

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Frederick Municipal Airport Administration Building Inventory Number: F-3-227

Address: 310 Aviation Way City: Frederick Zip Code: 21701

County: Frederick USGS Topographic Map: Frederick, MD

Owner: City of Frederick Is the property being evaluated a district? yes

Tax Parcel Number: 1174 Tax Map Number: 410 Tax Account ID Number: 02 215 667

Project: Frederick Municipal Airport Master Plan Agency: Federal Aviation Administration

Site visit by MHT Staff: no yes Name: _____ Date: _____

Is the property located within a historic district? yes no

<i>If the property is within a district</i>		District Inventory Number: _____
NR-listed district <input type="checkbox"/> yes	Eligible district <input type="checkbox"/> yes	District Name: _____
Preparer's Recommendation: Contributing resource <input type="checkbox"/> yes <input type="checkbox"/> no Non-contributing but eligible in another context <input type="checkbox"/>		

<i>If the property is not within a district (or the property is a district)</i>	
Preparer's Recommendation: Eligible <input checked="" type="checkbox"/> yes <input type="checkbox"/> no	

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description

The Administration Building serves as the center of operations for the Frederick Municipal Airport. Planning for the airport began in the mid-1940's and replaced the first municipal airport in Frederick that had been established in 1929 and acquired by the Federal government in 1943. Construction of the new airport began in 1946 when sod runways were created. Construction of the Administration Building as well as paved, lighted runways and taxiways began the following year. The airport was one of several municipal airports built or improved in Maryland in the years immediately following World War II and has served as an important agent of growth and development for the city of Frederick in the post-war era. The airport has served private and recreational fliers in Frederick and the surrounding region, as well as numerous other aviation-related businesses headquartered at the airport. The airport now ranks as Maryland's second busiest. While new runways and support buildings have been constructed and improved, the Administration Building and the adjoining original tarmac remain a largely intact element of the original airport.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: <u>In addition to its significance under Criterion A for association with aviation in Post-WWII Frederick, it derives significance under Criterion C as a representative example of Moderne design.</u>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>1/28/05</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>1/26/05</u> Date

200404105

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

Determination of Eligibility

The Administration Building is eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1949 to the present for its association with the Frederick Municipal Airport and its impact on the economy and development of the city of Frederick in the post-World War II era. It retains its integrity of location, design, materials, workmanship, feeling and association. The construction of new airport facilities around the building and original tarmac has affected the integrity of the building's setting.

The Administration Building is not National Register-eligible under Criterion B, as it is not associated with an individual significant on the local, state, or national level.

The Administration Building is not National Register-eligible under Criterion C as it is not significant in the history of airport engineering or design, nor is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Administration Building does reflect common construction techniques of the early twentieth century in the United States, it does not demonstrate innovative technical solutions.

National Register-eligibility under Criterion D was not investigated as part of this study.

Craig Tuminaro
Architectural Historian
URS Corporation
Gaithersburg, MD 20871

Prepared by:

Date Prepared: December 23, 2004

Frederick Municipal Airport Administration Building

F-3-227

310 Aviation Way, Frederick (Frederick County)

1947-49, public access

The Frederick Municipal Airport Administration Building is located at the Frederick Municipal Airport, approximately one and a half miles to the east of the city of Frederick in Frederick County, Maryland. The two-story, masonry structure was built in 1947-49 and has served as a terminal and administration building. Currently, a restaurant occupies the first floor with airport offices above. The building is located on the west side of the taxiways and runways of the Frederick Municipal Airport. Although it has been incorporated into a later expansion of the airfield, the original tarmac remains visible. A parking area flanks the structure on the west side. Several other airport-related structures-- small hangars, office buildings, etc.-- have been built to the north and south of the Administration Building. The site is accessed by Hughes Ford Road which approaches from the west. Aviation Way runs in a north-south direction along the western edge of the parking lot.

The Administration Building serves as the center of operations for the Frederick Municipal Airport. Planning for the airport began in the mid-1940's and replaced the first municipal airport in Frederick that had been established in 1929 and acquired by the Federal government in 1943. Construction of the new airport began in 1946 when sod runways were created. Construction of the Administration Building as well as paved, lighted runways and taxiways began the following year.

