

APPENDIX A
CONTRIBUTING AND NON-CONTRIBUTING RESOURCE DESCRIPTIONS

Contributing Resources

Wright Brothers Monument, HS-01, LCS 07396, constructed 1931-1932. Designed by the firm of Rodgers and Poor, the monument is a 61-foot-high, Art Deco-inspired shaft and base constructed of concrete with granite veneer set on a star-shaped concrete and granite foundation. The foundation is a circle with five star points projecting from the circle on the north, west, southeast, southwest, and east. The foundation forms a terrace around the monument base and shaft at a height of 5 to 10 feet above grade; the walls are topped with coping. Five steps climb the foundation from a pedestrian trail on the south to the terrace around the monument. The steps are flanked by granite rails with busts of Orville and Wilbur Wright sculpted by Oskar Hansen set on granite pedestals. The present busts are reproductions; the originals were moved to museum storage after being stolen on two separate occasions. The monument base and shaft have a roughly triangular plan with the sides of the projecting base measuring 36 by 43 by 43 feet. An inscription around the top of the base reads: "IN COMMEMORATION OF THE CONQUEST OF THE AIR BY THE BROTHERS WILBUR AND ORVILLE WRIGHT CONCEIVED BY GENIUS AND ACHIEVED BY DAUNTLESS RESOLUTION AND UNCONQUERABLE FAITH." The main entry to the monument is from the terrace at the center of the base on the south side. Three steps descending from the terrace lead to a double-door entry with doors made of nickel and stainless steel with four square bronze panels each; the panels feature relief sculptures depicting historical and mythical representations of flight. The triangular shaft rises from the base with relief carvings symbolizing wings on the east and west sides. The names of the Wright brothers are carved on the bottom half of the shaft's south face. The top of the shaft holds an electric beacon within a glazed, cylindrical housing; part of the original design the beacon represents the functional purpose of the monument, although it is no longer used as a navigational aid.

First Flight Marker, HS-04, LCS 90066, placed 1928. An approximately 4-by-3-by-6-foot rough-cut granite marker, resembling a boulder in its natural form. The marker is located 2,000 feet north of the Wright Brothers Monument. A bronze plaque placed on the east side of the marker bears the following inscription: "THE FIRST SUCCESSFUL FLIGHT OF AN AIRPLANE WAS MADE FROM THIS SPOT BY ORVILLE WRIGHT DECEMBER 17, 1903 IN A MACHINE DESIGNED AND BUILT BY WILBUR AND ORVILLE WRIGHT. THIS TABLET WAS ERECTED BY THE NATIONAL AERONAUTIC ASSOCIATION OF THE USA DECEMBER 17, 1928 TO COMMEMORATE THE 25TH ANNIVERSARY OF THIS EVENT."

Wright Brothers Monument Powerhouse, HS-05, LCS 90077, constructed 1931-1932. An approximately 12-foot-square, 13-foot-high one-story building located at the base of the monument hill, south of the Wright Brothers Monument. The building is constructed of

reinforced concrete with concrete walls scored to resemble ashlar stone work and includes a flat parapeted roof and decorative quoins. The entrance on the south features a flat arch with a projecting keystone and a pair of four-paneled sheet metal doors. Industrial sash windows are on the east and west sides of the building. The door and windows are faced with iron bar grilles.

Monument's Curving Trails and Circular Road with parking areas, LCS 91553, constructed 1936. Four symmetrical, curving trails radiating from the Wright Brothers Monument to the base of Kill Devil Hill. The approximately 2 miles of trails are interconnected, with two paths converging at a loop around the foundation of the monument. The trails originate at the southern vehicle parking area on the circular road at the base of the hill and provide access to the monument. NPS added another curving path on the west side of the hill leading from the parking area to the existing trail in the 1980s. The road includes five parking areas symmetrically placed along the drive. The trails and road are surfaced with asphalt.

Spatial Relationship between Wright Brothers Monument and First Flight Marker, established 1928. An approximately 2,000-foot-long rectangular space between the monument and marker established with the placement of the marker and monument cornerstone by the National Aeronautics Association in 1928. Since then, the War Department and NPS have consistently kept this mall-like space mown and clear, reinforcing its role as a core element of the commemorative landscape. The curving paths surrounding the monument are symmetrically organized on either side of the axial line running between the monument and the first flight marker.

Kill Devil Hill, stabilized 1928. The largest of three sandhills in the Kill Devil Hills area, the Kill Devil Hill or Big Hill originally reached an elevation of approximately 100 feet. The War Department initiated stabilization of the hill in 1928 after it had drifted from 200 to 300 yards to the southwest of the location it held during the Wright Brothers' experiments. The sand dune is located approximately 2,000 feet south of the First Flight Marker and is currently covered with stabilizing grass/vegetation. Structural features of the hill include a series of curving trails and the Wright Brothers Monument.

