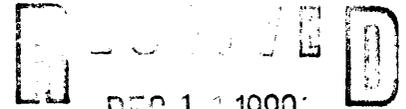


United States Department of the Interior National Park Service



National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Hangars 4 and 5, Pope Air Force Base
other names/site number Building 708, Pope Air Force Base

2. Location

street & number Bldg. 708, Pope AFB
city, town Fayetteville
state North Carolina code NC county Cumberland code NC 051 zip code 28308

3. Classification

Ownership of Property: private, public-local, public-State, public-Federal
Category of Property: building(s), district, site, structure, object
Number of Resources within Property: Contributing, Noncontributing buildings, sites, structures, objects, Total

Name of related multiple property listing: Pope Air Force Base Early Expansion
Multiple Property Listing
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official: [Signature]
Date: NOV 21, 1990
State or Federal agency and bureau: DEPARTMENT OF THE AIR FORCE

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official: [Signature]
Date: 9-19-88
State or Federal agency and bureau: State Historic Preservation Officer

5. National Park Service Certification

I, hereby, certify that this property is:
[X] 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 of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Defense - Military Facility

Current Functions (enter categories from instructions)

Defense - Military Facility

7. Description

Architectural Classification

(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Concrete

walls Metal - Steel Aluminum

Stucco (Non-Bay Areas)

roof Asphalt

other

Describe present and historic physical appearance.

Hangars 4 and 5 (Bldg. 708) at Pope Air Force Base currently house Base Operations, as well as storage and a passenger aircraft terminal (Fig. 15). Built in 1934, this building has a double-bay metal superstructure resting on a concrete foundation and floor. The metal-and-asphalt shingle roof is supported by metal bowstring trusses (Fig. 16). The corners of the hangar are reinforced by concrete pylons with brick and concrete heads; side walls along the east and west sides of the hangar building are built of hollow tile masonry. Exterior dimensions of the hangar building are 333.5 x 124.0 feet. The front (south) exposure faces directly onto a taxiway apron. Front closure for the two bays consists of recessed canopies; back closure consists of "repeat" panel sliding doors (Fig. 17).

According to 1934 as-built plans, the hangar building was designed for air activity support, and contained storage, toilets, a locker room, a shop, gunnery, and radio rooms for a parachute department (Fig. 18). World War II modifications included addition of a second story within the eastern bay (Hangar 4) and shop areas flanking the outside of Hangar 5; addition of air conditioning in the control tower; and addition of mechanical ventilation ca. 1953. The glass cab control tower was added atop the east-central concrete pylon between 1934 and 1940 to support operations for airborne troop training. Base Operations, a one-story complex of offices, ticket counter, and passenger lounge, was added in 1958 at the front of the hangar building between Hangars 4 and 5 (cf. Figs. 15 and 18). Repairs to the hangar canopy doors, panel sliding doors, roof, windows, and other doors were also made at this time.

The major architectural changes associated with construction of Base Ops involved removal of the existing transom, filling in of the transom area with masonry, and installation of new metal double-door frames at the front of the new entrance. The existing concrete was left in place between the two central hangar pylons, but the crown of the existing pediment was removed. Modifications to Base Ops ca. 1960 included framing in of the transom above the central arch, replastering of the arch, closing of window openings, and lowering of the finished ceiling. The exterior of this small building was stuccoed in 1962. A second story was added to Base Ops later in the 1960s, increasing its square footage to 697 square feet.

See continuation sheet

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture _____
Engineering _____
Military _____

Period of Significance

1934 _____

Significant Dates

1934 _____

Cultural Affiliation

N/A _____

Significant Person

N/A _____

Architect/Builder

Unknown _____

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

General Statement

Hangars 4 and 5 (Bldg. 708) is the oldest standing aircraft building at Pope AFB, and is the only surviving, early airborne support building dating to the Depression era of military expansion at Pope Field. Bldg. 708 was completed in 1934 for \$175,590.97. In conjunction with Pope Field's original (1919) mission of local reconnaissance mapping, weather reporting, and mail service, four wooden aircraft hangars were built during the 1920s; however, these buildings were demolished during World War II to allow construction of hangars that could accommodate larger aircraft. A balloon hanger associated with the earliest airborne period was also dismantled in the late 1950s, leaving Bldg. 708 the only representative of early aircraft support at Pope Field.

