

Building Inventory: Fort Wainwright, Alaska

AHRS NUMBER:	FAI-00482	SITE NAME:	Building 3005: Hangar 3
Army Building No.:	3005		

General Property Information

Address:	South side of runway, near the intersection of Montgomery and Meridian roads	City:	Fort Wainwright		
Historic Name:	Hangar 3				
Owner:	US Army Alaska, Fort Wainwright	Owner Address:	Fort Wainwright, Alaska		
GPS Coordinate:	WGS84	USGS Quad:	Fairbanks D2		
Section:	18	Township:	1S	Range:	1E
Zoning:	UTM 6N	Northing:	7189717.68120	Easting:	469850.706491

Historic Associations

Resource Type:	Building
Original Owner:	US Army Air Corps, Ladd Field
Builder:	Unknown
Significant Person:	No Known
Significant Event:	World War II; Cold War
Construction Date:	1942
Date Moved:	N/A
Destruction Date:	N/A
Reconstruction Date:	N/A
Historic Function:	Air Facility
Current Function:	Air Facility
Cultural Affiliation:	Euro-American

NRHP STATUS

Original Evaluation Date: 1984

Re-evaluation Date: 2010

NHL District

Contributing

Cold War Historic District

Contributing

NRHP Individually Eligible

No

HABS Documentation

Level: 2

Recordation Date: 1986

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Architectural Information

Architectural Style:	Military Vernacular	Stories:	2
Ancillary Structure:		Plan:	Open Floor
Structural System:	Wood Frame	Roof Shape:	Barreled Truss
		Other Materials:	Fabric
Exterior Wall Materials:	Metal	Roof Features:	Other
		Special Features:	Large Hangar Doors
Foundation Materials:	Concrete	Roof Materials:	Portico
			Metal
			Corrugated

Setting Description:

Cantonment, southwest corner of airfield. Hangars 2 and 3 (Buildings 3008 and 3005) are a pair of Birchwood hangars placed in close proximity, with Building 3008 on the west and Building 3005 on the east. With their massing, height and appearance, they dominate the setting at this end of the airfield. An aircraft apron and the western end of the airfield are both north of the hangars. Two small warehouses are located to the west (Buildings 3033 and 3031). Beyond Meridian Road is the western Montgomery Road engineering/industrial support area. The hangars are bordered by parking areas on the south. Across Montgomery Road, there are two Cold War-era support buildings and farther to the south, Cold War-era barracks on Neely Road. To the east is a Cold War-era fire station (Building 3004), a 1988 flight simulator building (Building 3000) and beyond, a blend of small Cold War-era buildings and the recent Stryker complex.

Architectural Description:

Building 3005 is a two-story, wood-frame, Birchwood hangar on a concrete foundation, oriented east/west. The barreled truss roof is finished in polyurethane, and the exterior is clad in corrugated metal. The hanger is square and measures 200 feet long by 200 feet wide, with the hangar bay situated between a pair of two-story administrative areas. The east and west elevation are virtually identical. Both elevations feature: two hanger door openings covered by fabric curtain doors, a pair of steel slab personnel doors with vision lights, and a pair of steel slab personnel doors allow access to the office area on the north and south ends of both elevations. The roof features two, rectangular roof access elements; a gable-roofed structure with single fixed-sash windows on its east and west elevations and a shed-roofed structure with a single metal personnel door. The south elevation has two steel slab personnel doors with gable-roofed porticos on the east end of the elevation. Fenestration on the north and south elevations consists of evenly spaced awning vinyl windows on the first and second stories. On the north elevation is a gable-roofed portico covering a centrally located, steel double personnel door with a vision light.

Alterations

Year	Description	Comment
1945	Constructed fire escapes	Exterior
1946	Constructed stairs and weather observation platform	Interior/Exterior
1950	Installed fluorescent lighting	Interior
1951	Constructed 10'x10' radar shelter	Interior
1953	- Installed flood light and water closet - Installed sink	Interior
1955	- Installed floor tile - Installed fluorescent light	Interior
1956	- Installed exhaust fan - Installed fluorescent light - Installed security locker - Installed water cooler	Interior
1957	Constructed partition	Interior

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1960	Hangar doors repaired with new hardware, wheels and weather stripping	Exterior
1962	New overhead pilot doors and exhaust system installed	Exterior
1964	Removed shower and replaced with mop sink	Interior
1970	New roof installed	Exterior
1971	- Eight door panel windows replaced at each end of hangar and remainder covered in cement asbestos board, vapor barrier, insulation and finish to match existing finish - Installed grease pit	Exterior/Interior
1973	- Enclosed exterior stairwells - Repair of broken and cracked hangar trusses	Exterior/Interior
1974	- Existing siding removed (and reused in Bldg 2085) and new siding (synthetic rosin coated) installed - Existing sills and mullions replaced with metal components - All painted exterior surfaces repainted	Exterior
1975	Install automatic hoist	Interior
1979	Building renovated: Administrative portion - Selected partitions removed - Finish and insulation removed from exterior walls - Second floor and ceiling, doors and door frames removed - Treads, risers, landings and handrails removed from stairs - Insulation, vapor barrier and finish installed on exterior walls and second floor ceiling - Doors and door frames installed - Rubber tread and riser covering and handrails replaced on stairs Hangar portion: - Four pilot doors with frames were installed - Deluge system installed - Air compressor system installed	Exterior/Interior
1980	- Storm entrance installed - Generator and power units installed	Interior/Exterior
1981	Installed light in corner stairwells	Interior
1984	Reinforcement and repair of roof trusses	Interior
1986	The building received a new roof	Exterior
1989	- The hangar doors were reduced in size and fitted with fabric curtain doors - Security screens installed on eleven windows of south side of building, ground level - Installed concrete block wall between engine shop and sheet metal shop	Exterior/Interior
1991	Installed two emergency eyewash stations	Interior
1993	Heating unit replaced by two separate units	Interior
1998	Replaced collection chamber for oil/water separator	Interior
2001	The windows were replaced	Exterior
2010	Overhangs removed and exterior stairwells replaced	Exterior

