DEPARTMENT OF THE ARMY
INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, U.S. ARMY GARRISON FORT WAINWRIGHT
1060 GAFFNEY ROAD #6000
FORT WAINWRIGHT, ALASKA 99703-6000

REPLY TO
ATTENTION OF:

OCT 2 1 2010

Directorate of Public Works

SUBJECT: Removal of Overhangs and Exterior Stairwells of Buildings 3008 and 3005, DPW-10196-0J, DPW-10197-0J and 152-31403-0J, Fort Wainwright, Alaska.

Judith E. Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West Seventh Ave., Suite 1310
Anchorage, Alaska 99501-1365

Dear Ms. Bittner:

This is to request the State Historic Preservation Officer's concurrence with the U.S. Army Garrison Fort Wainwright , Alaska's (USAG FWA) finding of **Historic Properties Adversely Affected** by the removal the overhangs and the exterior stairwells of Hangars 2 and 3, buildings 3008 and 3005 (FAI-00485 and FAI-00482) (Figures 1 – 10). Buildings 3008 and 3005 are contributing elements of the Ladd Field National Historic Landmark (NHL) (FAI – 00236) and the Ladd Air Force Base Cold War Historic District (HD) (FAI – 01288) and are located on the southwestern corner of the airfield just north of Montgomery Road. Because of safety concerns, USAG FWA requests an expedited review.

Description of Undertaking (36 CFR 800.11 (e) (1))

This undertaking includes the removal of the overhangs and exterior stairwells on the east and west elevations of Hangars 2 and 3 (Figure 3). The overhangs over the bay doors were part of the original hangar doors and include pocket walls which enclosed the sliding hangar doors when fully open (Figure 6). The original tracks of the sliding doors are visible in the ceiling of the overhangs. The overhangs must be removed as soon as possible due to safety concerns. Material has fallen off the overhangs over the bay doors of Hangars 2 and 3 endangering staff and equipment (Figure 4 and 5).

This undertaking also includes the removal of the exterior stairwells located on the each corner of the hangars. The stairwells are not original to the buildings, though the date of construction is unknown. Early photographs and As-Builts from the 1960s do not show the stairwells. The earliest documentation of the stairwells is a 1975 photograph of the one of the hangars showing the exterior stairwells prior to being enclosed (Figure 7). Based on As-Builts and building records, it appears that the

exterior stairwells were enclosed during renovations to the exterior of the hangars that took place in the mid-1980s.

The area of potential effect (APE) for this undertaking includes both the potential direct and indirect effects. The APE for this undertaking includes the area immediately surrounding hangars 2 and 3, encompassing buildings 3000, 3004, 3005, 3008, 3010, 3011, 3028, 3031,and 3033 (FAI-01328, FAI-01318, FAI-00482, FAI-00485, FAI-01329, FAI-01330, FAI-00492,FAI-01337, and FAI-00508) as well as the entirety of the NHL and the HD.

Steps Taken to Identify Historic Properties (36 CFR 800.11 (e) (2))

- Reviewed historic context reports and other relevant material
  - *The World War II Heritage of Ladd Field; Fairbanks, Alaska:* Kathy Price, with the Center for the Environmental Management of Military Lands, Colorado State University, May 2004
  - *Cold Missions: The U.S. Army Air Forces and Ladd Field in World War II.* Dermot Cole with the Tanana-Yukon Historical Society
  - *Northern Defenders: Cold War Context of Ladd Air Force Base Fairbanks, AK 1947-196:* Kathy Price and Russell H. Sackett with the Center for the Environmental Management of Military Lands, January 2001
  - Draft of *The Coldest Front: Cold War Properties in Alaska*: United States Department of Defense *Legacy Resource Management Program* prepared in Cooperation with the Alaska State Historic Preservation Officer, February 1996
  - *The Cold War historic context of Fort Wainwright and Ladd Air Force Base, 1946 – 1991*: Prepared for the US Army Alaska by CH2M HILL, Inc. and Northern Land Use Research, Inc. July 2007
- Reviewed building inventory forms
- Reviewed photographs, historic site maps, and other relevant documents
- Visited site on 28 September 2010

Description of Affected Historic Properties (36 CFR 800.11 (e) (3))

Hangars 2 and 3 were constructed in 1943 as part of the World War II build-up of Ladd Army Air Field. Both hangars 2 and 3 were used by the Alaska Air Transport Command as passenger terminals for pilots and staff arriving from the Northwest Staging Route. Hangar 2 was also used as a maintenance hangar for the Lend Lease Operations. The hangars also housed additional shops and offices to meet the mission needs. During the Cold War, the hangars were used to house fighter intercept squadrons.

- Building 3005 (FAI-000482)

Building 3005 (Figures 8 – 11) is a Birchwood hangar with a barreled truss and an open floor plan measuring 150 feet by 200 feet. Two, 2-story office areas measuring 25

feet wide by 202 feet long are located on the north and south elevations of the hangar and have pronounced exterior stairwell towers at each end that were added sometime after the initial construction. The roof is a built-up roof, and the walls are sheathed in vertical metal siding. On top of the roof are two small, rectangular roof access elements; one has a gable roof and the other has a door with a shed roof that slopes to the hangar's barreled roof. The rectangular roof access element has a single fixed-sash window in both the east and west elevations. The foundation of the hangar is concrete. The south elevation, the main elevation for pedestrians, has two personnel doors located at the east end of the elevation; each is covered by a gable-roofed portico supported by pipe columns. The remainder of the elevation is fenestrated with evenly spaced single fixed-sash vinyl replacement windows along the upper and lower stories. The openings for the new windows have been reduced in size. The east and west elevations are identical, having two large hangar door openings covered by fabric curtain doors. The overhead doors are covered by overhangs which remain from the original sliding hangar bay doors. Each of these elevations also has 4 personnel doors; one each on the end of the two-story wing and 1 on each side of the hangar doors. The north elevation of the hangar has a centrally located double personnel door covered by a gable roof and supported by pipe columns. The remainder of the north elevation, like the south elevation, is fenestrated with evenly spaced, single fixed-sash vinyl replacement windows along the upper and lower stories. Special features include the large hangar doors, barreled roof and a portico. The character-defining features of Building 3005 include its overall size, shape, mass, barreled roof, and fenestration which includes the overhangs.