Despite the addition of a small modern addition (Base Operations) between the hangars in 1958, Bldg. 708 maintains its structural integrity. The double-bay sheet metal frame, bowstring truss, pylon corner supports, canopy front doors, and sliding panel rear doors are typical of hangar construction and military aircraft/airlift support buildings at southeastern United States military installations prior to the 1950s.

Historical Context

Pope Field was established by the U. S. War Department in 1919 to conduct local reconnaissance mapping, aerial photography, artillery support, and other functions in support of an Army Artillery regiment at Camp Bragg (Drucker 1983). Bldg. 708, along with an administrative and residential cantonment on the opposite side of the airfield, was built during the first of three major periods military expansion periods at Pope Field: the first occurred during the Great Depression (1933-1934), the second during World War II, and the third during the 1960s. Hangars 4 and 5 represent the only aircraft support building which survives from

See continuation sheet

9. Major Bibliographical References

- Drucker, Lesley M.
 1985 Architectural and Historical Documentation of the Original Cantonment Area and Hangars 4 and 5, Pope Air Force Base, North Carolina.
 Resource Studies Series 83. Carolina Archaeological Services, Columbia.
- Farnung, Leonard
 1985 Personal Communication. Civil Engineering, Pope AFB, North Carolina.

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Pope AFB, Fayetteville, NC

10. Geographical Data

Acreeage of property 1.0

UTM References

A

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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

Bldg. 708 (Hangars 4/5) is surrounded on all four sides by asphalt pavement. The building corners define the boundaries of this property, which is situated just southwest of Surveyor Street and north of the major taxiway/apron areas adjoining the north side of Runway 23.05. See accompanying map for detail.

See continuation sheet

Boundary Justification

Architectural features defining Hangars 4/5 are bounded by the four corners of Bldg. 708.

See continuation sheet

11. Form Prepared By

name/title Lesley M. Drucker, Senior Archaeologist/Susan H. Jackson, Projects Coordinator

organization Carolina Archaeological Services date 11/87

street & number 1612 Westminster Drive telephone 803/254-3996

city or town Columbia state SC zip code 29204

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Repairs to the hangar door cables, electrical and mechanical systems, drainage and plumbing, and beacon tower have continued since 1960. Small arms storage in 1966, and an aircraft engine and repair shop in 1971, were added to the outside of the hangar. A passenger aircraft terminal, flight crew lounge, and information desk were added inside Hangar 4 after 1971. Today, Hangar 5 houses the passenger terminal and crew operations on the interior, and administrative, storage, and repair areas on the exterior.

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the early military period at Pope Field. This building has seen uninterrupted use from that time to the present. Its major significance lies in its commemoration of key airborne support operations flown from Pope Field during the Depression era and World War II, as well as its thematic association with a pre-Roosevelt, Depression-era public works program for reducing unemployment.

Engineering Features

In addition to its other historical contexts, Bldg. 708 is the only surviving example of bowstring truss construction at Pope AFB, and thereby documents the durability of this mode of construction at military airfields. Bowstring truss is the original type of roof support used in American airplane hangars. Truss construction is a simple engineering means of freeing open space and achieving vertical clearance with a minimum of superstructure. This engineering goal was achieved in hangar construction successively by the bowstring truss (ca. 1930 - 1950), the compression strut truss (1950 - 1955), and the bar joist truss (late 1950s and early 1960s) (Len Farnung, personal communication 1985). Bldg. 172, another hangar at Pope AFB, represents the only remaining example of compression strut truss construction at the installation. All of the other hangars at Pope AFB exhibit bar joist trusses, which were typical of hangar construction during the last major period of military construction and training at Pope.

Another noteworthy engineering feature associated with construction of Hangars 4 and 5 is the use of hollow tile masonry, which forms the core wall element of the non-metal parts of the building. Similar in form and function to hollow concrete blocks, hollow tile is formed of bake-molded red clay. It is a structural core unique to pre-1950 construction in the southeastern United States, where it allowed interior walls to expand and breathe under conditions of high humidity (Len Farnung, personal communication 1985).