The airport was one of several municipal airports built or improved in Maryland in the years immediately following World War II and has served as an important agent of growth and development for the city of Frederick in the post-war era. The airport has served private and recreational fliers in Frederick and the surrounding region, as well as numerous other aviation-related businesses headquartered at the airport. The airport now ranks as Maryland's second busiest. While new runways and support buildings have been constructed and improved, the Administration Building and the adjoining original tarmac remain a largely intact element of the original airport.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. F-3-227

1. Name of Property (indicate preferred name)

historic Frederick Municipal Airport Administration Building

other The Delaplaine Building

2. Location

street and number 310 Aviation Way ___ not for publication

city, town Frederick ___ vicinity

county Frederick

3. Owner of Property (give names and mailing addresses of all owners)

name City of Frederick

street and number 124 N. Market Street telephone 301.694.1380

city, town Frederick state MD zip code 21701

4. Location of Legal Description

courthouse, registry of deeds, etc. liber 454 folio 34

city, town Frederick tax map 410 tax parcel 1174 tax ID number 02 215 667

5. Primary Location of Additional Data

- ___ Contributing Resource in National Register District
- ___ Contributing Resource in Local Historic District
- ___ Determined Eligible for the National Register/Maryland Register
- ___ Determined Ineligible for the National Register/Maryland Register
- ___ Recorded by HABS/HAER
- ___ Historic Structure Report or Research Report at MHT
- ___ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
___ district	<input checked="" type="checkbox"/> public	___ agriculture	Contributing	Noncontributing
<input checked="" type="checkbox"/> building(s)	___ private	___ commerce/trade	1	___ buildings
___ structure	___ both	___ defense	___	___ sites
___ site		___ domestic	1	___ structures
___ object		___ education	___	___ objects
		___ funerary	___	___ Total
		___ government		
		___ health care		
		___ industry		
		___ landscape		
		___ recreation/culture		
		___ religion		
		___ social		
		<input checked="" type="checkbox"/> transportation		
		___ work in progress		
		___ unknown		
		___ vacant/not in use		
		___ other:		
			Number of Contributing Resources previously listed in the Inventory	

7. Description

Inventory No. F-3-227

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Frederick Municipal Airport Administration Building is located at the Frederick Municipal Airport, approximately one and a half miles to the east of the city of Frederick in Frederick County, Maryland. The two-story, masonry structure was built in 1947-49 and has served as a terminal and administration building. Currently, a restaurant occupies the first floor with airport offices above. The building is located on the west side of the taxiways and runways of the Frederick Municipal Airport. Although it has been incorporated into a later expansion of the airfield, the original tarmac remains visible. A parking area flanks the structure on the west side. Several other airport-related structures-- small hangars, office buildings, etc.-- have been built to the north and south of the Administration Building. The site is accessed by Hughes Ford Road which approaches from the west. Aviation Way runs in a north-south direction along the western edge of the parking lot.

The masonry structure is seventy-five feet long by thirty three feet, eight inches wide and is constructed of concrete block covered with stucco. It consists of a two-story main block which has a flat roof covered with asphalt and is topped by a small observation tower that has a low-pitch hipped roof surmounted by an electric beacon. One-story flat-roof wings flank the main block to the north and south. Most of the building is supported by a poured concrete slab foundation; a partial basement is located beneath the north wing. The ground floor contains 2,242 square feet while the second floor contains 842.

The west and east elevations are the principal facades of the building. The west elevation faces the public access from the city of Frederick while the east elevation overlooks the tarmac and runways. The west elevation of the main block is covered with stucco except for the center portion which is slightly recessed and is faced with brick. A large sign reading "Frederick Municipal Airport—Elevation 304 Feet" is located immediately above the recessed area. A steel-frame glass door flanked by two fixed sidelights is further recessed in the center of the elevation on the first floor. A modern back-lit sign which reads "Airways Inn Restaurant" is located just above the doorway opening. A band of three, three-light steel windows is located above the door and provides light and ventilation to the second story. Each window contains a steel awning sash window in the center panel with a fixed sash above and below; all other window openings contain similar windows unless otherwise indicated. A narrow band of metal flashing runs along the top edge of both the two-story main block and one-story wings. Thru parapet scuppers and downspouts are located on each side of the structure.