- Building 3008 (FAI-00485)

Building 3008 (Figures 12 – 15) is a Birchwood hangar with a barreled truss and an open floor plan measuring 150 feet by 200 feet. Two-story partitioned areas measuring 25 feet wide by 202 feet long are located on the north and south elevations of the hangar. These areas have pronounced stairwell towers at each end that were added sometime after the initial construction. The roof is a built-up roof, and the walls are sheathed in vertical metal siding. The foundation is concrete. The south elevation, the main elevation for pedestrians, has two personnel doors located at the east end of the elevation; each is covered by a gable-roofed portico supported by pipe columns. The remainder of the elevation is fenestrated with evenly spaced single fixed-sash vinyl replacement windows along the upper and lower stories. The new windows are smaller than the originals and the openings on the north and south elevations have been reduced in size for the new windows. The remainder of the north elevation, like the south elevation, is fenestrated with evenly spaced, single fixed-sash vinyl replacement windows along the upper and lower stories. The east and west elevations have two large hangar door openings covered by fabric curtain doors. Each of these elevations also has four personnel doors; one each on the end of each two-story wing and one on each side of the hangar doors. The north elevation has a centrally located arctic entry covered by a gable roof. The remainder of the elevation is fenestrated with evenly spaced, single, fixed-sash vinyl replacement windows along the upper and lower stories. Special features include large hangar doors, barreled roof and a portico. The

character-defining features of Building 3008 include its overall size, shape, mass, barreled roof, and fenestration which includes the overhangs.

- Ladd Field NHL & Ladd Air Force Base Cold War HD

Ladd Field was authorized in 1935 as a small Cold Weather testing station that was envisioned by General H. H. Arnold. Construction began in 1939; by 1940, Ladd Field was operational. Cold weather testing at Ladd Field helped to improve the aircraft and equipment used by front-line aircrews. The Cold Weather Test Detachment's experimental tests contributed to the development of aircraft design, ground procedures, and personnel equipment with stateside research agencies and manufacturers. After the start of World War II, Ladd Field also served as the transfer point for the Alaska Siberia (ALSIB) Lend-Lease aid to the Soviet Union. From 1942 to the end of the war in 1945, Ladd Field saw 7,926 aircraft and associated cargo change hands. Though it was controversial, the Lend-Lease aid to the Soviet Union played some part in the eventual defeat of Nazi Germany. Ladd Field also served as an air depot for the repair and supply of aircraft under the Air Transport Command, processing thousands of passengers as well as tons of cargo and mail.

In 1984, the National Park Service nominated Ladd Field for the National Register of Historic Places. Ladd Field was listed as significant for three main themes; cold weather testing, aircraft repair and supply depot and air transfer hub, and as the transfer point for aircraft and cargo transiting the ALSIB route to the Soviet Union.

In 1947, the Air Force became a separate service and Ladd Field became known as Ladd Air Force Base (AFB). Missions flown out of Ladd AFB played a significant role in the early years of the Cold War confrontation with the Soviet Union. Early in the Cold War, military planners decided on a heartland concept for Alaskan defense, concentrating on bases near Anchorage and Fairbanks as the strategic anchor points. Ladd AFB became the Northern Sector Headquarters for the Alaskan Air Command, and its foremost missions during the Cold War were air defense, strategic reconnaissance, and arctic research.

Ladd AFB's air defense mission was part of the plan to deter the Soviet Union from taking Alaskan territory and using it as a base from which to threaten the continental United States. Ladd AFB hosted tactical fighter intercept squadrons, and combat alert cells. An Air Defense Command Center located on Ladd AFB was responsible for directing air battles in Alaska's northern sector. It also provided support to segments of the Distant Early Warning line. In the earliest years of the Cold War, Ladd AFB hosted some of the first long range strategic aerial reconnaissance units.

Ladd AFB was also the scene of significant Cold War Arctic research. The cold weather equipment testing, begun during World War II, continued through the Cold War, and expanded to include the Arctic Aero medical Laboratory (AAL). The AAL studied human adaptation to Arctic and Sub-Arctic climates with an eye toward military applications.

In 2001, Ladd AFB Cold War Historic District was determined eligible for the National Register of Historic Places. It was determined to be significant for its role in the early Cold War missions of the 46th/72nd Air Reconnaissance unit and for the Fighter Intercept Squadrons stationed here.

In 1960, the Ladd AFB was transferred to the Army and was renamed Fort Jonathan M. Wainwright, Alaska (FWA) on January 1, 1961. In Alaska, Cold War missions were predominately under the command of the Air Force with the Army providing ground force defense and logistical supply. The Army also carried out cold-weather training tactics and cold-weather equipment testing. With the onset of the Vietnam War and its high costs drained the Army's resources, troops at FWA were reassigned or deployed causing a significant decrease in the Post's population. In 1986, the mission of the Post changed once again with the assignment of the 6th Light Infantry Division to FWA. Since 1986, FWA's mission has been to support worldwide deployment.

Description of Undertaking's Effect on Historic Properties (36 CFR 800.11 (e) (4))

Two aspects of this undertaking have the potential to affect significant historic properties. The first is the potential visual effect to the NHL, the HD, and the contributing elements within the APE. The second aspect is the effect to the individual buildings 3005 and 3008, contributing elements of both NHL and the HD. There is no potential to affect archaeological resources as there will be no ground disturbance associated with this undertaking.

