

**CAPSULE SUMMARY**  
Glenn L. Martin Airport and Plant  
BA-2081

The physical development of the Glenn L. Martin Airport Company Plants and Airport resulted from three building campaigns. This first construction effort known as Plant #1 produced buildings A, B, C, and D, designed by the noted industrial architectural firm of Albert Kahn Associated Architects and Engineers of Detroit. These buildings are now occupied by the Lockheed Martin Corporation.

The Martin State Airport, originally known as the Glenn L. Martin Airport, was built in 1938 and operated as a testing and exit facility for military aircraft manufactured at the nearby Glenn L. Martin plants. Paul E. Tignor, the engineer in charge of the development and construction of the airport facilities, developed a tough, durable, low-cost surface material for use on the airport runways. Now known as the Middle River Depot (BA-2824), Plant No. 2, constructed in 1940-1941 to mimic the additions of Plant No. 1, was devoted solely to production of the B-26 Marauder Medium Bomber, a highly effective engine of destruction that won respect from Allied air force crews and commanders during World War II.

Although the construction of Plant 1 predates the construction of the airport, the heart of the complex is formed by a Streamlined Moderne brick terminal building flanked by six industrial hangars, three to either side. Constructed on the west side of a peninsula formed by Frog Mortar Creek and Dark Head Creek, the terminal and hangars form an inverted V-shape that points to the runways to the east. The runways run northwest-southeast and span a total of 8100 feet with sea ramps at the tip of the peninsula. A number of modern support buildings are located at the southeast end of the peninsula. The eastern portion of the complex is occupied by the Maryland Air National Guard and comprises mainly non-historic buildings.

*Jmg*

MARYLAND HISTORICAL TRUST  
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. BA-2081

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1. Name of Property

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historic name Glenn L. Martin Airport and Plant  
common/other name \_\_\_\_\_

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2. Location

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street & number Eastern Boulevard not for publication \_\_\_\_\_  
city or town Middle River vicinity \_\_\_\_\_ state Maryland code MD  
county Baltimore code 005 zip code 21220

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3. State/Federal Agency Certification N/A

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4. National Park Service Certification N/A

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5. Classification

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Ownership of Property (Check all that apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing		Noncontributing	
<u>5</u>	<u>68</u>		buildings
<u>0</u>	<u>0</u>		sites
<u>1</u>	<u>0</u>		structures
<u>0</u>	<u>0</u>		objects
<u>6</u>	<u>68</u>		Total

Is this property listed in the National Register?

Yes \_\_\_\_\_ Name of Listing \_\_\_\_\_  
No

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6. Function or Use  
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Historic Functions (Enter categories from instructions)

Cat: <u>DEFENSE</u>	Sub: <u>Air Facility</u>
<u>INDUSTRY</u>	<u>Manufacturing Facility</u>
<u>TRANSPORTATION</u>	<u>Air-Related</u>

Current Functions (Enter categories from instructions)

Cat: <u>DEFENSE</u>	Sub: <u>Air Facility</u>
<u>INDUSTRY</u>	<u>Manufacturing Facility</u>
<u>TRANSPORTATION</u>	<u>Air-Related</u>

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7. Description  
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Architectural Classification (Enter categories from instructions)

Streamlined Moderne  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation Solid: Concrete  
roof Flat: Synthetic  
walls Masonry: Brick, Stretcher  
other \_\_\_\_\_  
\_\_\_\_\_

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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8. Statement of Significance  
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Architecture  
Engineering  
Military  
Transportation

Period of Significance 1929-present  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates 1929  
1938-42  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)  
Glenn L. Martin

Cultural Affiliation Undefined  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder Albert Kahn  
\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References  
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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Brooks, Neal. *A History of Baltimore County*. Friends of Towson Library. Towson: 1979.

Brooks, Neal and Parson, Richard. *Baltimore County Panorama*. Baltimore County Public Library. Towson, Maryland: 1988.

Entry's for Glenn L. Martin in *Current Biography*, 1943.

Entry's for Albert Kahn in *The National Cyclopedia of American Biography*, V. 31, 1944.

Fitch, James Marston. *American Building: The Historical Forces That Shaped It*. Schocken Books, New York, 1973.

Handlin, David P. *American Architecture*. Thames and Hudson, London, 1985.

Hildebrand, Grant. *Designing for Industry: The Architecture of Albert Kahn*. The MIT Press, Cambridge, Massachusetts, 1974.

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Scully, Vincent. *American Architecture and Urbanism*. Praeger Publishers, New York, 1969.

Still, Henry. *To Ride the Wind: A Biography of Glenn L. Martin*. Julian Messner, In., New York, 1964.

**Articles:**

"Collier Trophy to Glenn L. Martin." *Popular Science*. June, 1933.

"Don't Ever Change (Coming Home)" Guroff, Margaret. *Baltimore Magazine*, October, 1996. p. 144.

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"From Barnstorming to Bombers." Burlingame, Roger. *Popular Science*, September, 1941. Volume 139, No. 3.

"Glenn L. Martin" entry in *Current Biography*, February 1943.

"Glenn L. Martin Awarded Trophy." *Baltimore Sun*. May 25, 1933.

"Glenn L. Martin To Be Buried in California." *Baltimore Sun and Evening Sun*. December 5, 1955.

"Martin Marietta: 60 Years in Baltimore." *The Star Martin Marietta Aero & Naval Systems*, October, 1989.

"Middle River As a 5-Family Town." *Baltimore Sun*, November 28, 1954.

"Rosie the Riveter: We Can Do It." *The Towson Times*, April 12, 1995.

"See You Tomorrow in London." Davis, Forrest. *Saturday Evening Post*. August 14, 1937.

"When Middle River was Mr. Glenn Martin's Territory." *Baltimore Evening Sun*, November 16, 1979.

**Pamphlets and Brochures:**

"A Historical Account of White Marsh, Baltimore County, Maryland," 1974. Baltimore County Public Library, Essex Branch.

Martin Company. "Box Kites to Bombers, The Story of the Glenn L. Martin Company," Thomsen, Ellis, Hutton and Company: Baltimore, Maryland, 1960. Baltimore County Public Library, Essex Branch.

Martin Company. "Plane Facts," Martin Company, Baltimore, 1960. Baltimore County Public Library, Essex Branch.

Martin Company, Public Relations, Baltimore Division. "A Half Century of Flight: The Martin Company Story," 1965. Baltimore County Public Library, Essex Branch.

Martinak, George. "A Short History of Essex and Middle River," Essex Community College. Essex: May 1963. (Published pamphlet available at the Maryland Room, Enoch Pratt Library)

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Northeast Baltimore County Historical Committee. "A Trip Into the  
Past," undated. Baltimore County Public Library, Essex Branch.

**Reports and Files:**

Berger, Louis & Associates. *Archaeological Reconnaissance and  
Architectural Evaluation Middle River Depot, Middle River,  
Maryland.* U.S. General Services Administration, Region 3, 1993.

"Glenn L. Martin Airport" Vertical File at Maryland Historical  
Trust, Crownsville, MD.

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10. Geographical Data  
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Acreage of Property 750 Acres

**Verbal Boundary Description (Describe the boundaries of the property.)**

The Glenn L. Martin Airport is located on a peninsula formed by Frog Mortar Creek and Cow Pens Creek and bounded by Eastern Boulevard to the north.

**Boundary Justification (Explain why the boundaries were selected.)**

The Glenn L. Martin Airport has been historically associated with this peninsula since the original purchase of the land by Martin in 1929.

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11. Form Prepared By  
=====

name/title Andrea Bakewell Lowery, Architectural Historian  
organization Traceries date August 20, 1997  
street & number 5420 Western Avenue telephone 301/656-5283  
city or town Chevy Chase state MD zip code 20815  
=====

12. Property Owner  
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name Martin State Airport  
street & number 701 Wilson Point Road telephone \_\_\_\_\_  
city or town Baltimore state MD zip code 21220

name Maryland Air National Guard  
street & number 2701 Eastern Boulevard telephone \_\_\_\_\_  
city or town Baltimore state MD zip code 21220

name Lockheed Martin Corporation  
street & number 103 Chesapeake Park Plaza telephone \_\_\_\_\_  
city or town Baltimore state MD zip code 21220  
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The physical development of the Glenn L. Martin Airport Company Plants and Airport followed three building campaigns. Plant #1 was constructed in 1929, and expanded in 1937 and 1939. Construction continued at Plant #1 through 1943 when the final building was completed; the Glenn L. Martin Airport begun in 1938 and completed in 1941; and Plant #2 constructed between 1940-1941. Now known as the Middle River Depot (BA-2824), Plant No.#2 repeated the design for the 1937 and 1939 additions to Plant No. #1.

Although the construction of Plant 1 predates the construction of the airport, the heart of the complex is formed by a Streamlined Moderne brick terminal building flanked by six industrial hangars, three to either side. The hangars, originally steel frame structures set on concrete foundations and clad in concrete block, were covered in aluminum siding in 1984-85.

Constructed on the west side of a peninsula formed by Frog Mortar Creek and Dark Head Creek, the terminal and hangars form an inverted V-shape that points to the runways to the east. The runways run northwest-southeast and span a total of 8100 feet with sea ramps at the tip of the peninsula. A number of modern support buildings are located at the southeast end of the peninsula. The eastern portion of the complex is occupied by the Maryland Air National Guard and comprises mainly non-historic buildings.

To the west of Cow Pens Creek is the original Plant #1, now Lockheed Martin's main building at this site. Plant #1 was constructed as four buildings, one of which has since been demolished, and employed both Kahn's industrial style and the popular Art Deco style. The steel frame buildings, originally clad in concrete block and stone, have been covered with aluminum siding. To the north of the A building, the westernmost of the four parts of Plant #1, is the Administration Building. The Administration Building, an Art Moderne-style building faced in stone, currently retains its historic form but has been covered in aluminum siding. Lockheed Martin has further altered the original appearance of Plant #1 with the construction of a number of non-historic buildings around this plant.

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**TERMINAL BUILDING:**

The Streamlined Moderne-style terminal building, designed by Albert Kahn and constructed 1938-40, faces the main runway. Three stories at the facade, and four stories at the rear elevation, the building is sited on a steep hill. The terminal is set on a concrete foundation and clad in brick laid in stretcher bond. The first two stories create a base with rounded corners and the walls of the terminal step in above the second story.

Typical of the style, the horizontal banding of the building is emphasized through the placement of windows and stone accents. Steel, 4-light ribbon windows wrap around all elevations. The horizontal banding of the building is further emphasized by the stone sills, lintels, and coping that bend around each elevation.

The rounded, banded metal marquees above the doors and above the central third story windows at the side elevations reinforce the horizontal nature of the terminal building.

A central vertical element is introduced in contrast to the horizontal emphasis at the facade and rear elevation. The symmetry of these elevations highlights the central entrances with their rounded, banded steel marquees, the solid brick central pavilions with their interior tall, narrow glass block windows, and the tower at the top of the building.

Since the original construction of the terminal building, the appearance of the building has been altered through the enclosure of the fourth story and the replacement of the original double-leaf doors with aluminum and glass storefront doors.

**HANGARS 1-3**

Hangars 1, 2, and 3, although originally planned as distinct buildings, were constructed as one building divided into three equal bays. Designed by Albert Kahn and constructed 1938-40, these hangars are located northwest of the terminal building. The concrete foundation of the hangars is rectangular in plan, and the flat roofs of these steel frame, industrial buildings are supported by trusses. The original siding has been obscured by aluminum cladding that was applied in 1984-85. Rolling steel and glass hangar doors remain intact at the front of each bay.

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**HANGARS 4-6**

Hangars 4, 5, and 6 were also originally planned as separate buildings but were constructed as one building divided into three equal bays. Designed by Albert Kahn and constructed 1938-40, these hangars are located southwest of the terminal building. The concrete foundation of the hangars is rectangular in plan, and the flat roofs of these steel frame, industrial buildings are supported by trusses. The original siding has been obscured by aluminum cladding, which was applied in 1984-85. Rolling steel and glass hangar doors remain intact at the front of each bay.

**PLANT #1**

Plant #1 was originally composed of the A, B, C, and D buildings. The A Building, constructed in 1929, forms the westernmost part of Plant #1. The B and C buildings form the central and eastern portion of Plant #1. The D building, originally located at the rear (south) of Plant #1, has been demolished. Various additions have been constructed around the perimeter of the building.

Although the base of Building A has been obscured by these small-scale steel frame, flat roof additions, the original roofline of Building A remains visible at the west elevation of Plant #1. This roofline, distinctly industrial in form is divided by flat roof monitors with sloping clerestory walls that run east-west.

Building B, a large seven-bay building which extends along the east elevation of Building A, was designed by Albert Kahn and constructed in 1937. This multi-story, steel frame building remains visible at the north and east elevations. The lower portion of the east elevation is now obscured by the C Building, and the north elevation has been clad in aluminum siding, obscuring most of the original material. Original hangar doors with steel windows remain evident at the north elevation, but these have been painted in, camouflaging them. The original roofline of the B building, a series of seven monitors, only remains evident from the east.

The C Building, also a Kahn building, was erected in 1940 to the east of the B Building. This building, seven bays deep, has also been clad in aluminum siding. The form remains intact, as expressed by the flat roofline pierced by seven parallel gables.

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The main entrance to the plant is located within the glass-enclosed first story of the north elevation of the B building. Irregularly placed metal single-leaf and overhead doors pierce the first story of the east and west elevations (the A and C buildings). Metal hangar doors mark the south elevation of the Plant.

**ADMINISTRATION BUILDING:**

Constructed in 1929, the Administration building was sited north of the A Building. The Administration Building was designed in the Art Deco style. Constructed of stone, the one-story building was symmetrical with a projecting entry vestibule and flanking wings; stylized fluted pilasters divided the building into eleven bays.

The building has been completely clad in aluminum siding, and the original windows have been replaced with metal hopper and fixed light windows.

**NON-HISTORIC BUILDINGS, CIVILIAN AIRPORT PROPERTY**

A number of modern buildings have been erected on the civilian property associated with the airport. These include the following:

To the northwest of Hangers 1-3, additional hangers have been constructed. These include Hanger 7 (erected 1997) and a series of Corporate Hangers (erected circa 1985-87). The modern hangers reflect their utilitarian nature. Rectangular in footprint and set on a concrete foundation, each building is clad in aluminum and covered with a flat roof.

Immediately south of Hangers 4-6 is a small, modern office building. The building is set on a concrete foundation and clad in fluted metal siding. A flat roof covers the structure, and metal sash windows pierce the walls.

At the west edge of the airport is a small electrical vault constructed of brick laid in stretcher bond and covered with a shed roof.

At the center of the peninsula are a number of portable hangers, boxy, metal-clad structures with slight gable roofs.

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A long, narrow storage building stands near Stansbury Creek. Rectangular in plan, this building is clad in blue metal siding and covered with a slight gable roof. South of this storage building are a substantial maintenance building and three additional maintenance sheds. The largest of the building, the steel frame, one-story maintenance building is set on a concrete block foundation, clad in fluted metal siding and covered with a flat roof. Multi-light pivoting steel windows pierce the walls, and access is provided through large overhead doors. Two of the maintenance sheds are modest steel frame buildings clad in corrugated metal and covered with corrugated metal gable roofs. The third shed is a concrete block structure with a flat roof and a gable roof, steel frame extension.

Near the center of the southern portion of the peninsula are the nuclear testing facilities. Three concrete block buildings with flat roofs, initially used for performing nuclear tests, are located along a dirt road.

To the southwest of the testing facilities are two beehive silos.

At the tip of the peninsula are several buildings used by the Maryland State Police. These include two hangers and an office building. The two-story, steel frame hangar is rectangular in plan and clad in metal siding. The butterfly roof is also covered in metal siding. The two stories are marked at the side walls with 2-light, sliding metal windows. A second hangar is located to the south of the larger hangar. The two-bay building is clad in metal siding and covered with a combination of shed and gable roofs. West of the hangar is a one-story, flat roof, concrete block office building that faces the water.

At the water's edge are the original sea plane ramps associated with the property.

**NON-HISTORIC BUILDINGS, AIR NATIONAL GUARD AIRPORT PROPERTY**

There are a number of buildings associated with the Air National Guard Property at the eastern edge of the airport, but only one structure is historic, dating from the Martin period of development. The Air National Guard took possession of the site in the late 1950s and has built the rest of the buildings on the property.

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At the northern end of the property is a Maintenance Hanger. The hangar combines a large open bay with office space. The office spaces are marked with brick and cast panels with ribbon windows. The hangar extends above and is clad with metal siding. Grouped around the hangar are a number of buildings that date from the late 1950s, when the Air National Guard acquired the site, through the late 1960s. These buildings are set on concrete foundations, constructed of Econobrick laid in stretcher bond, and covered with flat roofs. These include the Fire Department, Supply and Equipment Warehouse, Maintenance Dock, Clinic, and Hazardous Materials Storage. To the north is the fire station, which dates from the 1980s. The base of the building is concrete block, and the upper portion of the walls and the gable roof are covered with corrugated metal siding.

To the southwest of Hercules Boulevard, bordering the airfield, are three hangars. These hangars combine office space with aircraft bays. The buildings are steel frame in construction, and the first story of the northeast elevation of each building, used as office space, is clad in concrete block. Fixed metal windows provide light to these areas. The hangar facility itself extends above the office space and is clad in metal siding and covered with a flat roof.

The buildings along Hercules Boulevard, parallel to Eastern Boulevard, date from 1983-4 and were constructed by the Guard as their offices. These buildings are set on concrete foundations. The walls are clad in sawtooth concrete block with tile accents and pierced by fixed windows. Aluminum doors with central lights provide access, and flat roofs cover the structures. These buildings include the buildings for the Security Police, Auto Maintenance, Headquarters, Dining Hall, Operations, Base Engineering, Avionics, Ship-Jet Engine Maintenance, Airport Training, and Power Plant.

To the southwest of the 1983-84 buildings are two jet fuel storage tanks and a steel frame radar tower.

The southern portion of the military airport site is occupied by utilitarian one-story buildings grouped around the historic gun butt. The gun butt, constructed by the Martin Company, was used to set the guns on its planes. The semi-circular gun butt has a concrete foundation, against which soil is banked. A one-story, wood frame structure has been erected at the top. Overgrown vegetation covers the structure.

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To the northwest of the gun butt are a number of one-story sheds and storage buildings. A brick building, the Control Building, stands at the center of this group. Set on a concrete foundation, the walls composed of brick are laid in 5-course American bond. A hipped roof covers the structure. The munitions storage buildings are a group of concrete block and parged buildings with flat roofs and metal, paneled doors. The northernmost of these buildings is a workshop, which dates from the 1950s. The building is now clad in metal siding, but the original steel pivoting windows remain in place on the northwest elevation. Next to the gun butt is a larger shed. This shed, like the others, is constructed of concrete block but is covered with a gable roof.

Immediately southwest of the gun butt are two small concrete block sheds, now used to simulate gas chambers for trainees. These buildings are covered with flat roofs, and the multi-light windows have been painted out.

Further southwest is another group of storage buildings. These include a one-story, concrete block, flat roof munitions maintenance building, a metal-clad, gable roof storage building, and a concrete block, flat roof storage building.

**NON-HISTORIC BUILDINGS, LOCKHEED MARTIN**

Immediately east of Plant #1 is the engineering testing building. Like many of the buildings owned by Lockheed, this one has been clad in aluminum siding, obscuring any historic material. To the north of Plant #1 is a modern (1980s) concrete and glass, five-story building. West of the modern building in the location of an original Martin building is a second office building, which may be historic. As this three-story building is clad in metal siding and the windows are new, the age of this building could not be determined on site.

At the west side of Plant #1 are two modern windowless, metal-clad, flat roof structures, a parged cylindrical tank, and a flat roof shelter supported on posts. At the southwest corner of Plant #1 are two additional steel frame buildings clad in metal siding. One is covered with a flat roof, and the other with a slight gable roof. Two silos and a small brick-clad shed are located at the south edge of the property.

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To the east of Plant #1 and the west of the airport are two additional modern buildings and the site of a demolished building. One of the modern buildings, a post office, is clad in brown brick and covered with a flat roof. Fixed windows pierce the walls, and two pairs of aluminum and glass storefront doors are located at the northeast elevation. The other building, a one-story, concrete block warehouse, is rectangular in plan and covered with a flat roof. A large concrete pad also remains in this area, marking the location of a demolished building.

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As aviation pioneer Glenn L. Martin's business expanded in the 1920s, he began to search for a location that provided him proximity to the federal government and, more practically, ice-free water access. Martin personally selected the Middle River site.

He posed for photographers across America as he presumably looked at potential sites for his airport, while at the same time his agents were buying up the necessary acreage in the Middle River location.

The physical development of the Glenn L. Martin Airport Company Plants and Airport followed three building campaigns. Plant #1 was constructed in 1929, and expanded in 1937 and 1939. Construction continued at Plant #1 through 1943 when the final building was completed; the Glenn L. Martin Airport begun in 1938 and completed in 1941; and Plant #2 constructed between 1940-1941. Plant No.#2 repeated the design for the 1937 and 1939 additions to Plant No. #1.

The first Glenn L. Martin Company buildings at Middle River, containing 298,000 square feet of factory space, were constructed in 1929. This first construction effort known as Plant #1 produced buildings A, B, C, and D. They, and all subsequent major buildings built as elements of the Glenn Martin Middle River Complex, were designed by the noted industrial architectural firm of Albert Kahn Associated Architects and Engineers of Detroit. By the middle of June 1930 the Martin A Building at Plant #1 was building thirty boat-type patrol airplanes, and the firm had received a U.S. Navy contract for twenty-five more aircraft.

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Constructed in 1937, the structural system of B Building at Plant #1 had original dimensions of 300 by 450 feet. Construction of B Building was begun during a time of peace and was intended for the manufacture and production of commercial airlines. With a clearance of forty feet beneath the craneways and no interior columns, it was intended as an assembly floor for very large airplanes like the M-130 China Clippers and still larger airliners that Martin intended to build. C Building was constructed and B Building rapidly expanded in 1940-41 reflecting the commencement of war and the need to manufacture war munitions. Specifically, C building was designed and constructed very rapidly between 1939-1940 to supply aircraft to the French. Its cantilevered Warren trusses were replicated in the lower northeastern section of Plant #2. As noted architectural historian William Jordy described: "The Glenn Martin plant was unprecedented in enclosing an area 300 by 450 feet without interior columns beneath the longest flat-span trusses used up to this time. The entire project from the date of commission to the start of manufacturing required a mere 81 days."<sup>1</sup>

The Martin State Airport, originally known as the Glenn L. Martin Airport, was built in 1938 and operated as a testing and exit facility for military aircraft manufactured at the nearby Glenn L. Martin plants. The Airport is sited between Plant #1 and Plant #2.

The airport construction program was completed in 1942 with the construction of the Administration Building. Flanked on both sides by six hangars, the Administration Building served as the hub of the airport. The three-story stream-lined structure with control tower also served as a hotel for test pilots, and accommodated the cafeteria and lecture facilities for the airport. The control tower was originally equipped with the most modern features, and the windows were designed to slant inward from the top in order to eliminate glare from sunlight. Paul E. Tignor, the engineer in charge of the development and construction of the airport facilities, developed a tough, durable, low-cost surface material for use on the airport runways.

