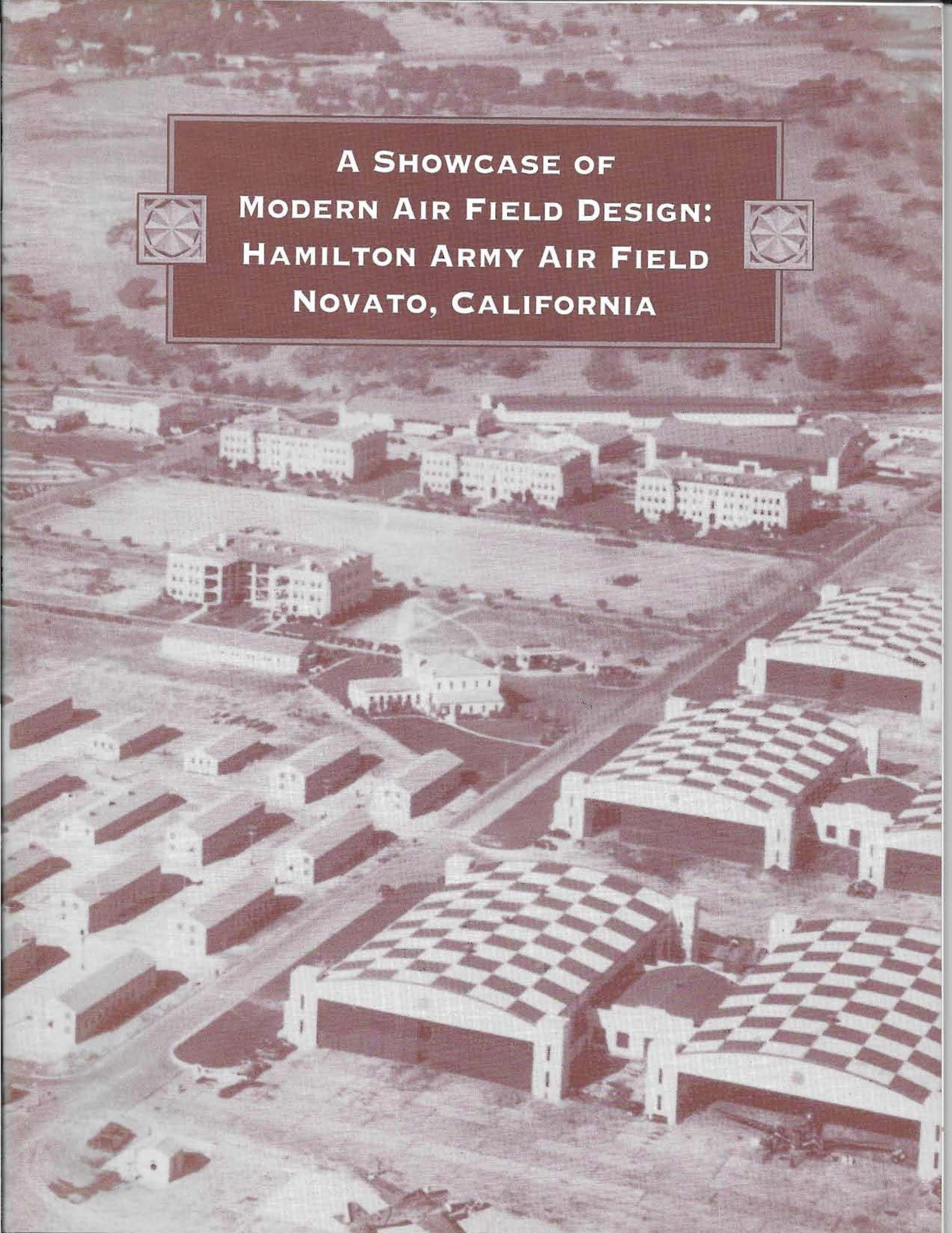


**A SHOWCASE OF
MODERN AIR FIELD DESIGN:
HAMILTON ARMY AIR FIELD
NOVATO, CALIFORNIA**



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HAMILTON ARMY AIR FIELD
NOVATO, CALIFORNIA**

Produced by:



U. S. Army Corps of Engineers,
Sacramento District
Department of the Army

In association with:



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PAR Environmental Services, Inc.
Mesa Technical

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TABLE OF CONTENTS

| | |
|---|----|
| Introduction | 1 |
| Coastal Air Bases Conceived | 2 |
| The Pre-War Years: 1930-1941 | 4 |
| World War II: 1942-1945 | 7 |
| Post War Reorganization: 1945-1950 | 9 |
| Renewed Growth and Development | 10 |
| Decline | 11 |
| Endnotes | 12 |
| Historic American Building Survey Photographs | 14 |
| Historic American Building Survey | 22 |



INTRODUCTION

Hamilton Field is located on San Pablo Bay, just north of San Francisco. It was established in the early 1930s as part of the United States Army's Pacific Coast defense mission and hailed by the military as a showcase aviation station. Designed and constructed under the direction of Captain Howard B. Nurse, an engineer with the Office of the Quartermaster General in Washington, D.C., Hamilton reflected the Army's new approach of creating facilities based on the training needs of aviation units and their requirement for large areas of open space.