This undertaking will have an adverse visual effect on the NHL and the HD. Hangars 2 and 3 are dominant visual elements of the NHL and HD. The hangars are visible from Hangar 1 and Building 1558 on North Post as well as from many locations within both of the districts. The removal of the overhangs above the hangar bay doors will have a moderate visual effect; however, the planned construction under the Aviation Stationing undertaking will minimize the effect as it will partially block the view of the Hangar 3 from many places within NHL and the HD. Once the Aviation Stationing construction is completed only Hangar 2 will be visible from North Post; this will minimize the effect of the removal of the overhangs from Hangar 3. The removal of the overhangs from Hangar 2 will still be visible from many of the buildings within the APE, but the alteration to Hangar 3 will only be visible from the buildings on the south side of the flight line.

The second aspect is the effect to the individual buildings 3005 and 3008, contributing elements of the NHL and HD. Buildings 3005 and 3008 have the potential to be affected by the loss of historic materials, workmanship, design, and historic feeling. The overhangs are part of the original design of the hangars. They served as the tracks for the original sliding doors and the supporting columns were the pocket walls that the doors would slide into when fully open. This undertaking will impact the hangar's integrity of design, workmanship, materials, and feeling as it results in a loss of one of the building's character-defining features. The removal of the exterior stairways

located on corner of the hangars will not be adverse as the stairwells were not original to the building and will not affect any of the character-defining features and will in fact restores some of the original feeling.

Explanation of Application of the Criteria of Adverse Affects (36 CFR 800.11 (e) (5))

After examining the undertaking and reviewing the historic context, photographs, building surveys and site maps, USAG-FWA has found **Historic Properties Adversely Affected** by removal of the overhangs and exterior stairwells on the east and west elevations of Hangars 2 and 3.

This finding was reached due to the visual effects to the NHL, the HD, and the contributing elements within the APE caused by the removal of a character-defining feature, the overhangs and support columns, of Hangars 2 and 3. Neither the hangars nor the districts will be adversely affected by the removal of the exterior stairways. Additionally, this finding was reached due the effects to the individual Buildings 3005 and 3008 in relation to loss of original material, workmanship, design, and historic feeling. USAG-FWA would like to enter into consultation to resolve these adverse affects.

Copies of this determination would also be furnished to our consulting parties, Tanana Yukon Historical Society and the Fairbanks North Star Borough Historic Preservation Commission. If you have questions concerning this submittal, please contact Mary Shanks, FWA Cultural Resource Specialist at 361-9329.

