

NPS Form 10-900  
(Rev. 8-86)

OMB No. 1024-0018

RECEIVED

United States Department of the Interior  
National Park Service

JAN 13 1994

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

**1. Name of Property**

Historic Name: NAS Chase Field, Building 1015

Other name/site number: Landplane Hangar

**2. Location**

Street & Number: Byrd Street, 0.82 miles south-southeast of the intersection of  
Texas State Highway 202 and Independence Street

City/Town: Beeville

Not for Publication: N/A

State: TX Code: 041 County: Bee

Code: 025 Zip Code: 78102

**3. Classification**

Ownership of Property: Public: federal

Category of Property: Building

Number of Resources within Property: 2

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

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Historic and Architectural  
Resources of NAS Chase Field,  
Beeville, Texas.

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 xmeets does not meet the National Register Criteria. See continuation sheet.

[Signature] Date 15 Dec. 1993  
Signature of certifying official

State Historic Preservation Officer, Texas Historical Commission  
State or Federal agency and bureau

In my opinion, the property ✓meets does not meet the National Register criteria. See continuation sheet.

J. Paul Murphy Date January 6, 1994  
Signature of commenting or other official

Department of the Navy Federal Preservation Officer  
State or Federal agency and bureau

**5. National Park Service Certification**

I, hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

[Signature] Entered in the National Register

[Signature] Signature of Keeper

2/23/94 Date of Action

**6. Function or Use**

Historic: Defense Sub: Naval Facility  
Current : Vacant/Not in Use Sub:

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**7. Description**

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Architectural Classification: No Style

Materials: foundation: Concrete  
walls: Synthetics  
roof: Other  
other: Wood

Describe present and historic physical appearance.

See continuation sheet.

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**8. Statement of Significance**

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Certifying official has considered the significance of this property in relation to other properties:

Applicable National Register Criteria: A; C  
Criteria Considerations (Exceptions): Not Applicable  
Areas of Significance: Military; Architecture  
Period(s) of Significance: 1943-1945  
Significant Dates: 1943  
Significant Person(s): Not Applicable  
Cultural Affiliation: Not Applicable  
Architect/Builder: Robert & Company/Brown Bellows & Columbia

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet.

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National Park Service

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CONTINUATION SHEET

Section numbers 7 and 8

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Description

Building 1015, originally known as the Landplane Hangar, is a massive 2-story building with a low-lying barrel-vault roof. Initially used to house aircraft, the building has since been converted into offices and storage. Nonetheless, the expansive interior space and the massive 2-story doors on the building's front and rear reveal the property's original use. The building is on level ground and is near the tarmac and runways of the base. The exterior lacks any distinctive stylistic features; however, the barrel vault roof is the most noteworthy physical feature. A series of wooden trusses support this roof and are still visible from the interior. Like virtually all of the "temporary" World War II-era properties at the base, Building 1015 is of wood-frame construction, has a concrete foundation and has an exterior finish covered with galbestos siding. The only significant exterior alteration occurred in 1957 when the control tower was razed. Otherwise, the building is in good condition, with its integrity largely intact.

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Situated on the level terrain of the southernmost corner of the base facilities, Building 1015 is surrounded by concrete pavement that extends to the nearby runways. The Landplane Hangar is the largest extant historic resource at NAS Chase Field and has a rectangular building footprint. The primary structural component of the hangar is a large barrel vault that extends southwest to northeast. Galbestos siding covers the building's wood-frame construction. An expansive 2-story opening within the barrel-vault section visually dominates the front (southwest) elevation. This 91-foot opening has massive 2-story aluminum doors that allow aircraft to be easily moved into and out of the spacious interior.