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Building Evaluation

Criteria Evaluations

Individual NRHP Listing Criteria Evaluation:

Building 3005 does not have any individual associations with significant events or trends in US or Alaska history. It is not associated with significant persons and it does not exemplify a type, period, or method of construction. Therefore, this building is ineligible for individual listing on the NRHP under any criterion.

NHL Criteria Evaluation:

The Ladd Field National Historic Landmark is listed on the NRHP under Criterion A for its role as an aircraft supply and repair depot and as a cargo and passenger flight hub for the Air Transport Command missions of WWII. Ladd Field is significant on the national level for its association with aviation and the changing role of the US in the world community during WWII. Building 3005 is a contributing structure in the Ladd Field National Historic Landmark.

NRHP Cold War Historic District Criteria Evaluation:

Cold War Historic District is eligible for the NRHP under Criterion A for its association with the strategic aerial reconnaissance, air defense, and Arctic research missions of the Cold War. Building 3005 is a contributing element of the Ladd AFB Cold War Historic District due to its association with the air defense mission of the Cold War because of its use by the Fighter Intercept Squadrons.

Description of Integrity:

Building 3005 maintains integrity of location, feeling, association, and setting.

Statement of Significance:

Ladd Field NHL is nationally significant for its association with the themes of Expanding Science and Technology and the Changing Role of the US in the World. Construction began on the military post in 1938. Located near Fairbanks, Ladd Field was the first US Army airfield in Alaska and was a part of the defense build-up for WWII in the territory. The military post is associated with the development of cold weather aviation technology and played a supporting role in the Aleutian Campaign of WWII in the Pacific. Ladd Field was also the Alaskan headquarters for the Alaska-Siberia (ALSIB) Lend-Lease route over which the US sent thousands of military aircraft to the Soviet Union for use in the Eastern Front of the war in Europe. The period of significance begins in 1940 when the airfield became operational and extends to late 1945 when WWII ended. Ladd Field, originally established as an Army Air Corps cold weather testing station, began operations in 1940. From 1942 to 1945, in a unique high priority mission, the airfield was the transfer point for over 7,900 Lend-Lease aircraft bound for the USSR on the ALSIB route. After WWII, the alliance between the US and the USSR rapidly ended. The Cold War standoff took its place, re-shaping the mission and infrastructure of Ladd Field. The Ladd Field National Historic Landmark is listed on the NRHP under Criterion A for its role as an aircraft supply and repair depot and as a cargo and passenger flight hub for the Air Transport Command missions of WWII. Ladd Field is significant on the national level for its association with aviation and the changing role of the US in the world community during WWII. Building 3005 was considered a contributing element of the Ladd Field NHL as a part of the NHL listing.

From 1946 to 1949, during the earliest years of the Cold War, Ladd Air Force Base (Ladd AFB) hosted some of the United States Air Force's (USAF) first long-range strategic aerial reconnaissance units. From 1950 to 1960 Ladd AFB hosted Fighter Interceptor Squadrons as part of the Aircraft Control and Warning System. Throughout this period (1946 to 1960), the USAF constructed over 300 new facilities on the installation to support its Cold War missions and personnel. The majority of these facilities were family housing, barracks, support facilities, and utility infrastructure, which were largely built to replace the many temporary World War II buildings on the installation. Mission related construction included hangars, ammo storage facilities, maintenance shops, communications facilities, and airfield improvements. During the period of significance, 1945 to 1960, Ladd AFB was a vital part of the US Cold War mission. The Ladd AFB Cold War Historic District is eligible for the NRHP under Criterion A for its association with the strategic aerial reconnaissance, air defense, and Arctic research missions of the Cold War. Building 3005 is a contributing element of the Ladd AFB Cold War Historic District due to its association with the (air defense mission of the Cold War because of its use by the Fighter Intercept Squadrons.

Building 3005 does not have any individual associations with significant events or trends in US or Alaska history. It is not associated with significant persons and it does not exemplify a type, period, or method of construction. This resource does not appear to be eligible for individual listing in the NRHP under any criterion.

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PHOTOGRAPHS

Photo Year: 2011 Description: Northwest oblique

Photo File: HANGAR 3 NW OBLIQUE.JPG



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Photo Year: 2010 Description: Northeast oblique

Photo File: 3005 - ne obliq.jpg



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Photo Year: 2006 Description: North elevation-façade detail

Photo File: 3005 - n elev - facade detail.jpg



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Photo Year: 2007 Description: Front elevation

Photo File: 3005 B.jpg



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Photo Year: 2007 Description: Doorway detail

Photo File: 3005 C.jpg