The one-story wings are set slightly back from the main block on the west and east elevations. Like the main block, they are also covered with stucco. Each wing originally contained two window openings on the west elevation. The outer/north opening of the north wing has been filled with concrete block and covered with a light coating of stucco. The inner openings of each wing are filled with glass block. The outer opening on the south wing has a pair of steel sash windows. Small metal vents are set slightly below the roof edge in the center of the wings.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-3-227

Name
Continuation Sheet

Number 7 Page 1

The north elevation of the main block contains two equally-spaced window openings, each of which contains a pair of steel sash windows. The north elevation of the wing contains two openings, each of which is located toward the outside ends of the elevation. The eastern opening is obscured by a modern addition that serves as a walk-in cooler for the restaurant. The other contains a steel door with a single, fixed rectangular window which opens onto a concrete landing. The landing is protected from above by a small shed roof canopy, covered with asphalt shingles. A brick chimney pierces the roof line, roughly in the center of north wall. A number of aluminum vents also project above the roof of the wing.

The east elevation of the main block is similar to the west in that the center section is slightly recessed and faced with brick. A band of three windows is located on the first and second floors and provides views of the taxiway and runways from the interior. A single window opening is located on each of the two wings, placed toward the outer ends. The southern opening contains a pair of windows while the opening on the north has been filled-in and covered with stucco. A flat, concrete canopy extends along a portion of the wings, in the corner formed by the east wall of the main block and the east walls of the wings. Small metal vents are placed centrally above the canopies. The canopies originally sheltered doors that have since been removed and the openings filled.

The south elevation of the main block contains two equally-spaced openings. The opening on the east contains a pair of sliding sash vinyl replacement windows while the one of the west side contains a pair of steel sash windows. The first floor of the south wing originally contained two, equally-spaced window openings; it currently contains a doorway opening placed slightly off-center to the east which is flanked by a single window on the east side and a pair of windows on the west. A modern air handler is located atop the wing.

The observation tower is framed in wood and is clad with aluminum siding. A pair of windows is located on each side, consisting of a square, fixed sash over an awning sash. The windows of the tower are a mix of aluminum and wood sash. On the west elevation, a tall thin metal door provides access from the tower out onto the roof of the main block. The door is surmounted by a transom window. Aluminum eaves extend slightly beyond the four sides of the tower structure. Historic images indicate that the windows and roof structure have been replaced. A number of antennae and poles supporting weather-measuring equipment extend from the roof of the main block, up along the sides of the tower and above the roof.

8. Significance

Inventory No. F-3-227

Period	Areas of Significance		Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 1949 **Architect/Builder** R. Patrick Turner

Construction dates 1947-1949

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Administration Building serves as the center of operations for the Frederick Municipal Airport. Planning for the airport began in the mid-1940's and replaced the first municipal airport in Frederick that had been established in 1929 and acquired by the Federal government in 1943. Construction of the new airport began in 1946 when sod runways were created. Construction of the Administration Building as well as paved, lighted runways and taxiways began the following year. The airport was one of several municipal airports built or improved in Maryland in the years immediately following World War II and has served as an important agent of growth and development for the city of Frederick in the post-war era. While new runways and support buildings have been constructed and improved, the Administration Building remains a largely intact element of the original airport.

Early History and Construction

The first municipal airport for the City of Frederick was established in 1929, when city officials purchased a 92-acre site, northwest of the city. Almost immediately after, the Federal government began a long-term lease of the land, using it as an intermediate landing field on the Washington-Cleveland route. Most often, airfields of this nature were officially secured and used for emergency purposes but often were used recreationally by local aviators. However, small airports began to appear in Maryland throughout the late 1920s and early 1930s and helped to aid the development of aviation throughout the state. Government involvement at the site continued in the years following; in 1931, the Maryland National Guard began using the facility for a squadron of biplanes. In August of the year, the Guard named the site Detrick Field. Later in the 1930s, the field was used for training programs, as the threat of war began to loom larger. However, after the start of World War II, the Guard unit was moved elsewhere and the government converted the field to non-aviation uses, officially acquiring the facility in 1943 for \$50,000, which was paid to the City of Frederick. The U.S. Army acquired additional property, which was used by the Chemical Warfare Service and was designated Camp (and later Fort) Detrick.¹

