

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

NR Eligible: yes   
no

Property Name: Building 1225 Andrews AFB Inventory Number: PG: 77-73

Address: Menoher Drive, Andrews AFB City: Camp Springs Zip Code: 20762

County: Prince George's USGS Topographic Map: Anacostia

Owner: U.S. Air Force

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: Andrews AFB ICRMP Update Agency: Parsons, Fairfax, VA

Site visit by MHT Staff:  no  yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

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

Is the property located within a historic district?  no  yes Name of district: \_\_\_\_\_

Is district listed?  no  yes Determined eligible?  no  yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in:

*Andrews Air Force Base, Camp Springs, Maryland,  
Inventory of Cold War Properties (Weitze 1996); MHT  
MD Inventory of Historic Properties Form; and  
Andrews AFB ICRMP Update, prel. draft, Aug. 2002*

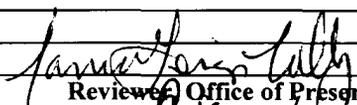
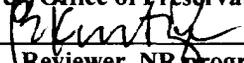
Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Property Description

Building 1225 is located near the center of Andrews Air Force Base (AFB), west of the main runways. It was constructed from 1951 to 1953 and consists of a large hangar surrounded on three sides by one-story shop wings. Its south elevation is dominated by the overhead aircraft doors. The original bow truss roof was replaced with its present gable roof, and aluminum siding was installed around 1960. The massive steel frame and concrete-block building measures 232 ft. 10 in. by 153 ft., inclusive of the shop wings on the east and west sides. The rear, north shop wing is an additional 232 ft. by 31 ft. 7 in. The building is currently used as an aircraft hangar for maintenance, repair, and inspection activities which require protection from the elements. Administrative offices for Aircraft Generation and Component Repair Branches also are contained within Building 1225.

Eligibility Determination

Building 1225 is not eligible for listing in the National Register of Historic Places. Building 1225 is associated with the military defense functions that correspond with the historic contexts previously identified as significant in the history of Andrews AFB. Constructed as part of the Air Defense Command (ADC) readiness complex, Building 1225 is associated

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input 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: _____	
 Reviewed, Office of Preservation Services	<u>4/8/03</u> Date
 Reviewer, NR Program	<u>4/8/03</u> Date

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

Continuation Sheet No. 1

PG: 77-73

with Buildings 1223, 1228, and 1418 nearby. However, the readiness crew facility associated with the complex, formerly between Buildings 1225 and 1228, was demolished before 1970. A modern building, triangular in plan with a textured concrete surface, now sits between these buildings. In addition, although Building 1225 is still used as an aircraft hangar and repair facility, the interior and the exterior have undergone extensive modification to serve the changing missions of Andrews AFB. The building is of a standardized type, existing with little variation in large-numbered multiples across the country. The building is not associated with famous persons, and is not likely to yield information important to history. Integrity of design, materials, and setting has been compromised.

The buildings at Andrews AFB are being evaluated for significance during the Cold War era in general, from 1946 to 1989, under the contexts of air defense, and special missions airlift operations. Most of the mission-specific Cold War resources were constructed by 1962, except for an alert hangar in 1985 and presidential Air Force One's hangar in 1987. An architectural survey of most of the non-residential Cold War-era buildings at Andrews AFB has been completed (Weitze 1996). Only one building was recommended eligible, an Air National Guard alert hangar built ca. 1948, which later was found ineligible by the Air Force and MHT.

The Air Force issued interim guidance for Cold War significance evaluation studies in 1993. The Air Force requires Cold War properties found eligible for the NRHP under the above contexts to have a direct relationship to "operational missions and equipment of unmistakable national importance." Family housing, maintenance shops, base exchanges, and other general support buildings are typically excluded by the Air Force.