Windows on the southeast and northwest elevations include both fixed metal and double-hung, wood-sash windows. The double-hung windows have 12/12 lights. The rear elevation also has an expansive opening that resembles the front passage. The vast space of the interior has arched, laminated-wood beams that support the barrel-vault roof. Two-story wings flank each side of the central barrel-vault section. Partitioned office, storage and mechanical spaces are to each side of the vaulted area. The removal of a 6-story control tower in 1957 and the construction of two shed-roof additions in 1969 and 1970 are the only major exterior alterations to the building. The service area is largely unaltered, although the office spaces have been enlarged to accommodate administrative offices. In 1971, the interior balconies that overlooked the service area were widened and enclosed to house offices for the Training Air Wing (TRAWING) 3. Building 1015 remained a storage and office space until the base closure in 1993.

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A small stucco-covered outbuilding is on the northwest side of the hangar. This nondescript building is obviously associated with the hangar because of its proximity to the building; however, it does not contribute to the property's ability to convey a sense of time and place and is classified as Noncontributing. The outbuilding has a flat roof and top-hinged metal-sash windows.

Statement of Significance

Building 1015, the Landplane Hangar, is one of many temporary quonset-type wooden airplane hangars built at naval air stations across the country in response to World War II. One of the first buildings completed at NAS Chase Field when it was commissioned in 1943, Building 1015 was the central defining element of the naval auxiliary air station built as part of the massive nationwide military construction program launched during the war. Because the primary mission of the base, throughout its entire existence, has been the training of Navy pilots, the Landplane Hangar, perhaps more than any other historic resource at the naval air station, is indicative of the role. Further, Building 1015 represents the Navy's expanded commitment to naval aviation. Finally, as the only World War II-era hangar erected on the base, Building 1015 represents that important chapter in the local history. Contextually the aircraft maintenance building relates to the historic context, *Chase Field: A World War II Naval Auxiliary Air Station, 1943-1946*, and to the statewide context, *U.S. Military 1919-1945*. In addition to its historic associations, the design and layout of Building 1015 provides insight into the Navy's effort to train pilots for combat duty during the war. It also represents a distinctive building type engineered by the Navy Bureau of Yards and Docks to meet the requirements of the emergency construction program as well as fulfill its mission. Therefore, Building 1015, is nominated to the National Register at the local level of significance, under both Criterion A, for its historic associations with NAS Chase Field and its role during World War II, and under Criterion C, for its architectural merit.

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Some alterations, such as the removal of the control tower, detract from the building's historic character, but the Landplane Hangar retains sufficient integrity to be recognizable to its period of significance. Built from standardized plans approved by the Navy Bureau of Yards and Docks, the building is not architecturally unique. However, its relatively unchanged appearance imparts a strong sense of the World War II era in which it was built and functioned. In addition, the building's construction and materials are indicative of the

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extraordinary accomplishments of the military emergency construction program, as its use reflects aviation's enhanced role in naval operations during the war.

Like most of the buildings erected at NAS Chase Field during the initial phase of construction, the Landplane Hangar was designed by the architectural and engineering firm, Robert & Company. Although based in Atlanta, Georgia, Robert and Company opened a branch office in Corpus Christi where it provided plans for NAS Chase, NAS Kingsville and NAS Corpus Christi during the rapid domestic military build-up during the National Defense period and in the early years of World War II. Brown Bellows & Columbia of Houston served as general contractor for NAS Corpus Christi and all its auxiliary air stations, including NAS Chase Field. The Navy Bureau of Yards and Docks supplied guidelines and specifications for all construction projects under its auspices, but due to the sheer magnitude of the war-driven building program, contractors were permitted greater latitude to adapt the guidelines to individual projects. Therefore, while much of the World War II construction follows generally standard plans, particularly regarding building materials that were dictated by scarcity and urgency, variations occurred from contractor to contractor and from site to site. Robert and Company's design for Building 1015 conformed to prevailing concepts regarding the form, configuration and plan of aviation hangars. Two-story-sized sliding doors allowed aircraft to be moved easily into and out of the spacious and largely open frame interior under a distinctive barrel-vaulted roof.

Besides serving as a place to store and repair aircraft, the Landplane also housed offices for the Commanding and Executive officers, as well as equipment, training and briefing rooms for cadets. The control tower for the naval air station originally was attached to the building, but was removed in 1957 when a new and larger one was built at another location.