Sincerely,

Michael T. Meeks
Director, Directorate of Public Works

Figure 1: APE

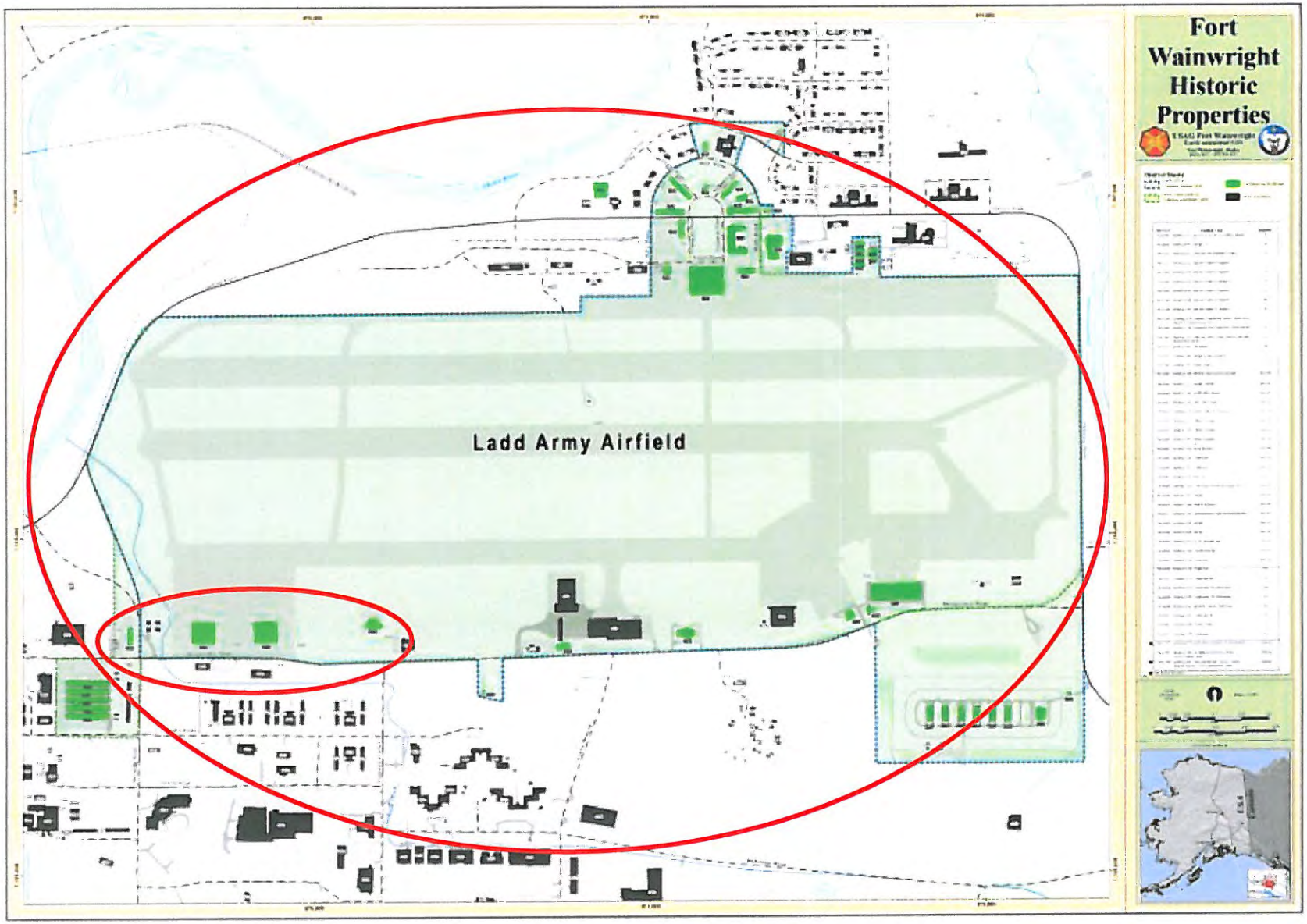


Figure 2: Area of Immediate Effects

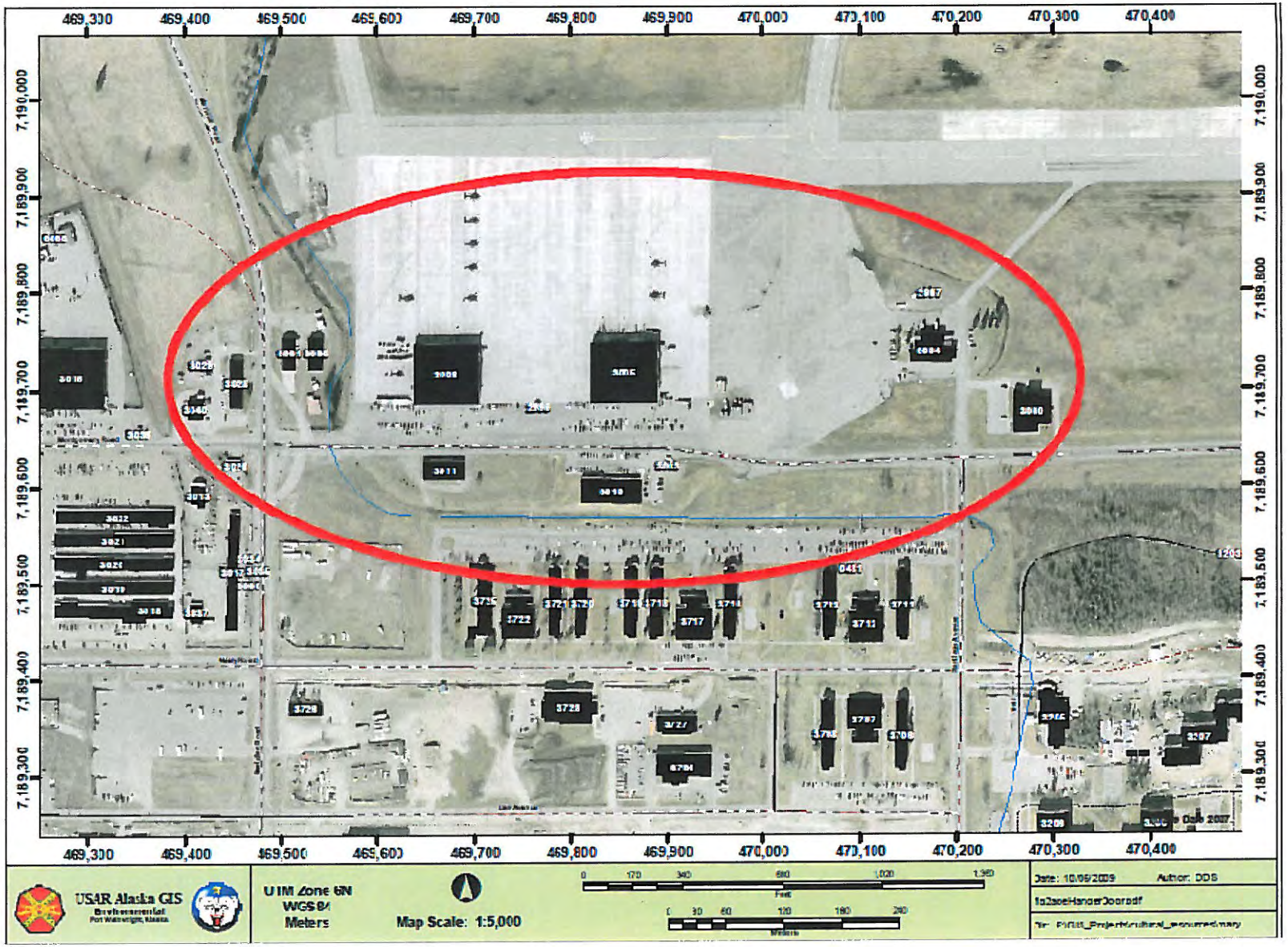


Figure 3: Detail of Portions of Hangars to be Removed

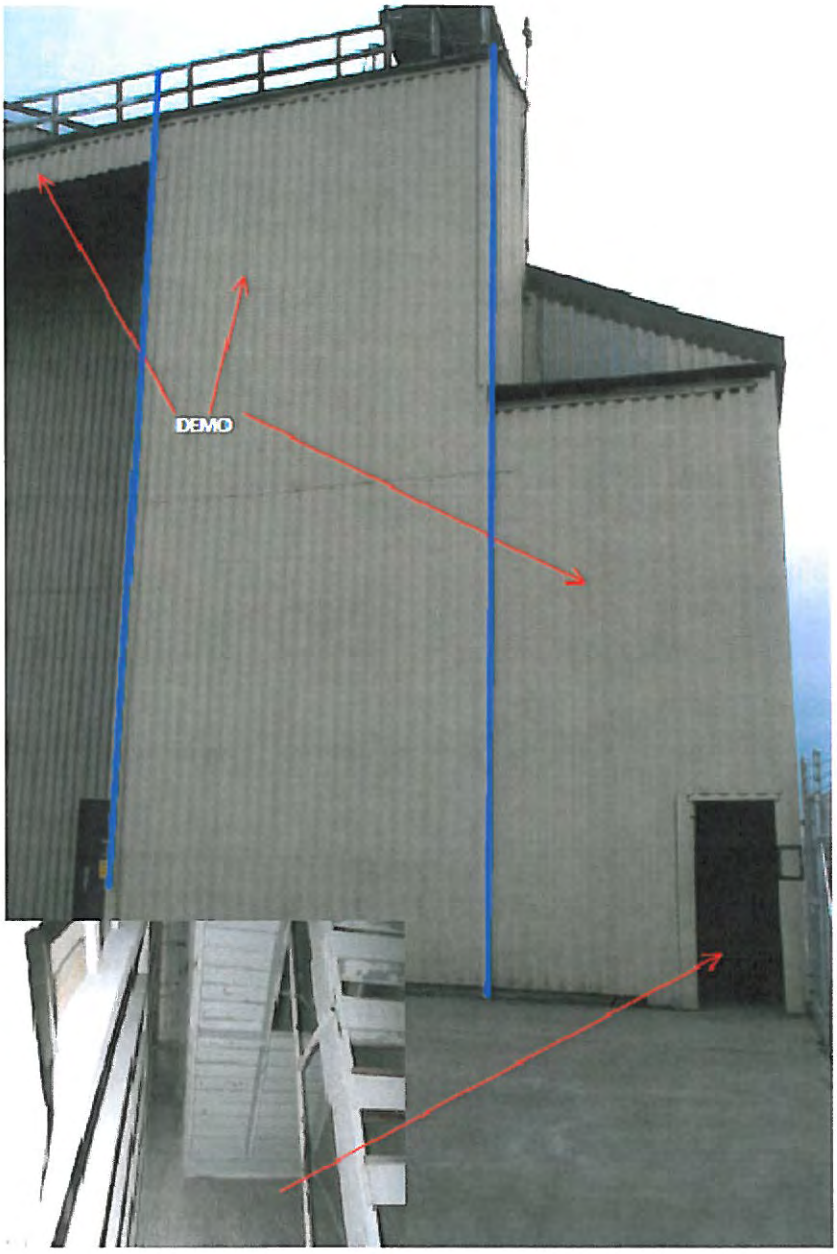


Figure 4: Detail of Deterioration to Overhangs

Figure 5: Detail of Deterioration of Overhangs

Figure 6: As-Built Showing Historic Hangar Door

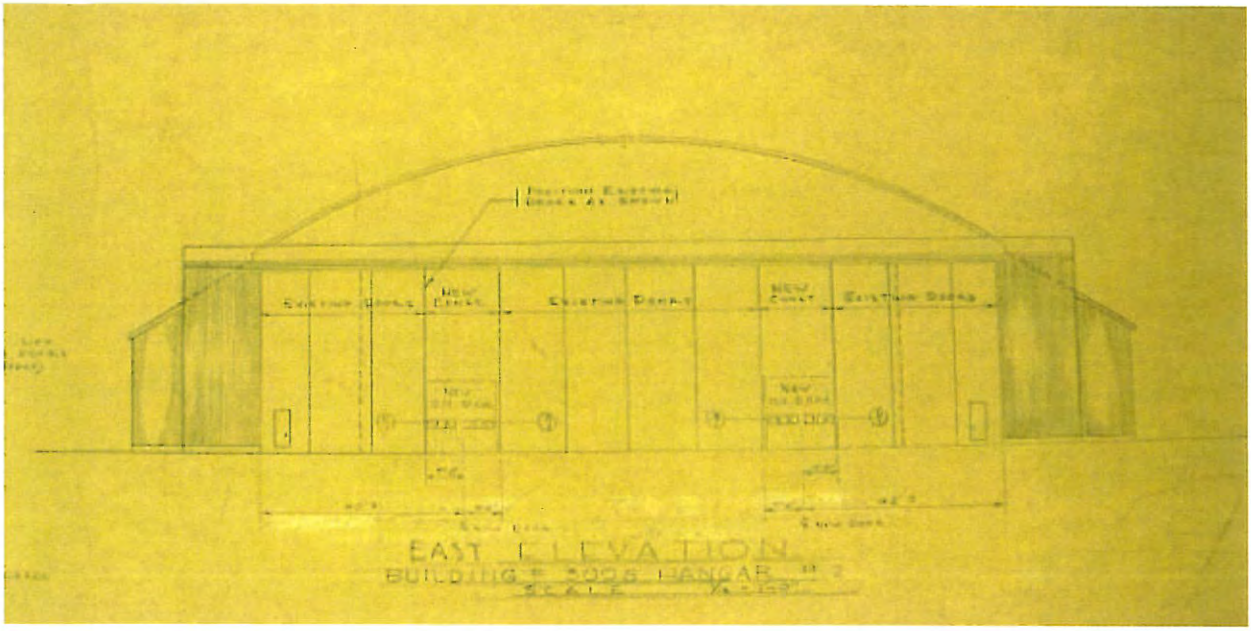


Figure 7: Photo Showing Exterior Stairwells 1975

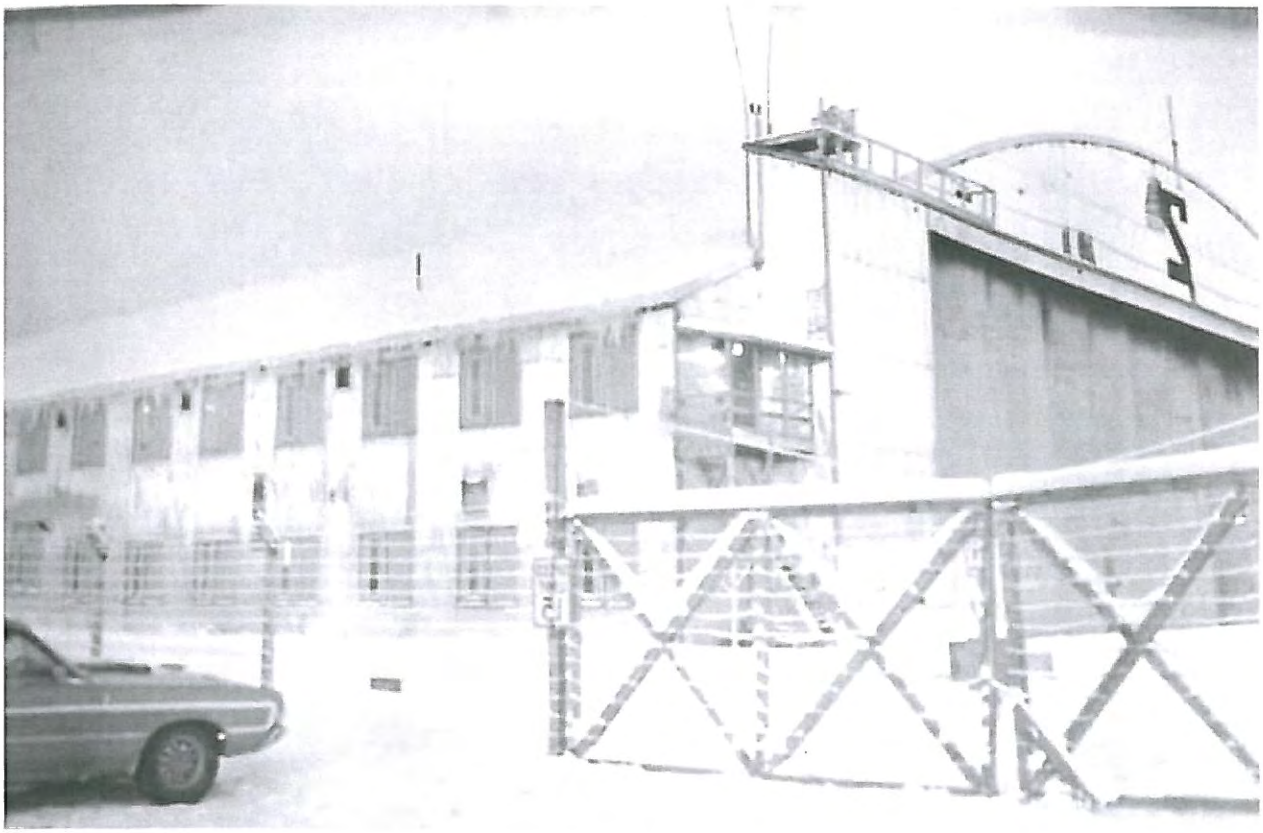


Figure 8: Hangar 2 – West Elevation

Figure 9: Hangar 2 – North Elevation

Figure 10: Hangar 3 – East Elevation

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**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; Detect and Monitor
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

NRHP District

☑ Cold War ☐ None

NHL District

☑ Contributor ☐ Non-Contributor

Original Evaluation Date: 1984

Reevaluation Date:

NRHP Cold War Historic District

☑ Contributor ☐ Non-Contributor

Evaluation Date: 10/01/2007

Reevaluation Date:

☐ **NRHP Individually Eligible**

Evaluation Date: 10/2007

Reevaluation Date:

☐ **HABS Documentation**

Level:

Recordation Date:

☐ **HAER Documentation**

Level:

Recordation Date:

Building Inventory: Fort Wainwright, Alaska

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

Architectural Information

Architectural Style: Military Vernacular
Stories: 2
Building Type: Hangar
Plan: Open Floor
Ancillary Structure:

Structural System:
Wood Frame

Roof Shape:
Barreled Truss

Other Materials:
Fabric

Exterior Wall Materials:
Metal

Roof Features:
Other

Special Features:
Large Hangar Doors
Portico

Foundation Materials:
Concrete

Roof Materials:
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. To the north are an aircraft apron and the western end of the airfield, with the Chena River beyond. Two small warehouses are located to the west (Buildings 3033 and 3031). Beyond Meridian Rd. is the western Montgomery Rd. engineering/industrial support area. The hangars are bordered by parking areas on the south. Across Montgomery Rd., there are two Cold War-era support buildings, and farther to the south, Cold War-era barracks on Neely Rd. 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 Birchwood hangar with a barreled truss and an open floor plan measuring 150 feet by 200 feet. Two, 2-story office areas measuring 25 feet wide by 202 feet long are located on either side wall of the hangar and have pronounced stairwell towers at each end. The roof is corrugated metal, as are the elevations. On top of the roof are two small, rectangular roof access elements; one has a gable roof and the other has a door with a shed roof that slopes to the hangar's barreled roof. The rectangular roof access element has a single fixed-sash window in both the east and west elevations. The foundation is concrete. The south elevation, the main elevation for pedestrians, has two personnel doors located at the east end of the elevation; each is covered by a gable-roofed portico supported by pipe columns. The remainder of the elevation is fenestrated with evenly spaced single fixed-sash vinyl replacement windows along the upper and lower stories. The openings for the new windows have been reduced in size. The east and west elevations are identical, having 2 large hangar door openings covered by fabric curtain doors. Each of these elevations also has 4 personnel doors; 1 each in the end of the two-story wing and 1 on each side of the hangar doors. The north elevation of the hangar has a centrally located double personnel door covered by a gable roof and supported by pipe columns. The remainder of the north elevation, like the south elevation, is fenestrated with evenly spaced, single fixed-sash vinyl replacement windows along the upper and lower stories. Special features include large hangar doors and a portico.

Alterations

Year	*Description*	*Comment*
1960	Hangar doors repaired with new hardware, wheels and weather stripping	Exterior