Historical Context

On May 2, 1943, Camp Springs Army Airfield became operational on the site of Andrews AFB in rural Prince Georges County, Maryland. The homes and commercial buildings on the site were, for the most part, removed to make way for airfields, barracks, mess halls, and motor pools as the landscape was redesigned to meet military needs. Between autumn 1942 and mid-1943, the Corps of Engineers erected 4 runways, 14 miles of taxiways, and supportive buildings and infrastructure at the Camp Springs site. A small number of existing historic resources, remaining from earlier use of the land were incorporated into the base facilities. The installation witnessed a second building phase between September 1943 and April 1945, providing more extensive operating facilities and base housing. Into the spring of 1944, the mission of Camp Springs Army Air Field was chiefly to provide operational training for fighter aircraft pilots and crews before their overseas assignment. The base was renamed Andrews Army Air Field in 1945, in honor of Gen. Frank H. Andrews. Two years later, Andrews Army Air Field became Andrews Air Force Base, with the establishment of the Air Force.

The U.S. entered into the Korean War in mid-1950. Continental Air Command (CONAC) federalized 15 Air National Guard (ANG) squadrons for immediate air defense duty in February 1951, including the 121st ANG at Andrews AFB. During the Korean War, Air Defense Command (ADC) augmented the ANG alert area with the initiation of construction of a separate ADC readiness area, including two readiness/maintenance hangars and a readiness crew facility. Immediately after the conflict, ADC added munitions storage.

From 1954 to 1956, ADC erected an Aircraft Control & Warning (AC&W) command and control center, one of the last of 16 built in the U.S. Erected in a secured cluster at the rear of the ADC readiness area, the AC&W command and control center at Andrews AFB was one of five that enhanced the original 11 completed in 1952, with the augmentation intended to fill air defense intelligence, communication and command needs. The Air Force Systems command located at the base in 1957. At the turn of the decade, during 1960-61, the AC&W command and control center ceased its role, replaced by the next-generation command and control for the air defense of the Washington, D.C. air sector, the SAGE direction center at Fort Lee, Virginia. By 1961, the Military Air Transport Service's flying mission had been transferred to Andrews AFB from National Airport, and Andrews became the official home of the presidential transport aircraft, Air Force One. Andrews AFB also began to oversee the arrival and departure of foreign dignitaries during the 1960s.

As part of the Air Force reorganization in 1976, the 76th Airlift Division and the 1st Air Base Wing were moved from Bolling AFB to Andrews AFB. The 76th Airlift Division later became the 1776th Air Base Wing (ABW). In 1991, the 1776th ABW and the 89th Military Airlift Wing (MAW) were combined into the 89th Airlift Wing (AW), the current

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

Continuation Sheet No. 2

PG: 77-73

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base host. The 121st ANG continues at Andrews AFB, still strongly active today as the Washington, D.C., ANG, and now partly occupying the former ADC readiness area as well as its own historic and contemporary facilities.

Prepared by: Laurie J. Paonessa and Elizabeth  
B. O'Brien

Date Prepared: July 8, 2002

Building 1225 is located near the center of Andrews Air Force Base, west of the main runways. It was constructed from 1951 to 1953 and consists of a large aircraft hangar surrounded on three sides by one-story shop wings. Its south elevation is dominated by the overhead aircraft doors. The original bow truss roof was replaced with its present gable roof, and aluminum siding was installed around 1960. The massive steel frame and concrete-block building measures 232 ft. 10 in. by 153 ft., inclusive of the shop wings on the east and west sides. The rear, north shop wing is an additional 232 ft. by 31 ft. 7 in.

On May 2, 1943, Camp Springs Army Airfield became operational on the site of Andrews AFB in rural Prince George's County, Maryland. Between 1942 and 1943, the Corps of Engineers erected four runways, 14 miles of taxiways, and supportive buildings and infrastructure. In 1947, Andrews Army Air Field became Andrews Air Force Base, with the establishment of the Air Force. In the 1950s the Air National Guard (ANG) presence on the base was augmented by construction of a separate Air Defense Command (ADC) readiness area, including two readiness/maintenance hangars and a readiness crew facility.