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<sup>1</sup> Jordy, William H. *American Buildings and Their Architects: The Impact of European Modernism in the Mid-Twentieth Century.* Volume 5. New York: Oxford University Press, 1972. p.224.

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The Depression only mildly affected Martin and his plane production facility, and by 1939 his facility had grown and was employing 4,100 workers. Two major additions were made to Plant #1 in 1937 and 1939, the first area for assembling aircraft, the second plant space for manufacturing airplane components. By 1940, employment at the Martin facilities had risen to 13,000.

Architectural historian Grant Hildebrand, author of a comprehensive study of Albert Kahn's industrial projects, notes the significance of the designs by the Kahn firm for the Martin Middle River aircraft assembly buildings as representing an important innovation in American industrial architecture. Needing to design a huge building that could accommodate a 300-foot-wide door along one end wall, and that would also be the lightest possible structure, Kahn and his team borrowed from the engineering technology associated with bridge construction. They designed a system of 300-foot trusses to span and support the structure.

No building has been built with a flat span as great as three hundred feet. The largest was the two-hundred-and-forty-foot span of the Crucible Steel Company mill of 1919 at Harrison, New Jersey. On the other hand, much longer flat spans had been used in bridge technology for many decades. Logically Kahn turned to bridge techniques for the Martin trusses.

The total plant is one of Kahn's finest designs. Though smaller than many others, it deals with the making of machines at a scale unprecedented even in his own work. The principles behind every aspect of the design are conservative; the power of the solution lies in the exploitation of these principles at a scale and with a boldness normally found only in great works of civil engineering.<sup>2</sup>

Plant No. 2 was devoted solely to production of the B-26 Marauder Medium Bomber, a highly effective engine of destruction that won respect from Allied air force crews and commanders during World War II. The Martin Company built 3,572 Marauders at Plant No. 2 and another 1,585 in Omaha, Nebraska. The B-26 was employed in every theater of the war, serving the British Royal Air Force, the South

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<sup>2</sup> Hildebrand, Grant. *Designing for Industry: The Architecture of Albert Kahn*, The MIT Press, Cambridge, Massachusetts, 1974. pp 183-184 and 194, 197.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

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Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

=====

African Air Force and the Free French Air Force, as well as the U.S. Army Air Force. The Martin engineers who designed the Marauder chalked up a number of firsts: the first aircraft to carry a power-operated gun turret, first to be fitted with an all-plexiglass bombardier's nose, first to employ an all-electrical bomb release mechanism, first with an aerodynamically perfect fuselage.<sup>3</sup>

In 1942, during World War II, the Martin Company work force at Middle River peaked at 53,000, and that year the population of Essex and Middle River combined to reach 100,000, making the peninsula community the second largest urban concentration in Maryland. Workers migrated to the area from the rural south, from the West Virginia mountains, from coal towns in Pennsylvania, and from the Midwest. Housing developments created during this period for the rapid influx of workers included Aero Acres, Victory Villa, Stansbury Estates and a trailer park with innovative prefabricated housing units located immediately to the east of the Martin facility. According to Glenn L. Martin biographer Henry Still, the first women to work in heavy industry during World War II were hired by the Martin Company at Middle River in October 1941.<sup>4</sup>

In 1945, with the end of the war and the replacement of the B-26's mission by a new model of bomber, Glenn Martin Plant #2 became a redundant facility for the company. Plant #2 was released to the Army in 1946. Since that time the property has been used by the Army for a Signal Corps depot (1947-1952) and currently used for distribution of Government publications, by the Navy for a Naval Industrial Reserve Plant (1964-present). In 1952 the Navy constructed a large warehouse addition to the plant building.<sup>5</sup>

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<sup>3</sup> Havener, J.K. *The Martin B-26 Marauder*. Tab Books, Inc., Blue Ridge Summit, PA, 1988. p. 5-9, 24. and Mendenhall, Charles A. *Deadly Duo: The B-25 and B-26 in World War II*. Specialty Press, Osceola, WI, 1981, Plates 1,2,3.

<sup>4</sup> Still, Henry. *To Ride the Wind: A Biography of Glenn L. Martin*. Julian Messner, Inc., New York, 1964, p. 208.

<sup>5</sup> General Services Administration, *Building Evaluation Report for Middle River Federal Depot*, 1962; U.S. Army Corps of Engineers, Baltimore District, *Defense Environmental Restoration Program Findings and Determination of Eligibility Report for Naval Industrial Plant, Bengies, Maryland*, 1991.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

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Glenn L. Martin Airport  
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Two buildings have been demolished on the Martin complex over the years. The Strawberry Point Seaplane Hanger (a mile away from the existing complex); and D Building behind Plant #1 built on a different structural system in 1940-1941. The Administration Building, and Building B and Building C at Plant #1 are largely intact, although siding now covers their exterior walls.

**PIONEER AVIATOR AND FOUNDER OF GLENN L. MARTIN COMPANY:  
GLENN L. MARTIN**

Aircraft pioneer and manufacturer Glenn L. Martin was born in Macksburg, Iowa in 1886. His interest in aviation was nurtured at an early age by his mother and mentor Minta Delong Martin. Martin once told newspaper interviewers that what influenced him most in his long career was "my mother who encouraged me to believe in myself."<sup>6</sup> She had sufficient confidence in his pioneering inventions to fly with him in his airplanes when they were in design infancy. In 1943, in her late 70s she was regarded as "the Grand Old Lady of Aviation."

After his family's relocation to Liberal, Kansas, in 1888 Martin won a contest for the design of a box kite, which he began fabricating and selling for 25 cents in his family's living room.

According to Alva Johnson of the *New Yorker*, Martin combined his talent for aerodynamics with a sound business talent. The kites were sold on an installment plan and in his living room factory he turned out three a day.

His family again relocated to Salina, Kansas, and after graduating from high school, he attended college for one year, but was restless with his courses in business. When the first automobile garage opened in the city he immediately gained employment, and quickly developed an expertise in motors. Soon after his family moved to Santa Ana, California in 1905, Martin opened his own

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<sup>6</sup> Entry for Glenn L. Martin, *Current Biography*, 1943 pg. 501.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

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Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

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garage. Working with automobile engines and motors formulated his deep understanding of motors and their capabilities, particularly as applied to airplanes and flight. Martin was aware of the major advances and experiments of the Wright Brothers at Kitty Hawk beginning in 1903, and began his own experiments with biplane gliders and push-type airplanes. In 1908, he constructed a motorized biplane with a whittled propeller and a Ford Model V fifteen horsepower automobile motor. "I don't know where all the fifteen horses were," he told Roger Burlingame years later. "I never seemed to be able to get them all into the engines at one time."<sup>7</sup> With this endeavor Glenn Martin was the third man in the United States to teach himself to fly in a self-made ship.

Subsequent years saw Martin balancing careers as an automobile salesman to finance his aviation experiments and fabrication of airplanes. In 1909, he established an airplane factory, one of the first in the country. By 1910, Martin was comparing himself with the Wright Brothers, and began flying airplanes in airshows, performing daredevil stunts, and exhibition flights. Not only was he the leading exhibition flyer but he was also the leading manufacturer of airplanes in the country. His earnings from his show flying went directly into his factory, which he moved to Los Angeles in 1912. The ensuing years reflected major records and aviation first for Martin. Martin blazed the path for airmail when he transported a sack of mail from Dominguez to Compton, California in 1912. His seaplane trip from Newport Bay to Catalina Island proclaimed the first extended over-ocean flight, heralding a new era in aviation.

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<sup>7</sup> Entry for Glenn L. Martin, *Current Biography*, 1943 pg. 501.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

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Glenn L. Martin Airport  
name of property  
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county and state

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Many years before World War I, Martin and other famous flyers recognized the military potential and possibilities of airplane reconnaissance and observation. A few days before the commencement of the First World War on August 6, 1914, Martin stated in an interview: "The airplane will practically decide the War in Europe. Veritable flying death will smash armies, wreck mammoth battleships, and bring the whole world to a vivid realization of the awful possibilities of a few men and a few swift demons. For the old-time war tactics are no more. The generals who realize this quickest and fight first with flying death will win."<sup>8</sup>

The commencement of the War, resulted in the overwhelming success of Martin production. His factory produced the first armored planes and the famous model TT, a training plane built especially for the Army. In 1917, he briefly associated with the Wright Company under the name of Wright-Martin Aircraft Corporation, but quickly disassociated himself with this venture focusing all his efforts in 1918 on the newly reorganized Glenn L. Martin Company based in Cleveland, Ohio. The new biplane out of the Cleveland plant was called the Martin Bomber, equipped with 400 horsepower Liberty motors, carrying a bomb load of 1,500 pounds. The Cleveland plant continued Martin's success story producing bigger and better planes, and was subsequently credited with many aviation firsts. The first plane built specially for mail service, the first American metal monoplane, the first bomber with an alloy steel fuselage.

From 1925 to 1929 the firm focused on the design of seaplanes. This necessitated a factory located on ice-free water. Martin found the perfect location at Middle River near the Chesapeake Bay and Baltimore. Martin's representatives presented themselves as agents for a New York sportsmen's club and 40 parcels of land amounting to 1,234 acres was acquired from unsuspecting owners. The production of the B-10 Bomber from the Martin Airport in 1932 was Martin's most significant engineering achievement. The B-10 Bomber earned Martin the 1932 Collier Trophy which was presented to him by President Theodore Roosevelt in 1933. It was considered one of the greatest honors ever bestowed upon a Baltimore manufacturer.<sup>9</sup> Martin continued with the development of the B-26

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<sup>8</sup> Entry for Glenn L. Martin, *Current Biography*, 1943 pg. 504.

<sup>9</sup> "Collier Trophy to Glenn L. Martin," *Popular Science*, June 1933, p. 54.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

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Glenn L. Martin Airport  
name of property  
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Bomber of which the office of War Information reported in October 1942: "No nation but the United States, so far as is known, has so efficient a plane in its class."<sup>10</sup> The largest seaplane Mars became world-famous. Early in 1942, Martin's plants occupied a total floor area of 5,192,000 square feet, employing tens of thousands of workers and establishing the Glenn L. Martin Company as the largest airplane manufacturer in America.

Although World War II brought enormous success to Martin's company, it also saw the emergence and success of other American aircraft manufacturers. Other firms such as Boeing, North American, Lockheed, and especially Douglas, grew more rapidly. Martin's stand-alone policies and inability to comply with government bureaucracy and procurement regulations caused him to lose contracts. By the 1960s the company merged with Marietta Corporation, a conglomerate that produced cement, chemicals, and household items.

Glenn Martin was president of Glenn L. Martin Company from 1907 to 1949, and chairman of the board from 1949 to 1952. He then served as honorary chairman of the board from that time until his death three years later.

**ARCHITECT: ALBERT KAHN**

Born in Rhaunen, Germany in 1869 Albert Kahn came to the United States in 1880. The Kahn family settled in Detroit, Michigan where Kahn had little early schooling but experienced the good fortune to learn drawing from Julius Theodor Melcher, a sculptor and father of Carl Melcher, the noted artist. In 1883, he began his architectural apprenticeship in the office of Mason & Rice in Detroit. Kahn's abilities developed quickly, and in 1890, he received a scholarship from the *American Architect* for a year's study abroad. Kahn's good fortune continued through his travels as his traveling partner was Henry Bacon (later the architect of the Lincoln Memorial). Kahn credits Bacon with his true architectural

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<sup>10</sup> Entry for Glenn L. Martin in *Current Biography*, p. 504.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

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Glenn L. Martin Airport  
name of property  
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county and state

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education. He returned to the firm of Mason & Rice upon completion of his travels, and in 1895 joined the firm of Nettleton, Kahn & Trowbridge. From 1900 until the time of his death he maintained a private practice in Detroit.

Kahn's greatness and most significant architectural achievements were in the field of commercial and industrial architecture. During his long career he also designed university and hospital buildings, clubhouses and private residences. Assisted by his brother Julius, Kahn was a pioneer in the use of reinforced concrete and metal sash windows. Throughout his career he was architect for the Packard, Ford, Chrysler, General Motors, Cadillac, Paige and Hudson motor car companies. He designed over 1000 structures for the Ford Motor Company including the River Rouge and Willow Run plants which embraced the "all under one roof" idea and the "all on one floor" factory. During World War I Kahn was commissioned as the official architect for the aircraft construction division of the U.S. Army Signal Corps. His firm was responsible for the design of camps, warehouses, airfields and hangars throughout the country and for portable structures for shipment to France to house units of the army and air corps. In 1928, he was chosen by the Soviet government to assist in the task of industrializing the nation, and his engineers built 521 factories and trained some 4000 Russian engineers to operate them.

Before World War II he was engaged by the U.S. Navy Bureau of Yards and Docks in the design of working drawings for naval bases at Midway Island, Honolulu, Alaska, Puerto Rico, and Jacksonville, Florida. The resultant buildings produced by Kahn set new world's records for speed in steel and concrete construction.

For the Glenn L. Martin Company Kahn design an airplane plant 300 feet wide and 700 feet long, with five acres of clear space, unbroken by columns, its roof supported by the longest flat spans, in the world, used in an industrial building.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

Section 8 Page 10

Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

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Kahn's many achievements in industrial architecture were rewarded with recognition across the country. In 1942, he received a medal by the Philadelphia Chapter of the American Institute of Architects for his "outstanding achievement in industrial architecture," and a special award at the annual meeting of the American Institute of Architects. The same year, he was cited as an "exponent of organized efficiency, of disciplined energy, of broad visioned planning...a master of concrete and of steel, master of space and time." In 1937, he received a gold medal at the international Exposition of Arts and Sciences in Paris and was made a Chevalier of the Legion of Honor of France. He died in Detroit, Michigan December 8, 1942.

From the history of the Martin Airport it is apparent that the airport is significant as the vision of one of America's aircraft pioneers, Glenn Martin, and as an excellent example of the work of one of America's premier architects of the modern period, Albert Kahn.

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

Section 8 Page 11

Glenn L. Martin Airport  
name of property  
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county and state

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National Register Evaluation:

Constructed mainly between 1929 and 1942, the Glenn L. Martin Airport is eligible for the National Register of Historic Places.

The Glenn L. Martin Airport, which includes Plant I, formed a substantial part of the Martin Middle River complex. The Airport is National Register-eligible as it meets Criteria A, B, and C. Criterion A, relating to the significant events in American history, is relevant due to the importance of the Martin Middle River complex as a key war production installation during World War II, and as an important flight testing and design facility. Criterion B, pertaining to properties associated with significant persons is applicable because of the association, direction and personal involvement of aviator pioneer Glenn L. Martin in the design, development and manufacture of airplanes both commercially and for the military at the Martin Complex. Criterion C, pertaining to architectural significance and the work of a master, is applicable as an important example of the work of Albert Kahn and his design firm, who are recognized as America's premier industrial designers and innovators in the transformation of American industrial architecture. Architectural historian G. Hildebrand has referred to the design of the complex as "one of Kahn's finest." Therefore, based on Criteria A, B, and C, the Glenn L. Martin Airport is National Register-eligible.

MARYLAND HISTORICAL TRUST	
Eligibility recommended <input checked="" type="checkbox"/>	Not Recommended <input type="checkbox"/>
Comments: _____ _____ _____	
Review, OPS: <u>APB</u>	Date: <u>8/2/99</u>
Reviewer, NR Program: <u>B. Kuntz</u>	Date: <u>8/3/99</u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

=====

**HISTORIC CONTEXT:**

**Geographic Organization:** Piedmont

**Chronological/Development Period (s):**

Industrial/Urban Dominance (1870-1930)  
Modern Period (1930-present)

**Prehistoric/Historic Period Theme (s):**

Architecture, Landscape, and Community  
Planning  
Military  
Transportation

**RESOURCE TYPE(S)**

**Category:** District

**Historic Environment:** Rural

**Historic Function (s):** DEFENSE/Air Facility  
INDUSTRY/Manufacturing Facility  
TRANSPORTATION/Air-Related

**Known Design Source:** Albert Kahn  
P.L. Small

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

=====  
**Chain of Title:**

Deed A: 11 acres

- March 17, 1897: George W. Yellott to Frederick Didier  
Part of property  
Land Records of Baltimore County  
Liber LMB 223 Folio 182
- May 10, 1926: Andrew J. Young, executor to Dr. Frederick  
Didier  
Part of property  
Land Records of Baltimore County  
Liber WPC 634 Folio 537
- June 24, 1929: Frederick Didier to Lucy Didier  
Land Records of Baltimore County  
Liber LMCLM 828 Folio 284
- December 9, 1940: Frederick W. and Lucy C. Didier to Daniel B.  
Allison  
Land Records of Baltimore County  
Liber 1143 Folio 2
- December 19, 1940: Daniel B. and Mary V. Allison to Glenn L.  
Martin Company  
11 acres  
Land Records of Baltimore County  
Liber RJS 1192 Folio 174

Deed B:

- June 28, 1939: Glenn L. Martin Company to Stansbury Manor,  
Inc.  
Land Records of Baltimore County  
Liber CWB Jr. 1056 Folio 531
- September 26, 1944: Stansbury Manor, Inc. to Glenn L. Martin  
Company  
Land Records of Baltimore County  
Liber RJS 1366 Folio 279

MARYLAND INVENTORY OF HISTORIC PROPERTIES  
CONTINUATION SHEET

Inventory No. BA-2081

Glenn L. Martin Airport  
name of property  
Baltimore County, MD  
county and state

=====

Deed C/Parcel 1: 332 acres

April 19, 1929: Robert Holzknacht to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 620 Folio 170

May 10, 1929: L. Vernon Miller to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 27

May 15, 1929: William A. Crenning to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 26

May 17, 1929: The Title Guarantee and Trust Company to Martin  
Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 24

June 13, 1933: Royal Realty Corporation to Martin Company  
Land Records of Baltimore County  
LiberCWB Jr. 916 Folio 50

June 30, 1931: Glenn L. Martin to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 885 Folio 51

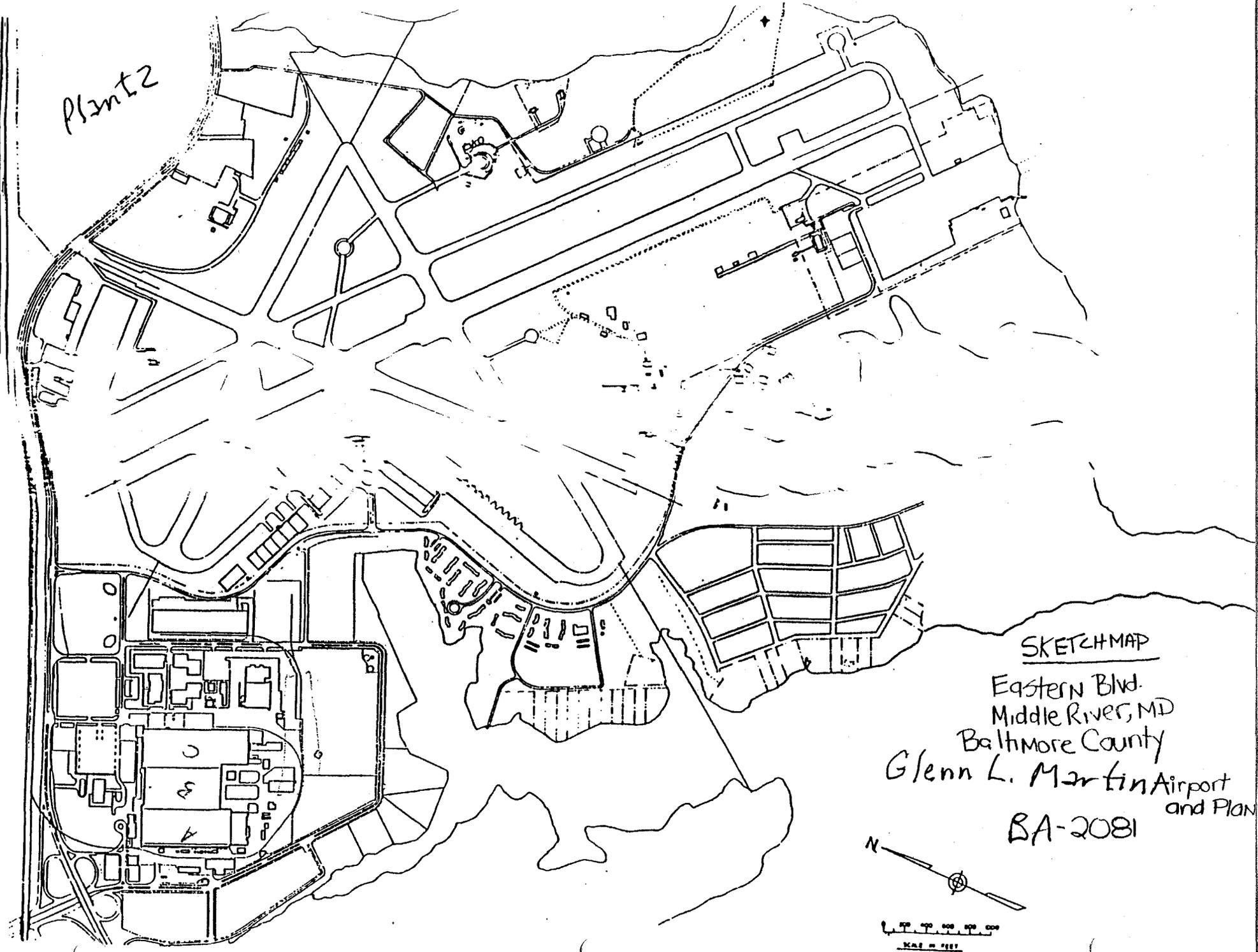
Deed C/Parcel 2: 68.5 acres

May 10, 1929: L. Vernon Miller to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 27

May 15, 1929: William A. Crenning to Martin Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 26

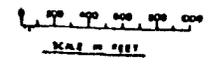
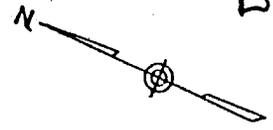
May 17, 1929: The Title Guarantee and Trust Company to Martin  
Company  
Land Records of Baltimore County  
Liber LMCLM 827 Folio 24