1962	New overhead pilot doors installed.	Exterior
1970	New roof installed	Exterior
1971	Existing side windows replaced, 8 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.	Exterior
1973	Repair of broken and cracked hangar trusses	Interior

Building Inventory: Fort Wainwright, Alaska

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

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
1979	Administrative portion: Selected partitions removed, finish and insulation removed from exterior walls and second floor 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	Exterior
1979	Deluge system installed	Interior
1980	Storm entrance installed	
1984	Reinforcement and repair of roof trusses	Interior
1986	The building received a new roof.	Exterior
1989	Security screens installed on 11 windows of south side of building, ground level	Exterior
1989	The hangar doors were reduced in size and fitted with fabric curtain doors.	Exterior
1993	Heating unit replaced by two separate units.	
2001	The windows were replaced.	Exterior

Building Inventory: Fort Wainwright, Alaska

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

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 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 was included as a contributing structure to 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 retains fair architectural integrity. The hangar maintains the massing, roofline and footprint of the original WWII hangar. The exterior has been sheathed in aluminum siding, the windows have been replaced, and the large hangar doors have been reduced in size and have been converted to fabric. The alterations and modifications to the building have led to a loss of integrity of design, workmanship, and materials, but it 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 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. Its significance continued through 1960 when Ladd AFB hosted Fighter Intercept 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.