¹ Edmund Preston, Barry A. Lanman, and John R. Breihan, *Maryland Aloft: A Celebration of Aviators, Airfields, and Aerospace* (Crownsville, MD: Maryland Historical Trust Press, 2003) 10, 60.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name
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Number 8 Page 1

Faced with the loss of their airport, the Frederick city government, under the direction of Mayor Hugh V. Gittinger, began planning for its replacement. In 1944, city planners and officials selected a site for the new airport—a large, relatively flat tract of land just to the east of the city. City officials applied to the Federal government for a \$150,000 grant to purchase the land, which included four farms and portions of three others. The City's application was approved on May 16, 1944 and the first land purchase for the airport occurred in 1945. Securing the funds was a major feat for the city, as Federal money was difficult to obtain for non-military related projects during World War II. The success was due in large part to the influence exerted by members of the Frederick City Airport Advisory Committee.²

Development of the site began in early 1946. Three turf runways were constructed which entailed grading work to level the site and improve drainage, and installing sod. Two of the runways were 2,600 feet long while the third measured 4,900 feet. At this stage, the facility was used only by recreational fliers. Because the runways were only grass, they became largely unusable during inclement weather. Recognizing this deficiency, the city government, then under the direction of Mayor Lloyd C. Culler, began the second phase of development in 1947. This included paving the runways, installing modern lighting equipment on the runways, and the construction of an administration building. Construction continued through 1948 and was completed in 1949. An article appeared in the Frederick News-Post on April 17, 1949 which stated "The first airplane landed around 5 p.m. at Frederick's new municipal airport, under construction east of Frederick." That first landing, of a Stinson piloted by A. B. Sutherland, occurred at the final stages of construction, as the formal dedication of the airport took place on April 27. While the airport "officially" opened on May 1, on April 28 the first commercial flight landed at Frederick: a DC-3 of All American Airways, a passenger-mail-cargo service.³

Headlines from the dedication announced that the airport was "One of the Most Modern in the East" and described the terminal building as "ultra-modern." The article went on to describe the exterior and interior of the structure, which was designed and built by the general contractor R. Patrick Turner. It stated that the design "conforms to the standards of modern airport construction" with a "combined lounge and lobby, two private offices, two rooms which can be used as offices or a dining room and kitchen, restroom facilities, and properly located corridors, baggage passage, ticket counter, janitor's closet and public telephone locations" on the first floor. These amenities provided "all necessary accommodations required by the All American Airways." Two offices on the second floor housed the "local station of the United States Weather Bureau." The tower on the third floor was used as a control tower, where runway lighting and incoming and outgoing air traffic could be directed. Overall, the building was described as:

² Preston, *ibid*, 98. "Aviation History Takes Off at Frederick," *Frederick News-Post* 3 June 1999: 8.

³ Preston, *ibid*, 98. "Aviation..." *ibid*, 8.

Maryland Historical Trust

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Name
Continuation Sheet

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“...modern and up-to-date in every respect. The design is well-balanced, giving a pleasing appearance with large window areas, white stucco finish, brick panels and cast stone coping...Both interior and exterior woodwork is stained and varnished, providing a sharp contrast against the white stucco on the exterior and the painted walls of the interior.”⁴

At the dedication ceremony, the administration building was officially named The Delaplaine Building, in honor of Lt. William T. Delaplaine III, who was the first airmen from Frederick to be killed in World War II.