With the introduction of larger, more advanced aircraft, the Landplane Hangar proved inadequate, and the Navy moved several hangars from Rodd Field, another auxiliary of NAS Corpus Christi, to the base. In 1971, the interior balconies that overlooked the service area were widened and enclosed to house offices for the Training Air Wing (TRAWING) 3. The construction of other hangars since then, as well as the advent of still larger aircraft has rendered the Landplane Hangar obsolete, and it was used for office and storage space in more recent years.

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**9. Major Bibliographical References**

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See Historic Context List of References.

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 # HABS No. TX-3397-C
- recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

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**10. Geographical Data**

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Acreeage of Property:           less than one acre

UTM References:                 14/631250/3138650

Verbal Boundary Description:

The boundary of NAS Chase Field, Building 1015 is shown as the dashed line on the accompanying map entitled "NAS Chase Field, Site Plan of Building 1015"

Boundary Justification:

The boundary encompasses Building 1015 and the grounds immediately surrounding. A small outbuilding lies within the boundaries, but is insignificant and, therefore, is classified as Noncontributing.

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**11. Form Prepared By**

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Name/Title: David Moore/Project Director, Historian  
                  Terri Myers/Historian  
                  Diana Nicklaus/Research Assistant

Organization: Hardy Heck Moore & Associates   Date: June 1993  
Street & Number: 2112 Rio Grande                Telephone: 512-478-8014  
City or Town: Austin                                 State: TX Zip: 78705

NAS Chase Field, Building 1015

----- Boundaries

Building 1060

Building 1037

Building 2137

Building 2922

Building 2167

Building 1031

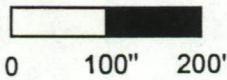
Building 2066

Building 2841

Building 1015

Building 2142

Building 2051



HHM & Associates, June 1993

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: NAS Chase Field--Building 1015

MULTIPLE NAME: NAS Chase Field MPS

STATE & COUNTY: TEXAS, Bee

DATE RECEIVED: 1/13/94      DATE OF PENDING LIST: 1/26/94  
DATE OF 16TH DAY: 2/11/94      DATE OF 45TH DAY: 2/27/94  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94000052

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    2/23/94 DATE Entered in the  
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_  
REVIEWER \_\_\_\_\_  
DISCIPLINE \_\_\_\_\_  
DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

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CLASSIFICATION

count       resource type

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STATE/FEDERAL AGENCY CERTIFICATION

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FUNCTION

historic       current

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DESCRIPTION

architectural classification  
 materials  
 descriptive text

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SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect  
Statement of Significance (in one paragraph)

summary paragraph  
 completeness  
 clarity  
 applicable criteria  
 justification of areas checked  
 relating significance to the resource  
 context  
 relationship of integrity to significance  
 justification of exception  
 other

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BIBLIOGRAPHY

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GEOGRAPHICAL DATA

acreage       verbal boundary description  
 UTM's       boundary justification

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ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps       USGS maps       photographs       presentation

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OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_



**NAME OF PROPERTY:** BUILDING 1015

**LOCATION:** BYRD STREET

NAS CHASE FIELD, BEEVILLE, TEXAS

**PHOTO BY:** DANIEL HARDY

**DATE OF PHOTOGRAPH:** JUNE 1992

**LOCATION OF NEGATIVE:** TEXAS HIST. COMMISSION  
AUSTIN, TEXAS

**CAMERA LOOKING:** INTERIOR

**PHOTOGRAPH:** 5 OF 14



TRAINING AIR WING THREE



**NAME OF PROPERTY:** BUILDING 1015

**LOCATION:** BYRD STREET

NAS CHASE FIELD, BEEVILLE, TEXAS

**PHOTO BY:** DANIEL HARDY

**DATE OF PHOTOGRAPH:** JUNE 1992

**LOCATION OF NEGATIVE:** TEXAS HIST. COMMISSION  
AUSTIN, TEXAS

**CAMERA LOOKING:** SOUTH

**PHOTOGRAPH:** 6 OF 14