Bibliographical References

Fort Wainwright Building Inventory Card. Alaska Heritage Resources Survey. Architectural Inventory Form. Col. James D. Bush, Jr., Narrative Report of Alaska Construction 1941-1944, 1984. Thompson, Erwin N.; National Register of Historic Places Nomination Form for Ladd Field Historic Landmark, Alaska, National Park Service, 1984. Price and Sackett, "Northern Defenders: Cold War Context of Ladd Air Force Base, Fairbanks, Alaska 1947-1961," 2001. CH2M HILL and Northern Land Use Research, Draft Report, "The Cold War Historic Context of Fort Wainwright and Ladd Air Force Base, 1946-1991," 2007.

Building Inventory: Fort Wainwright, Alaska

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

PHOTOGRAPHS

Photo Year: 2006 **Description:** North elevation-façade detail

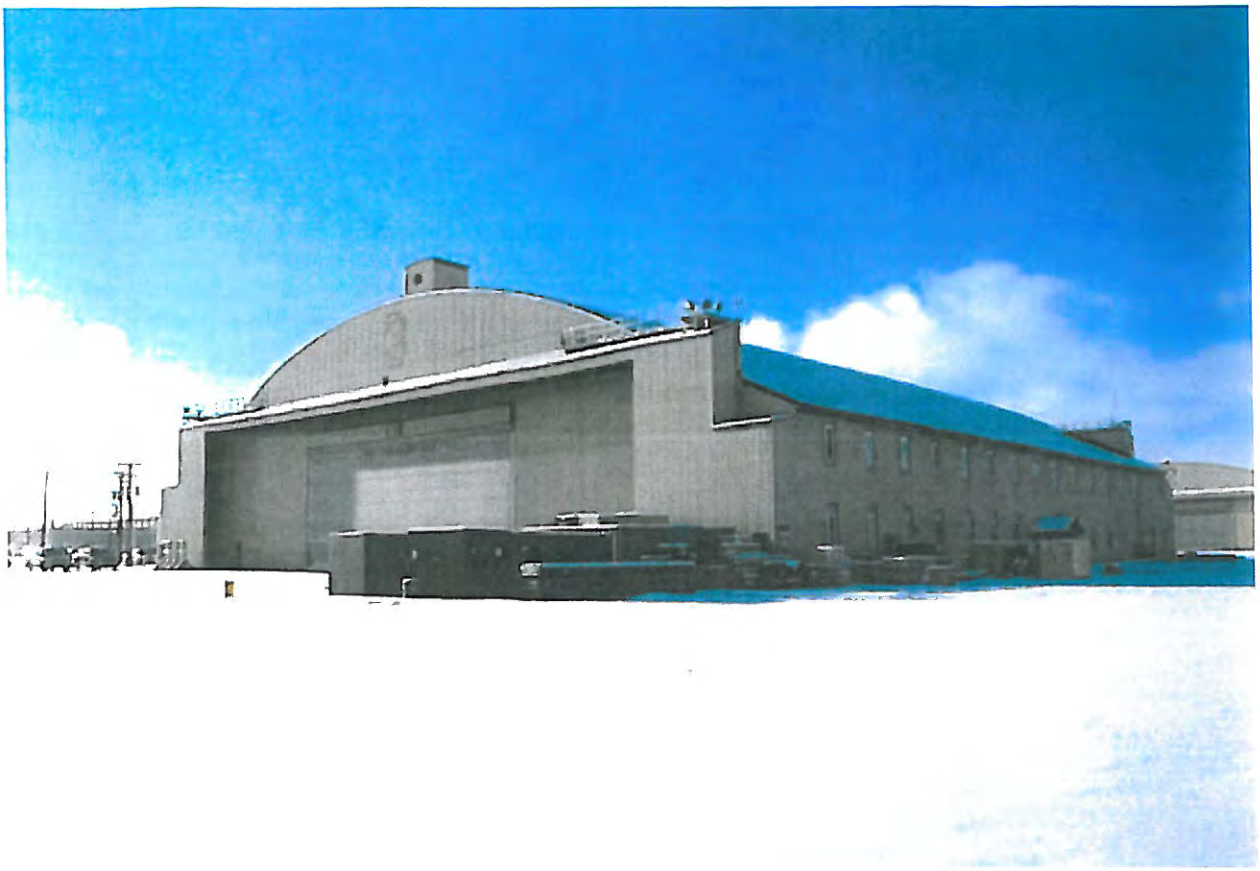
Photo File: 3005 - n elev - facade detail.jpg

Building Inventory: Fort Wainwright, Alaska

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

Photo Year: 2006 **Description:** Northeast oblique

Photo File: 3005 - ne obliq.jpg



Building Inventory: Fort Wainwright, Alaska

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

Photo Year: 2007 **Description:** Front elevation

Photo File: 3005 B.jpg

Building Inventory: Fort Wainwright, Alaska

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

Photo Year: 2007 **Description:** Doorway detail

Photo File: 3005 C.jpg

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

General Property Information

Address:	On the south side of the runway towards the runway's eastern end.	**City:**	Fort Wainwright
Historic Name:	Hangar 2		
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:**	7189715.59766 **Easting:** 469665.531054