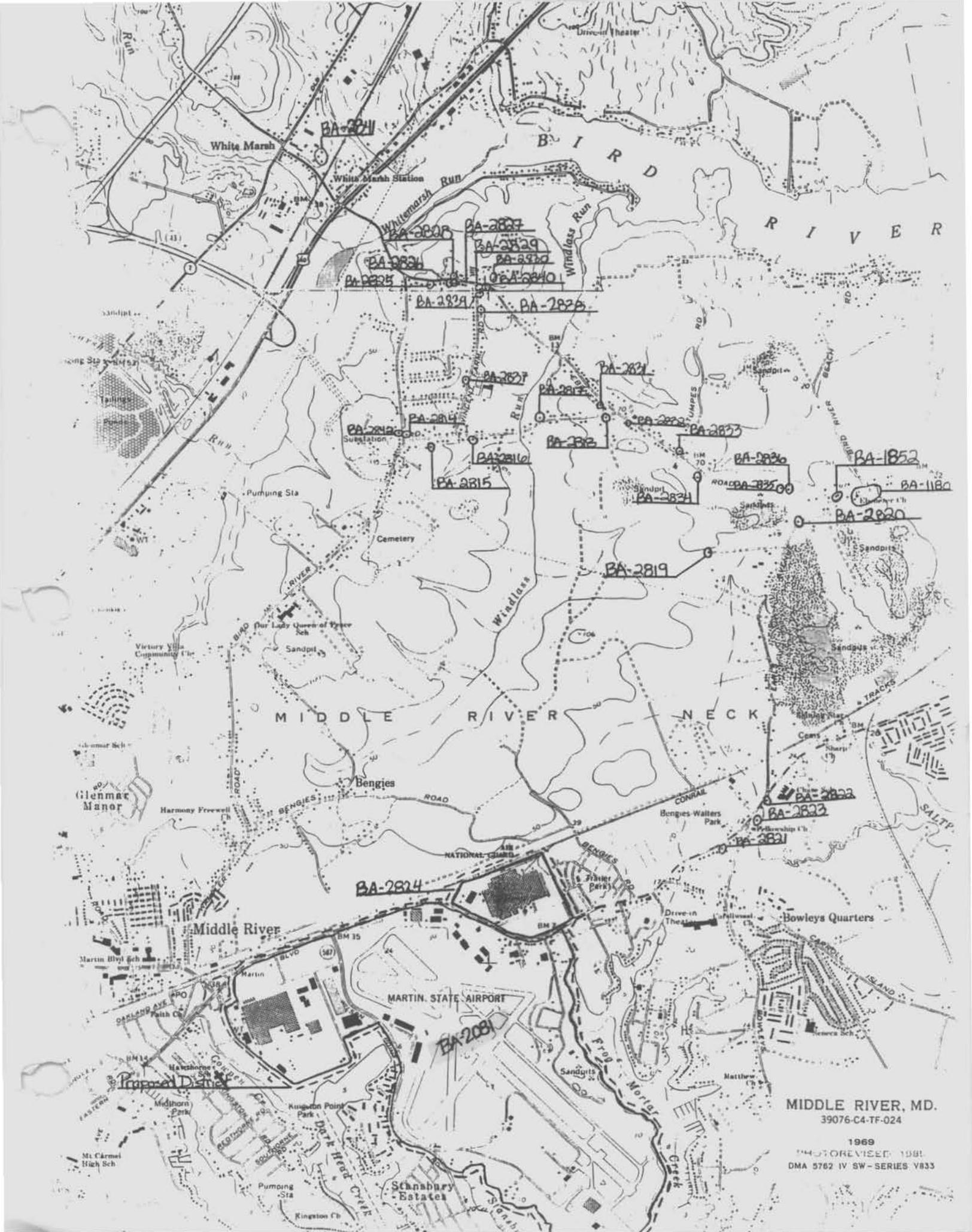
Plant 2



SKETCHMAP

Eastern Blvd.  
Middle River, MD  
Baltimore County  
Glenn L. Martin Airport  
and Plan  
BA-2081





MIDDLE RIVER, MD.  
39076-C4-TF-024  
1969  
PHOTOREVISED 1981  
DMA 5762 IV SW-SERIES V833



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

GENERAL VIEW - LOOKING SOUTH

1 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

TERMINAL BUILDING - WEST ELEVATION

2 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

TERMINAL BUILDING - SOUTH ELEVATION

3 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
TERMINAL BUILDING - EAST ELEVATION  
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BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

TERMINAL BUILDING - NORTH ELEVATION

5 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

TERMINAL BUILDING - INTERIOR - STAIRWELL

6 OF 74



BAF2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

TERMINAL BUILDING - INTERIOR, LOBBY - MARTIN LOGO

7 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

HANGARS 1, 2, 3 / CORPORATE HANGARS

8 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

HANGARS 4, 5, 6

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BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

HANGARS 4, 5, 6

10 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

HANGAR 7 AND CORPORATE HANGARS

11 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

OFFICE NEAR TERMINAL BUILDING - NW CORNER

12 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PORTABLE HANGARS - LOOKING SE

13 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
ELECTRICAL VAULT - NE CORNER  
14 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

STORAGE BUILDING - SE CORNER

15 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MAINTENANCE SHEDS- LOOKING NW

16 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD.

TRACERIES

AUGUST 1997

MARYLAND SHPO

MAINTENANCE SHEDS - LOOKING WEST

17 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

NUCLEAR TESTING FACILITIES - LOOKING SE

18 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

NUCLEAR TESTING FACILITIES - LOOKING NE

19 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MAINTENANCE BUILDING - NW ELEVATION

20 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD STATE POLICE HANGAR & OFFICE - LOOKING NW

21 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

BALTIMORE COUNTY POLICE HANGAR & OFFICE - LOOKING

22 OF 74

SW



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

SEAPLANE RAMP & BALTIMORE COUNTY POLICE DOCK  
LOOKING SOUTH

23 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

GENERAL VIEW OF PLANT - LOOKING SOUTH

24 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT ~~B~~ - BUILDING B - NORTH ELEVATION

25 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
ADMINISTRATION BUILDING  
26 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT 1 - BUILDING A - WEST ELEVATION

27 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD.

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT 1 - BUILDING A - SW CORNER

28 OF 74



BA - 2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT 1 - BUILDINGS B & C - SOUTH ELEVATION

29 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT 1 - BUILDING C - SOUTH ELEVATION

30-OF-74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

PLANT 1 - BUILDING C - NE CORNER

31 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
ENGINEERING TESTING BUILDING  
32 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
OFFICE BUILDING - SW CORNER  
33 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MODERN OFFICE BUILDING - SW CORNER

34 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO

SHELTER AND SUPPORT BUILDINGS - LOOKING NORTH  
35 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
WAREHOUSES - LOOKING SE  
36 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

SITE OF DEMOLISHED BUILDING FORMERLY ASSOCIATED  
WITH PLANT - LOOKING SOUTH

37 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MODERN WAREHOUSE ON FORMER AIRPORT/PLANT  
PROPERTY - LOOKING SE

38 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MODERN POST OFFICE ON FORMER AIRPORT/PLANT  
PROPERTY - NE CORNER

39 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GENERAL VIEW, LOOKING NE

40 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GENERAL VIEW - LOOKING EAST

41 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GENERAL VIEW - HERCULES BLVD - LOOKING SE

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BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GENERAL VIEW - NE SIDE HERCULES BLVD - HQ BLDG &

43 OF 74

AUTO MAINTENANCE BLDG.



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GENERAL VIEW - SW SIDE, HERCULES BLVD. - LOOKING NW,  
DINING HALL & OPERATIONS BLDG.

49 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
MD AIR NATIONAL GUARD FACILITY  
CLINIC - NORTH ELEVATION  
45 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

CLINIC - SE CORNER

46 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MAINTENANCE HANGAR - EAST ELEVATION

47 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MAINTENANCE DOCK - NORTH CORNER

48 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

SUPPLY & EQUIPMENT WAREHOUSE - NE CORNER

49 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY  
FIRE HOUSE

50 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

SUPPLY & EQUIPMENT WAREHOUSE - SE CORNER

51 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRAGERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

HAZARDOUS MATERIALS STORAGE - SE CORNER

52 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

SECURITY POLICE BLDG. - SOUTH CORNER

53 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MAINTENANCE HANGAR - WEST CORNER

54 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
MD AIR NATIONAL GUARD FACILITY  
AIRPORT TRAINING BLDG. - NE CORNER  
55 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY-  
AVIONICS BLDG. - WEST CORNER

56 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

FUEL CELL MAINTENANCE HANGAR - WEST CORNER

57 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY  
HANGARS - LOOKING NORTH

58 OF 74



BA - 2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SPHO  
MD AIR NATIONAL GUARD FACILITY  
BASE ENGINEERING - SW ELEVATION  
59 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

POWER PLANT - NORTH ELEVATION

60 DF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

SHIP-JET ENGINE MAINTENANCE - NORTH CORNER

61 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

JET FUEL STORAGE TANKS - LOOKING NORTH

62 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

RADAR TOWER & BUILDING - LOOKING EAST

63 OF 74



BA - 2081

GLENN L. MARTIN AIRPORT & PLANT

MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MUNITIONS STORAGE BLDGS, - LOOKING NORTH

64 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

CONTROL BUILDING, WORKSHOP, SHED - LOOKING EAST

65 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

WORKSHOP - WEST CORNER

66 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
MD AIR NATIONAL GUARD FACILITY  
GUN BUTT - LOOKING SEON  
67 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GUNBUTT AND SHED - LOOKING SOUTH

68 OF 74



BA - 2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
MD AIR NATIONAL GUARD FACILITY  
GUN BUTT & MUNITIONS BLDG. - LOOKING SW  
69 OF 74



BA -2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

GUN BUTT & MUNITIONS BLDG. -LOOKING NW

70 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MUNITIONS STORAGE - LOOKING NW

71 OF 74



BA-2081  
GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD  
TRACERIES  
AUGUST 1997  
MARYLAND SHPO  
MD AIR NATIONAL GUARD FACILITY  
STORAGE BLDG. - NORTH CORNER  
72 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY

MUNITIONS MAINTENANCE BLDG. - SOUTH CORNER

73 OF 74



BA-2081

GLENN L. MARTIN AIRPORT & PLANT  
MIDDLE RIVER, MD

TRACERIES

AUGUST 1997

MARYLAND SHPO

MD AIR NATIONAL GUARD FACILITY  
STORAGE BLDG. - WEST CORNER

74 OF 74

\*Strawberry Point Hangar, Martin State Airport DEMOLISHED 1990.

BA-2081

Glenn L. Martin Airport: Airport Administration Bldg. (A); Flight Hangars #1-3 (B); Flight Hangars #4-6 (C); Seaplane Hangar (D) vicinity of Middle River, Md. public (restricted)	1942, 1953 (A); 1942 (B, C); 1944 (D)
--	---

The Glenn L. Martin Airport was built as a testing and exit facility for military aircraft manufactured at the rapidly expanding Glenn L. Martin plants nearby. The Airport Administration Building, Flight Hangars # 1-3, Flight Hangars #4-6, and the Seaplane Hangar all were designed by Albert Kahn Associated Architects and Engineers, Detroit, the firm responsible for most of the company's assembly buildings. Albert Kahn (1869-1942) was a pioneer in modern architecture; his works, branding the steel frame, anticipated at an early date the precise and slender cubic shapes of the 1950s. He is perhaps best known for his industrial buildings, particularly his automobile works in Detroit.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME** Glenn L, Martin Airport; Airport Administration Building (A);  
HISTORIC Flight Hangars #1-3 (B); Flight Hangars #4-6 (C); and Seaplane  
Hangar (D).  
AND/OR COMMON

**2 LOCATION**  
STREET & NUMBER  
jct, Eastern Blvd, (Md, 150) and Wilson Pt. Rd, (Md, 587) (SE side)  
CITY, TOWN Middle River CONGRESSIONAL DISTRICT 2  
 VICINITY OF  
STATE Maryland 21220 COUNTY Baltimore

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**  
Maryland State Department of Transportation  
NAME State Aviation Administration (Glenn L, Martin State Airport)  
Telephone #: (301) 391-9500  
STREET & NUMBER  
Box 1  
CITY, TOWN Middle River STATE, zip code Maryland 21220  
 VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**  
COURTHOUSE, REGISTRY OF DEEDS, ETC. Baltimore County Courthouse  
STREET & NUMBER  
CITY, TOWN Towson STATE Maryland  
Liber #:  
Folio #:

**6 REPRESENTATION IN EXISTING SURVEYS**  
TITLE  
None  
DATE  
 FEDERAL  STATE  COUNTY  LOCAL  
DEPOSITORY FOR SURVEY RECORDS  
CITY, TOWN STATE

BA-2081

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glenn L. Martin Airport, originally consisting of ca. 420' A., is located south of Eastern Boulevard (Md. 150) and east of Wilson Pt. Road (Md. 587), and extends SE to Frog Mortar Creek, near Middle River in Baltimore County, Maryland. Four significant buildings: the Airport Administration Building (A), Hangar #1-3 (B), Hangar #4-6 (C), and the Seaplane Hangar (D) are described below.

Ca. 2800' south of Eastern Boulevard and ca. 400' east of Wilson Pt. Road at the end of a monumental entry road is the Administration Building (A). Of steel frame and concrete construction, it consists of: a two story base, a one story block stacked above it, a three story transverse block on axis with the entry road and piercing the others symmetrically; a concrete foundation; and a flat roof. While both the base and the block above it have the same width, the latter is ca. 2/3 as long as the former and is centered longitudinally on it. Corners of the base are rounded. Surmounting the east end of the transverse block is a single story control tower, rectangular in plan. Each of its sides contains two oversized single pane windows which have a slight outward slant. At the sill level, corners are beveled and glazed as on the sides, such that the roof assumes an octagonal shape. Its deck is enclosed by a metal pipe railing. Access is via an enclosed stairway to the south. (Originally, the railing enclosed the base while the stairway was open)

Sides of the longitudinal blocks, are distinguished by continuous ribbons of industrial sash windows which are interrupted on the east and west by the transverse block, and on the north and south by symmetrical entry motifs on the third level. Each motif, projecting slightly and capped by a small marquee, consists of a single door surmounted by a rectangular transom, flanked by single 1/1 double hung sash windows with reveals, and adjoined by a roof terrace. The transverse block is distinguished by double doors on both the ground level of the west facade and the second level of the east. Sheltering each is a marquee above which is a slender vertical ribbon of windows, ending at the level defined by the north and south marquees and the tops of the third level windows. Originally, the fourth level was completely glazed; but in 1953 a single story addition was built above the upper longitudinal block, obliterating all but those windows at the ends. Although the continuous ribbon windows of the addition are consistent with the original design, the exquisite glass box, carefully considered proportions, and formal balance of the original composition are lost. The transverse block is reduced to a slight wall projection on the east and west facades.

Wall surfaces are sheathed in buff colored brick; the roof in concrete. The roof on the fourth level has a slight overhang and exudes a certain ponderous quality. By contrast, the roof of the original fourth level, due in part to the total glazing below, seems to have appeared as a floating horizontal plane, appropriate imagery  
**CONTINUE ON SEPARATE SHEET IF NECESSARY** for the aircraft industry.

see continuation sheet

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES (A) 1942; 1953 (B) 1942 BUILDER/ARCHITECT  
 (C) 1942 (D) 1944

STATEMENT OF SIGNIFICANCE

Albert Kahn Associated  
 Architects & Engineers, Inc.  
 Detroit; (A) add., Fisher,  
 Williams, Nes & Cambell,  
 Baltimore.

The Glenn L. Martin Airport was built as a testing and exit facility for military aircraft manufactured at the rapidly expanding Glenn L. Martin plants nearby. It replaced a much smaller airfield just south of the present intersection of Eastern Boulevard and Wilson Point Road. The Airport Administration Building, Hangar #1-3, Hangar #4-6, and the Seaplane Hangar all were designed by the Albert Kahn Associated Architects & Engineers, Detroit, the firm responsible for most of the company's assembly buildings. Albert Kahn (1869-1942) was a pioneer in modern architecture; his works brandishing the steel frame, anticipated at an early date the precise and slender cubic shapes of the 1950s. He is perhaps best known for his industrial buildings, particularly his automobile works in Detroit.

The Glenn L. Martin Company, founded at Santa Ana, California in 1909, has figured prominently in the military aircraft industry ever since it built the first U.S. Army training plane in 1913. After moves to Los Angeles in 1912 and Cleveland in 1917, it finally relocated to its present site in 1929. The airport was begun in April 1938.

The Administration Building served as the control point for flight testing, as lecture space where engineers, co-pilots, and mechanics received instruction in aircraft operation, and as a hotel for visiting military personnel. Flight Hangars #1-3 and #4-6 served as maintenance facilities for landplanes, while the Seaplane Hangar with its ramp and compass compensating area accelerated testing and delivery operations for flying boats.

BA-2081

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

see continuation sheet,

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY ca, 750 A.      Quadrangle: Middle River, Md.  
 Scale: 1:24 000

UTM: (A) 18,378820.4353620      (C) 18,376940.4353520  
 (B) 18,378920.4352350      (D) 18,377000.4355000

### VERBAL BOUNDARY DESCRIPTION

See Glenn L. Martin State Airport and Surrounding Area (site plan)

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

## 11 FORM PREPARED BY

NAME / TITLE		DATE	
Richard D. Meyer/Historic Sites Surveyor		1980	
ORGANIZATION	STREET & NUMBER		
Maryland Historical Trust	21 State Circle		
CITY OR TOWN		STATE	TELEPHONE
Annapolis		Maryland	(301) 269-2438
			21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

7.

To the NW and SW of the Administration Building are Flight Hangars #1-3 (B) and Flight Hangars #3-6 (C), respectively. Their longitudinal axes form a "V" which points east and intersects the entry road axis symmetrically. Each building consists of a steel frame 468' long and 120' wide with concrete infill, foundation, and basement. Each frame defines three equal spaces, each with a gently pitched gable roof forty-two feet high at its ridge and a clear span opening of 156'. Common walls are constructed of concrete block. Gable ends on the runway side of each building are concealed behind a continuous block-like projection forming a surround for the openings. Fenestration consists of continuous double banded ribbons of steel framed industrial sash windows. Piercing the exposed wall of the basement level are similar ribbons, here interspersed with oversized sliding doors and regularly interrupted by structural members. Each clear span opening is enclosed by a pair of overhead doors, each consisting of four vertical steel panels which are hung in two horizontal parts, the lower sliding behind the upper, which in turn, is thrust outward. Piercing the doors are double bands of ribbon windows, similar to those on the other facades.

Wall surfaces are sprayed with gunnite; the roofs are of the composition type.

Ca. one mile SE of the Administration Building, ca. 1000' NW of Frog Mortar Creek, and ca. 1200' NE of Stansbury Creek is the Seaplane Hangar (D). It consists of a rectangular steel frame 305' by 209', with a NW-SE longitudinal axis, 200' clear span openings at either end, and a concrete base. The last two bays at either end of the frame project outward slightly, forming surrounds for the openings. Sides and ends above the openings are covered with corrugated asbestos sheets which are hung from the frame. Adjoining the hangar along its NE side is a two story brick and concrete block, four bays wide and thirty-six long, with a flat roof. A huge cylindrical

7. (continued)

corbeled brick chimney, tapering slightly at the top, rises midway outside their common wall and protrudes above the hangar roof. Atop the east corner is a cube-like control tower, its continuous ribbon glazing slanting outward toward the top. For the most part windows consist of continuous horizontal ribbons of wood industrial sash type, defining three stages on the southwest side (the lower one somewhat wider than the other two) and one on the upper NE side. Bays of the addition are distinguished by either a single rectangular industrial sash window or, more rarely, a double door surmounted by a multi-paned transom. Each clear span opening is enclosed by a pair of metal frame doors, each 49' high and 100' wide. These doors operate similarly to those of the Flight Hangars and are distinguished by similar fenestration. The roof is of the composition type.

Surrounding the hangar is an expansive apron of poured concrete which extends for ca. 300' on all sides, and on the SE becomes a seaplane launching ramp ca. 400' wide and extending into Frog Mortar Creek. Adjoining the ramp on the NE is a taxiway ca. 200' long, ending in a compass compensation circle, ca. 150' in diameter.

Other buildings on the airport property include a group of eight just NW of the seaplane hangar, used for maintenance and formerly, engine testing; a group of four ca. midway between the Administration Building and the Seaplane Hangar which originally were used for nuclear testing; a group of ten at the north end near Eastern Boulevard which are leased to the Maryland Air National Guard; and a group of seven near upper Frog Mortar Creek which are used for munitions storage. These all are architecturally insignificant. Originally, there were four runways intersecting in a star-like pattern. Subsequently, the NW-SE runway was nearly doubled in length and another wider runway built parallel to it.

9.

Glenn L. Martin Company, architectural drawings  
(Glenn L. Martin State Airport).

Glenn L. Martin Company, press release, #53-B-7-11-40.

-----, #68-9-28-40.

Johnson (Robinson), Burnett H., a history of Glenn L.  
Martin Co., manuscript, summer 1977. (Glenn L.  
Martin State Airport collection).

The Legacy of Albert Kahn, Detroit, The Detroit Institute  
of Arts, 1970.

The Martin Star, I, no.3, April 1942, p. 6.

-----, III, no.4, May 1944, p. 11.

DESIGNING  
FOR INDUSTRY

THE  
ARCHITECTURE OF  
ALBERT KAHN

Grant Hildebrand

The MIT Press  
Cambridge, Massachusetts  
and London, England

1974

Albert Kahn, Henry Ford,  
Glenn Martin, and Charles Sorensen.  
(Photograph by Joseph Klima,  
courtesy of Mrs. Barnett Malbin.)

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The Glenn Martin Assembly Building

outside the appearance is nearly identical to the Chrysler Export Building (though a bit heavier and more ponderous in proportions), but from the inside the relationship between envelope and structure makes no sense.

Nineteen thirty-seven was a vintage year for the Kahn office. In addition to the Chrysler Half-Ton Truck Plant the firm also designed a remarkable new Assembly Building for the Glenn L. Martin Company's plant north of Baltimore. On April 14, plans were issued for the new structure to be built contiguous to the 1929 unit (fig. 79). Martin conceived this Assembly Building as a single, column-free space 300 by 450 feet in plan. He was convinced that within the expected life of the building, airplanes would be built with wingspans approaching 300 feet, and it seemed to him poor planning to build a factory that could not be adapted to their construction. And if the interior were to house a plane of 300-foot wingspread, obviously the plane must get out; one entire end of the building would have to be a door. So the plan was clear at the outset—a 300-by 450-foot rectangle, one end of which could be entirely opened (fig. 80).

Kahn's purpose was to derive the logical physical structure. An interoffice competition of sorts was held among several design squads preparing different proposals, and alternatives were weighed, literally. The lightest design, in pounds of steel per square foot of roof supported, was chosen—a scheme of simple span, parallel chord Pratt trusses, 300 feet in length, 30 feet in depth, placed at 50-foot intervals.

No building had been built with a flat span as great as 300 feet. The largest was the 240-foot span of the Crucible Steel Company mill of 1919 at Harrison, New Jersey. In the 1890s a number of train sheds had been built whose approximately flat trusses were of the order of 200 feet. The largest train-shed span, however, that of the Broad Street Station in Philadelphia, used the arch principle to cross its 300 feet 8 inches. On the other hand, much longer flat spans had been used in bridge construction for many decades. The first all-steel bridge in America, for example, the Chicago and Alton Railroad Bridge at Glasgow, Missouri, had spans of 314 feet.

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By the time of the Glenn Martin project, spans much greater than this were common in bridge work. Furthermore, the Martin design assumed live loads—that is, superimposed loads other than those of the building itself—of 30 pounds per square foot (typical for the Kahn office) or 1,500 pounds per lineal foot of truss, which of course was far less than the loading for any bridge. Logically Kahn turned to bridge techniques for the Martin trusses.