Building 1225 is not eligible for listing in the National Register of Historic Places. Building 1225 is associated with the military defense functions that correspond with the historic contexts previously identified as significant in the history of Andrews AFB. Constructed as part of the Air Defense Command (ADC) readiness complex, Building 1225 is associated with Buildings 1223, 1228, and 1418 nearby. However, the readiness crew facility associated with the complex, formerly between Buildings 1225 and 1228, was demolished before 1970. A modern building now sits between these buildings. In addition, although Building 1225 is still used as an aircraft hangar and repair facility, the interior and the exterior have undergone extensive modification to serve the changing missions of Andrews AFB. The building is of a standardized type, existing with little variation in large-numbered multiples across the country. The building is not associated with famous persons, and is not likely to yield information important to history. Integrity of design, materials, and setting has been compromised.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG: 77-73

## 1. Name of Property (indicate preferred name)

historic      Air Defense Command (ADC) Readiness Hangar  
 other      Andrews AFB Building 1225 (preferred); Hangar 8

## 2. Location

street and number    Menoher Drive           not for publication  
 city, town      Andrews Air Force Base (AFB), Camp Springs           vicinity  
 county      Prince George's

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

name      U.S. Air Force  
 street and number    The Pentagon      telephone  
 city, town      Arlington      state    VA      zip code

## 4. Location of Legal Description

courthouse, registry of deeds, etc.    N/A      liber      folio  
 city, town      tax map      tax parcel      tax ID number

## 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	
<u>    </u> district	<u>  X  </u> public	<u>    </u> agriculture	<u>    </u> landscape	Contributing	Noncontributing
<u>  X  </u> building(s)	<u>    </u> private	<u>    </u> commerce/trade	<u>    </u> recreation/culture	<u>  1  </u>	<u>  0  </u> buildings
<u>    </u> structure	<u>    </u> both	<u>  X  </u> defense	<u>    </u> religion	<u>    </u>	<u>    </u> sites
<u>    </u> site		<u>    </u> domestic	<u>    </u> social	<u>    </u>	<u>    </u> structures
<u>    </u> object		<u>    </u> education	<u>    </u> transportation	<u>    </u>	<u>    </u> objects
		<u>    </u> funerary	<u>    </u> work in progress	<u>  1  </u>	<u>  0  </u> Total
		<u>    </u> government	<u>    </u> unknown		
		<u>    </u> health care	<u>    </u> vacant/not in use		
		<u>    </u> industry	<u>    </u> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>  0  </u>	

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## 7. Description

Inventory No. PG: 77-73

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### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

Building 1225 is located near the center of Andrews Air Force Base, west of the main runways. It was constructed from 1951 to 1953 and consists of a large hangar surrounded on three sides by one-story shop wings. Its south elevation is dominated by the overhead aircraft doors. The original bow truss roof was replaced with its present gable roof, and aluminum siding was installed around 1960.

The massive steel frame and concrete-block building measures 232 ft. 10 in. by 153 ft., inclusive of the shop wings on the east and west sides. The rear, north shop wing is an additional 232 ft. by 31 ft. 7 in. The south elevation is dominated by the six-panel, sliding aircraft doors. Within the second and fifth panels of the doors are glazed metal doors for pedestrian access to the hangar. The southern quarter of the building is slightly narrower than the rest but stands taller and has a flat roof. On both the east and west sides of this taller section are two flat metal doors leading into the hangar.

North of this taller, flat-roofed section, the roofline of the rest of the building consists of the tall central gabled roof of the hangar and the lower shed roofs of the one-story shops that form a continuous U-shape around the building. These roofs are all topped with standing seam metal.

The six-bay west elevation of the west shop wing is clad in metal siding with the concrete-block wall beneath exposed in several places. The seven reinforced concrete buttresses spaced at 19 ft. 2 in. intervals are masked by this cladding. Remnants of the original single band of multi-pane steel awning windows remain in the third and fifth bays. Two-light replacement sliding windows have been added in the first bay, an overhead door defines the second bay, and in the fourth bay the concrete block wall is exposed on either side of a flat-roofed glass and metal vestibule with double glass and metal doors. The concrete walls are also exposed in the sixth bay where there is a paneled metal door.

