

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

NR Eligible: yes \_\_\_  
no \_\_\_

Property Name: Building 3119 Andrews AFB Inventory Number: PG: 77-83

Address: East Perimeter Road, Andrews AFB City: Camp Springs Zip Code: 20762

County: Prince George's USGS Topographic Map: Upper Marlboro

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*

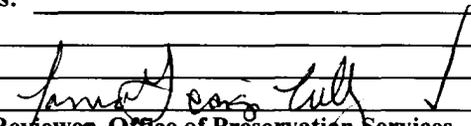
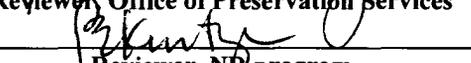
Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

**Building Description**

Building 3119 is located near the eastern edge of Andrews Air Force Base (AFB), east of the main runways. It consists of a large, steel frame, gable-roofed airplane hangar surrounded on three sides by a U-shaped concrete-block building housing offices and shops. Within the past five years, its interior has undergone some renovation, and windows throughout have been replaced with energy-efficient fixed metal fenestration with translucent thermal glazing. Other than replacement windows and interior alterations, the building retains much of the same form and materials since its initial construction in 1954. The hangar measures 201 ft. 7 in. by 212 ft. 10 in., with offsets, and stands on a reinforced concrete foundation. Building 3119 today houses aircraft and weapon system maintenance, repair, and inspection facilities for the District of Columbia ANG. The building serves as training space for reserve forces operations, and also houses security police and the base photographic laboratory.

**Eligibility Determination**

Building 3119 is not eligible for listing in the National Register of Historic Places. It is associated with the Cold War military defense functions that correspond with the historic contexts previously identified as significant in the history of

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	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: _____	
 Reviewer, 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: 77-83

Andrews AFB. However, it does not possess sufficient individual significance for NRHP eligibility. In addition, Building 3119 has had its windows replaced in the last several years, and is undergoing interior renovations. It was constructed as the Air National Guard (ANG) readiness hangar to complement the existing ANG alert hangar to the south, Building 3032, which has recently been partially demolished and remodeled. Between the two hangars stood an armaments shop, a maintenance hangar, and a squadron operations building, housed in temporary structures that have been demolished. It is not associated with famous persons, is not representative of a distinctive architectural style, and is not likely to yield information important in history. Integrity of design, setting, and materials 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.

Historic 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 dignities 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: 77-83

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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

**PG: 77-83, Andrews AFB Building 3119, E. Perimeter Road, Camp Springs, 1954-1955, Federal Military**

Building 3119 is located near the eastern edge of Andrews Air Force Base, east of the main runways. It consists of a large, steel frame, gable-roofed airplane hangar surrounded on three sides by a U-shaped concrete-block building housing offices and shops. Within the past five years, its interior has undergone some renovation, and windows throughout have been replaced with energy-efficient fixed metal fenestration with translucent thermal glazing. Other than replacement windows and interior alterations, the building retains much of the same form and materials since its initial construction in 1954. The hangar measures 201 ft. 7 in. by 212 ft. 10 in., with offsets, and stands on a reinforced concrete foundation.

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 3119 is not eligible for listing in the National Register of Historic Places. It is associated with the Cold War military defense functions that correspond with the historic contexts previously identified as significant in the history of Andrews AFB. However, it does not possess sufficient individual significance for NRHP eligibility. In addition, Building 3119 has had its windows replaced in the last several years, and is undergoing interior renovations. It was constructed as the Air National Guard (ANG) readiness hangar to complement the existing ANG alert hangar to the south (Building 3032). An associated armaments shop, a maintenance hangar, and a squadron operations building, housed in temporary structures nearby, have been demolished. It is not associated with famous persons, is not representative of a distinctive architectural style, and is not likely to yield information important in history. Integrity of design, setting, and materials has been compromised.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG: 77-83

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

historic Air National Guard (ANG) Readiness Hangar  
 other Andrews AFB Building 3119 (preferred); Hangar 16

### 2. Location

street and number East Perimeter Road 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 \_\_\_\_\_ telephone \_\_\_\_\_  
 city, town Andrews AFB state MD zip code 20762

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

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## 7. Description

Inventory No. PG: 77-83

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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 3119 is located near the eastern edge of Andrews Air Force Base, east of the main runways. It consists of a large, steel frame, gable-roofed airplane hangar surrounded on three sides by a U-shaped concrete-block building housing offices and shops. Within the past five years, its interior has undergone some renovation, and windows throughout have been replaced with energy-efficient fixed metal windows with translucent thermal glazing. Other than replacement windows and interior alterations, the building retains much of the same form and materials since its initial construction in 1954.

