FAIRCHILD AIR FORCE BASE, ENGINE TEST CELL BUILDING
(Building 2150)
VICINITY OF SPOKANE
SPOKANE COUNTY
WASHINGTON

HAER No. WA-134-A

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

PHOTOGRAPHS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Columbia Cascades System Support Office
909 First Avenue
Seattle, Washington 98104-1060

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HISTORIC AMERICAN ENGINEERING RECORD

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(Building 2150) HAER NO. WA-134-A

Location:	Fairchild Air Force Base, Building No. 2150, near intersection of Arnold Street and George Avenue, Spokane County, Washington
Present Owner:	United States Air Force, Fairchild Air Force Base
Present Use:	Vacant
Significance:	The Engine Test Cell Building at Fairchild is significant on a national level for its contribution to the American military effort during WWII. It was an essential element of the Army Air Corps repair depot, which serviced both the Atlantic and Pacific theaters of combat. Reciprocal piston engine repair facilities of such a large scale became obsolete as jet engine aircraft replaced those powered by propellers. This building, and its equipment, is one of only a few remaining examples of such technology. In addition, this building is significant, at both the national and regional levels, for its role in the rebuilding of the American economy. The construction of the Army Air Corps repair depot had an immediate beneficial effect upon the city of Spokane and its environs. A devastating depression gave way to a new prosperity, albeit driven by military necessity.

INTRODUCTION

The Engine Test Cell Building, Fairchild Air Force Base Building No. 2150, was constructed in 1943 as part of a new Army Air Corps aircraft repair depot. The decision to build the facility, announced in 1941, was hailed by regional civic leaders as a major economic coup. During the construction and operation of the depot, it was the largest employer in the Inland Northwest. During WWII, planes used both in the Pacific and Atlantic theaters underwent testing and routine maintenance inspections at the facility. Much of the work was done inside a huge hangar that covered eleven acres. Testing of the large piston engines, however, required a separate unit, where noise and exhaust could be controlled. The Engine Test Cell Building, with its four foot thick concrete walls and extensive ventilation system, fit the bill. There the big engines could be mounted, run, viewed, and diagnosed with relative ease. Following the conclusion of WWII, activity at the depot lessened, but in 1947 it became a base of the newly created United States Air Force. Christened Fairchild Air Force Base in 1951, it has been a major factor in the regional economy ever since.

The Engine Test Cell Building was used for engine testing until about 1953, the B-36 bomber being the last type of plane serviced. By this time, the jet propulsion engine was quickly replacing the reciprocating piston engine. Jet engines required completely different testing facilities; units such as Building No. 2150 became obsolete. For a short time during the 1950s, the building's central office area was used by an intelligence unit. The structure's stark, bunker-like quality discouraged such use, however. By the early 1960s, the building was largely vacant. Since then it has seen sporadic use as an incinerator site, a bomb shelter and a storage facility. Items stored here have been few in number and have included hazardous waste material. Much of the original equipment still resides within the facility. Unheated and unlit for many years, it serves as a time capsule containing elements of a bygone technology. Demolition is scheduled for the near future.

STRUCTURE DESCRIPTION AND FUNCTION

The Engine Test Cell Building was constructed in 1943 as an integral part of the new Spokane Army Air Corps aircraft repair depot, a huge complex of over 250 repair, hospital, storage, and barracks structures. The centerpiece of the depot was the giant hangar in which most of the repair work was done. Its sliding doors were 55 feet high and 275 feet long; an area of over 11 acres was enclosed beneath the roof. The Engine Test Building, built adjacent to the repair hangar, was impressive in its own right. When the massive concrete structure was completed, the *Spokesman-Review* reported that it was "the size of a city block." This separate facility for testing engines was required because of the problems of noise, heat, and exhaust that

accompanied such work. The design of the building was driven by such considerations, in addition to concerns for protection during a hypothetical enemy assault.

In general, the building's function was fairly simple. Aircraft engines, in particular those of the new B-class bomber, were detached from the vehicles and mounted in specially designed cells. There they could be run, observed, and diagnosed. Crucial factors considered during the planning of the building included protection from excessive noise, temperatures, and vibration. The testing had to be done in chambers where exhaust gases could be ventilated and an unimpeded flow of air could be provided. Building No. 2150 satisfied all of these stipulations.