The east elevation of the east shop addition features two sets of double metal doors in the first two bays. The third bay is covered by a one-story, flat-roofed concrete addition that has double metal doors on its south side. North of this addition is the flat-roofed glass and metal vestibule with glass and metal doors accessing the "component repair branch." To the right of this door is a two-light window.

On the north elevation, five rectangular openings with louvers pierce the gable end of the hangar. Below, an overhead door is located in the center of the one-story shop wing. To its right is a band of five windows, a set of flat glazed metal doors, a single glazed metal door, a single window, a two-light window, and a flat metal door. Near the left side of the elevation is a flat-roofed metal shed with a set of doors on its north side.

The walls of the building also include numerous louvered vents, downspouts, conduits, and lighting.

The interior of the hangar measures 170 ft. by 114 ft. The hangar is situated east of Hangar 9 (Building 1228). Along the south sides of both buildings is a large paved expanse with a taxiway leading east to the runway area. A large parking lot is located on the north side of the building with areas of grass and trees near the northeast corner.

The building is currently used as an aircraft hangar for maintenance, repair, and inspection activities which require protection from the elements. Administrative offices for Aircraft Generation and Component Repair Branches also are contained within Building 1225.

# 8. Significance

Inventory No. PG: 77-73

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 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 type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** Cold War era: 1946 - 1989 **Architect/Builder** Luria Engineering Corporation

**Construction dates** 1951 - 1953

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.)

See the DOE form.

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## 9. Major Bibliographical References

Inventory No. PG: 77-73

*Andrews Air Force Base, Camp Springs, Maryland, Inventory of Cold War Properties.* Prepared by Karen J. Weitze, Geo-Marine, Inc., for U.S. Air Force Air Mobility Command. U.S. Air Force Air Mobility Command Cold War Series, Report of Investigations Number 1. October 1996.

*Andrews Air Force Base, Preliminary Draft Integrated Cultural Resources Management Plan.* Prepared for: 89 CES/CEV, Andrews AFB, Maryland. August 2002.

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## 10. Geographical Data

Acreage of surveyed property	<u>30.0</u>
Acreage of historical setting	<u>1.0</u>
Quadrangle name	<u>Anacostia</u>

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

See attached map of Andrews AFB. Updating the Integrated Cultural Resources Management Plan (ICRMP) for the base. This inventory will be an appendix in the ICRMP. Inventoried buildings that have not previously been inventoried, and are, or will be, fifty years of age by 2006. Some Cold War-era buildings had been inventoried (Weitze 1996) but MIHP and DOE forms had not been completed; revisited these buildings and filled out MIHP and DOE forms.