The hangar measures 201 ft. 7 in. by 212 ft. 10 in. and stands on a reinforced concrete foundation. The west gable end of the hangar is dominated by the massive overhead aircraft doors. Although the door mechanism remains intact, the metal panels and continuous band of fenestration has been replaced with energy-efficient materials within the past five years. Within the northernmost and southernmost aircraft doors are metal pedestrian doors. Additional doors in this elevation are located in the west walls of the northern and southern sections of the U-shaped office and shop building that wraps around the hangar. These doors are located within projecting flat-roofed vestibules with solid and screen-block masonry walls.

Above the two-story shop and office building, a continuous band of clerestory replacement windows runs along the north, east, and south walls of the gabled hangar. Above this band of windows, the hangar is sheathed with corrugated metal. In the center of the east gable end of the hangar is a flat-roofed concrete block projection that sits atop the flat roof of the lower shop and office building. This portion of the building served as the parachute shaft.

The two-story shop and office building that wraps around the north, west, and south sides of the hangar has a flat roof with a boxed overhang about 1 ft. deep. The concrete block walls are exposed on the first floor of the north, east, and south elevations. These walls are punctuated by various single and double metal doors that access the offices and shops within. The main entry near the right side of the south elevation has a projecting concrete-block vestibule similar to those on the west elevation. To the left of this entry are three round ventilators that were added recently to ventilate a former tire shop.

An overhead door at the right end of the east elevation accesses the interior sheet metal and welding shop that occupies the north half of the first floor of this elevation. Interspersed between the doors are bands of fixed multi-paned replacement windows with projecting concrete sills. The wall surface above the first floor windows is clad with corrugated steel. The second floor of the south, east, and north elevations features a continuous band of replacement windows. Wall surfaces throughout are also interrupted by various pipes, conduits, signage, and lighting.

In the center of the east elevation is the one-story, flat-roofed, projecting boiler room, which is fenestrated on the north and south sides. When this room housed oil-burning boilers, it was topped by tall chimneys. These were removed when the heating system for the entire building was converted to natural gas within the past five years.

The interior is dominated by the large open space of the hangar. It has a recently refinished concrete floor. Its visible roof truss system appears to be original. Atop the enclosed catwalk on the second floor of the north, east, and south sides is a sloping, corrugated metal roof. An additional catwalk above the aircraft doors on the west side remains largely unchanged.

In general, the first floor of the two-story concrete block section of the building is one room deep. Most of the shops and offices on this level have doors accessing the exterior as well as the interior hangar area. Stairwells to the second floor are located near the four corners of the building.

The second floor is generally partitioned into smaller offices. These originally opened onto a continuous catwalk overlooking the interior hangar space. The catwalk originally had a metal guardrail. Within the past five years, this

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## Maryland Inventory of Historic Properties Form

Inventory No. PG: 77-83

Name  
**Continuation Sheet**

Number 7 Page 1

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walk has been enclosed with drywall to form a U-shaped interior corridor. Fixed windows along this corridor permit intermittent views into the hangar. The corridor was enclosed to increase the efficiency of the new heating system. Formerly, the frequent opening and closing of the hangar's aircraft doors created drafts in the upper-level offices.

The upper-level offices are in the midst of being reconfigured with various new drywall partitions. Dropped ceilings also appear to have been added since original construction. Some interior metal doors appear to be original, while others are replacements. The large men's and women's bathrooms near the northeast corner of the second floor also were recently renovated with all new fixtures.

Chain-link fencing perpendicular to the north and south sides of the building blocks access to the runway area. A concrete sidewalk leads to an entrance on the south elevation. The east elevation faces a parking lot accessed from East Perimeter Drive. Evergreen trees are located near the northeast corner of the building.

Building 3119 was constructed in 1954 as an Air National Guard (ANG) readiness hangar and was similar to the readiness/maintenance hangers of the Air Defense Command (ADC) of the middle 1950s. The ANG readiness configuration, from north to south, consisted of Building 3119, an armaments shop, a maintenance hangar, and a squadron operations building. All of these buildings, except for Building 3119, were temporary and have been removed. Building 3119 was constructed to complement the existing ANG alert hangar to the south of the readiness complex, Building 3032. Building 3032 has recently been partially demolished and remodeled. Building 3119 today houses aircraft and weapon system maintenance, repair, and inspection facilities for the District of Columbia ANG. The building serves as training space for reserve forces operations, and also houses security police and the base photographic laboratory.

# 8. Significance

Inventory No. PG: 77-83

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: _____

<b>Specific dates</b>	Cold War era: 1946 - 1989	<b>Architect/Builder</b>	Unknown
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<b>Construction dates</b>	1954 - 1955
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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: 77-83

*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.

