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NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

RECEIVED 2280

AUG 21 2015

Nat. Register of Historic Places
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

Historic name Great Bend Army Air Field Hangar

Other names/site number Great Bend Municipal Airport Main Hangar; KHRI #009-96

Name of related Multiple Property Listing World War II-Era Aviation-Related Facilities of Kansas

2. Location

Street & number 9047 6th Street [ ] not for publication

City or town Great Bend [ ] vicinity

State Kansas Code KS County Barton Code 009 Zip code 67530

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national _x_ statewide ___local Applicable National Register Criteria: _x_ A ___ B ___ C ___D

Patrick Zollner 8-11-15

Signature of certifying official/Title Patrick Zollner, Deputy SHPO Date

Kansas State Historical Society

State or Federal agency/bureau or Tribal Government

In my opinion, the property _x_ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

_✓_ entered in the National Register ____ determined eligible for the National Register

____ determined not eligible for the National Register ____ removed from the National Register

____ other (explain:)

for Edson M. Beall 10·5·15

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

	private
x	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box.)

x	building(s)
	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	**0**	**Total**

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DEFENSE/Air Facility

Current Functions
(Enter categories from instructions.)

TRANSPORTATION/Air-related

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: METAL
CONCRETE
roof: METAL
other:

Narrative Description

Summary

The Great Bend Army Air Field (AAF) Hangar, built 1942-1943, is a utilitarian concrete, wood and metal structure designed by the Army Corps of Engineers for the maintenance and modification of aircraft during World War II. The hangar is located at the Great Bend Municipal Airport, 9047 6th Street, five miles west of Great Bend, Kansas in Section 3, Township 20 South, Range 14 West. The hangar is nominated to the National Register of Historic Places under the Multiple Property Submission (MPS), *World War II-Era Aviation-Related Facilities of Kansas*. The building is eligible for nomination under Criterion A in the area of Military. The building falls within the MPDF subtype, *Hangar*, significant as an extant structure built for the World War II Air Field.

Elaboration

Architectural Description

The tall, rectangular concrete and metal hangar faces west toward the air field's runways.[1] The building has a north-south measurement of approximately 160 feet and an east-west measurement of approximately 168 feet, including two rear one-story sheds. The hangar sits on a concrete pad.

The hangar's round top dominates the **west (primary) façade**. Concrete end-walls, each 24 feet wide, are present on the north and south ends of the façade. The hangar's original central sliding doors are stored within the end-walls. The central portion of the façade is now clad in corrugated metal. The horizontal track for the building's sliding doors is covered with metal that now spans the upper portion of the façade. The façade has a central door, installed in 2010,[2] that folds horizontally to admit aircraft. The façade also has a south single entrance door. Signage includes central raised letters that spell out "PIPER", north letters—"SALES", "RENTAL", "CHARTER"—and painted signage on the concrete end-walls.

The hangar's **north elevation** is seven bays wide divided by six concrete buttresses. The upper portion of each bay is now covered with metal. The hangar's round top metal roof, re-clad after a circa 2006 tornado, is visible. Viewing the building from west to east, bay one contains the solid concrete end-wall and a solid concrete bay. The east wall of the concrete end-wall has a single entrance opening and a metal ladder that rises to roof level. Bays two through six originally had upper windows. These areas are now covered with metal siding. The lower portions of bays two through six are each filled with fixed 10-pane metal windows. Bay seven contains two one-story shed extensions. The north wall of the west shed, clad in metal over asphalt, has a window and single entrance door. The north wall of the east shed is concrete block construction and contains one window. A freestanding brick chimney rises in the northeast juncture of the two sheds.

The **south elevation** matches the north elevation with few exceptions. The east wall of the south concrete end-wall has a sealed single entrance. The south wall of the rear west shed has a six-over-six double-hung window and a wide entrance. The south wall of the east shed has a single entrance door. A freestanding brick chimney rises in the southeast juncture of the two sheds.

The upper portion of the hangar's round-top **east (rear) elevation** is clad in metal. Two east sheds fill the lower portion of the elevation. The east walls of the westernmost shed are clad in metal siding. The eastern shed, narrower than the west shed, is of concrete block construction on a poured concrete foundation.[3] The shed is seven bays wide, consisting of a central door with a four-paned window surrounded by six metal casement windows.

[1] Portions of the hangar were covered in metal shortly after World War II. It was originally clad in asphalt.
[2] This door replaced a door installed in the 1960s.
[3] According to airport staff, the eastern shed is part of the original construction, but materials indicate that it may have been added around 1950.