From 1935 to the onset of World War II, Hamilton operated as a temporary pursuit plane station and a bombing center. During World War II, Hamilton served as a training center for the Air Transport Command and became an important staging facility for units assigned to the Pacific war theater. With the increase in activity and the influx of new personnel, Hamilton experienced a severe housing shortage during the war years. The Army, consequently, built numerous temporary housing structures, which soon outnumbered the permanent buildings at Hamilton and detracted from the aesthetic and stylistic considerations that went into the original design of the base.

After the war, Hamilton was reorganized under the jurisdiction of the U.S. Air Force. In 1947 the name of the base changed from Hamilton Field to Hamilton Air Force Base. From 1947 through 1960, the Air Force used the base to conduct defense and training operations.

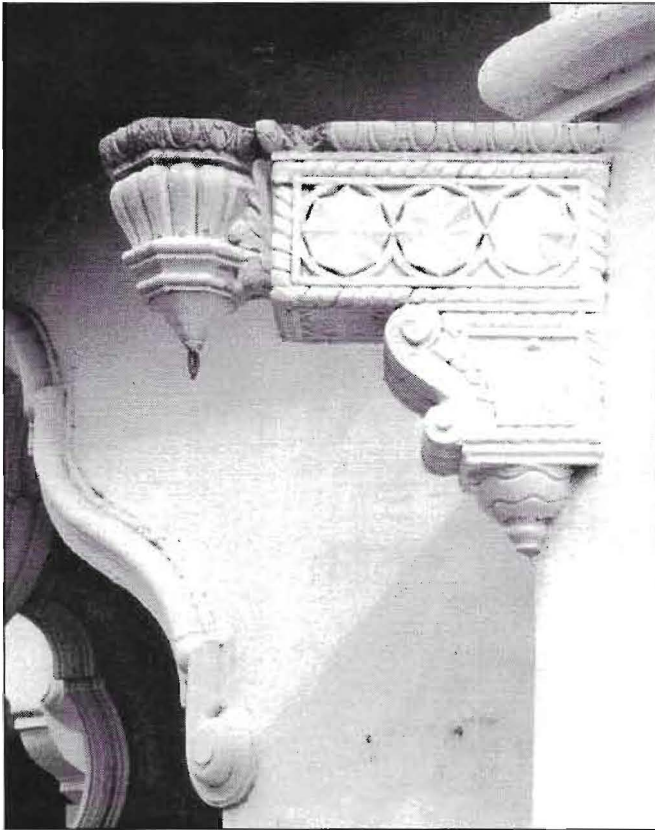
By the early 1970s, Hamilton's strategic importance as an interceptor base had diminished considerably. The base had also become the focus of public criticism



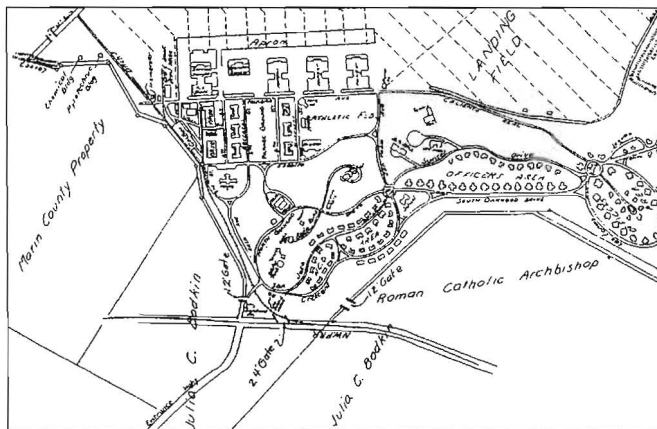
Main entrance to Hamilton, 1935.

from nearby residents, concerned with noise and safety issues posed by low-flying aircraft in the area. These factors eventually resulted in Hamilton being decommissioned as an active facility. In 1975, the Air Force vacated the base, and the following year Hamilton was placed in a caretaker status, ending its mission as an air defense station. The Air Force sold portions of the property to the U.S. Navy, the U.S. Coast Guard, and the U.S. Army. In 1984, the Air Force transferred control over Hamilton Air Force Base to the Army. Acreage not utilized by the Army has since been offered for sale by the General Services Administration.