Chief Master Sergeant Raymond Moore, ASAF Quality Assurance, personal communication March 22, 2002.

*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

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Acreage of surveyed property 30.0  
Acreage of historical setting 0.9  
Quadrangle name Upper Marlboro 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

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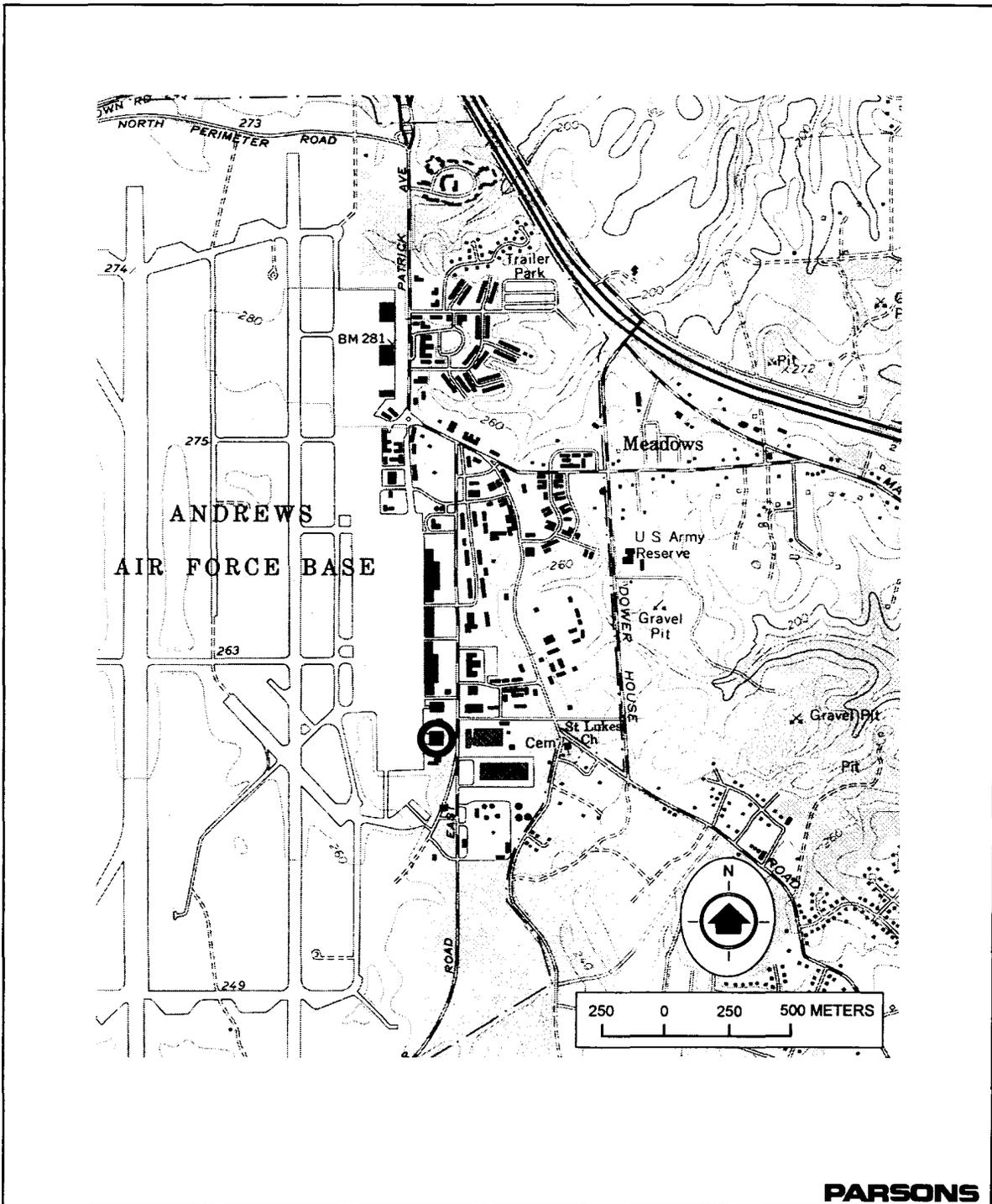
name/title	Elizabeth B. O'Brien, Architectural Historian, and Laurie J. Paonessa/Archaeologist		
organization	Parsons	date	July 10, 2002
street & number	10521 Rosehaven St.	telephone	(703) 591-7575
city or town	Fairfax	state	VA

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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



**PARSONS**

PG: 77-83, Building 3119, Andrews Air Force Base, Prince George's County, Upper Marlboro Quadrangle.



PG: 77-83

Bldg. 3119, Andrews AFB

Prince Geo's Coy, MD

L. Paonessa

3/02

Neg: MD SHPO

E elev.

#1/1