The Engine Test Cell Building is a multi-level poured concrete structure. It is a long, narrow rectangular building, oriented with its length following a southwest to northeast axis, and the front facade facing southeast (see photographs WA-134-A-1). The building's dimensional imprint measures 437 feet by 95 feet, encompassing an area of more than 40,000 square feet. Interior levels consist, basically, of a basement, a first and second floor, and a third floor/roof level. Beyond this, intermediate levels exist within this framework. The building was designed as a complex maze of halls and chambers; passing through the building often requires several level changes to reach an intended destination point. This baffling array of passageways may have been intended to inhibit the movement of temperature, noise, and air through the various spaces.

The workspaces within the building are arranged according to a symmetrical plan. The central section, measuring 194 feet by 95 feet, contains the largest room in the building, rising from ground level to the roof, in addition to various smaller office and storage areas. From this central portion, two identical wings, containing the engine test cells, extend, one to the northeast and one to the southwest. Each wing houses six test cells.

This building was designed strictly as a utilitarian structure. That, and the massive implementation of steel reinforced poured concrete, give it a severe appearance. The neat, symmetrical nature of the front facade is, however, quite striking. The central section of the front elevation contains the main entrance, which accesses the large room in the center of the building (see photographs WA-134-A-4 and WA-134-A-24). This massive concrete facade features the only attempt at decor on the entire building. Impressed into and across the top of the wall, standing out in bas relief, are the letters "ENGINE TEST BUILDING." These letters are executed in block capitals, modestly embellished with two geometric squares placed at each end of the lettering. Both the simple geometric decor and the unusual lettering are reminiscent of Art Deco design elements. The original plans called for the background of the lettering to be painted, permitting the white of the concrete to stand out in contrast. This striking effect is still apparent at the present time. The rest of this central facade wall is a plain sheet of poured concrete, 28 feet high, with a centrally located entry. The massive double metal swinging doors

are nearly 14 feet high. They are approached by a wide concrete sidewalk. Above the entry is a flat concrete canopy, semi-octagonal in shape. To the right of the main entry is a recessed concrete stairway, with retaining walls, allowing access to the basement via a set of heavy metal swinging doors. This stair was once covered by a gabled enclosure (see alterations).

The front elevations of the engine test cell wings display a stark but geometrically pleasing aspect (see photographs WA-134-A-3 and WA-134-A-25). The 25-foot-high concrete walls are dominated by what appear, from a distance, to be large entry bays. Closer inspection, however, reveals that these are actually louvered openings, 20 feet high and 20 feet deep. Created by walls of narrow concrete blocks placed about a foot apart, these openings were called "sound absorbing baffles" on the original plans. These noise dampening efforts gave rise to this kind of building's popular nickname, "Hush-house." On the front facade there is one such opening for each engine test cell. Behind each one is a full-height rolling steel shutter door, which was raised during testing. In conjunction with identical louvers along the rear of the building, these openings provided for the necessary passage of air through the cells and, at the same time, suppressed the noise of the roaring engines within. Each wing of the front facade contains six such baffled openings, two for each pair of test cells. Centered between each pair is a secondary front entry with metal swinging doors.

The northeast and southwest elevations of the building are plain concrete with no fenestration. The rear of the building features twelve louvered openings, corresponding to those in the front, each with its rolling steel shutter door (see photographs WA-134-A-2, WA-134-A-24 and WA-134-A-25).

Inside the front main door, a foyer opens into a spacious room with a high (ca. 25-foot) ceiling (see photographs WA-134-A-5 and WA-134-A-18). Originally, this room was intended for before and after inspection of the aircraft engines. That is where the engines began and ended their journey through the Engine Test Cell Building. Because the room is so large, the roof is supported by steel trusses spanning the considerable distance between the concrete walls. Near the center of the room is a large elevator platform which was used to lower engines into the basement, where they were distributed to the various test cells. This room was renovated in the 1950s (see alterations). Several secondary rooms, near the main entry, occupy this central main-floor space.