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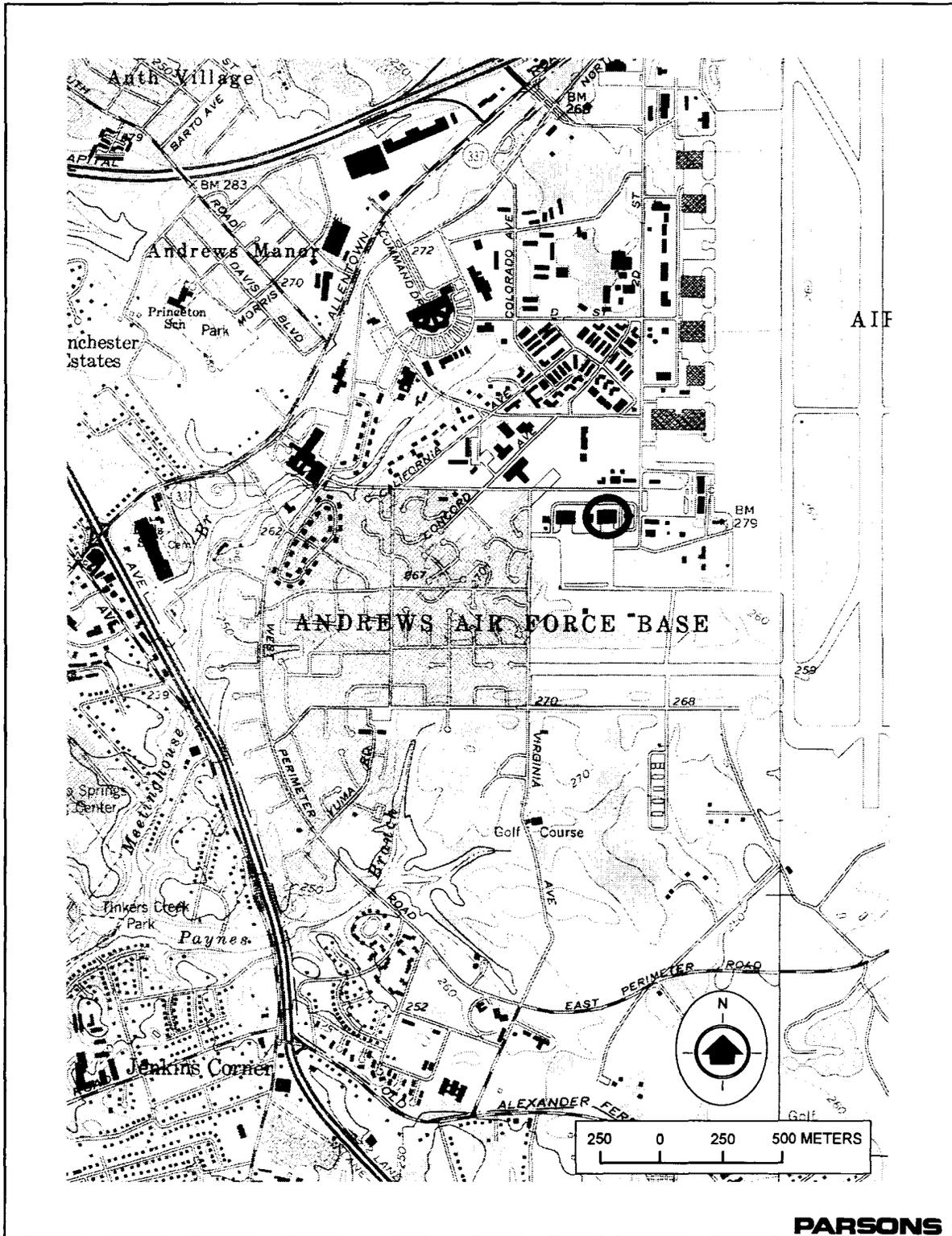
## 11. Form Prepared by

name/title	Elizabeth B. O'Brien/Architectural Historian, and Laurie J. Paonessa/Archaeologist		
organization	Parsons	date	July 8, 2002
street & number	10521 Rosehaven St.	telephone	(703) 591-7575
city or town	Fairfax	state	VA

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



PG: 77-73, Building 1225, Andrews Air Force Base, Prince George's County, Anacostia Quadrangle.

**PARSONS**

A black and white photograph of a large industrial building, likely a hangar or maintenance facility. The building features a dark, corrugated metal upper section and a lighter, vertically-ribbed lower section. Several large, white, roll-up doors are visible along the side. The text "DC AIR NATIONAL GUARD" is printed in white on the dark upper section of the building. The foreground shows a paved area with some markings and a dark object on the left. The sky is clear and light-colored.

DC AIR NATIONAL GUARD

PG: 77-73

Bldg. 1225, Andrews AFB

Prince George's Co, MD

L. Paonessa

3/02

Neg: MD SHPO

S elevation

# 1/2



PG: 77-73

Bldg. 1225, Andrews AFB  
Prince George's Co, MD

L. Paonessa

3/02

Neg: MD SHPO

N. elev. & N<sup>1</sup>/<sub>2</sub> of W elev

# 2/2