The construction cost was just under \$600,000. In addition to that initial grant of \$150,000, \$136,674.48 was provided by the Federal government through the Federal Airport Act, passed in 1946. The act was an important step designed to stimulate the growth and development of the nation's airway system. Frederick was the first municipality in Maryland to obtain funds under the provisions of the act. An additional \$46,300 was provided by the state; the remainder was funded through the city.⁵

Frederick Airport's Role in the Local Economy

Frederick Mayor Culler, speaking at the dedication ceremony, indicated that the airport had been built with the recognition that it would play a key role in the economic growth of the city. Upon opening, All American Airways provided daily flight service at the airport. However, the service was suspended soon after. Commercial carriers throughout the state found it difficult to provide on-going service to the state's smaller airports in the 1950s and '60s. A state commission that studied the issue in 1961 labeled Maryland's air service as sub-standard and a threat to economic stability.⁶

Private ownership of small aircraft however increased dramatically following the end of World War II, providing a new avenue for the economic growth of airports such as Frederick. In 1946 alone, the number of privately-owned aircraft in Maryland increased from 386 to 720. The trend continued for the next few years, contributing to an overall increase in the number of airports throughout the state; by 1948 there were 34 publicly-accessible airports. Most (28 in 1948) were classified as Category 1—those that serviced primarily private pilots. One such airport was located in Frederick County. The Stevens Airport, located in Lewistown, was built in 1942, and for the few years between the closing of Detrick Field and the opening of the Frederick Municipal Airport, served as Frederick's only airport. Stevens Field closed in 1950, one of a handful of airports that closed in the early 1950s; by 1952, the total number had declined

⁴ “Terminal Building is Ultra-modern,” *The News-Post* 30 April 1949, 1.

⁵ “Aviation,” *ibid*, 8-9. “Strengthen the Nation's Airway Systems,” undated <<http://www.brookings.edu/dybdocroot/gscps/50ge/endeavors/airways.htm>>.

⁶ Preston, *ibid*, 20 and 98

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

Number 8 Page 3

to 30. Over the next few decades however, that number slowly grew and by 1981 there were 39 public-use airports.

Private aircraft, both for recreational and business uses, have been an important element at Frederick Municipal Airport. Shortly after All American Airways discontinued its service at the facility, United Flying Service, Inc. began operating the airport, which helped to "increase interest in private and recreational flying," according to one newspaper article. They also offered charter aircraft service and flying lessons. Additionally, the airport was used as an alternate and emergency field for commercial and military aircraft. Frederick's somewhat isolated location made it an ideal spot for test landings, away from the congestion that was found in the skies around the Washington, D.C. region. The airport has also been used as an alternate airport for Camp David. Marine One, the presidential helicopter, has used the facility when inclement weather would not permit landing at Camp David.⁷

Infrastructure and other improvements continued at Frederick since its dedication and opening in 1949. In 1950, a "white- white" beacon was installed atop the Administration Building that was visible for 50-60 miles. Runway configurations and lengths have changed a number of times; by 1974, the main north-south runway had been lengthened and in 1991 the airport's oldest runway, number 1/19 was replaced by runway 12/30. An extensive system of taxiways has also been created. In 1982, the Aircraft Owners and Pilots Association (AOPA) relocated its national headquarters to Frederick Municipal Airport from Bethesda. Several other businesses besides AOPA currently use the Frederick Municipal Airport as their base of operations. In 1990, the Federal Aviation Administration gave a \$40,000 grant to the city as seed money for an expansion and upgrade of the airport. In the early 1990s, the first floor interior of the Administration Building was renovated for use as a restaurant, a use that continues to the present.⁸

In 1999, the airport celebrated its 50th anniversary at which time the Administration Building was rededicated as the Delaplaine Building. The airport is now used not only for private aircraft but also for air shows and other educational events relating to the development of air transportation and its impact on the area. The airport also ranks as the second busiest in Maryland, after Baltimore-Washington International Airport. Airport administrators reported over 130,000 aircraft operations each year and at least one take-off and landing per minute during peak times on clear days in the spring and summer. A

⁷ "City Airport One of Most Modern In East," *Frederick News-Post Supplement*, undated, 5. "Aviation," *ibid*, 1.

⁸ "Yesterday: Items from the Files of the News-Post," *Frederick News-Post*, 4 Feb 1990, no page information. Preston, *ibid*, 98.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Number 8 Page 4

1999 study by the Maryland Aviation Administration reported that the Frederick Airport generates over \$60 million annually for the local economy.⁹

⁹ "Aviation," *ibid.*, 1. Patricia Weil Coates, "Flying High," *Frederick*, Nov. 1992, 21.