An enclosed concrete dogleg stair, located at the eastern corner of the main-floor central space, provides pedestrian access to the basement. At the basement level, this central space contains a maze of interconnected office and storage areas, all rectangular, but irregularly placed (see photograph WA-134-A-6). As originally planned and built, this space was another large room like the one above it (see photograph WA-134-A-16). It served as a large equipment room and receiving area for engines brought down the lift from the inspection room above. Separate rooms, located toward the front of the building, included the switchboard room, the transformer

vault, and the oil supply room. Most of the equipment from this space is gone. During the 1950s, the area was subdivided into the maze of office and storage rooms visible today (see alterations).

Also at the basement level is the longitudinal hallway that runs the length of the building, serving as interior access to all the testing cells (see photographs WA-134-A-8, WA-134-A-16 and WA-134-A-17). After the engines were inspected at the main level, they were lowered on the elevator to the basement passageway, through which they were transported, probably by some sort of cart, to the appropriate cell. Along this long hall can be seen the numerous pipes and conduits through which the building's various systems (electric, water, oil, etc.) once passed.

Each wing of the Engine Test Cell Building contains six testing cells, for a total of twelve. These are configured into six identical sets of two cells, with control and support rooms centered between each pair. The following description is of unit number 2, which contains engine testing cells 2 and 4. This is the unit most thoroughly surveyed, the one photographed for this report, and the one with the most intact equipment. All other units are similar, but more extensively cannibalized and deteriorated.

Perhaps the best way to describe unit number 2 is to follow the progress an aircraft engine would take as it underwent the testing process. The engine entered the unit at the basement level, being transported from the central inspection area and brought down the basement passageway. At the front (southeast) end of the unit is a vestibule containing an elevator (see photograph WA-134-A-9), which was used to raise the engine to the ground-floor level where the testing cells are located. Extending northwest from the lift, at the basement level, is a long, narrow room called in the plans "distribution room." The only equipment left in this room consists of pipe and conduit. At the back end of this room is a small storage space and a concrete dogleg stair that provides pedestrian access to the ground (first floor) level of the unit (see photograph WA-134-A-16).

Engines were brought from the basement level to the test cells by elevator, as described above. Like all the test cells, those of unit 2 occupy two levels, from the first (ground) level to the roof. Each cell is a large chamber, roughly cylindrical in shape and narrowed at the center (see photographs WA-134-A-10, WA-134-A-18 and WA-134-A-26). At each end of the cells are the rolling steel shutter doors that access the outside air through the louvered openings. Test cell 4, of unit 2, is the most intact of all the cells. Remaining equipment includes metal scaffolding that provided access to the testing mount, the mount itself, and an elevator platform once used to lift the heavy engines into place (see photographs WA-134-A-10 and WA-134-A-28). Each mount consists of a large tube. The rear of the engine was attached to the forward section of the tube, referred to as the barrel. The back section of the tube, the blower, held a large fan which provided a steady flow of air through the cell. Engine exhaust was released to the

atmosphere through large hoses and ducts and, possibly, through the louvers in the back of the cell. The mounting tube was subjected to substantial stress during testing and was held in position by large braided steel cables which are wrapped around the tube and anchored in the thick concrete walls of the cell. The mounting tube is further supported by a series of bracing assemblies. Large ventilation hoses suspended above the mount were used to further manipulate the flow of air and exhaust. Other features of the engine test cell 4 are recessed spot lights, a thick glass observation window to allow viewing from the second story control room, and a similar window allowing viewing from the first floor work room. On the test cell wall opposite these windows, a large mirror is visible from both observation posts.

Also on the first floor, between the test cells, is a long narrow room called in the plans "work room." It is identical to the "distribution room" below it, except for the window into the test cell. At the back end of this room is a restroom and a dogleg stair providing pedestrian access to the control room on the second floor.