Upper and lower chords of the great 300-foot trusses consist of pairs of built-up 20-inch-deep channels spread 18 inches apart, back to back. A 30-inch-wide closing plate is riveted across the bottom of the lower chord and the top of the upper. Verticals and diagonals are also made up of a pair of like members, held a few inches apart by a latticework web.

The great depth and wide spacing of the main trusses suggested the use of monitors running parallel with them, admitting light through the flanks of the trusses (fig. 81). Accordingly, the 50-foot Warren secondary trusses, equal to the primary structure of most factories, support a roof surface that occurs alternately at the top and near the bottom of the main trusses. The 19-foot-high vertical plane created in this way is glazed. The monitor sash is framed out 8 feet from the face of the truss in order to reduce the width of the low roof and thereby give more even illumination. Similar glazing occurs at the ends of the building; through it the great trusses can be seen from the exterior (see figs. 82, 83, 84). Lateral forces are countered by the usual X bracing in walls and between trusses (figs. 85, 86).

Airplane assembly is not done on a moving assembly line. The planes are located at station points on the assembly room floor, and the men climb to various parts of the plane to perform assembly processes by hand. In the case of large aircraft this means that the men work at a number of different heights in the assembly space. Because of this and because of the great height of the room, the usual unit heaters are not used; the blower force needed to produce warmth near the floor would have to be so great as to cause real discomfort at higher levels. Two large heater rooms are located under the floor. They feed outlets located near the outside wall. Return air is handled by a trench and grilles along the centerline of the building. Toilets and lockers,

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Figure 79

Glenn L. Martin Company Plant,  
Middle River, Maryland, 1929-;  
rendering of the proposed ultimate  
scheme. The original 1929 unit is at  
right center, the Assembly Building  
of 1937 immediately to its left. The  
1939 manufacturing unit is next left;  
to the rear is a Navy Assembly unit  
of 1941. (Photograph courtesy of  
Albert Kahn Associates.)



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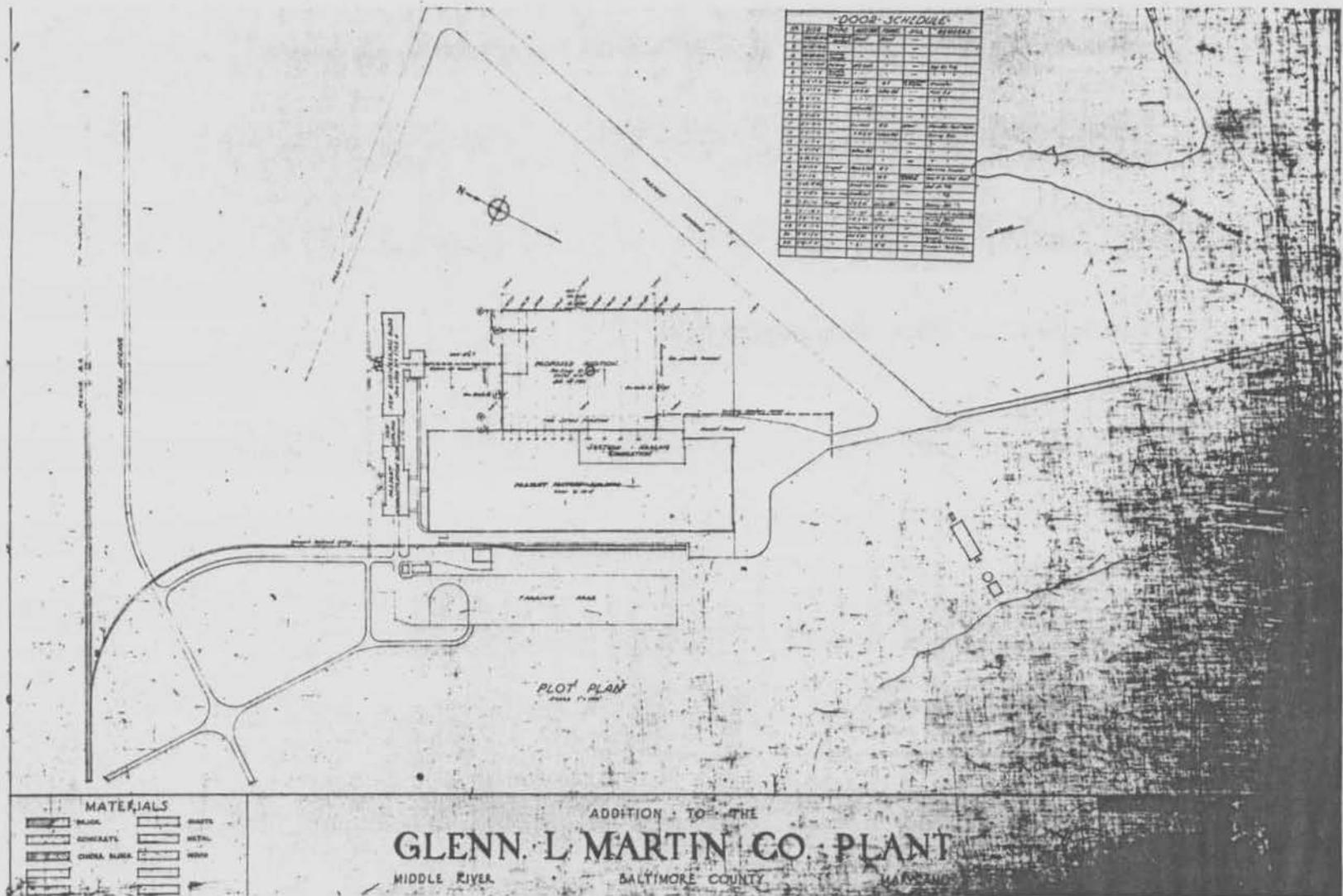


Figure 80  
 Glenn Martin Assembly Building,  
 1937; plan. (Photograph by Graydon  
 Miller, courtesy of Albert Kahn  
 Associates.)

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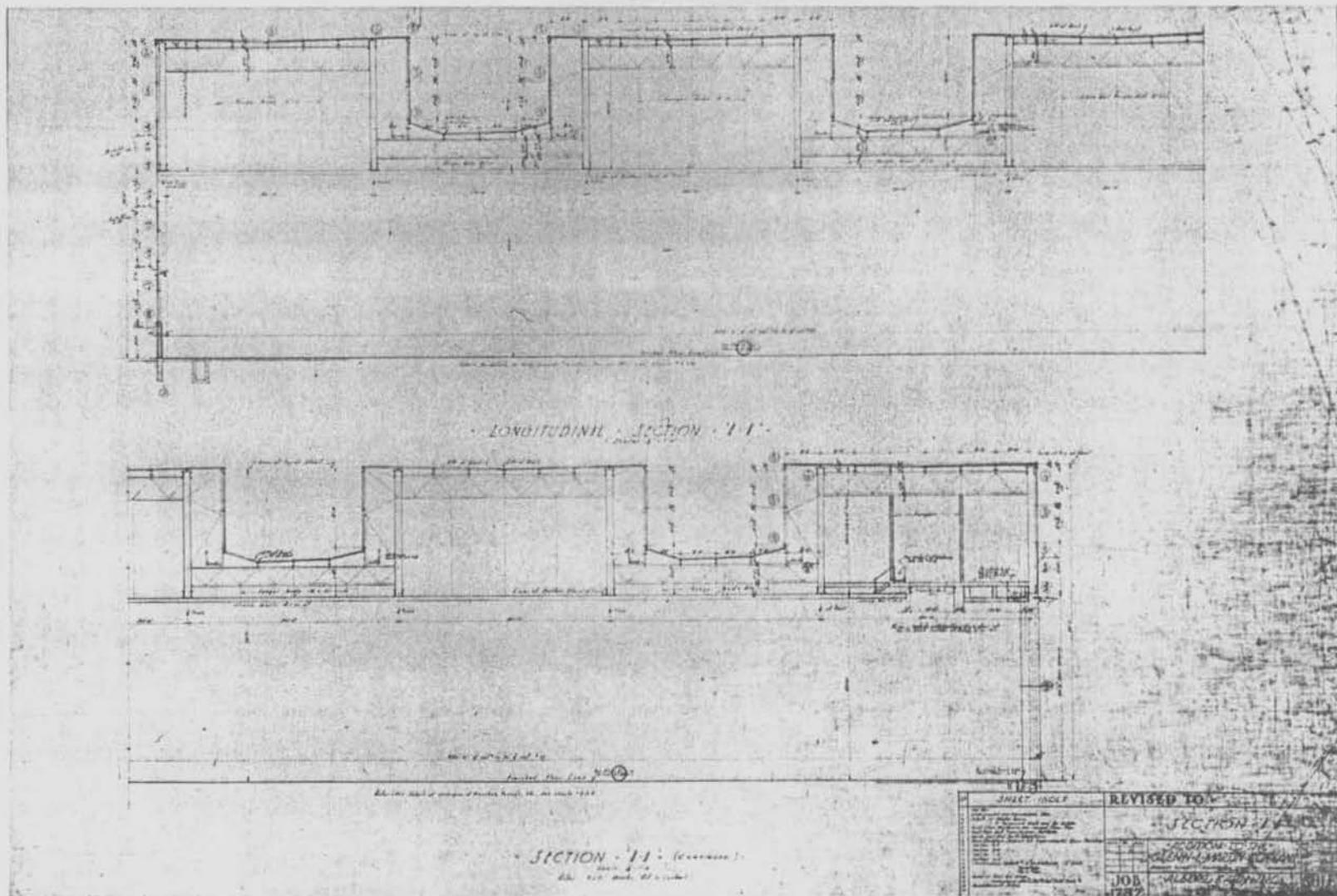
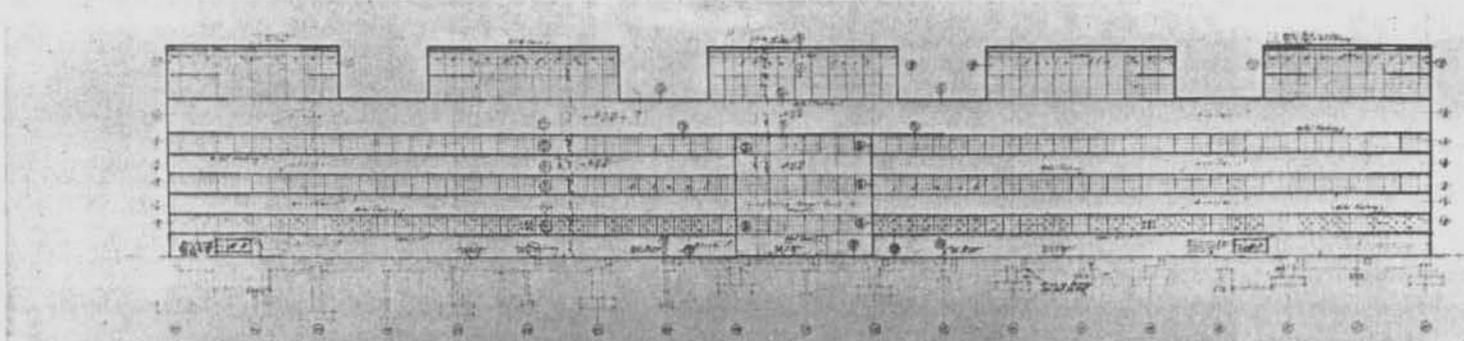
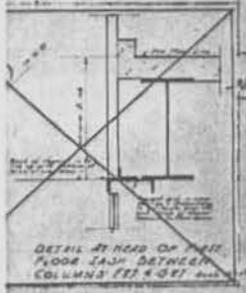
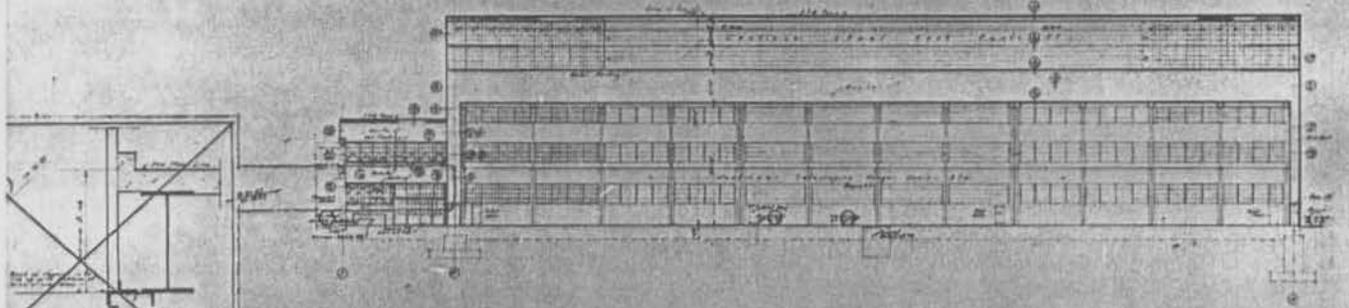


Figure 81  
 Glenn Martin Assembly Building;  
 sections. (Photograph by Graydon  
 Miller, courtesy of Albert Kahn  
 Associates.)

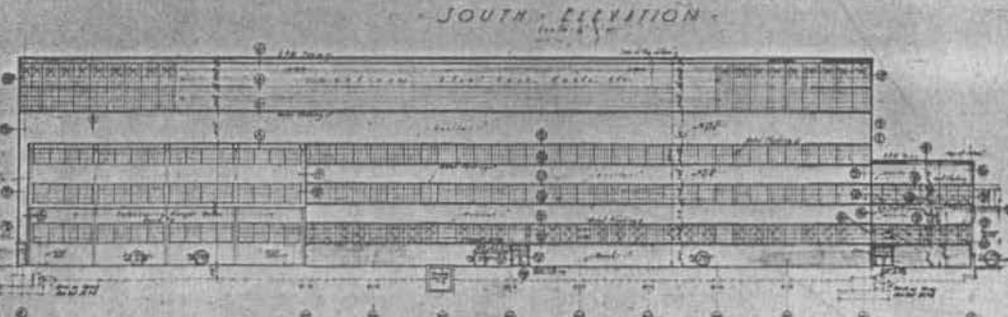
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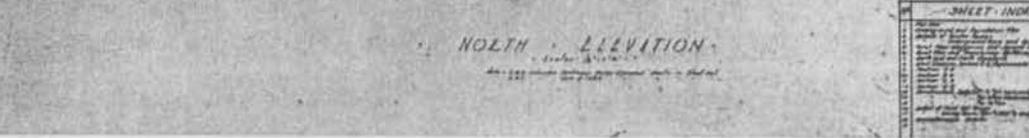
NORTH ELEVATION



DETAIL OF HEAD OF WINDOW  
FLOOR JAMB BETWEEN  
COLUMNS 117 & 121



SOUTH ELEVATION



NORTH ELEVATION

SHEET INDEX	REVISED TO - 10-11
	ELEVATION
ADDITION TO THE	GLASS & MASONRY CO.
JOB	1000

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Figure 82

Glenn Martin Assembly Building;  
elevations. (Photograph by Graydon  
Miller, courtesy of Albert Kahn  
Associates.)

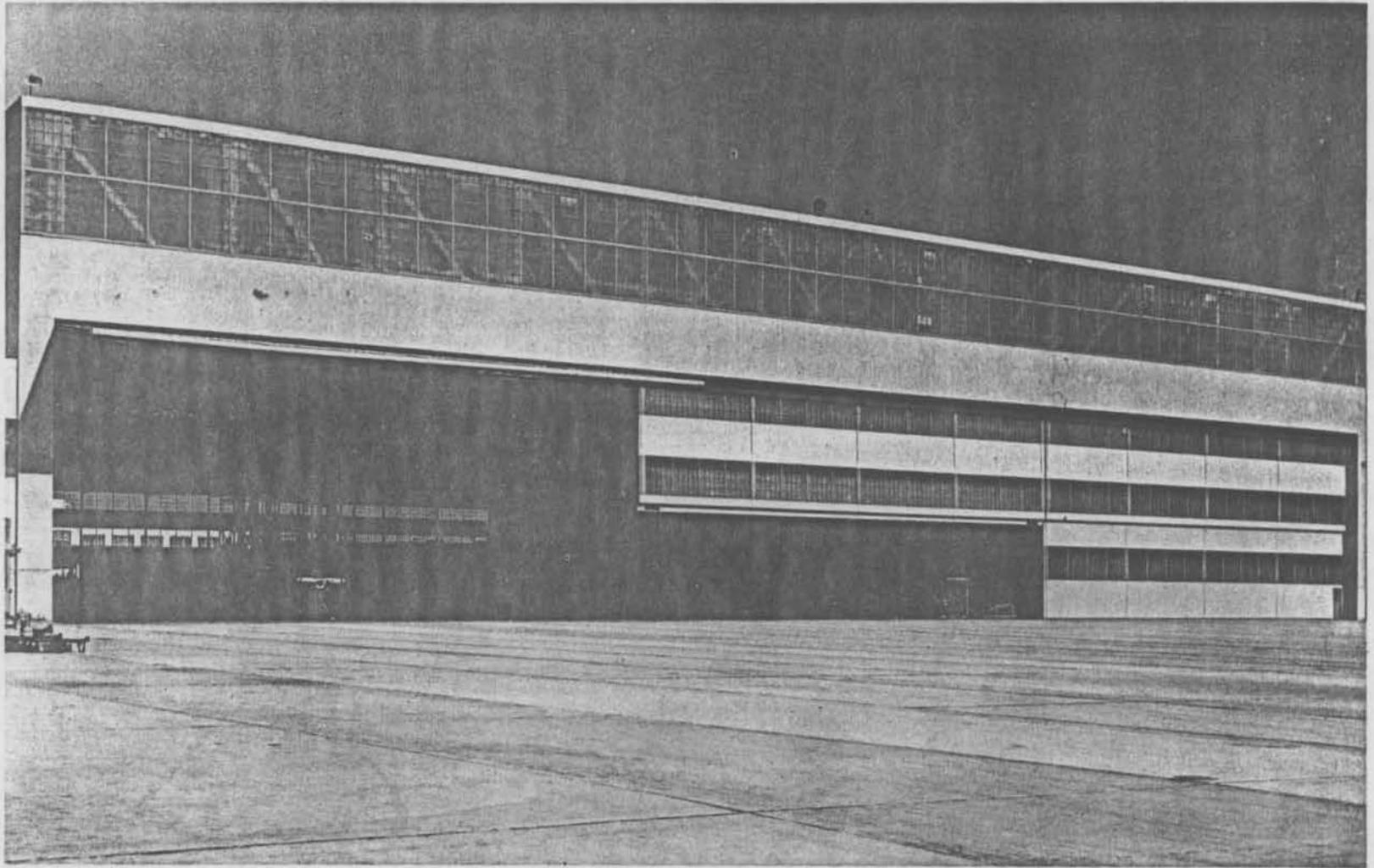
Figure 83

Glenn Martin Plant; exterior of the  
Assembly Building, with  
Administration Building to the right  
front. (Photograph by Forster Studio,  
courtesy of Albert Kahn Associates.)



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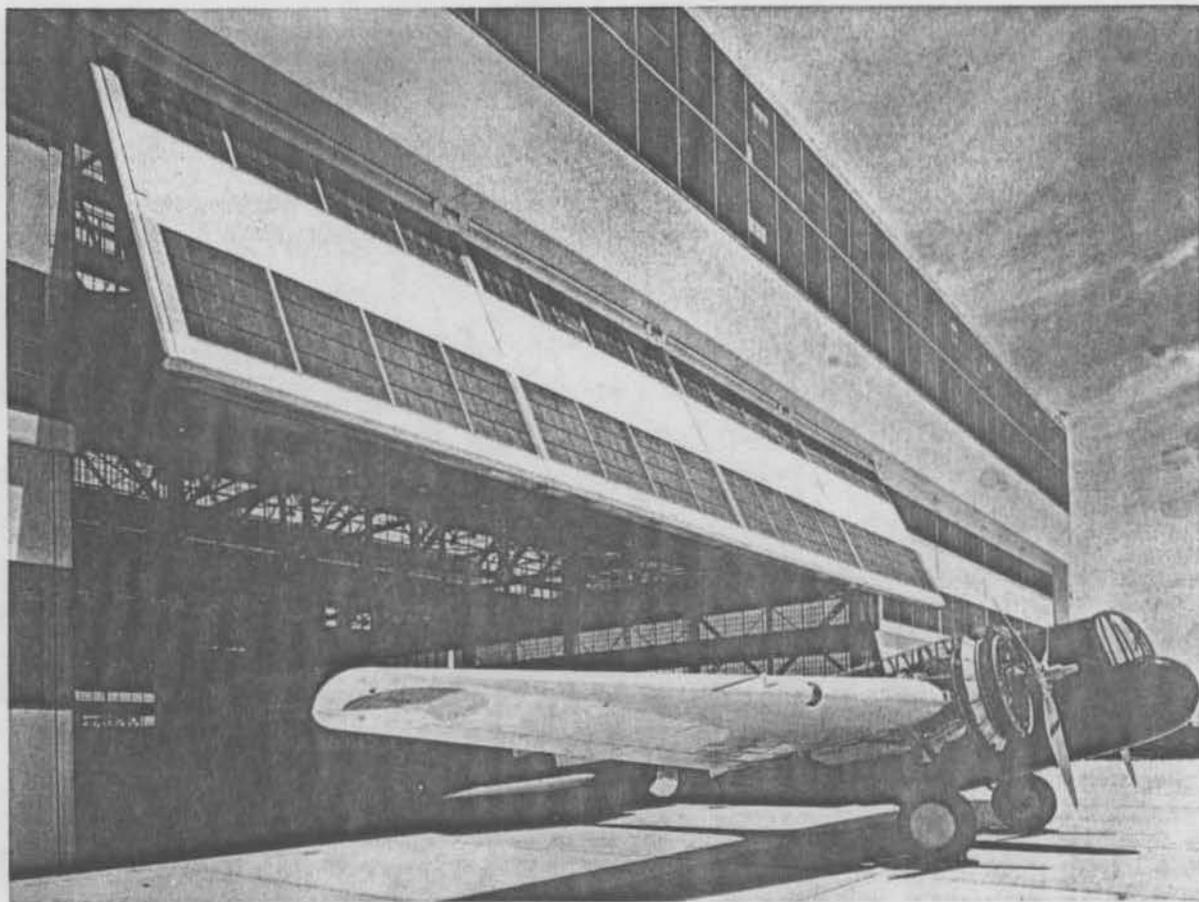
Figure 84  
Glenn Martin Plant; exterior of the  
Assembly Building facing the  
airfield, showing the full-width door.  
(Photograph courtesy of Albert Kahn  
Associates.)