The hangar's **interior** is a large open space with a concrete floor and walls of concrete or wood. Laminated wood closed Warren trusses support the arched roof.[4] Historic utilitarian light fixtures hang from the wood ceiling beams. Each interior north and south bay has an upper panel filled with insulation between wood studs and wood cross timbers. The lower portions of the western bays are solid concrete. The light bays in the north and south walls have lower modern fixed windows. Above these windows, the historic wood window frames are visible, now covered with metal on the exterior. The east wall is wood, except for lower brick portions in the north and south corners. Seven vertical wood beams stretch up the wall from the floor to the rafters. The lower portion of the wall has several operable and boarded over window and door openings.[5] The original east wood window frames can be seen in the upper portion of the wall. A wood ladder on the south end of the wall rises from the floor to the rafters. The north and south sections of the west wall are filled with composite panels. The central metal folding door is topped with metal panels. A modern metal truss surrounds the door.

The Great Bend hangar is located in the central portion of the Great Bend Municipal Airport, just east of the runways (Figure 1.) The hangar's coordinates are 38.347223 latitude and -98.85328 longitude. The former Army air field includes two World War II hangars[6], six brick chimneys from previous hangars and two concrete Norden bombsight storage bunkers, as well as several modern buildings.

[4] The U.S. Army Corps of Engineers defines a closed Warren truss as having sloped and vertical members between the upper arch and lower horizontal chord. "Historical and Architectural Overview of Military Aircraft Hangars", 6-20, Accessed at http://fas.org/man/dod-101/usaf/docs/webster/webster98_ch6.pdf

[5] The shed interiors behind the east wall are inaccessible. According to a 1942 building plan, the shed closest to the hangar's interior housed an office, two restrooms, a locker room, a supply room and heater rooms in the north and south corners.

[6] The airport's remaining B-29 hangar is scheduled for demolition in 2015.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] B Property is associated with the lives of persons significant in our past.

[ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)
Property is:

[ ] A Owned by a religious institution or used for religious purposes.

[ ] B removed from its original location.

[ ] C a birthplace or grave.

[ ] D a cemetery.

[ ] E a reconstructed building, object, or structure.

[ ] F a commemorative property.

[ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
MILITARY

Period of Significance
1942-1945

Significant Dates
1942

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
US Army Corps of Engineers—Architect
Patti-McDonald Construction Co.—Builder

Period of Significance (justification)
The period of significance, 1942-1945, includes the years that the building served as a maintenance hangar during World War II.

Criteria Considerations (justification)
N/A

Narrative Statement of Significance

Summary

The Great Bend Army Air Field hangar, 9047 6th Street in Great Bend, Barton County, Kansas is nominated to the National Register of Historic Places under Criterion A, significant at the statewide level in the area of Military as part of the MPDF, "World War II-Era Aviation-Related Resources of Kansas." The hangar is directly associated with the federal government's wartime aviation operations from 1939 to 1945, as required by the MPDF. The building falls within the MPS subtype, *Hangar*, significant as an extant structure built for the World War II Air Field. The building was designed by the Army Corps of Engineers for the maintenance and modification of aircraft. The squadron hangar was constructed in 1942-1943 as part of a national defense strategy that placed air fields in south central and southwest Kansas. The well-preserved hangar is the oldest remaining resource from the World War II air field.

The impetus for this nomination came out of Section 106 mediation resulting from the proposed demolition of a National Register-eligible B-29 hangar at the Great Bend Army Air Field. The city's proposal to demolish the hangar required a permit from the Federal Aviation Administration. The city of Great Bend, the owner of the property, agreed to nominate this hangar and the Norden Bombsight Storage Vaults to mitigate for the loss of the B-29 hangar.

Elaboration

On September 30, 1942, the Great Bend Chamber of Commerce received a message from Senator Arthur Capper: "Civil Aeronautics Administration has just allocated 1 million dollars for construction of air field at Great Bend."[7] This was the first official information that an air base would be built at Great Bend, although government representatives had already been exploring the area for several weeks. The chosen site was five miles west of the town in four sections in Buffalo and Liberty townships.

By the time that Kansas World War II airfields were planned, wartime building resources were becoming scarce. Construction was usually of the most immediate and least expensive type. The utilitarian buildings were functional and efficient. They were also often considered temporary and constructed of materials deemed non-critical to the war effort. The Army Corps of Engineers (Corps) oversaw all military construction. The Corps was a technical branch of the Army that specialized in construction and maintained a large and efficient field organization. The task of constructing buildings for the Air Corps was transferred to the Corps of Engineers in November 1940.[8] The Great Bend Army Air Field reflected decisions made by the Corps to conserve materials in every way possible. Non-critical materials—wood, concrete, tarpaper—were substituted for critical materials whenever possible. Construction was limited to bare necessities.