From the top of the dogleg stair leading to the second floor, one enters a short vestibule. To the right and left are steel doors which open onto the scaffolding at the rear of the engine test mounts. Straight ahead, to the southwest, a steel door opens onto the control room (see photographs WA-134-A-11 and WA-134-A-20). During operation, the six control rooms were the nerve centers of the building. From there all the various systems used in the testing procedure were controlled. These systems included fuel, motor oil, electrical, ventilation, and water. The latter three were carried by lines running throughout the building. The fuel (gasoline) was brought from underground tanks in pipes which led to the roof and then into each control room. Oil was stocked in a basement storage room and pumped to each control room. All control rooms, six in number, are basically similar, including those of unit number 2. Two large instrument consoles, one for each adjacent cell, dominate the room (see photograph WA-134-A-12). Even though the consoles of unit number 2, controlling test cells 2 and 4, have been partially cannibalized, they still display a dizzying array of dials, levers, switches, indicators, pipes and tubing. Behind each console is a thick glass window that allowed the engine to be viewed during testing. When an engine was mounted and ready, the metal doors accessing the cell were shut and secured and the front and rear rolling steel shutter doors were lifted. The engine could be started and run from the relatively quiet safety of the control room and observed through the windows. Console instruments controlled engine operation while gauges and other indicators informed workers of engine performance.

At the southwest end of each control room are four closets containing equipment related to the control consoles. The innermost closets, which are partially constructed of wired glass, held an immediate oil supply that was kept on a heavy-duty Toledo scale. The scales, which remain in most control rooms, were probably used to determine the amount of oil available. The other closets are completely enclosed by walls and house oil cooling equipment.

Above the control room is a long, narrow equipment room with the same dimensions as the three chambers beneath it (see photograph WA-134-A-13 and WA-134-A-22). A concrete dogleg stair leads from the northwest end of the control room into a room called "equipment room" on the original plans. This contains a multitude of equipment and fixtures, including electrical switch boxes, thermostats, and solenoids. Piping for the fuel, oil, and water systems also passes through here. A large part of the equipment consists of blowers and ductwork related to the ventilation system. Like the other equipment rooms, that of unit number 2 extends above the second level onto the roof. A door provides access to the roof, which features 12 air conditioning cooling towers, one for each test cell (see photographs WA-134-A-14 and WA-134-A-22). Also visible on the roof is the housing for the rolling steel shutter doors, ventilation ductwork, and miscellaneous piping. The flat portions of the roof are sealed with built-up tar and gravel. Lack of maintenance has compromised water drainage, which is why the building has suffered from leakage due to cracking of the concrete superstructure.

ALTERATIONS IN APPEARANCE AND FUNCTION

The exterior appearance of the Engine Test Building has changed very little since its construction in 1943. In 1967, a sheet metal covered, wood-frame gabled enclosure was built over the basement access stairway to the right of the main entry. This structure was not included in the original plans. It does appear, however, in a historic photograph dated ca. 1975 (see photograph WA-134-A-15). The imprint of where this extension joined the main structure is still visible today. The same photograph also shows the two other major changes that have occurred to the front facade. Engine test cell 5 (third cell to the left of the main entry) has had some of the central louvers removed, allowing vehicle access to the rolling steel door behind them. Engine test cell 12 (six cells to the right of the main entry) has had all of the louvers removed, essentially creating a large vehicle bay accessing the rolling steel door. No other changes are visible on any of the building's exterior elevations.

The last time engines were tested in Building No. 2150 was 1953. Since then most of the building has been unused. The major reuse of this structure was in the 1950s when an intelligence unit occupied the central part of the building. That use required extensive renovation. The large basement and receiving room was subdivided into numerous office and storage spaces, which the intelligence unit used. The remnants of world maps survive on some of these walls (see photograph WA-134-A-7). The large main-floor inspection room also underwent extensive renovation. Workers built a wood-frame room within a room, with a false ceiling of acoustical panels (see photographs WA-134-A-5 and WA-134-A-29). Tile was laid on the floor, chairs and ashtrays were installed, and a low wood stage was built. This area was then used as a briefing room for members of the intelligence unit. At present the chairs and ashtrays are stacked in a corner, the floor tile is broken and scattered, and nothing remains of the drop ceiling except the twisted t-bar which once supported it.

The intelligence unit appears to have vacated these quarters by the early 1960s. During its next use, parts of the building were used to burn classified documents. Large iron incinerators remain in test cells 1 and 3. Stove piping connects them to holes in the ceiling once used to vent engine exhaust. Probably connected with this phase of building use is a concrete block wall in the basement, installed in 1969. The wall barricades the southwest wing of the building from the rest of the structure. A large bank-vault type door that once barred passage through this wall now swings free.

