)

Inc., of Houston, Texas, to oversee the preparation of the HABS recordation. Under contract with Turner Collie & Braden, Hardy•Heck•Moore & Associates, Inc. of Austin, Texas, gathered historical and architectural information, prepared a historic context and the HABS forms. Diane Elizabeth Williams served as principal investigator and project architectural historian. David Moore served as historian, Sara Kirtland was associate historian, and Elliott K. Wright gathered information for the architectural descriptions. Craig Melde, of ArchiTexas, Dallas, Texas, supervised the preparation of the measured drawings, Craig King served as project coordinator, and Stan Solamillo was the field coordinator. Measured drawings were drafted by members of the ArchiTexas staff. Tom Eisenhour recorded the historic resources with large-format black-and-white photographs.

NAVAL AIR STATION DALLAS, ASSEMBLY AND REPAIR HANGAR
 (NAVAL AIR STATION DALLAS, BUILDING 21)
 HABS NO. TX-3408-F
 (Page 17)



NAVAL AIR STATION DALLAS TEXAS
 ADDITION
 A & R BUILDING
 ELEVATIONS, DOOR
 & WINDOW DETAILS
 Approved by [Signature]
 Date: 1-1-48
 W.B. Dwyer, Inc.
 M.S. Drawing No. 2-145 D
 Show [Signature]

21-1-21
 B-21