The Great Bend base was originally activated to serve as a satellite base to the Smoky Hill Army Air Field in Salina, so early planned construction was limited.[9] Essentials were completed first, with the first runway concrete poured in December 1942.[10] Base construction proceeded quickly with non-essential wartime materials.

The squadron hangar was the first and sturdiest built at the air base, erected by the Patti-McDonald Construction Company, the Kansas City firm awarded the contract for most of the buildings at the air field.[11] The building was likely completed in early 1943. An article in *The Great Bend Tribune* dated January 2, 1943,

[7] "An Air Field Here" *The Great Bend Tribune*, 30 September 1942, 1.

[8] Susan Jezak Ford "World War II-Era Aviation-Related Facilities of Kansas" *National Register of Historic Places Multiple Property Documentation Form*, approved 25 September 2012, E13.

[9] "U.S. Army and Air Force Wings Over Kansas" *Kansas Historical Quarterly*, Summer and Autumn 1959, (reprint) 20.

[10] "Concrete Slab Poured For Army Air Base Runway" *The Great Bend Tribune*, 17 December 1942, 1.

[11] "U.S. Army and Air Force Wings Over Kansas", 21.

stated that the base's buildings were near completion, including the nominated hangar.[12] In February, the newspaper reported, "In the center of the buildings at the east side of the area, the hangar is assuming shape as workmen are now putting on the roof. The huge structure has an arched roof supported by concrete pillars."[13] The building is labeled as "Squadron Hangar/ Modification Type" in 1942 site plans. The building's primary purpose was to house aircraft for maintenance. The rear east shed housed an office, rest rooms, a supply room and a locker room, as well as heater rooms in the northeast and southeast corners.

The mission of the Great Bend Air Field changed in February 1943. An expansion of the field's infrastructure was announced to prepare the base for a new assignment—training personnel for the new B-29 Very Heavy Bomber.[14] Approximately 145 new buildings were constructed that included barracks, administration buildings and a hospital.[15] New, larger hangars were also built, designed especially for the B-29 Superfortress. The new construction was less durable than the completed 1942 hangar. Consequently, the four hangars built in 1943 have been demolished or destroyed by fire.[16]

The hangar played an important role in preparing flight and maintenance crews for the Pacific front. During 1944 and 1945, the primary mission of the Great Bend Air Field was to serve as a combat training base under the B-29 Superfortress project, preparing the B-29 aircraft and their crews for the Pacific front.[17] The base served as a staging area, where air crews would practice flying the massive airships and maintenance crews would learn the mechanics of the airplanes. It was common for a new maintenance team to move to Great Band while another group was already in training there. This allowed the new echelon to receive on-the-job training that would enable the crew to maintain the aircraft when it arrived on the base.[18] Great Bend also became one of the first redeployment installations in the country. During early 1945, European theater echelons were trained in B-29 maintenance before departing for the Pacific.[19] Although the hangar was too small to hold a B-29 airplane, the building would have provided storage for other airplanes and space for maintenance crews.

Activity at the Great Bend Air Field decreased dramatically during mid-1945. No new trainees were assigned to the base. During the summer of 1945, the base's primary mission was to discharge or transfer qualified soldiers. The base was officially placed on standby on December 31, 1945 and buildings were deactivated.[20] The field was declared surplus in June 1946 and the City of Great Bend was granted a permit to acquire it.[21] The air field was deeded to City of Great Bend via three Quitclaim Deeds in December 1947, October 1948 and June 1949.[22] The building has served as the main hangar for the Great Bend Municipal Airport since then. It is currently leased for the storage of small airplanes at the airport.

The Great Bend Army Airfield hangar was an integral component of World War II airfield construction in Kansas. The building housed aircraft, served as instructional space for skilled maintenance crews and readied equipment for the Pacific front. The hangar retains integrity of design, feeling and association. The rarity of

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[12] "Air Base Buildings Nearing Completion" *The Great Bend Tribune*, 2 January 1943, 1.

[13] "Finishing Touch Is Being Put On Air Base Buildings" *The Great Bend Tribune*, 18 February 1943, 5.

[14] "Heavy Bombardment Units At Great Bend" *The Hutchinson News*, 28 February 1943, 9. Great Bend was one of four Kansas air fields designated for B-29 training. Other Kansas bases were Smoky Hill AAF in Salina, Walker AAF near Hays and Pratt AAF

[15] "Finishing Touch Is Being Put On Air Base Buildings" *The Great Bend Tribune*, 18 February 1943, 5.