PRESENT CONDITION

Aside from the obvious changes described above, the Test Cell Building has undergone routine maintenance and minor modifications. Removal, cannibalization, and deterioration have taken its toll on the interior equipment. Test cells 2 and 4, those which were photographed, appear to retain more integrity in this respect than the others. Much of the damage within the building is due to lack of maintenance to the concrete superstructure of the building. Although the concrete structure was protected from cracking through the use of expansion joints, damage from settling and temperature variance was inevitable. If cracks are not repaired, leaks allow water to hasten further deterioration, especially in winter when freezing temperatures occur. This problem is compounded by failure to keep the roof drainage systems clear. At present, moss growth and debris accumulation prevent adequate water runoff. These conditions have resulted in the building's being riddled with cracks. Water stands in pools, some no doubt contaminated. Much of the building interior drips like a limestone cave, which, in fact, it resembles. The lime used in the concrete has leached out with the dripping water, forming narrow stalactites, in places up to a foot long.

HISTORIC CONTEXT

The Engine Test Cell Building, Fairchild Air Force Base Building No. 2150, was constructed in 1943 as a component of a new Army Air Corps repair depot located near Spokane, Washington. The selected location was in a vicinity long referred to as the Spokane Plains, where a skirmish between regional Indian tribes and a military expedition led by Colonel George Wright occurred in 1858. A monument memorializing this event can be seen near the present site of the Air Force Base. Following white settlement of the area, the land was put to agricultural use. Early settlers referred to the vicinity as White Bluff Prairie, perhaps because most arrived on a trail that originated at White Bluffs, the head of navigation on the Columbia River. The trail was one of the earliest direct road links to Spokane. Farms in the vicinity tended to be only marginally successful, plagued by persistent strong winds and a lack of water. Growers attempted to establish a fruit orchard industry, devising a grandiose plan to irrigate the

land with water diverted from nearby Silver Lake. But the lake did not replenish itself as expected. In 1922, after Silver Lake had been reduced to a mere pond, the irrigation plan was abandoned and the orchards reverted to grain growing. Another problem for early farmers in this area was a lack of transportation. This situation was resolved when the Great Northern Railroad was built through the vicinity in 1891. In 1892, a new station, called Galena, was established along this route. For many years farmers in the Spokane Plains area brought their grain here to be shipped to market. In 1941, it was part of the location chosen for the proposed Army Air Corps repair depot.

The year 1941 was a pivotal year for Spokane and the nation at large. Much of the country was still in the grip of the Great Depression. Spokane had been decreasing in population and business growth was at a standstill. Looming was the prospect of American involvement in the widening conflict that had begun in Europe in 1939. In response to the volatile international situation, the United States Army moved to beef up its air defenses. At that time the Air Force did not exist as a separate command; airborne units operated under the auspices of the Army Air Corps. Perceiving that airplane repair would become a serious consideration in the near future, the Army proposed to build four repair depots at strategic points within the United States. Such contracts were much coveted by American cities, for they promised an economic boom to those communities selected, a ticket out of the Depression.

Although several cities vied with Spokane over the air depot contract, the most serious contender was Everett, Washington. Like Spokane, Everett had offered to purchase land upon which to build. Located on the heavier populated western side of the state, Everett possessed more political clout. Spokane, however, had the advantage of being further inland and thus safer from possible air attack. Furthermore, Spokane had the assistance of a dedicated lobbyist, businessman, and flying enthusiast James A. Ford. The story of early aviation in the Spokane area was practically written by this man. In 1920, he was largely responsible for the establishment of Felts Field, Spokane's first airport, located on the eastern edge of the city. Sensing the need for a larger installation, Ford was instrumental in persuading Spokane County Commissioners to purchase land west of Spokane for use as a landing field. That field, known as Sunset Airport, was quickly acquired by the Army Air Corps and renamed "Geiger Field" in 1940. It was James Ford who had attracted the attention of the U.S. Army. When he heard that they were looking for a location for a repair depot, he energetically promoted Spokane. Ford appeared to have lost his fight, however, when it was announced that Henry Jackson, then a Washington State Representative to Congress, would fly from Washington D.C. to Everett to make an "important announcement" about the depot. The lucky community prepared a gala reception, scheduled for August 2, 1941. Mysteriously, Jackson's plane reportedly "pancaked" just after takeoff. Shaken after the forced landing, Mr. Jackson declined an invitation to a second plane. The reception in Everett never took place, and the decision over location of the repair depot was delayed for an additional month.