9. Major Bibliographical References

Inventory No. F-3-227

Frederick Airport vertical file, The Historical Society of Frederick County, Inc., Frederick, MD.

Preston, Edmund, Barry A. Lanman, and John R. Breihan. *Maryland Aloft: A Celebration of Aviators, Airfields, and Aerospace*. Crownsville, MD: Maryland Historical Trust Press, 2003.

The Frederick News-Post. *Discover Your Airport: Celebrating 50 Years 1949-1999*. Frederick, MD: Frederick News-Post, 1999.

The News-Post. *Formal Dedication of the Frederick Airport Tomorrow*. Frederick, MD: Frederick News-Post, 1999

10. Geographical Data

Acreage of surveyed property unknown
Acreage of historical setting 767.8
Quadrangle name Frederick

Quadrangle scale: 1:240000

Verbal boundary description and justification

The boundary of the Frederick Municipal Airport Administration Building has been drawn to include the Administration Building and the original tarmac of the Frederick Municipal Airport, the two largely intact features of the historic airport.

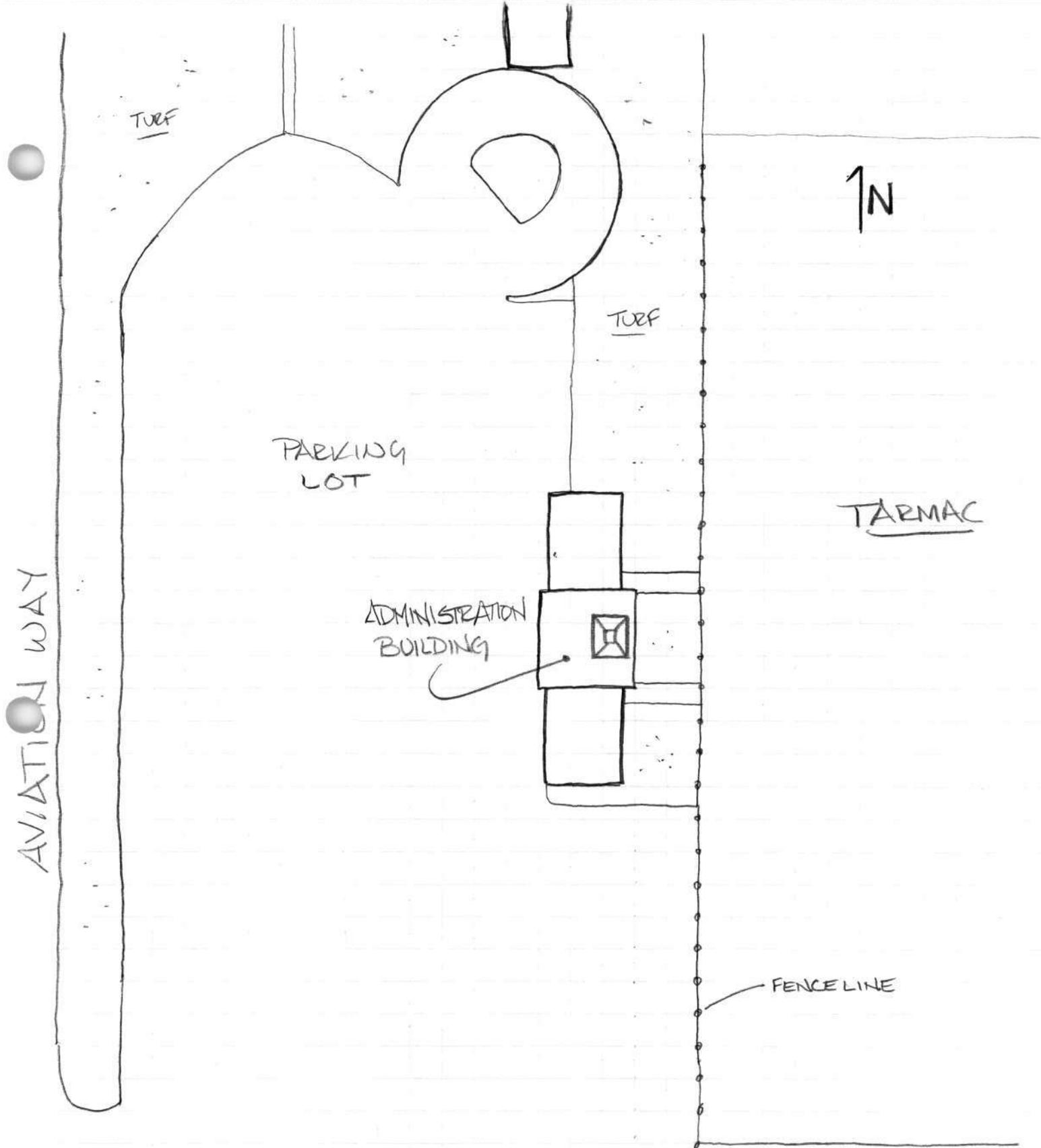
11. Form Prepared by

name/title	Craig Tuminaro, Architectural Historian		
organization	URS Corporation	date	December 23, 2004
street & number	200 Orchard Drive, Suite 100	telephone	301.258.9780
city or town	Gaithersburg	state	MD