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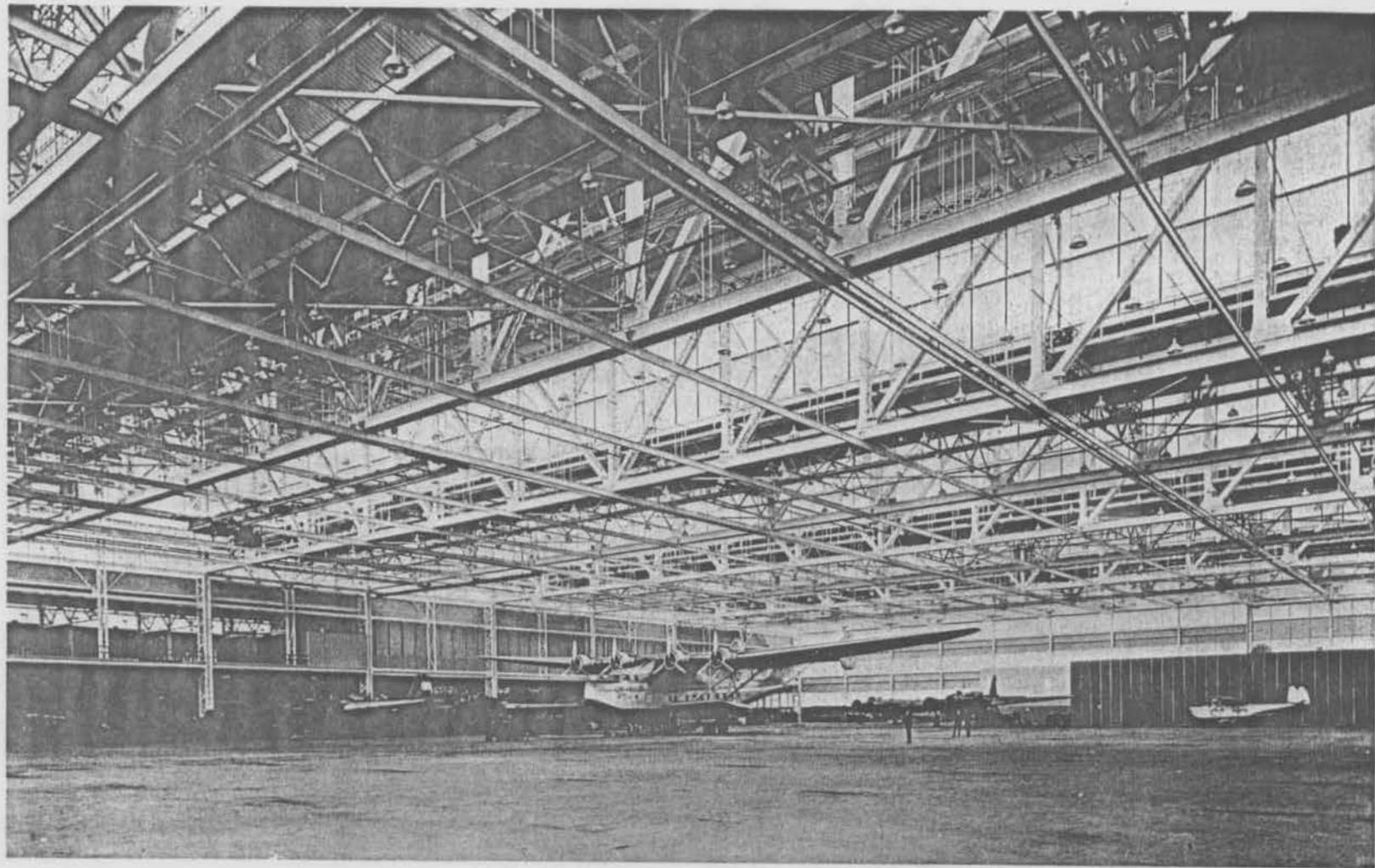
Figure 85

Glenn Martin Plant; airfield facade  
and interior of the Assembly  
Building. (Photograph by Damora,  
courtesy of Albert Kahn Associates.)



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Figure 86  
Glenn Martin Plant; interior of the  
Assembly Building. (Photograph  
courtesy of Albert Kahn Associates.)



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supervision, first aid, and so forth, are located in a two-story 39-foot-wide annex along the west wall. This in turn abuts the east face of the 1929 structure.

At the airfield end is the door, 299 feet 11 inches wide and 45 feet high (see figs. 84, 85), divided into three sections horizontally and two vertically, and operable as separate sections or as a unit. Its treatment is carefully repetitive of the rest of the building; figures 84 and 85 show the jambs between window runs, which have been carefully painted darker to preserve the visual continuity of the strip.

The impact of the vast interior space is difficult to describe or photograph. The monitor projections alone are far larger in height and width than the typical bays of the Chevrolet Plant at Indianapolis. The scale is magnificent. As William MacDonald has said of the Pantheon, the space swallows up human gestures. The exterior is a handsomely concise statement of the underlying scheme, with no overstudied or fussy elements to disturb the grandness of the immense structure.

The building was used to assemble the PBM Mariner and the PB2M Mars, the largest plane to serve in World War II. By 1943 the latter had a wingspan of over 200 feet and was, no doubt, the sort of plane Martin had had in mind six years earlier.

The Glenn Martin Addition,  
1939

On February 5, 1939, Kahn received a telephone call from Glenn Martin requesting still another addition, a contiguous manufacturing unit of 440,000 square feet to be ready for use by May 1. This was the most demanding schedule that Kahn or anyone else had ever faced. The self-containment of the organization, valuable before, was now indispensable.

... The morning after Mr. Martin's telephone call, I was in Baltimore with an architectural assistant, a structural designer, and an estimator. That day, we prepared a number of schemes of plan and construction, showing the comparative steel tonnage. . . . The next day we called in steel contractors. . . . the next day we placed the contracts. . . .

To save time in building, we planned to make the construction below the first floor level of reinforced concrete . . . which incidentally was entirely in place ready for the structural steel the day this was delivered. We placed contracts for the ground floor construction within eleven days

from the day we were called in. . . . Without a complete organization, all starting at the same time, this record could not have been achieved. Group practice is essential for such a result. . . .<sup>16</sup>

Not only was group practice within the office essential; there must also have been a great deal of rapport, familiarity, and common language between the architect and the contractor. Contracts placed so quickly must have been based on verbal and sketch information plus a great deal of intuition and shared experience, and this in turn would presume that the architect was nearly as familiar with contracting as the contractor himself and that both had a consummate grasp of engineering. All skills of the firm were clearly utilized to the fullest. Designers, engineers, and administrators in intimate collaboration and in conjunction with the contractor had to make instantaneous and correct decisions. This was possible only because of unmatched, virtually intuitive familiarity with the problems involved. Administration and business procedures in scheduling, placement of orders, timing of shipments, and so forth, also had to proceed with absolute smoothness, and it is apparent that they did. The building was completed on April 23, with the necessary million dollars' worth of equipment installed and ready for use. Production began four days later, or three days in advance of the deadline, and seventy-seven days from the original telephone call.

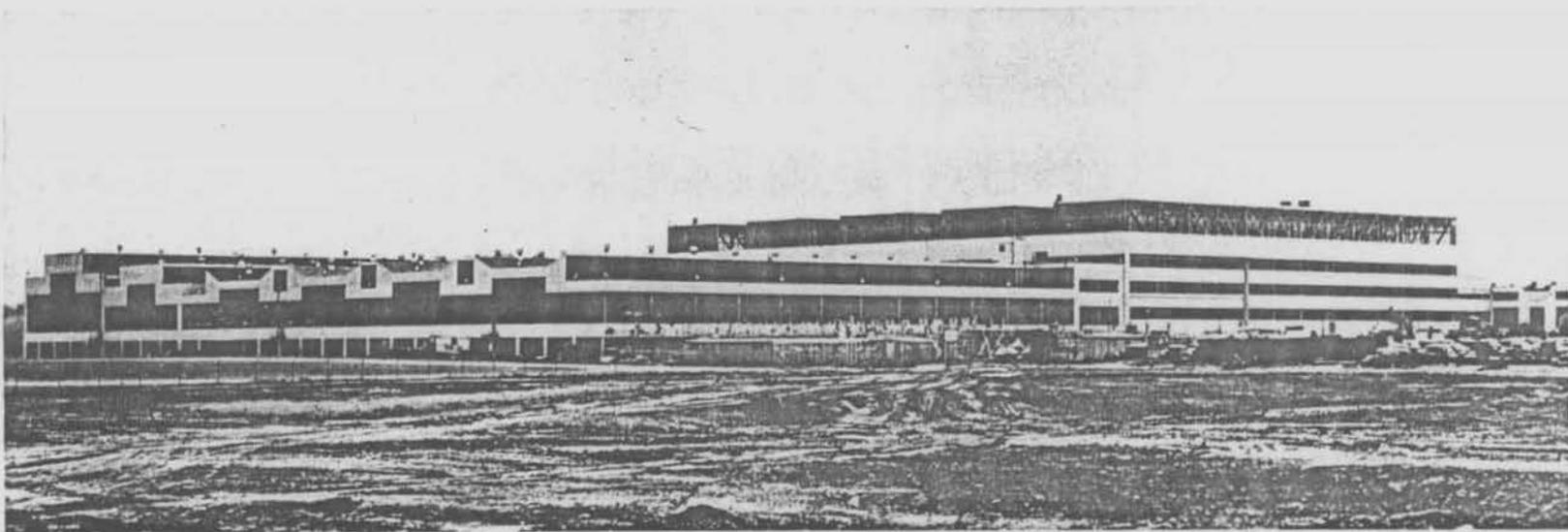
The *Engineering News-Record* commented at the time (June 22, 1939) that "the new building is not a notable structure from the standpoint of design innovations." That may be true, if the word "innovations" is meant in the literal sense. On the other hand, the design is a fresh and efficient use of familiar elements. Warren trusses supported at their midpoints and cantilevering in either direction comprise the basic scheme, a scheme that is again more common to bridge construction than to architecture. Since they taper toward their ends, the profile they create is nicely suited to the monitor form (see fig. 88). These trusses in turn rest on trusses running east and west, spanning 100 feet between columns.

The total plant (fig. 87) is one of Kahn's finest designs. Though smaller than many others, it deals with the making of machines at a scale unprecedented even in his own work. The

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of  
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2  
Figure 87

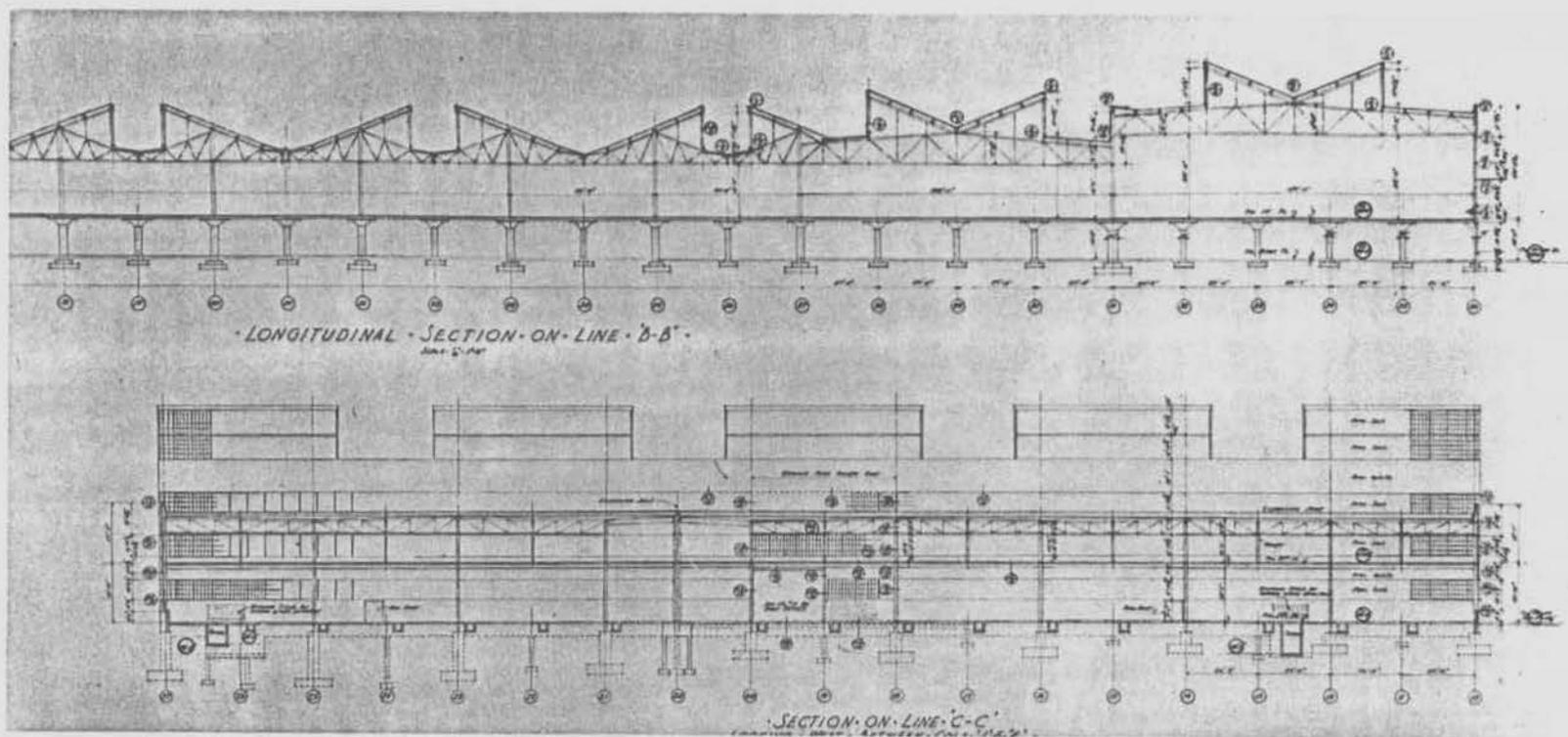
Glenn Martin Plant; exterior  
showing the complex in 1939.

(Photograph courtesy of Albert Kahn  
Associates.)



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Figure 88  
Glenn Martin Plant; sections  
through 1939 addition. (Photograph  
by Graydon Miller, courtesy of  
Albert Kahn Associates.)



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principles behind every aspect of the design are conservative; the power of the solution lies in the exploitation of these principles at a scale and with a boldness normally found only in great works of civil engineering, from which in fact the principles were drawn. The uninterrupted sweep of the airfield, with the Atlantic beyond, provides an appropriately grand setting.

Two years later and a mile to the east, Kahn designed Martin plant number two at Middle River. For this second plant, to build the B-26 Marauder, he repeated almost verbatim the various portions of the original complex and in the same year used the basic scheme again for a third Martin plant at Omaha, Nebraska.

World War II:  
The Chrysler Tank Arsenal

As American industry became increasingly involved in the production of war weapons, the pressure on the Kahn firm grew proportionately. From December 1939 to December 1942 the government alone commissioned the office to design \$200 million worth of construction, and until at least December 1941 this was supplemented by the usual volume of work from private industry.<sup>17</sup> Under this load the staff, growing in size throughout the thirties, reached a maximum of over 600 members. Schedules of the sort cited earlier became commonplace. Kahn commented on the process of war plant design:

Even before definite commitments are made . . . the respective manufacturers have spent night and day on process layouts and the architects and engineers have been called in to prepare tentative schemes for properly housing their equipment.

With contracts definitely placed, not a moment can be lost. The type of building best suited has been decided upon; so has the floor space required. Often within less than a week's time, the structural steel drawings must be developed sufficiently to obtain competitive prices ready for placing contracts. Supplying the steel frame, obtaining the necessary material, much of which must come from the mills, and fabricating it are the bottlenecks. . . .

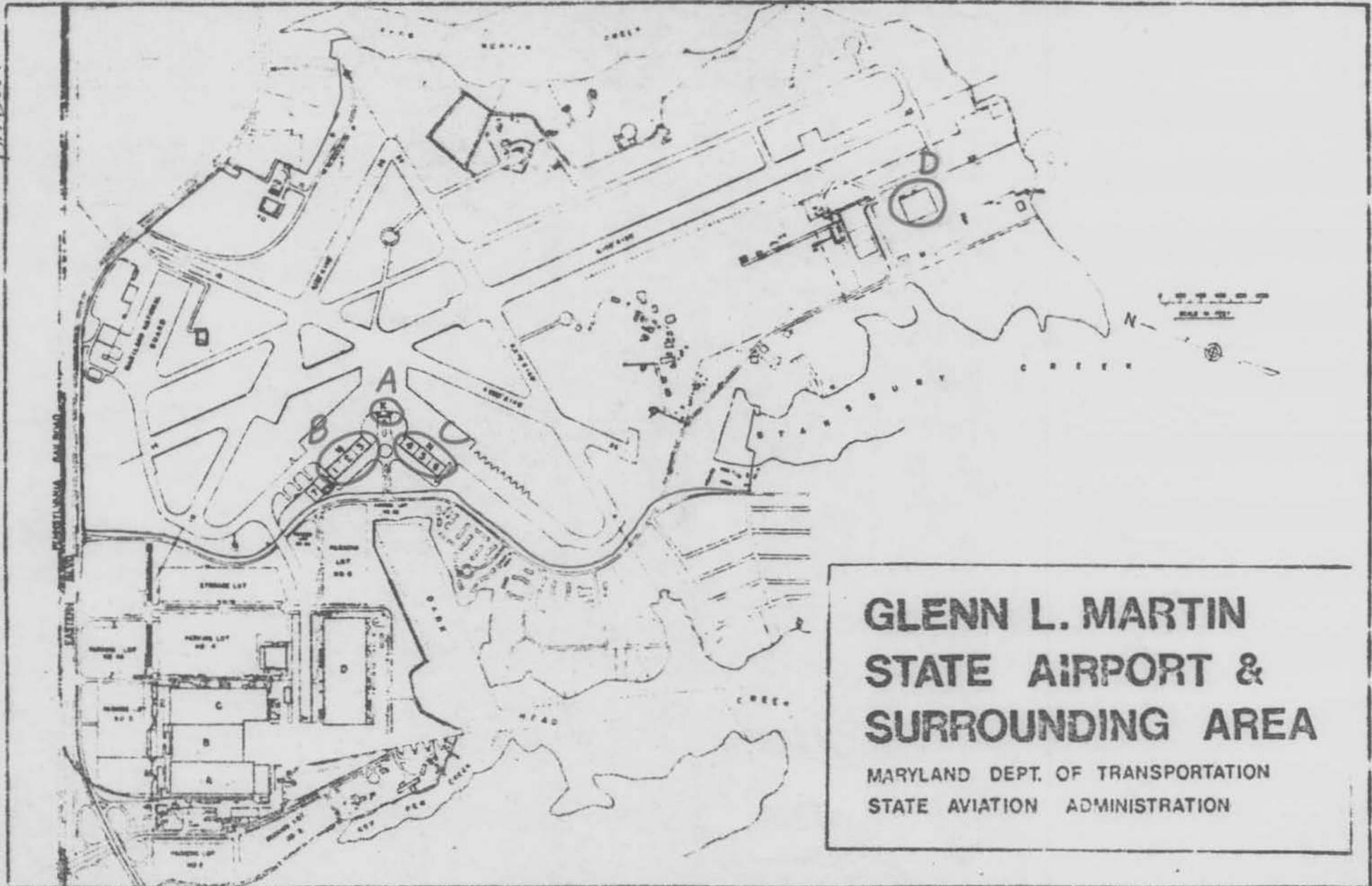
To save time, we must exercise care in employing structural shapes most readily obtainable. . . . And to speed up deliveries, substitutions must often be made to suit the company's stock piles or rollings of the mills. Standardization, as far as possible, is all-important, and so is simplicity of construction.

To accomplish the necessary results requires an organization keyed up to the situation, thoroughly experienced so that decisions may be immediate and accurate, and production must be just about machinelike. . . .<sup>18</sup>

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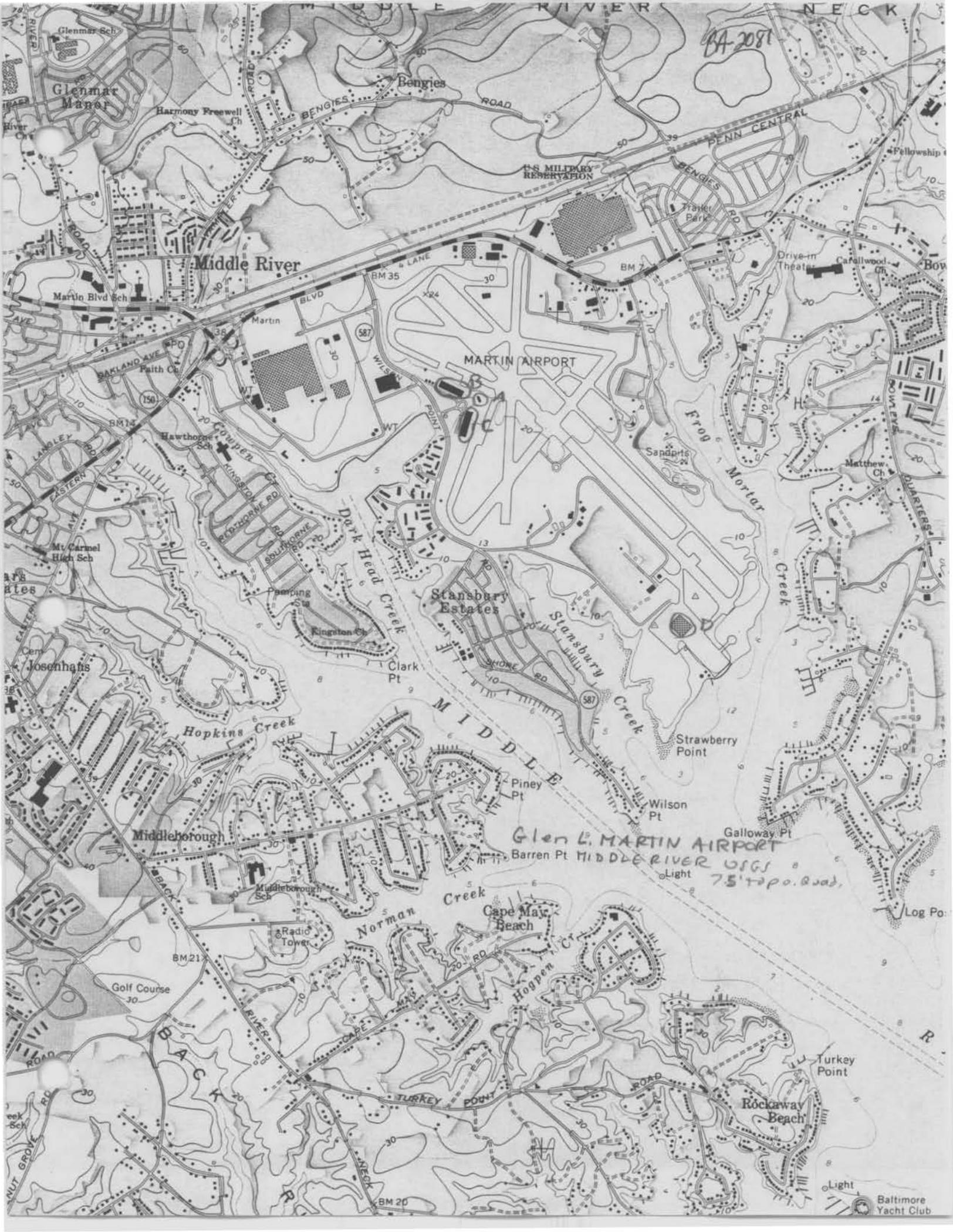
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4



**GLENN L. MARTIN  
STATE AIRPORT &  
SURROUNDING AREA**

MARYLAND DEPT. OF TRANSPORTATION  
STATE AVIATION ADMINISTRATION



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Glen L. MARTIN AIRPORT  
MIDDLE RIVER USGS  
75' topo. quad.