On September 10, 1941, Representative Charles H. Leavy announced that Spokane had been selected as the site of the depot. The next day headlines in the *Spokesman-Review* announced to a jubilant city that the $20,000,000 project was theirs. The news was stunning to a town suffering from years of economic stagnation. According to the Chamber of Commerce, "No single development in the history of Spokane approaches the magnitude of this project." It was expected that over 5000 people would work at the depot, with a payroll of at least $8,000,000. Most importantly, more than 2800 civilians would be given desperately needed jobs. Despite the gathering clouds of war, the community was ecstatic. Civic leaders rushed to support the project, donating money to purchase the needed land. At one Davenport Hotel luncheon, $40,000 was raised in thirty minutes. Through various sources, $110,000 was quickly raised, including a $10,000 dollar contribution from Washington Water Power.

In October, the news got even better, when Army officials increased the projected size of the depot from 1500 acres to 2400 acres. By end of November the land had been chosen and the occupants given notice to vacate. This was the downside of the project: Over twenty private plots were surrendered, including those of farm families counted among the vicinity's earliest settlers. The need to complete the depot, however, became more urgent as America plunged into war. Many months of grading and foundation work were required before construction could begin. By March, the project estimate of plant employees was raised to 8000. It was expected that at least 30 per cent of the trained work force would consist of women, a telling comment on the changing status of women in American society. This phenomenon was not only due to a shortage of manpower during the war, but was indicative of new attitudes concerning the role of women in the United States.

The depot project continued to grow in size, surpassing all expectations. At its peak the facility employed 10,000 civilians, with a yearly payroll of $22,000,000. By January of 1943 the project was nearing completion. It included 97 industrial buildings, 15 hospital buildings, and 150 barracks structures. The airplane repair building got the most press because of its enormous size. This hangar-style structure, still in use today, covers 11 acres. The engine test cell building was usually mentioned second, however. A newspaper articled described it as "the size of a city block."

In June, 1943, a mile-long concrete runway was completed at the depot and the first big bomber, a B-17, landed for a thousand-hour servicing. The depot was heavily employed throughout WWII, servicing aircraft from both theaters of the war. Following that conflict, the depot continued to be an important factor in the new order following the Allied victory. Tensions generated by the Cold War now drove continuing use of Building No. 2150. In 1947, the United States Air Force was created as a separate command. The repair depot and airfield were transferred to the Fifteenth Air Force unit. In 1951, the name of the facility was officially changed to Fairchild Air Force Base, in honor of General Muir S. Fairchild, an officer who had recently died while on duty. After 1947, the engine test cell building was used to repair the new

B-29 bombers. Following 1950, B-36 bombers were serviced at the base. The big propeller driven craft were becoming obsolete, however, destined to be replaced by jet propelled planes like the B-52. In 1953, the repair depot was decommissioned. That was the last year that airplane engines were tested in Building No. 2150.

During the mid-1950s, part of the Engine Test Cell Building was renovated for use by an Air Force intelligence unit. The central section of the building was converted to a briefing room on the main floor and offices on the basement level. After the intelligence unit moved on to other quarters, probably in the early 1960s, the primary use of Building No. 2150 was as a facility for the burning of classified documents. This was done in several of the test cells, where incinerators were operated. Smoke was evacuated from the building through holes once designed to vent engine exhaust. This practice was probably terminated in the 1970s. During the 1960s and 1970s, the building was used to store electrical transformers and PCBs, a known carcinogen used to cool electrical parts. Most of this material was subsequently removed, but some traces still remain in the building. Also during the 1960s, the Engine Test Building was the site of a fallout shelter, and was supplied with stocks of water, food, and other provisions. The building has not been used for its originally intended purpose since 1953 and the greater portion of the structure has remained unused and vacant since then.

SUMMARY

The Engine Test Cell Building, Fairchild Air Force Base Building No. 2150, is of national and local significance, due to its WWII engine testing activity and its role in ending the economic stagnation brought on by the Great Depression. The building played a part in the war effort that led to the emergence of the United States as a major power. By the mid-1950s, however, Building No. 2150 had become obsolete, its importance eclipsed by the passing of the reciprocal piston engine bomber. The building was never again adapted to a use that fully utilized its considerable floor space. Years of neglect have reduced it to a near ruin, a sprawling remnant, an artifact reminiscent of military and ideological conflicts of the past.