Historic Associations

Resource Type:	Structure
Original Owner:	US Army Air Corps, Ladd Field
Builder:	Unknown
Significant Person:	No Known
Significant Event:	World War II; Detect and Monitor
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

NRHP District

☑ Cold War ☐ None

NHL District

☑ Contributor ☐ Non-Contributor

Original Evaluation Date: 1984

Reevaluation Date:

NRHP Cold War Historic District

☑ Contributor ☐ Non-Contributor

Evaluation Date: 10/01/2007

Reevaluation Date:

☐ **NRHP Individually Eligible**

Evaluation Date: 10/2007

Reevaluation Date:

☐ **HABS Documentation**

Level:

Recordation Date:

☐ **HAER Documentation**

Level:

Recordation Date:

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

Architectural Information

Architectural Style: Military Vernacular
Stories: 2
Building Type: Hangar
Plan: Open Floor
Ancillary Structure:

Structural System:
Wood Frame

Roof Shape:
Barreled Truss

Other Materials:
Fabric

Exterior Wall Materials:
Metal

Roof Features:
Other

Special Features:
Large Hangar Doors
Portico

Foundation Materials:
Concrete

Roof Materials:
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. To the north are an aircraft apron and the western end of the airfield, with the Chena River beyond. Two small warehouses are located to the west (Buildings 3033 and 3031). Beyond Meridian Rd. is the western Montgomery Rd. engineering/industrial support area. The hangars are bordered by parking areas on the south. Across Montgomery Rd., there are 2 Cold War-era support buildings, and farther to the south, Cold War-era barracks on Neely Rd. 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 3008 is a Birchwood hangar with a barreled truss and an open floor plan measuring 150 feet by 200 feet. Two-story partitioned areas measuring 25 feet wide by 202 feet long are located on either side wall of the hangar. These areas have pronounced stairwell towers at each end. The replacement roof is corrugated metal, as are the elevations of the hangar. The foundation is concrete. The south elevation, the main elevation for pedestrians, has two personnel doors located at the east end of the elevation; each is covered by a gable-roofed portico supported by pipe columns. The remainder of the elevation is fenestrated with evenly spaced single fixed-sash vinyl replacement windows along the upper and lower stories. The new windows are smaller than the originals and the openings on the north and south elevations have been reduced in size for the new windows. The remainder of the elevation, like the south elevation, is fenestrated with evenly spaced, single fixed-sash vinyl replacement windows along the upper and lower stories. The east and west elevations have two large hangar door openings covered by fabric curtain doors. Each of these elevations also has 4 personnel doors; 1 each in the end of each two-story wing and 1 on each side of the hangar doors. The north elevation has a centrally located arctic entry covered by a gable roof. The remainder of the elevation is fenestrated with evenly spaced, single, fixed-sash vinyl replacement windows along the upper and lower stories. Special features include large hangar doors and a portico.

Alterations

Year	*Description*	*Comment*
1949	8x8' storm entrance installed on south side of hangar	
1950	Corrugated aluminum roofing installed	Exterior
1960	Hangar doors repaired with wheels and weather stripping replaced	Exterior
1962	2 electrical overhead doors installed	Exterior
1963	18x14' overhead door installed	Exterior
1970	New roof installed	Exterior

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	FAI-00485	SITE NAME:	Building 3008: Hangar 2
Army Building No.:	3008		

1971	Existing side windows replaced, 8 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.	Exterior
1973	repair of broken and cracked hangar trusses	Interior
1973	repair of broken and cracked hangar trusses	Interior
1977	existing hangar lights replaced	Interior
1977	Insulation replaced under roof deck	Interior
1979	Administrative section: Selected partitions removed, finish and insulation removed from exterior walls and second floor 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.	Exterior
1980	Storm entrance installed	
1984	reinforcement and repair of roof trusses	Interior
1984	reinforcement and repair of roof trusses	Exterior
1986	The hangar doors were reduced in size and fitted with fabric curtain doors.	Exterior
1986	The roof was replaced.	Exterior
2001	The windows were replaced.	Exterior

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

Building Evaluation

Criteria Evaluations

Individual NRHP Listing Criteria Evaluation:

Building 3008 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 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 3008 was included as a contributing structure to 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 3008 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 3008 retains fair architectural integrity. The hangar maintains the massing, roofline and footprint of the original WWII hangar. The exterior has been sheathed in aluminum siding, the windows have been replaced, and the large hangar doors have been reduced in size and have been converted to fabric. The alterations and modifications to the structure have led to a loss of integrity of design, workmanship, and materials, but it 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 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 3008 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. Its significance continued through 1960 when Ladd AFB hosted Fighter Intercept 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 3008 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 3008 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.

Bibliographical References

Fort Wainwright Building Inventory Card. Alaska Heritage Resources Survey. Architectural Inventory Form. Col. James D. Bush, Jr., Narrative Report of Alaska Construction 1941-1944, 1984. Thompson, Erwin N., National Register of Historic Places Nomination Form for Ladd Field Historic Landmark, Alaska, National Park Service, 1984. Price and Sackett, "Northern Defenders: Cold War Context of Ladd Air Force Base, Fairbanks, Alaska 1947-1961," 2001. CH2M HILL and Northern Land Use Research, Draft Report, "The Cold War Historic Context of Fort Wainwright and Ladd Air Force Base, 1946-1991," 2007.

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

PHOTOGRAPHS

Photo Year: 2006 **Description:** East elevation

Photo File: 3008 - e elev.jpg

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

Photo Year: 2007 **Description:** Roofline detail

Photo File: 3008 A.jpg

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

Photo Year: 2007 **Description:** Oblique-front façade

Photo File: 3008 B.jpg

Building Inventory: Fort Wainwright, Alaska

AHRS NO:	**FAI-00485**	**SITE NAME:**	**Building 3008: Hangar 2**
Army Building No.:	**3008**		

Photo Year: 2007 **Description:** Roofline detail

Photo File: 3008 C.jpg