Baltimore Yacht Club

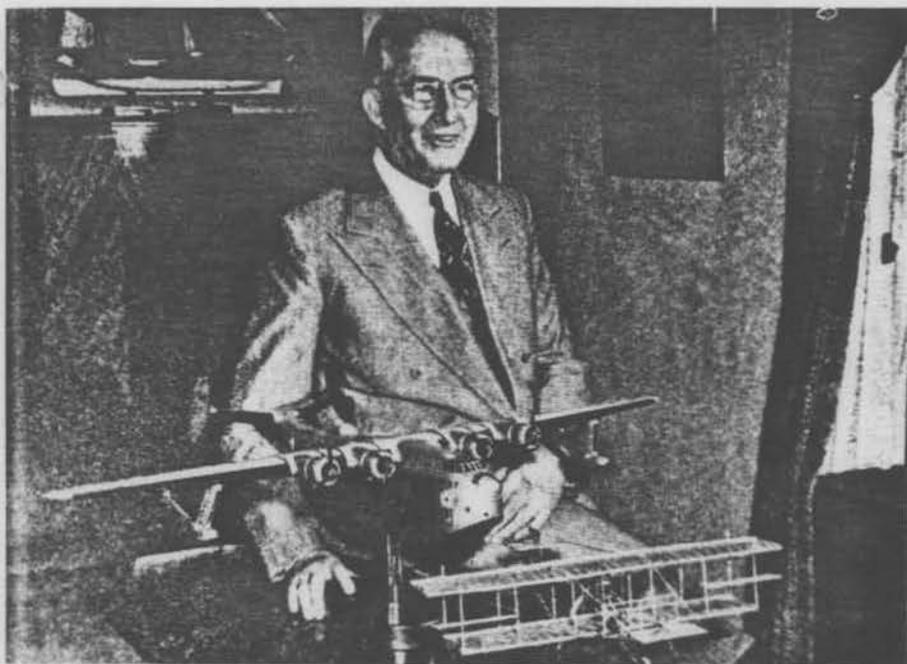




*C. T. Luddington founded the Luddington Line, which began flights between Baltimore, Philadelphia, Washington, and New York on November 24, 1930. Amelia Earhart, vice-president of the company, was among the first passengers to be greeted at Martin Field by Glenn L. Martin, with Mayor William F. Broening and his secretary (later governor) Theodore R. McKeldin. The photo shows a last passenger checking aboard a 1931 flight. In 1933 the airline became part of what is now Eastern Airlines.*

Brooks, Neal A., and Richard Parsons  
1988 Baltimore County Panorama, Towson, Maryland: Baltimore  
County Public Library.

## Brooks and Parsons, 1988



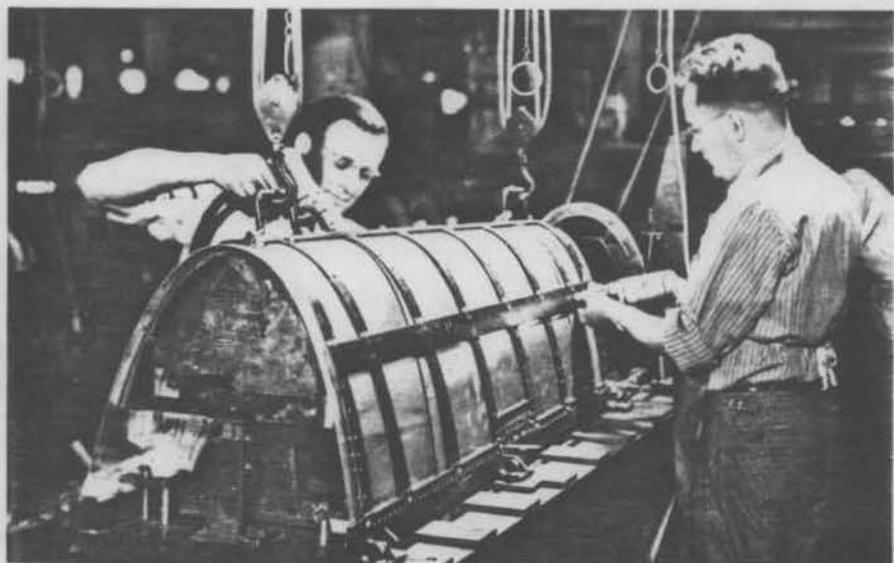
*Glenn Luther Martin (1894-1957) grew up in Kansas. An early convert to flying—he is holding a model of the plane he flew in 1909—he opened a factory first in California and then in Cleveland in 1917. The need to expand, the difficulty of getting contracts for conventional land-based planes, the desire to be both near Washington, D. C., and a metropolitan area, led to the Milburn farm in Middle River and the building of seaplanes. He surreptitiously purchased the property in 1928 for a "New York sportsman club." A year later he was employing between four hundred and a thousand people.*

*Shown is an overview of the complex in 1965. Riveters are at work during World War II.*

465

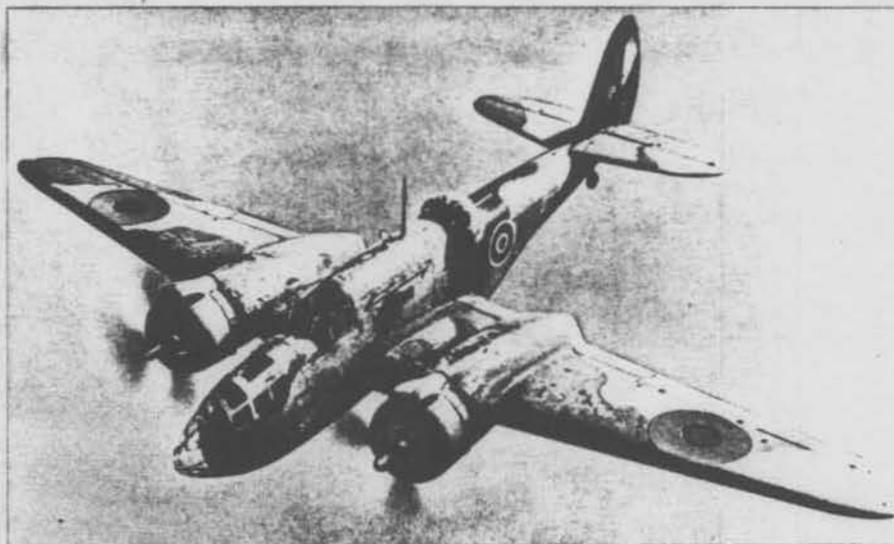


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467

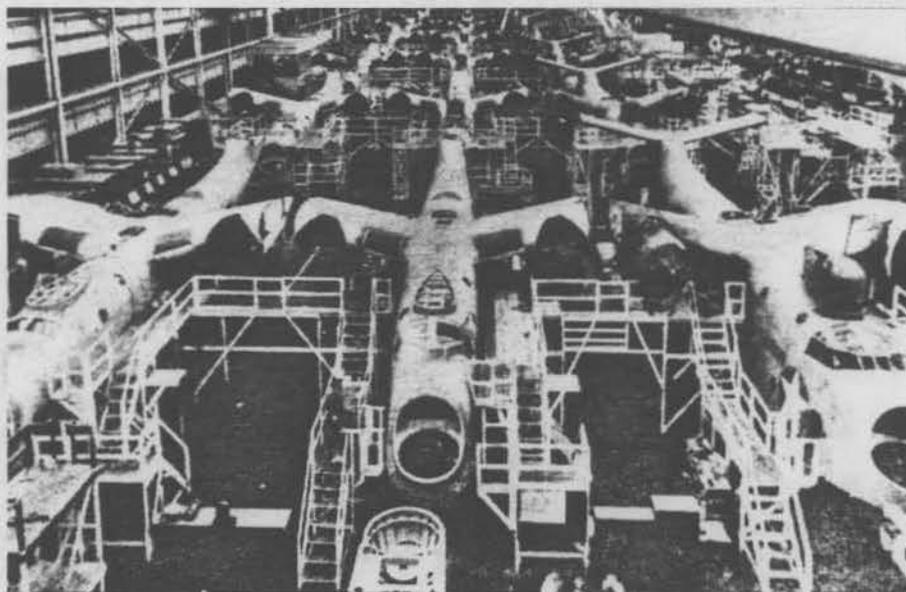
257



*In flight is a Martin A-30. The "D" building assembly line of the PBM Mariner patrol bomber was an awe-inspiring sight in 1945. Working in the Martin's Middle River plant in November 1941, a month before Pearl Harbor were, from left to right Evelyn Barthel, Margaret Smith, and Ida Robinson.*

*The Glenn L. Martin Company eventually dropped airplane manufacturing; however, the successor firm, Martin Marietta is still a major defense contractor. The Middle River plant has been involved in rocket work.*

468

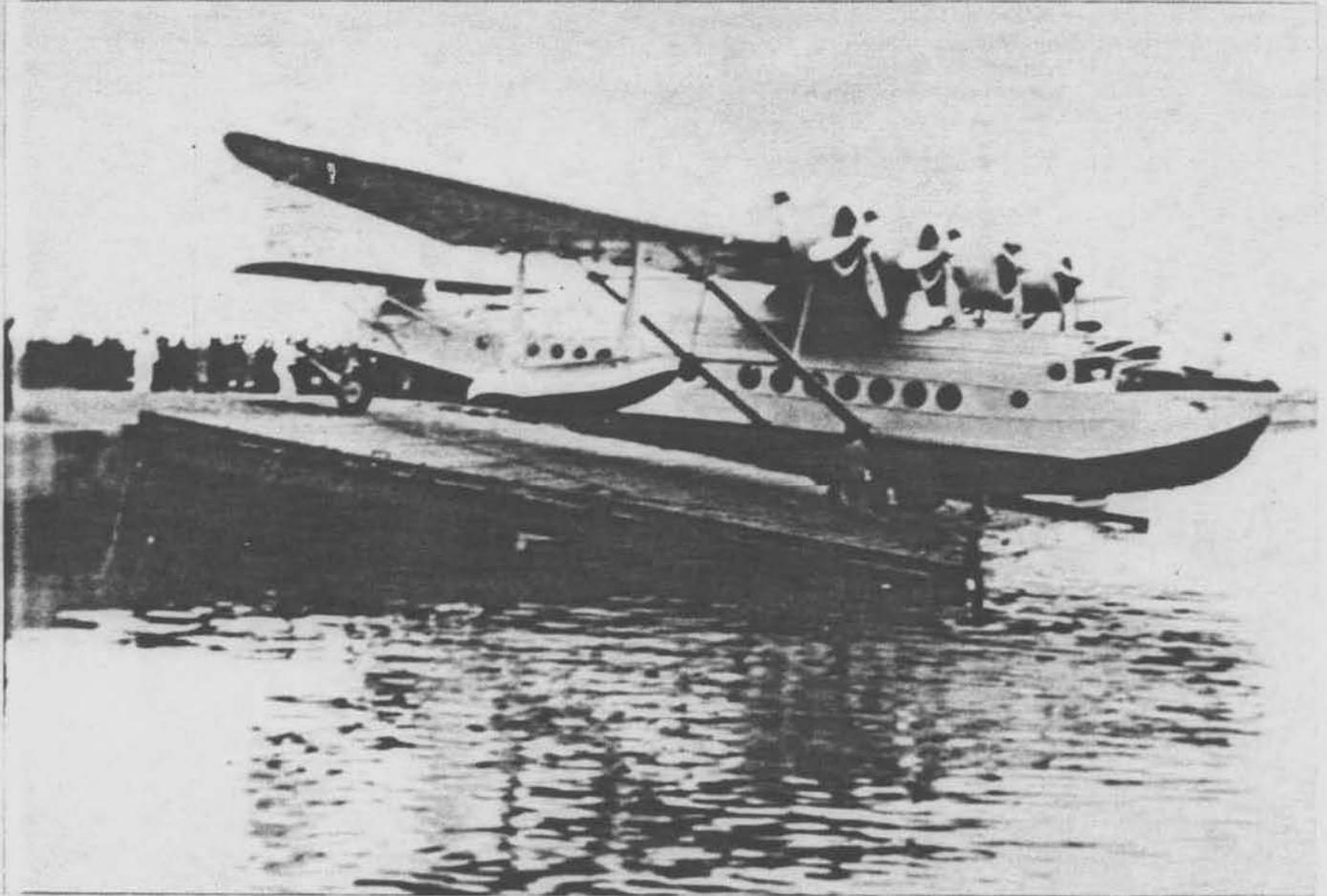


469



470

471



*Typical of the handsome flying boats built by Martin's was Pan Am's Bermuda Clipper rolling down a launching ramp in 1931.*



*When this P5-M2 rolled out of its hangar at the Martin Plant on December 20, 1960, it was the last plane from Martin's and the end of an era. From being the county's biggest employer, Martin's Middle River plant shrank to a vestige of itself, hanging on until contracts in the 1980s gave it a new lease on life.*

472



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GLENN L. MARTIN AIRPORT  
MIDDLE RIVER MD

w. el.

Bldgs. A, B, C

HNEDAK

10/80

m/DOT



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GLENN C. MARTIN AIRPORT  
MIDDLE RIVER MD.

sel.

Bldg. "A"

HMEDAK

10/80

M/DOT



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GLENN L. MARTIN AIRPORT  
MIDDLE RIVER, MD.

Stairway detail

HNEDAK  
10/80

M/DO7

BLDG "A"



BA-2081

GLENN L MARTIN AIRPORT  
MIDDLE RIVER MD

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BLDG "A"



BA 2081

GLENN L MARTIN AIRPORT  
MIDDLE RIVER MD.

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BA 2081

GLEN L MARTIN AIRPORT  
MIDDLE RIVER MD.

Bldg. B

W. el.

HKEDAK

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M/DOE



BA 2081

GLENN L. MARTIN AIRPORT  
MIDDLE RIVER MD.

Sel.

Bldg. D.

HNEDAK

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by

image

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View South from Apron, N.W. Elevation of Hangar,  
measured photo - Lower Rt. corner of Structure
- 1/30

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Photographer
- Neg.-MD SHPO
- View South from Airfield, N. Elevation of Hangar
- 2/30

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- View S. from Airfield, N. Elevation of Hangar
- 3/30



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*Frank*  
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- Baltimore County, Maryland  
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- View S.W. from Taxiway, N.E. Elevation of Hangar  
- 4/30



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*Frank*  
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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
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- View W. from E. side of Taxiway, El. Elevation of Hangar
- 5/30



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- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
  - Baltimore County, Maryland
  - Walter Smalling, Jr., 10/87  
Photographer
  - Neg.-MD SHPO
  - View W. from Taxiway on E. side of Runway 14/32 at 32 End,  
S.E. Elevation of Hangar
  - 6/30

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- Baltimore County, Maryland
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Photographer
- Neg.-MD SHPO
- View N. from Apron, S. Elevation of Hangar
- 7/30

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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View N.E. from Apron, S. Elevation of Hangar
- 8/30

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- Baltimore County, Maryland
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Photographer
- Neg.-MD SHPO
- View N.E. from Apron, S.W. Elevation of Hangar
- 9/30

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9/30

REPUBLIC STEEL CORP.  
VERTICAL LIFT TYPE  
CANOPY HANGAR DOOR

PAT. FEB. 13, 1934

NO. 1,937,322

DESIGNED AND MFGD. BY

TRUSCON STEEL CO.

YOUNGSTOWN, OHIO.

BA-2081

AS  
#10  
210664

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View N. from Apron, S. Elevation of Hangar, Plaque located  
to left of most westerly door located on S. site of Hangar
- 10/30

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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View E. from Apron, W. Elevation of Hangar
- 11/30

*Small*

*207588*



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12/30

207588

Fred

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Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View E. from Apron, W. Elevation of Hangar toward S. End.
- 12/30

12/21



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Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View S. from inside Hangar Doors of N. Elevation
- 13/30



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KS-

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View S.W. from 2nd Floor, N.E. Corner of Building that  
extends the length of the E. side of the Hangar.
- 14/30

image



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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View W. from Ground Floor of East side of Hangar
- 15/30



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- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View N.W. from S. End of 2nd Floor of Building that extends  
the length of the East side of the Hangar.
- 16/30

*Smalling*  
267588



BA-2081

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View N.W. corner of ceiling from just inside Hangar  
door on N. side of Hangar.
- 17/30

*SHPO*

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
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BA-2081

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View S.W. from 2nd Floor N.E. End of Building that  
extends the length of the E. side of the Hangar.
- 18/30

Small  
257588



BA-2087

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #1 - Site Plan
- 19/30

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438

268723



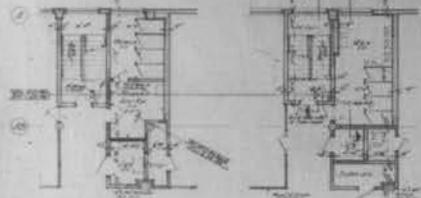
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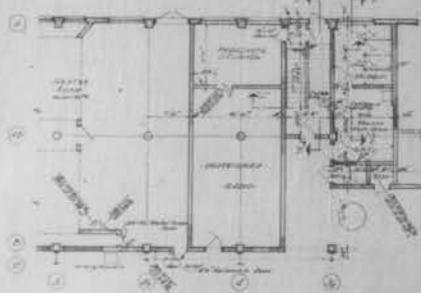
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1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438

BA-2081

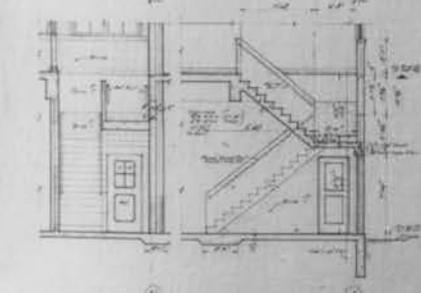
- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #2 - Foundation Plan
- 20/30



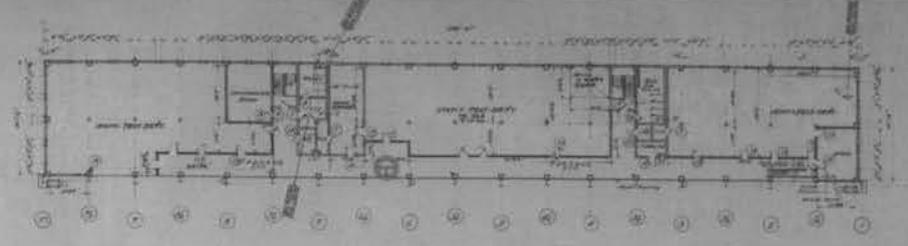
WALL & WINDOW DETAILS  
 WALL DETAIL  
 WINDOW DETAIL



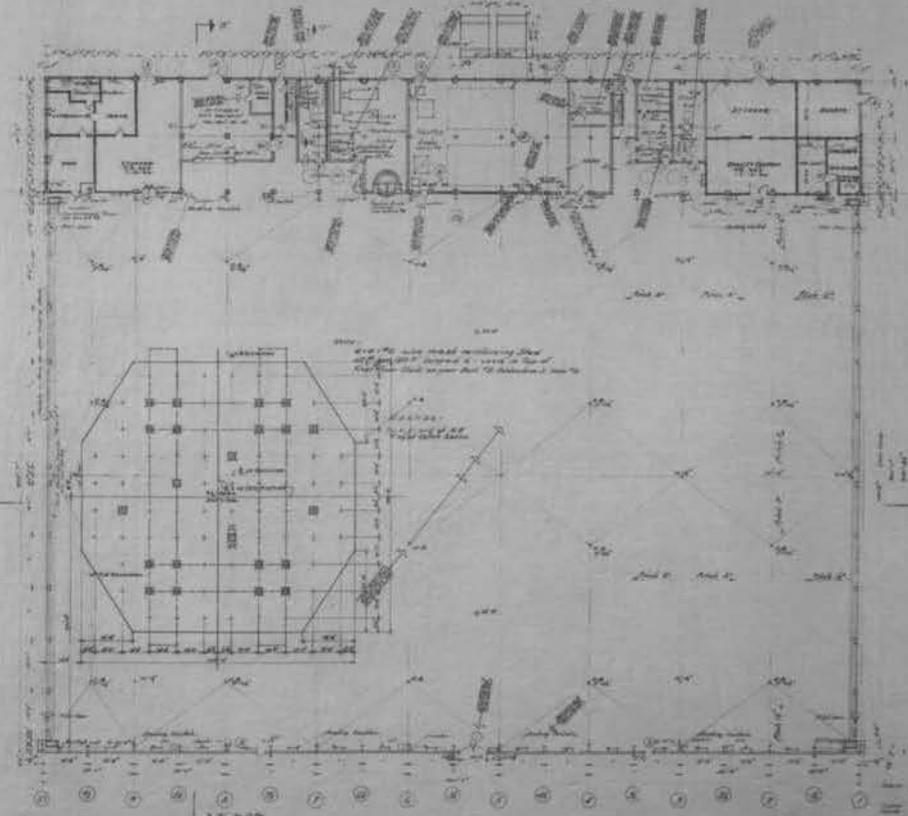
KITCHEN & TOILET DETAILS  
 KITCHEN DETAIL  
 TOILET DETAIL



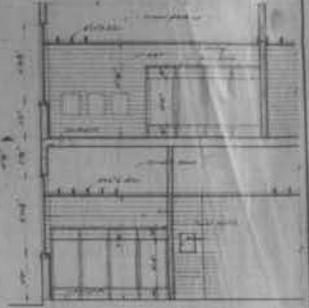
STAIR DETAILS  
 SECTION C-C  
 SECTION D-D