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



RESOURCE SKETCH MAP

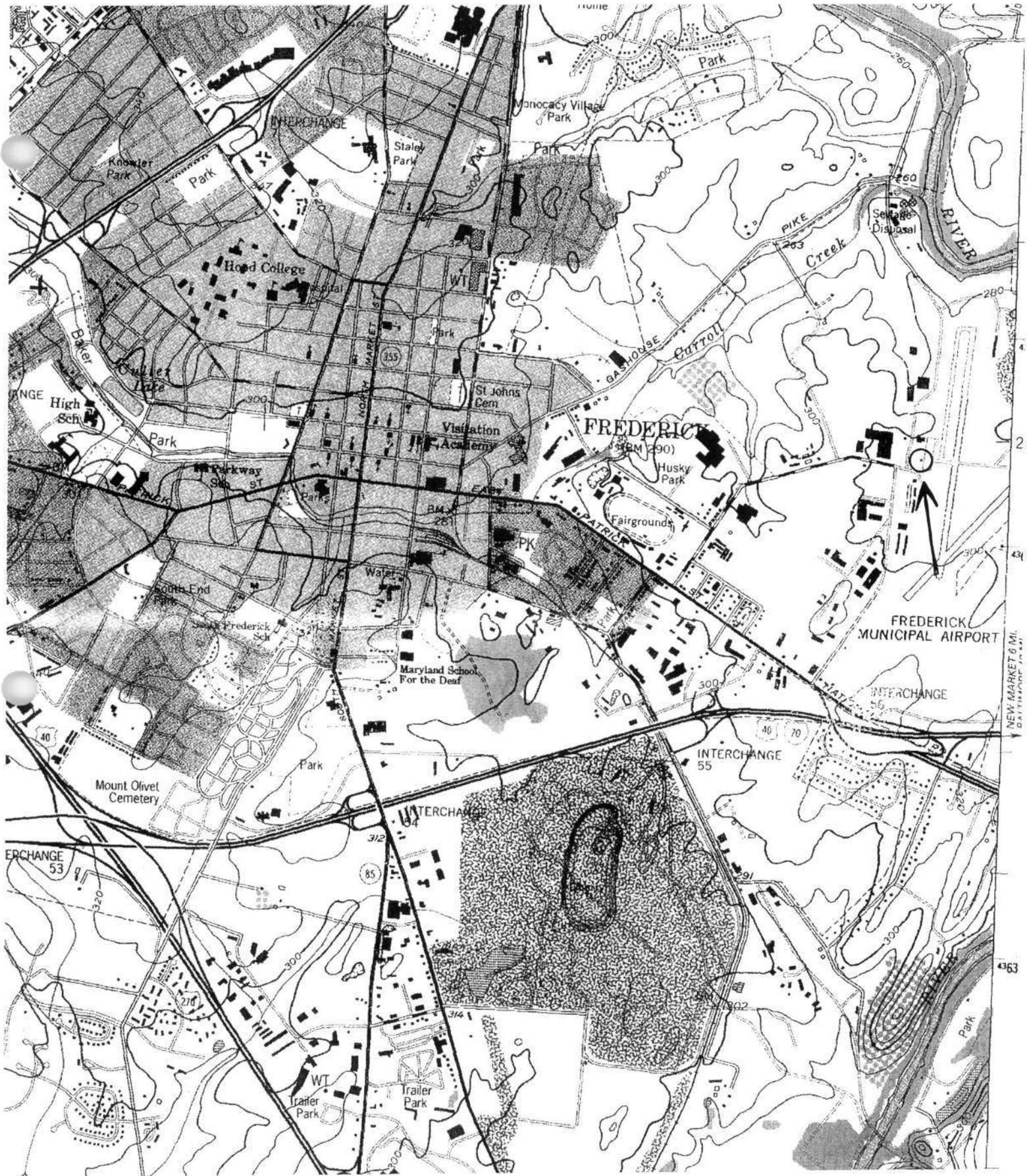
F-3-227

FREDERICK MUNICIPAL AIRPORT ADMINISTRATION

BUILDING

FREDERICK, MD

- NOT TO SCALE -



F-3-227
 Frederick Municipal Airport Administration Building
 Frederick, Maryland
 USGS Quad: Frederick, MD





F-3-227
Frederick Municipal Airport Administration Building
Frederick, MD
c. 1950 view looking south



FREDERICK MUNICIPAL
AIRPORT

Always
Fun
RESTAURANT

MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, West and South
Elevations

1/23



MHP#F-3-227
Frederick Municipal Airport
Frederick, MD
Craig Tuminaro
17 December 2004

MD SHPO
Administration Building, North and West
Elevations

2/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminary

17 December 2004

MD SHPO

Administration Building, South and East

3/2 Elevations

3/23



MIHP # F-3-227

Frederick Municipal Airport
Frederick, MD

Craig Tuminao

17 December 2004

MD SHPO

Administration Building, South Elevation

4/23



FREDERICK MUNICIPAL
ELEVATION 304 FEET
AIRPORT

*Always
Inn*
RESTAURANT

MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, West Elevation (Partial)

5/23



MIHP # - F - 3 - 227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building and Surroundings

6/23



FREDERICK MUNICIPAL
AIRPORT

Welcome to
Frederick

MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, West Elevation

1/23



MHP# F-3-227

Frederick Municipal Airport

Frederick MD

Craig Tuminary

17 December 2004

MD SHPO

View toward South; Taxiway, Parking Area, and
Nearby Hanger

8/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminao

17 December 2004

MD SHPO

Airfield

9/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tominaro