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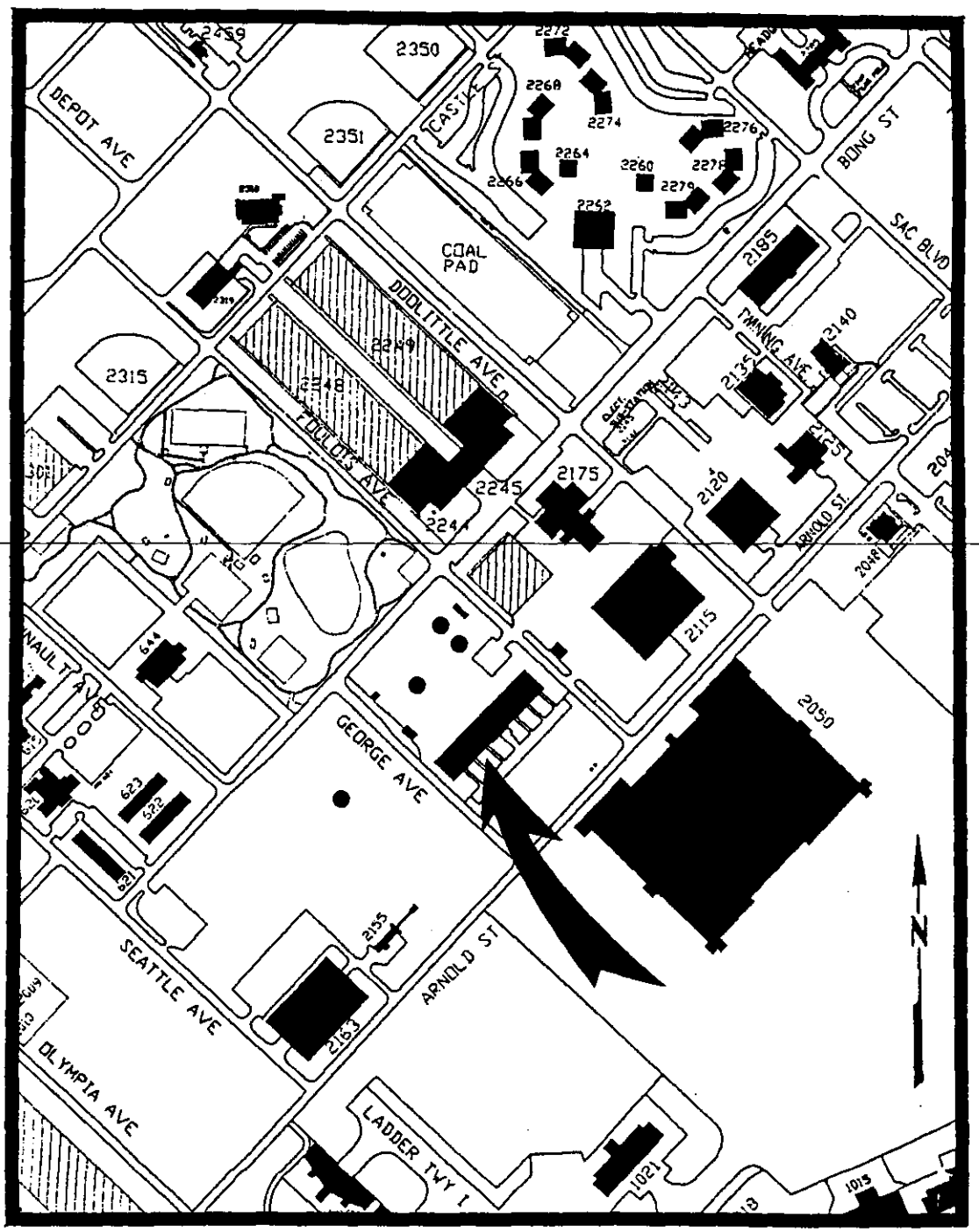

Location of Engine Test Cell Building No. 2150, Fairchild Air Force Base.