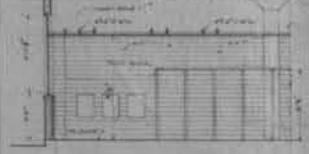
SECOND FLOOR PLAN



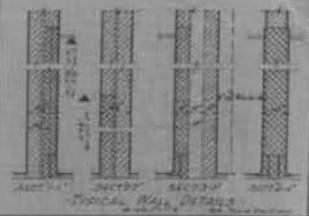
FIRST FLOOR PLAN



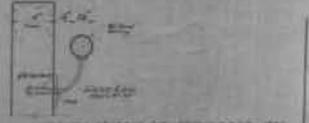
SECTION E-E



SECTION F-F  
 TOILET LOOK DETAIL



TYPICAL WALL DETAIL



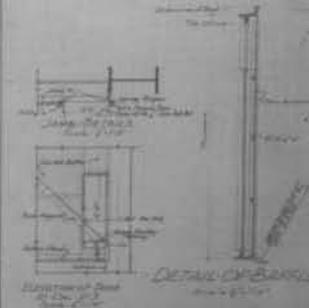
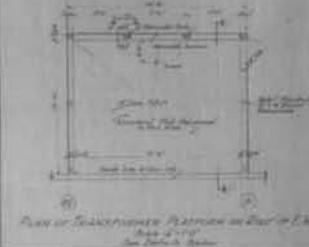
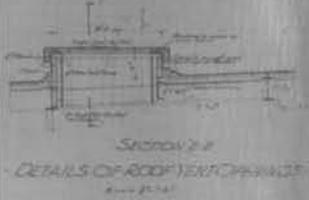
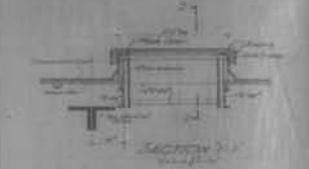
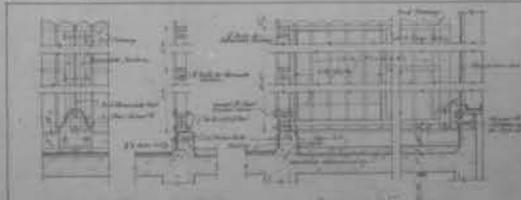
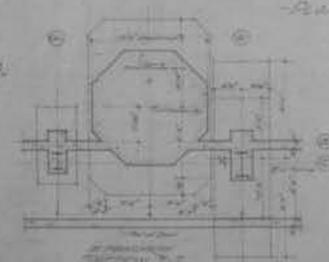
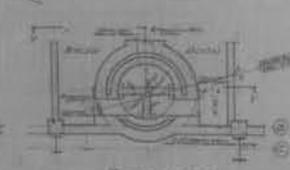
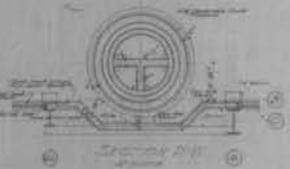
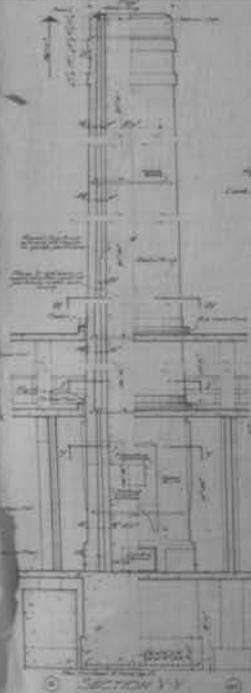
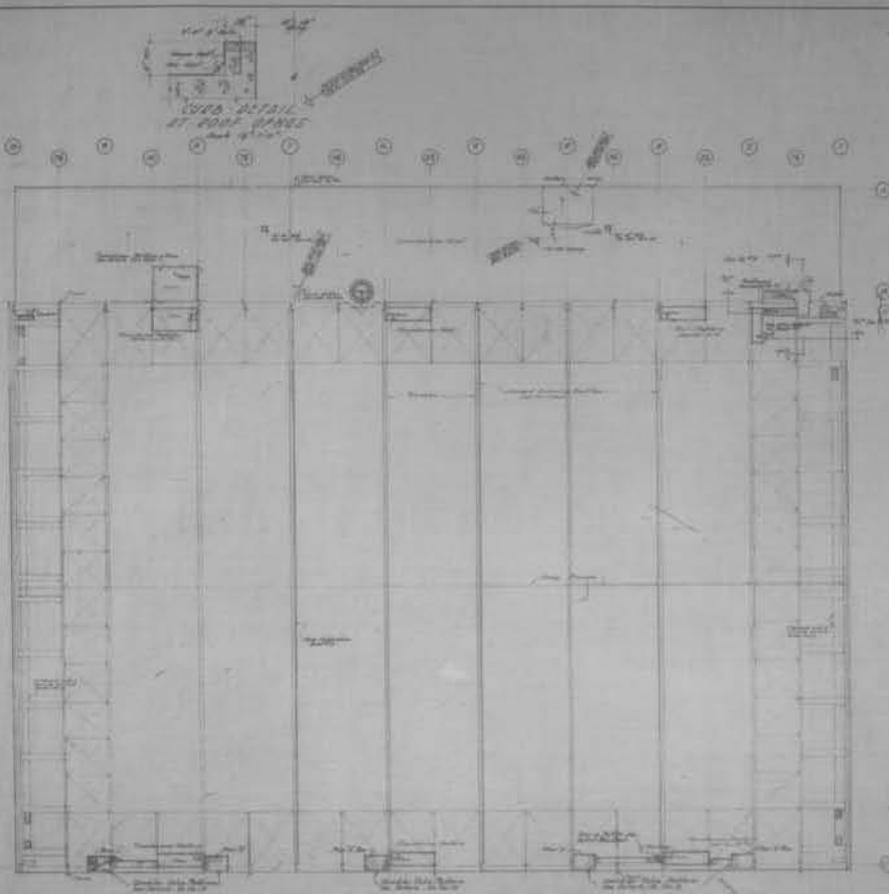
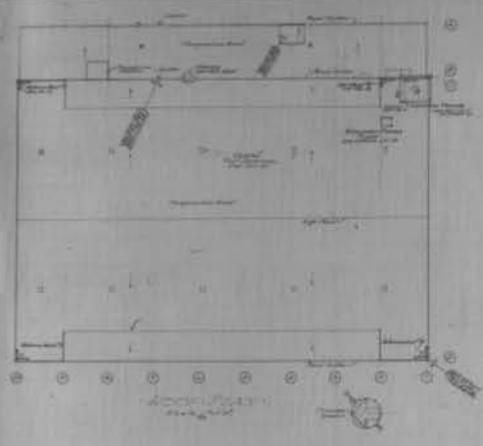
JOB 0752-A	
GLANN L. MARTIN CO.	
SHEET 3	

BA-2081

208723  
4-11-87

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #3 - 1st Floor Plan
- 21/30

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
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(202) 234-2438



CHIMNEY DETAILS

PLAN AT PLATFORMS & CATHALS

DETAILS OF ROOF JOINT OFFINGS

PLAN OF TRANSVERSE SECTION IN END OF L. SIDE

DETAIL OF BARREL

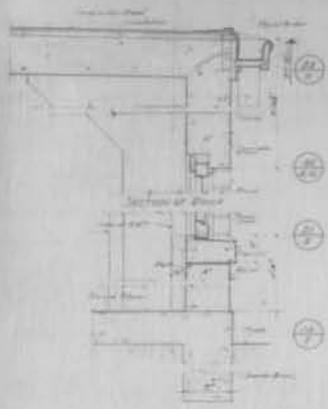
DESIGNED BY	J. H. B.
CHECKED BY	J. H. B.
APPROVED BY	J. H. B.
DATE	1911
PROJECT	CHIMNEY
SHEET	1

BA-2081

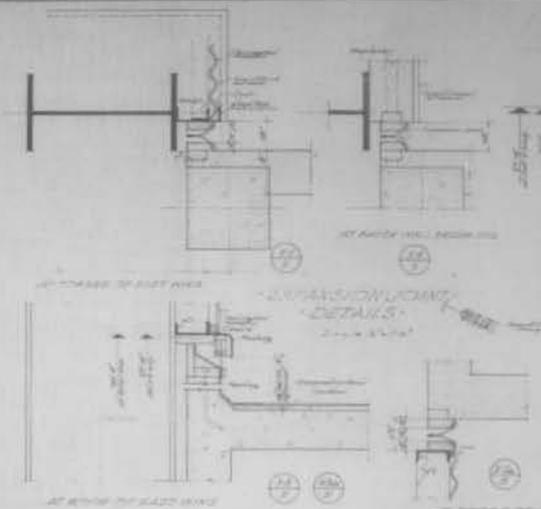
268723  
3  
WA

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #4 - Platform, Walkway & Roof Plans
- 22/30

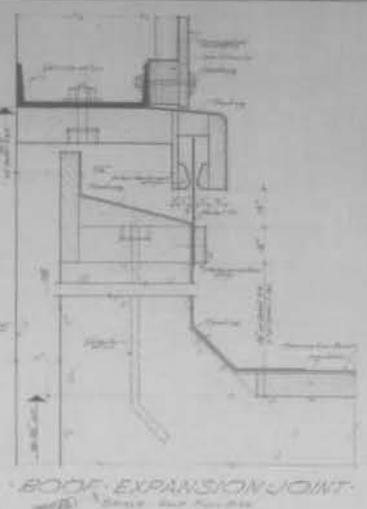
PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438



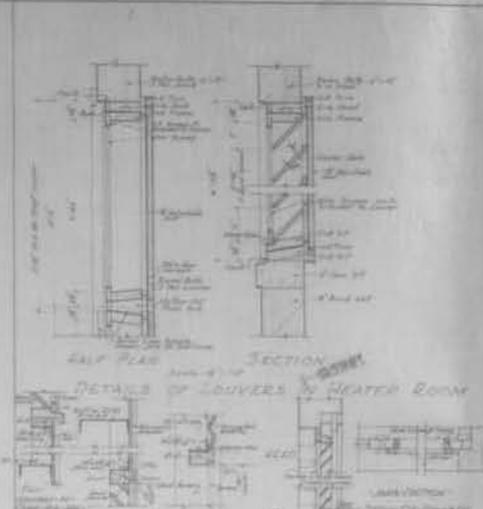
SECTION OF WALL AND ROOF



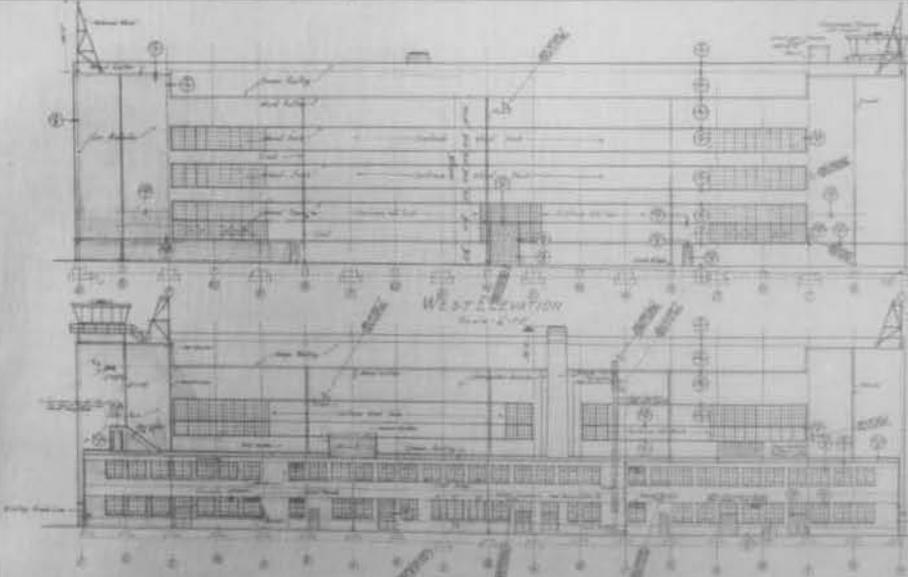
EXPANSION JOINT DETAILS



ROOF EXPANSION JOINT

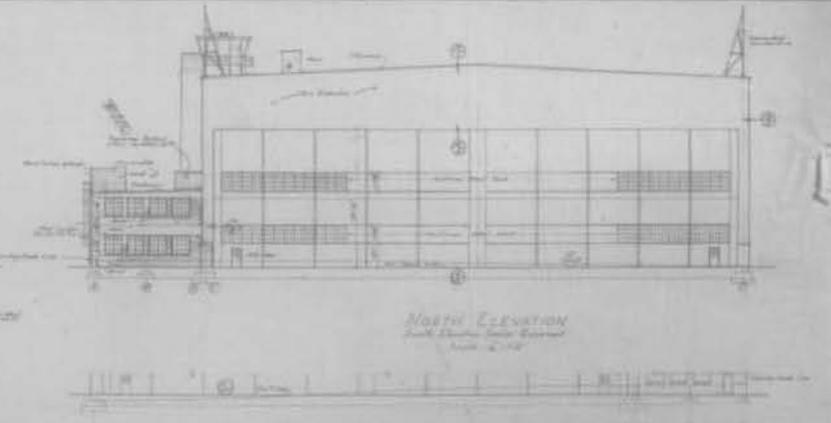


SECTION OF ROOF



West Elevation

East Elevation



North Elevation

Part South Elevation

JOB		1752 B
NO.	DESCRIPTION	DATE
1	ELEVATIONS	1/25/24
2	DELIVERY DRAWING	2/10/24
3	GLENN L. AMPTON CO.	2/10/24
4	ALBERT ZAHN ENGINEERS	2/10/24
5	ALBERT ZAHN ENGINEERS	2/10/24
6	ALBERT ZAHN ENGINEERS	2/10/24
7	ALBERT ZAHN ENGINEERS	2/10/24
8	ALBERT ZAHN ENGINEERS	2/10/24
9	ALBERT ZAHN ENGINEERS	2/10/24
10	ALBERT ZAHN ENGINEERS	2/10/24
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100	ALBERT ZAHN ENGINEERS	2/10/24

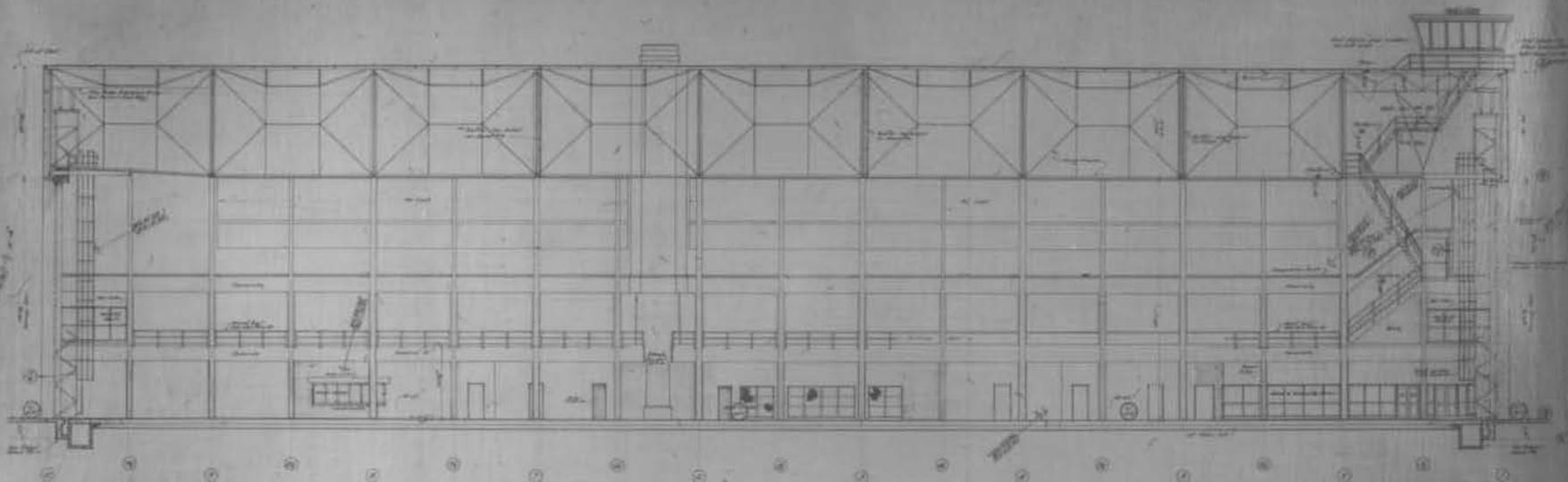
BA-2081

208703

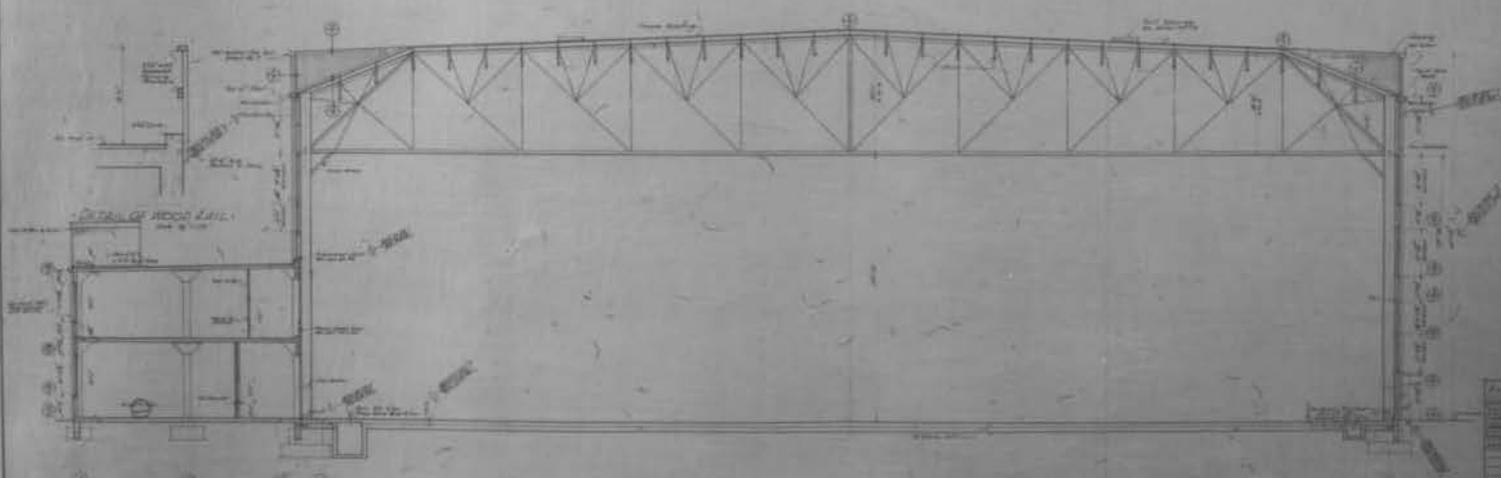
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W

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #5 - Elevations
- 23/30

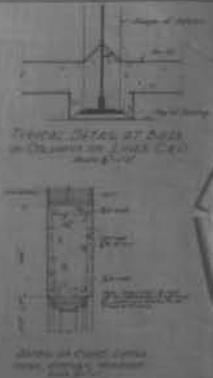
PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438



LONGITUDINAL SECTION A-A



CROSS SECTION B-B



TYPICAL DETAIL AT AREA IN OPENINGS AND CORNERS

SHEET 2 OF 2		JOB NO.
DATE	1924	1000
PROJECT	WALTON	1000
CLIENT	WALTON	1000
DESIGNER	WALTON	1000
CONTRACTOR	WALTON	1000
SCALE	AS SHOWN	1000
WALTER B. WATSON CO. ARCHITECTS 1000 W. WALTON ST. CHICAGO, ILL.		SHEET 2 OF 2

BA-2081

BA-2081  
12/17

- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #6 - Cross Sections
- 24/30

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
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(202) 234-2438



BA-2081

26872-3



- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #9 - Heater Room & Details
- 25/30

PHOTO: Walter Smalling/Washington  
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- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #11 - Control Tower Plans & Details
- 26/30

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438

Walter Smalling, Jr.  
208223



BA-2081

20872-3

10/87

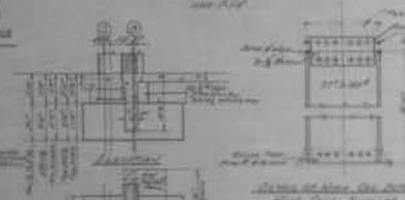
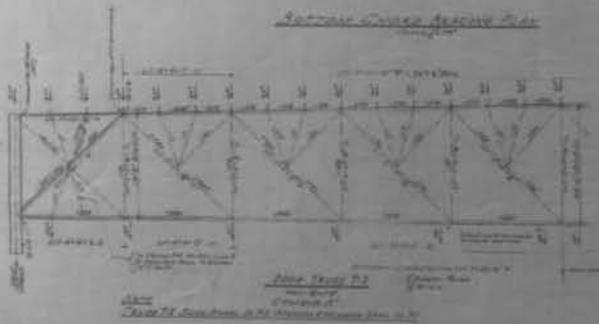
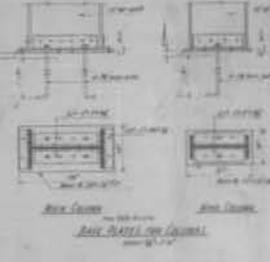
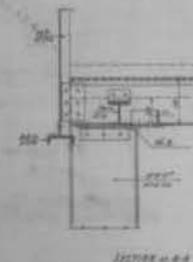
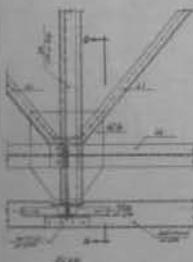
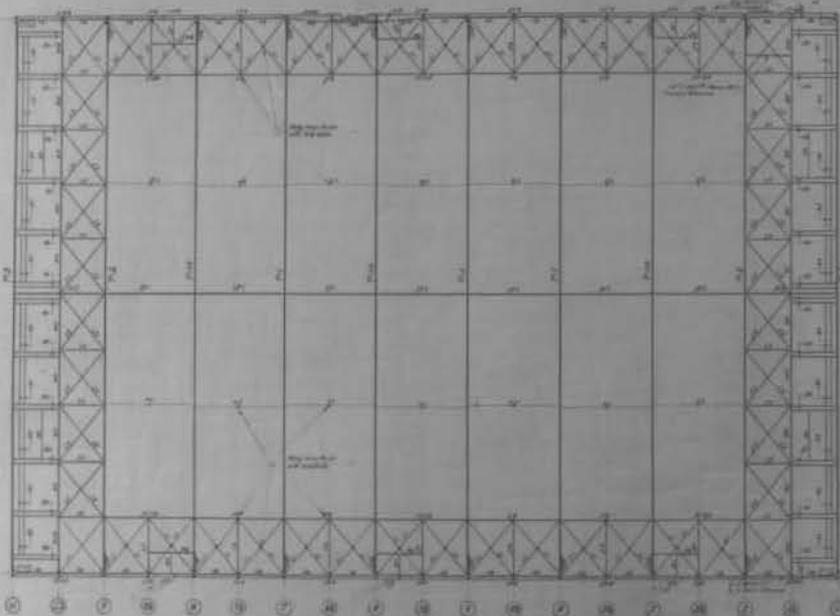
- Strawberry Point Delivery Hangar,  
Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #1-S - Roof Framing Plan, Trusses,  
& Sway Frames
- 27/30

PHOTO: Walter Smalling/Washington  
1541 EIGHTH STREET, NW  
WASHINGTON, D.C. 20001  
(202) 234-2438

**COLUMN SCHEDULE**

SECTION	1-2	2-3	3-4	4-5	5-6
No. of Columns	2	2	4	2	2
Grade of SECTION	I	I	I	I	I
SECTION	12" x 12"				
Area	144	144	144	144	144
Perimeter	48	48	48	48	48
Weight	100	100	100	100	100
Volume	1440	1440	1440	1440	1440
Surface Area	1440	1440	1440	1440	1440
Weight of Reinforcement	100	100	100	100	100
Weight of Concrete	1440	1440	1440	1440	1440
Weight of Formwork	1440	1440	1440	1440	1440
Weight of Scaffolding	1440	1440	1440	1440	1440
Weight of Bracing	1440	1440	1440	1440	1440
Weight of Ties	1440	1440	1440	1440	1440
Weight of Other	1440	1440	1440	1440	1440
Weight of Total	1440	1440	1440	1440	1440
Weight of Formwork	1440	1440	1440	1440	1440
Weight of Scaffolding	1440	1440	1440	1440	1440
Weight of Bracing	1440	1440	1440	1440	1440
Weight of Ties	1440	1440	1440	1440	1440
Weight of Other	1440	1440	1440	1440	1440
Weight of Total	1440	1440	1440	1440	1440

Check this schedule for errors before proceeding with the construction program.



NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	1440	CU YD	1.00	1440.00
2	REINFORCEMENT	100	TONS	100.00	10000.00
3	FORMWORK	1440	SQ YD	1.00	1440.00
4	SCAFFOLDING	1440	SQ YD	1.00	1440.00
5	BRACING	1440	SQ YD	1.00	1440.00
6	TIES	1440	SQ YD	1.00	1440.00
7	OTHER	1440	SQ YD	1.00	1440.00
8	TOTAL				22000.00

Prepared by [Name] on [Date]

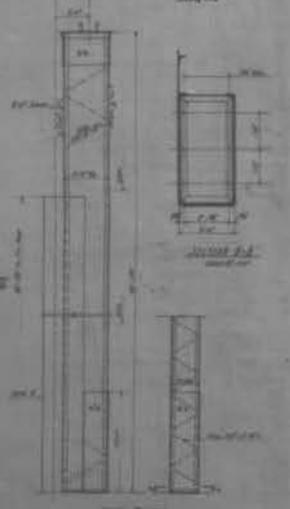
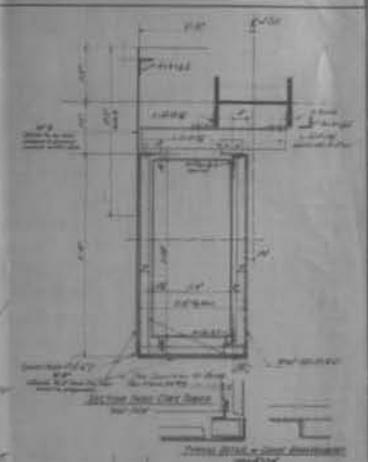
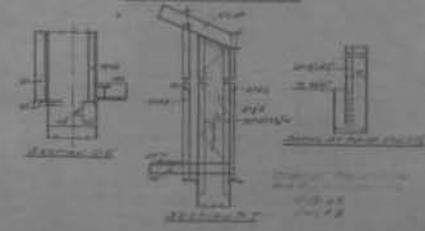
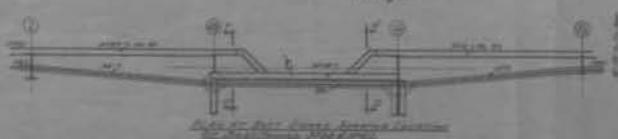
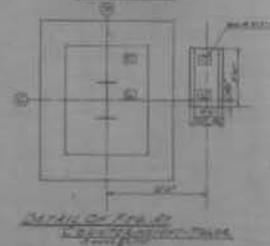
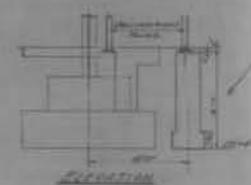
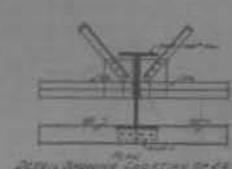
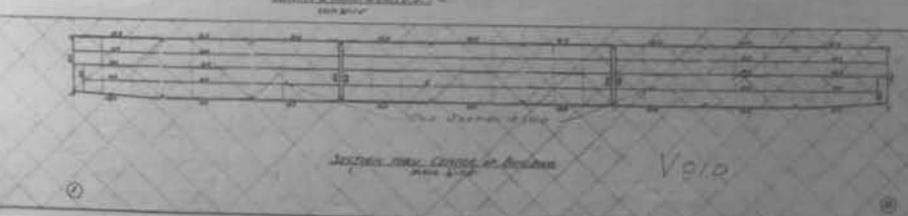
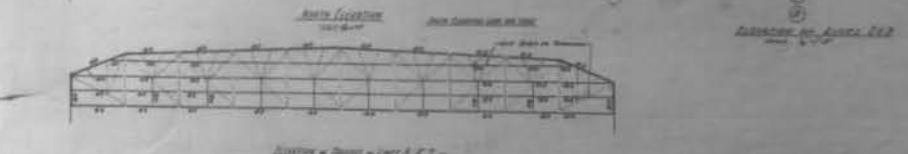
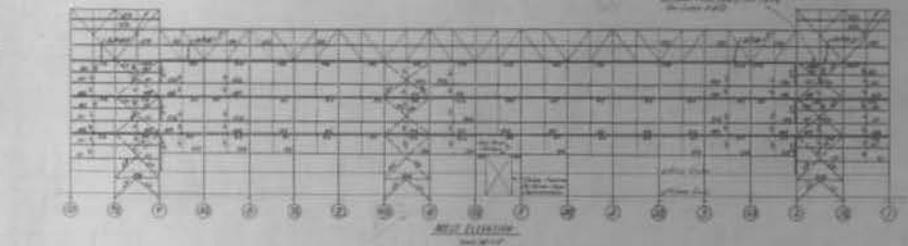
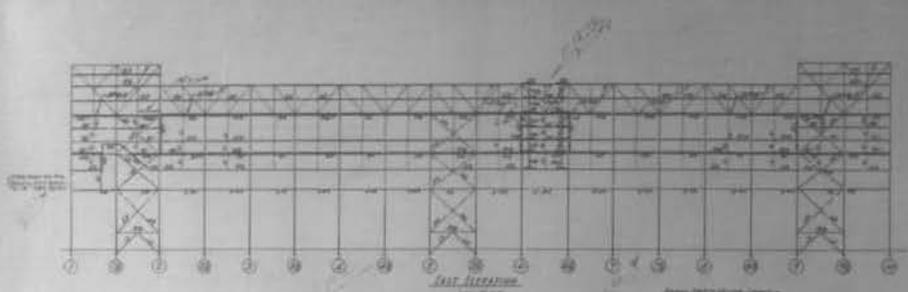
PHOTO: Walter Smalling/Washington  
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- Strawberry Point Delivery Hangar,  
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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #2-S - Bracing Plan, Truss, Column Schedule
- 28/30

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2





NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...
6	...	...	...	...
7	...	...	...	...
8	...	...	...	...
9	...	...	...	...
10	...	...	...	...

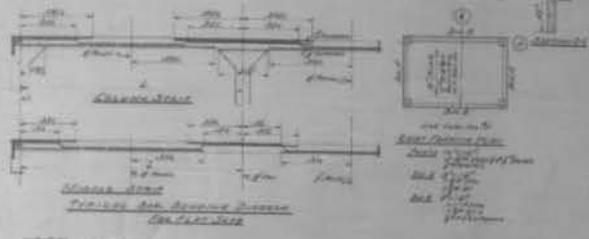
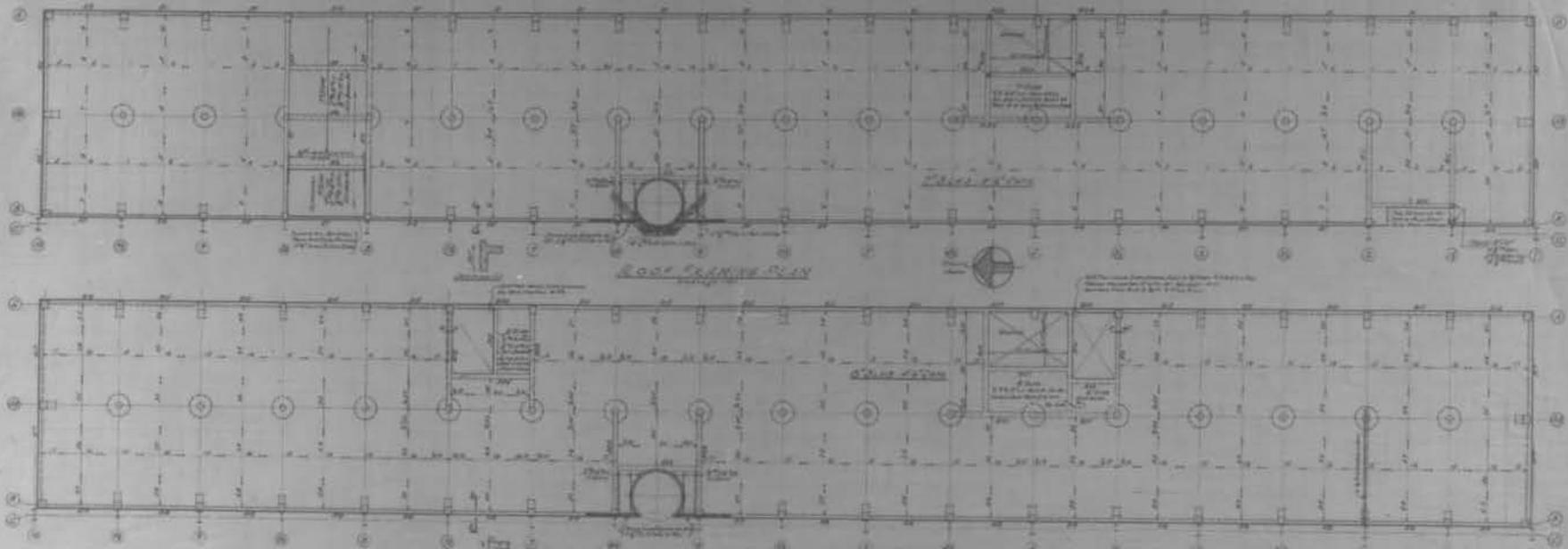
Vera

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Martin State Airport, BA-2081
- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #3-S - Elevations
- 29/30

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**SECOND FLOOR FRAMING PLAN**

**GENERAL NOTES**

1. All dimensions are in feet and inches unless otherwise specified.  
 2. All steel is A36 unless otherwise specified.  
 3. All concrete is 3000 psi unless otherwise specified.  
 4. Reinforcement is to be placed in accordance with the provisions of the Building Code of the City of New York.  
 5. The contractor shall be responsible for obtaining all necessary permits and for the safety of the workmen.  
 6. The contractor shall be responsible for the protection of the existing structure.  
 7. The contractor shall be responsible for the removal of all debris and for the cleanup of the site.  
 8. The contractor shall be responsible for the payment of all taxes and fees.  
 9. The contractor shall be responsible for the completion of the work within the specified time.  
 10. The contractor shall be responsible for the maintenance of the site during the construction.

**CONCRETE BEAM SCHEDULE**

Beam No.	Span	Depth	Reinforcement
1	12'-0"	18"	3#4 top, 4#4 bottom
2	12'-0"	18"	3#4 top, 4#4 bottom
3	12'-0"	18"	3#4 top, 4#4 bottom
4	12'-0"	18"	3#4 top, 4#4 bottom
5	12'-0"	18"	3#4 top, 4#4 bottom
6	12'-0"	18"	3#4 top, 4#4 bottom
7	12'-0"	18"	3#4 top, 4#4 bottom
8	12'-0"	18"	3#4 top, 4#4 bottom
9	12'-0"	18"	3#4 top, 4#4 bottom
10	12'-0"	18"	3#4 top, 4#4 bottom

**COLUMN SCHEDULE**

Column No.	Grid	Size	Height	Reinforcement
1	1-2	18" x 18"	12'-0"	4#4 top, 4#4 bottom
2	2-3	18" x 18"	12'-0"	4#4 top, 4#4 bottom
3	3-4	18" x 18"	12'-0"	4#4 top, 4#4 bottom
4	4-5	18" x 18"	12'-0"	4#4 top, 4#4 bottom
5	5-6	18" x 18"	12'-0"	4#4 top, 4#4 bottom
6	6-7	18" x 18"	12'-0"	4#4 top, 4#4 bottom
7	7-8	18" x 18"	12'-0"	4#4 top, 4#4 bottom
8	8-9	18" x 18"	12'-0"	4#4 top, 4#4 bottom
9	9-10	18" x 18"	12'-0"	4#4 top, 4#4 bottom
10	10-11	18" x 18"	12'-0"	4#4 top, 4#4 bottom
11	11-12	18" x 18"	12'-0"	4#4 top, 4#4 bottom
12	12-13	18" x 18"	12'-0"	4#4 top, 4#4 bottom
13	13-14	18" x 18"	12'-0"	4#4 top, 4#4 bottom
14	14-15	18" x 18"	12'-0"	4#4 top, 4#4 bottom
15	15-16	18" x 18"	12'-0"	4#4 top, 4#4 bottom
16	16-17	18" x 18"	12'-0"	4#4 top, 4#4 bottom
17	17-18	18" x 18"	12'-0"	4#4 top, 4#4 bottom
18	18-19	18" x 18"	12'-0"	4#4 top, 4#4 bottom
19	19-20	18" x 18"	12'-0"	4#4 top, 4#4 bottom
20	20-21	18" x 18"	12'-0"	4#4 top, 4#4 bottom
21	21-22	18" x 18"	12'-0"	4#4 top, 4#4 bottom
22	22-23	18" x 18"	12'-0"	4#4 top, 4#4 bottom
23	23-24	18" x 18"	12'-0"	4#4 top, 4#4 bottom
24	24-25	18" x 18"	12'-0"	4#4 top, 4#4 bottom
25	25-26	18" x 18"	12'-0"	4#4 top, 4#4 bottom
26	26-27	18" x 18"	12'-0"	4#4 top, 4#4 bottom
27	27-28	18" x 18"	12'-0"	4#4 top, 4#4 bottom
28	28-29	18" x 18"	12'-0"	4#4 top, 4#4 bottom
29	29-30	18" x 18"	12'-0"	4#4 top, 4#4 bottom
30	30-31	18" x 18"	12'-0"	4#4 top, 4#4 bottom
31	31-32	18" x 18"	12'-0"	4#4 top, 4#4 bottom
32	32-33	18" x 18"	12'-0"	4#4 top, 4#4 bottom
33	33-34	18" x 18"	12'-0"	4#4 top, 4#4 bottom
34	34-35	18" x 18"	12'-0"	4#4 top, 4#4 bottom
35	35-36	18" x 18"	12'-0"	4#4 top, 4#4 bottom
36	36-37	18" x 18"	12'-0"	4#4 top, 4#4 bottom
37	37-38	18" x 18"	12'-0"	4#4 top, 4#4 bottom
38	38-39	18" x 18"	12'-0"	4#4 top, 4#4 bottom
39	39-40	18" x 18"	12'-0"	4#4 top, 4#4 bottom
40	40-41	18" x 18"	12'-0"	4#4 top, 4#4 bottom
41	41-42	18" x 18"	12'-0"	4#4 top, 4#4 bottom
42	42-43	18" x 18"	12'-0"	4#4 top, 4#4 bottom
43	43-44	18" x 18"	12'-0"	4#4 top, 4#4 bottom
44	44-45	18" x 18"	12'-0"	4#4 top, 4#4 bottom
45	45-46	18" x 18"	12'-0"	4#4 top, 4#4 bottom
46	46-47	18" x 18"	12'-0"	4#4 top, 4#4 bottom
47	47-48	18" x 18"	12'-0"	4#4 top, 4#4 bottom
48	48-49	18" x 18"	12'-0"	4#4 top, 4#4 bottom
49	49-50	18" x 18"	12'-0"	4#4 top, 4#4 bottom
50	50-51	18" x 18"	12'-0"	4#4 top, 4#4 bottom
51	51-52	18" x 18"	12'-0"	4#4 top, 4#4 bottom
52	52-53	18" x 18"	12'-0"	4#4 top, 4#4 bottom
53	53-54	18" x 18"	12'-0"	4#4 top, 4#4 bottom
54	54-55	18" x 18"	12'-0"	4#4 top, 4#4 bottom
55	55-56	18" x 18"	12'-0"	4#4 top, 4#4 bottom
56	56-57	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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58	58-59	18" x 18"	12'-0"	4#4 top, 4#4 bottom
59	59-60	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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62	62-63	18" x 18"	12'-0"	4#4 top, 4#4 bottom
63	63-64	18" x 18"	12'-0"	4#4 top, 4#4 bottom
64	64-65	18" x 18"	12'-0"	4#4 top, 4#4 bottom
65	65-66	18" x 18"	12'-0"	4#4 top, 4#4 bottom
66	66-67	18" x 18"	12'-0"	4#4 top, 4#4 bottom
67	67-68	18" x 18"	12'-0"	4#4 top, 4#4 bottom
68	68-69	18" x 18"	12'-0"	4#4 top, 4#4 bottom
69	69-70	18" x 18"	12'-0"	4#4 top, 4#4 bottom
70	70-71	18" x 18"	12'-0"	4#4 top, 4#4 bottom
71	71-72	18" x 18"	12'-0"	4#4 top, 4#4 bottom
72	72-73	18" x 18"	12'-0"	4#4 top, 4#4 bottom
73	73-74	18" x 18"	12'-0"	4#4 top, 4#4 bottom
74	74-75	18" x 18"	12'-0"	4#4 top, 4#4 bottom
75	75-76	18" x 18"	12'-0"	4#4 top, 4#4 bottom
76	76-77	18" x 18"	12'-0"	4#4 top, 4#4 bottom
77	77-78	18" x 18"	12'-0"	4#4 top, 4#4 bottom
78	78-79	18" x 18"	12'-0"	4#4 top, 4#4 bottom
79	79-80	18" x 18"	12'-0"	4#4 top, 4#4 bottom
80	80-81	18" x 18"	12'-0"	4#4 top, 4#4 bottom
81	81-82	18" x 18"	12'-0"	4#4 top, 4#4 bottom
82	82-83	18" x 18"	12'-0"	4#4 top, 4#4 bottom
83	83-84	18" x 18"	12'-0"	4#4 top, 4#4 bottom
84	84-85	18" x 18"	12'-0"	4#4 top, 4#4 bottom
85	85-86	18" x 18"	12'-0"	4#4 top, 4#4 bottom
86	86-87	18" x 18"	12'-0"	4#4 top, 4#4 bottom
87	87-88	18" x 18"	12'-0"	4#4 top, 4#4 bottom
88	88-89	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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92	92-93	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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96	96-97	18" x 18"	12'-0"	4#4 top, 4#4 bottom
97	97-98	18" x 18"	12'-0"	4#4 top, 4#4 bottom
98	98-99	18" x 18"	12'-0"	4#4 top, 4#4 bottom
99	99-100	18" x 18"	12'-0"	4#4 top, 4#4 bottom
100	100-101	18" x 18"	12'-0"	4#4 top, 4#4 bottom
101	101-102	18" x 18"	12'-0"	4#4 top, 4#4 bottom
102	102-103	18" x 18"	12'-0"	4#4 top, 4#4 bottom
103	103-104	18" x 18"	12'-0"	4#4 top, 4#4 bottom
104	104-105	18" x 18"	12'-0"	4#4 top, 4#4 bottom
105	105-106	18" x 18"	12'-0"	4#4 top, 4#4 bottom
106	106-107	18" x 18"	12'-0"	4#4 top, 4#4 bottom
107	107-108	18" x 18"	12'-0"	4#4 top, 4#4 bottom
108	108-109	18" x 18"	12'-0"	4#4 top, 4#4 bottom
109	109-110	18" x 18"	12'-0"	4#4 top, 4#4 bottom
110	110-111	18" x 18"	12'-0"	4#4 top, 4#4 bottom
111	111-112	18" x 18"	12'-0"	4#4 top, 4#4 bottom
112	112-113	18" x 18"	12'-0"	4#4 top, 4#4 bottom
113	113-114	18" x 18"	12'-0"	4#4 top, 4#4 bottom
114	114-115	18" x 18"	12'-0"	4#4 top, 4#4 bottom
115	115-116	18" x 18"	12'-0"	4#4 top, 4#4 bottom
116	116-117	18" x 18"	12'-0"	4#4 top, 4#4 bottom
117	117-118	18" x 18"	12'-0"	4#4 top, 4#4 bottom
118	118-119	18" x 18"	12'-0"	4#4 top, 4#4 bottom
119	119-120	18" x 18"	12'-0"	4#4 top, 4#4 bottom
120	120-121	18" x 18"	12'-0"	4#4 top, 4#4 bottom
121	121-122	18" x 18"	12'-0"	4#4 top, 4#4 bottom
122	122-123	18" x 18"	12'-0"	4#4 top, 4#4 bottom
123	123-124	18" x 18"	12'-0"	4#4 top, 4#4 bottom
124	124-125	18" x 18"	12'-0"	4#4 top, 4#4 bottom
125	125-126	18" x 18"	12'-0"	4#4 top, 4#4 bottom
126	126-127	18" x 18"	12'-0"	4#4 top, 4#4 bottom
127	127-128	18" x 18"	12'-0"	4#4 top, 4#4 bottom
128	128-129	18" x 18"	12'-0"	4#4 top, 4#4 bottom
129	129-130	18" x 18"	12'-0"	4#4 top, 4#4 bottom
130	130-131	18" x 18"	12'-0"	4#4 top, 4#4 bottom
131	131-132	18" x 18"	12'-0"	4#4 top, 4#4 bottom
132	132-133	18" x 18"	12'-0"	4#4 top, 4#4 bottom
133	133-134	18" x 18"	12'-0"	4#4 top, 4#4 bottom
134	134-135	18" x 18"	12'-0"	4#4 top, 4#4 bottom
135	135-136	18" x 18"	12'-0"	4#4 top, 4#4 bottom
136	136-137	18" x 18"	12'-0"	4#4 top, 4#4 bottom
137	137-138	18" x 18"	12'-0"	4#4 top, 4#4 bottom
138	138-139	18" x 18"	12'-0"	4#4 top, 4#4 bottom
139	139-140	18" x 18"	12'-0"	4#4 top, 4#4 bottom
140	140-141	18" x 18"	12'-0"	4#4 top, 4#4 bottom
141	141-142	18" x 18"	12'-0"	4#4 top, 4#4 bottom
142	142-143	18" x 18"	12'-0"	4#4 top, 4#4 bottom
143	143-144	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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153	153-154	18" x 18"	12'-0"	4#4 top, 4#4 bottom
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156	156-157	18" x 18"	12'-0"	4#4 top, 4#4 bottom
157	157-158	18" x 18"	12'-0"	4#4 top, 4#4 bottom
158	158-159	18" x 18"	12'-0"	4#4 top, 4#4 bottom
159	159-160	18" x 18"	12'-0"	4#4 top, 4#4 bottom
160	160-161	18" x 18"	12'-0"	4#4 top, 4#4 bottom
161	161-162	18" x 18"	12'-0"	4#4 top, 4#4 bottom
162	162-163	18" x 18"	12'-0"	4#4 top, 4#4 bottom
163	163-164	18" x 18"	12'-0"	4#4 top, 4#4 bottom
164	164-165	18" x 18"	12'-0"	4#4 top, 4#4 bottom
165	165-166	18" x 18"	12'-0"	4#4 top, 4#4 bottom
166	166-167	18" x 18"	12'-0"	4#4 top, 4#4 bottom
167	167-168	18" x 18"	12'-0"	4#4 top, 4#4 bottom
168	168-169	18" x 18"	12'-0"	4#4 top, 4#4 bottom
169	169-170	18" x 18"	12'-0"	

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- Baltimore County, Maryland
- Walter Smalling, Jr., 10/87  
Photographer
- Neg.-MD SHPO
- View of Plan Sheet #4-S - 2 Story Concrete Building
- 30/30

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