17 December 2004

MD SHPO

Airfield

10/23

Mobil
Fuel

AT



MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tummaro

17 December 2004

MD SHPO

Airfield

11/23



MIHP# F-3-227
Frederick Municipal Airport
Frederick, MD
Craig Tominaro
17 December 2004
MD SHPO
Airfield
12/23



MIHP # F-3-227
Frederick Municipal Airport
Frederick, MD
Craig Tuminaro
17 December 2004
MD SHPO
Airfield
13/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminary

17 December 2004

MD SHPO

Administration Building, East and North

Elevations

14/23



MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, interior - 2nd floor
office on E. Side

15/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tummaro

17 December 2004

MD SHPO

Administration Building, Interior - 2nd floor
office on E. side

16/23



MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, interior - observation tower

17/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tumunaro

17 December 2004

MD SHPO

Administration Building, interior-view of restaurant

18/23



MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, interior - Restaurant

19/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Administration Building, Interior - Restaurant

20/23



AAA
Auto Rental
Service Center
1-800-AAA-CAR

MHP # F-3-227

Frederick Municipal Airport
Frederick, MD

Craig Tuminary

17 December 2004

MD SHPO

Original Hanger. North & West elevations

21/23



MIHP# F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tuminaro

17 December 2004

MD SHPO

Original Hanger, west & South elevations

22/23



MIHP # F-3-227

Frederick Municipal Airport

Frederick, MD

Craig Tummaro

17 December 2004

MD SHPO

view of Terminal and surrounding buildings

23/23