West Hill. West Hill is an approximately 60-foot-high sand dune located west of the airstrip and north of Colington Road. The hill is stabilized with grass.

Noncontributing Resources

Memorial Entrance Gateway, HS-06, LCS 90078 SHADOW constructed 1932. The remaining elements of the entrance gateway are four concrete posts measuring approximately 30 inches square at the base and tapering to 18-inch-square pyramidal tops. The posts are about 9 feet high. The posts are symmetrically arranged approximately 30 feet north of the original entrance to the park at the Colington Road. Two posts placed 4 feet apart flank the site of the original 17-

foot-wide park entrance drive. The park removed the original bronze entrance gates and fence panels in the 1960s. The gate mounting hardware remains on the inside of the posts. The entrance also included a contact station that the park removed in the 1970s.

Superintendent's Quarters, constructed 1935-1936. An approximately 70-by-37-foot, heavily altered, one-story building with a lack of ornamentation, a flat roof, and an asymmetrical floor plan. The house is constructed of yellow brick laid in American common bond on a concrete foundation. The flat, parapeted roof with concrete coping was originally sheathed with copper, which was replaced with asphalt over plywood in 1944. Two interior brick chimneys break the flat line of the roof. The original plan divided the structure into five intersecting blocks including a central living room, dining room, and bedroom block; an office block; a kitchen, bath, and utility block; a fuel room and pantry block; and a two-car garage block. The north-facing front of the house features a terrace that was enclosed with a shed-roof, lattice and screen porch in 1974. The same year, the park replaced the house's original industrial steel sash windows with double-hung metal windows. The windows retain their original soldier arches and brick sills. In the 1970s, the park also covered the fuel room and pantry block on the southwest corner with lapped weatherboard siding and replaced the side-hinged garage doors with suspended overhead doors.

Maintenance Area, constructed 1936-1959. The maintenance area consists of three buildings adjacent to the superintendent's quarters with the original building constructed between 1936 and 1939. The original structure is a one-story, wood frame building set on a concrete foundation. The exterior walls are sided with wood weatherboard. The park made additions to the area in 1941 and 1959.

Visitor Center, constructed 1959-1960. Located 2,000 feet northeast of the Wright Brothers Monument, the visitor center is the centerpiece of the park's main entrance and interpretation area. The one-story, reinforced concrete structure has an asymmetrical plan set on a 128-foot-square platform. The main building rests on the northern half of the platform and features a domed assembly hall and museum. The exterior has vertical concrete slab columns and walls of recessed, full-height glass windows with fixed aluminum frames or wood panels covered with silica bond shadowform. The dome projection has 40-by-6-foot arched clerestory windows and cove-shaped, overhanging eaves made of poured concrete. The main entry is from a terrace at the southeast corner of the building where visitors enter a wing housing the gift shop and reception area. A second, larger terrace on the southwest corner provides access from the museum to a path to the First Flight Marker.

First Flight Airstrip, constructed 1963. The 3,000-foot-long airstrip is located west of the Wright Brothers Monument, immediately north of the Old Colington Road. The airstrip consists of a 50-foot-wide, asphalt-paved taxiway, a tie-down apron, and a turnaround. The north end

of the runway includes a maintenance yard and fueling area. The park also owns two 800-foot-long clear zones on the north and south ends of the runway (not structural).

Wright Brothers Reconstructed Quarters, HS-02, LCS 07397 SHADOW. A 16-by-42-by-10-foot, one-story, front-gable roof structure located 300 feet southwest of the visitor center. The board-and-batten walls are constructed of rough-sawn pine, and the roof is covered with rolled asphalt held in place by narrow wood battens. Interior stove pipe chimneys are on the east slope of the roof at the south and north ends of the building. A board-and-batten awning door stretches the full width of the building's north end. A single-entry batten door secured by two horizontal ledge boards is in the center of the south end of the building. Above the door on the south end is a six-light, fixed-sash window.

Wright Brothers Reconstructed Hangar, HS-03, LCS 07398, SHADOW. A 16-by-48-by-12-foot, one-story, front-gable roof structure located 320 feet southwest of the visitor center. The wood-frame walls are covered with lapped weatherboard siding, and the roof is covered with rolled asphalt. The east and west sides of the building are supported by 2-by-4-inch board braces. The north and south ends of the building have full-width awning doors.

Fee collection kiosk, constructed 1987

Four stone landing markers, erected 1963, replaced 1993

Metal information panel next to hangar, erected 1966

Metal information panel between Monument and Marker, erected 1966

Two Wright bust sculptures at Monument, reproductions; originals in museum storage

Plaque next to Visitor Center, placed by Soaring Society of America, 1963