[16] The remaining B-29 hangar, damaged in a circa 2006 tornado, is scheduled for demolition in 2015.

[17] Air Force Historical Research Agency records, "Great Bend Base History", September 1944, 1187. (CDB2229 on file at Barton County Historical Society.)

[18] "U.S. Army and Air Force Wings Over Kansas", 23.

[19] Ibid., 24.

[20] Ibid., 24.

[21] "Great Bend To Take Over Army Airport" *The Hutchinson News*, 15 June 1946, 8.

[22] US Army Corps of Engineers Kansas City District, *Preliminary Assessment Report/ Great Bend Army Airfield*, February 2008, 4-1. (On file at Barton County Historical Society.)

extant World War II hangars further contributes to the building's eligibility.[23] It is significant as an important reminder of Kansas' contribution to World War II.

[23] According to the Kansas Historic Resources Inventory, 18 WWII hangars are extant in Kansas. Four of these hangars were built to house B-29 aircraft.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

"Air Base Buildings Nearing Completion." *The Great Bend Tribune*, 2 January 1943.

"An Air Field Here." *The Great Bend Tribune*, 30 September 1942.

Air Force Historical Research Agency records. "Great Bend Base History." September 1944. (CDB2229 on file at Barton County Historical Society).

"Concrete Slab Poured For Army Air Base Runway." *The Great Bend Tribune*, 17 December 1942.

"Finishing Touch Is Being Put On Air Base Buildings." *The Great Bend Tribune*, 18 February 1943.

Ford, Susan Jezak. "World War II-Era Aviation-Related Facilities of Kansas." *National Register of Historic Places Multiple Property Documentation Form*, approved 25 September 2012.

"Great Bend To Take Over Army Airport." *The Hutchinson News*, 15 June 1946.

"Heavy Bombardment Units At Great Bend." *The Hutchinson News*, 28 February 1943.

Miller, Martin (Great Bend Airport Manager). Interview with author. 4 December 2014.

"Squadron Hangar Modification Type Plans and Details." U.S. Engineer Office, Tulsa, Oklahoma, 26 November 1942. (City of Great Bend records.)

US Army Corps of Engineers Kansas City District. *Preliminary Assessment Report/ Great Bend Army Airfield*, February 2008. (On file at Barton County Historical Society.)

US Army Corps of Engineers. "Historical and Architectural Overview of Military Aircraft Hangars." Accessed at http://fas.org/man/dod-101/usaf/docs/webster/webster98_ch6.pdf.

"U.S. Army and Air Force Wings Over Kansas." *Kansas Historical Quarterly*, Summer and Autumn 1959, (reprint).

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_x_State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: **Kansas State Historical Society Archives**

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

	Latitude:	Longitude:		Latitude:	Longitude:
1	38.347223	-98.853280	3		
2			4		

Verbal Boundary Description (describe the boundaries of the property)
The nominated property straddles a section line – it is located in the NW ¼ of the NE ¼ of Section 3, Township 20S, Range 14W and the SW ¼ of the SE ¼ of Section 34, Township 19S, Range 14W, near the northwest corner of C and 6th streets at the former Great Bend Army Air Field. The boundary is defined by the exterior walls of the hangar that extend to include the freestanding chimneys on the northeast and southeast corners.

Boundary Justification (explain why the boundaries were selected)
The nominated property includes only the hangar building as defined by the latitude and longitude coordinates. This nomination does not include any authority property beyond the hangar.

11. Form Prepared By

name/title Susan Jezak Ford
organization Citysearch Preservation date February 22, 2015
street & number 3628 Holmes Street telephone 816-531-2489
city or town Kansas City state Missouri zip code 64109
e-mail citysusan@gmail.com

Property Owner: (complete this item at the request of the SHPO or FPO)

name Great Bend Municipal Airport/ City of Great Bend
street & number 9047 Sixth Street telephone 620-793-4168
city or town Great Bend state Kansas zip code 67530

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: **Great Bend Army Air Field Hangar**

City or Vicinity: **Great Bend**

County: **Barton** State: **Kansas**

Photographer: **Susan Jezak Ford**

Date Photographed: **December 8, 2014**

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 6: West façade of hangar; camera facing southeast.
2 of 6: Southwest elevation; camera facing northeast.
3 of 6: Northeast elevation; camera facing southwest.
4 of 6: Interior; camera facing southeast.
5 of 6: Interior; camera facing northeast.
6 of 6: Interior; camera facing northwest.

Figures

Include GIS maps, figures, scanned images below.

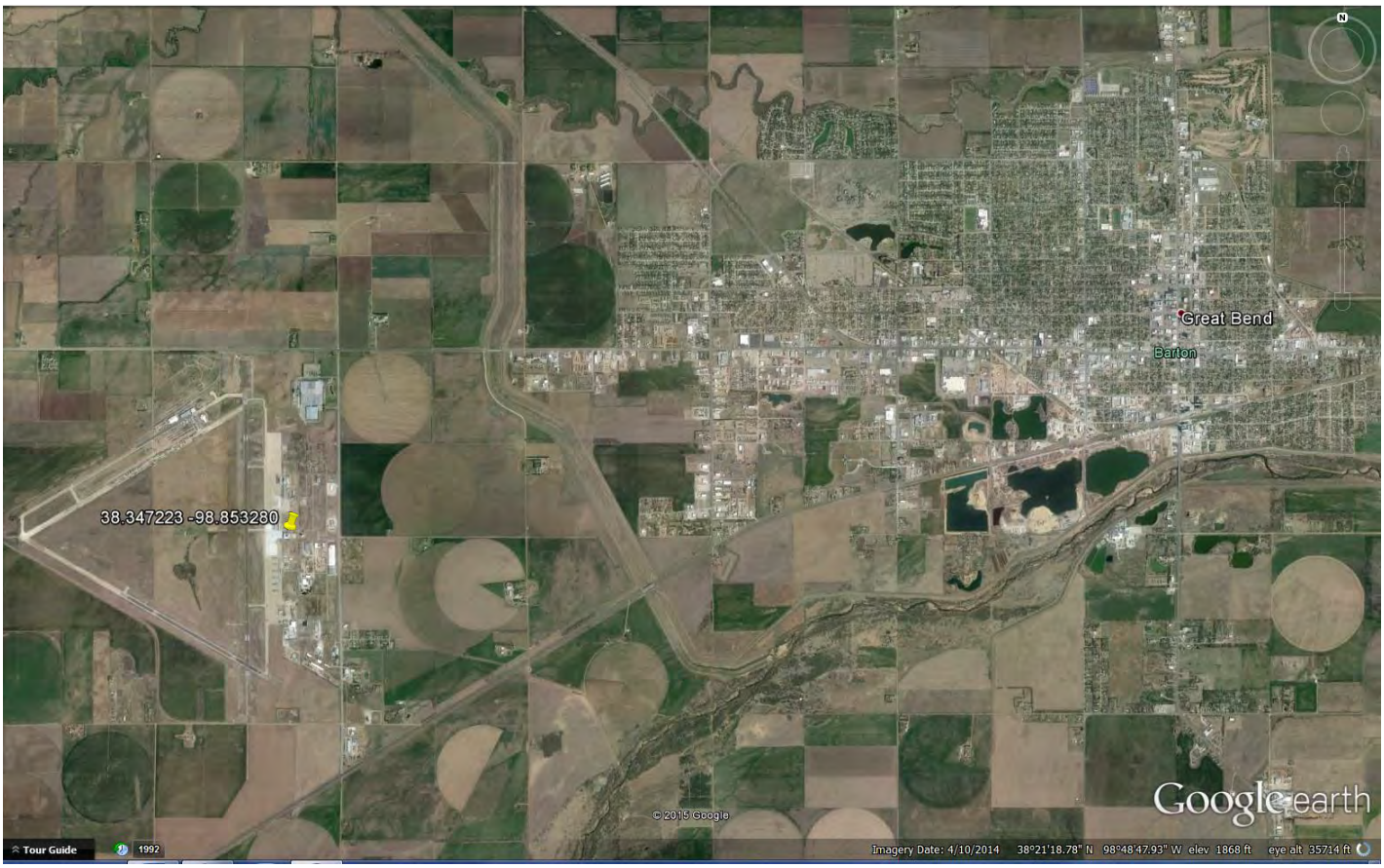

Figure 1: Contextual Aerial Image. Google Earth 2015.

Figure 2. Close-in Aerial Image with photo locations. Photos 4, 5 & 6 are interior shots.
(Google Maps accessed January 2015; coordinates 38.347223, -98.853280.

Photograph 1. West façade of hangar; camera facing southeast.

Photograph 2. Southwest elevation; camera facing northeast.

Photograph 3. Northeast elevation; camera facing southwest.

Photograph 4. Interior; camera facing southeast.

Photograph 5. Interior; camera facing northeast.

Photograph 6. Interior; camera facing northwest.

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