In an effort to comply with the National Historic Preservation Act of 1966 and other laws and regulations regarding historic properties, the U.S. Army Corps of Engineers (Corps) commissioned an architectural survey and evaluation of all buildings within the proposed Hamilton Army Air Field Historic District.



In January 1993, Hamilton Army Air Field was determined eligible for listing in the National Register of Historic Places. Between 1993 and 1995, 254 buildings, structures, and objects within the Hamilton Field Historic District were documented as part of the Historic American Building Survey (HABS). The National Park Service established the HABS in 1933 as a way of preserving America's historically and architecturally significant buildings through written and graphic documentation. HABS records are archived at the Library of Congress and made available to the public.



Captain H.B. Nurse's "Post Map" of Hamilton, 1932 (traced from a photocopy of the original).

In addition to the Historic American Building Survey, other measures have been proposed to mitigate the adverse effects that the sale of land within the base would have on the Hamilton Field Historic District. One such measure involves the development of a public interpretation program on Hamilton Army Airfield. This publication is part of that larger interpretive program.

COASTAL AIR BASES CONCEIVED

Pacific Coast Air Defense

Prior to the development of aviation technology, the role of defending our nation's coastline lay primarily with the U. S. Navy and its battleships. By the late 1920s, however, the U. S. Army had developed a plane capable of sinking a battleship and had convinced Congress of the advantages of using aircraft to provide for the coastal defense of the United States. In 1927, Congress approved funding for an air defense program. The Army, consequently, began searching for suitable sites on which to build new bomber facilities. One of the sites along the Pacific Coast that the Army chose was a site just outside of the town of Novato in the San Francisco Bay area.¹ The Army planned Hamilton and the other flying fields across the country to be defense centers, as well as flight training and test operations facilities. In California, Hamilton—along with March Field in Riverside, Rockwell Field in San Diego, and Mather and McClellan Fields near Sacramento—became part of a strategic aviation unit created to defend the western coast of the United States.²



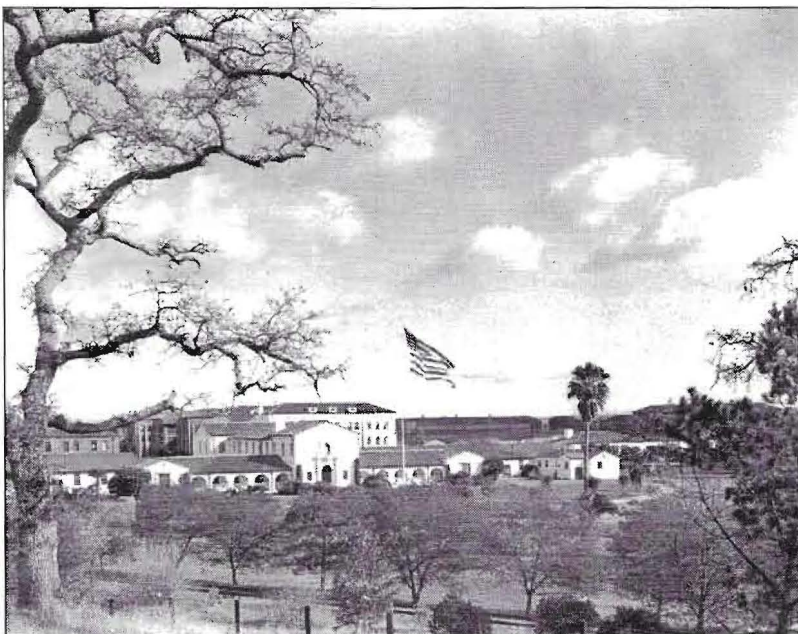
Modern Air Field Development

In order to better accommodate the training activities of aviation units, the Quartermaster Constructing Office, the federal agency in charge of military post construction, began to push for a dramatic revision in base planning during the 1920s. The need for the ground fortifications of the past no longer seemed pressing, for as First Lieutenant H.B. Nurse, the future designer of Hamilton Field, observed, Army posts must "deal now in units of mobility and intensive training requiring vast expanses of open space."³

Nurse was one of the leading military architects of his time. In an influential treatise written in 1928, Nurse stated that a modern military post should incorporate five formal components: unity, consonance in design, natural beauty, balance, and radiation. He also stressed the importance of using the natural topography in base design, stating that it "will



Captain Howard B. Nurse, Quartermaster, Hamilton Army Air Field, 1932.



Headquarters building, 1949.

influence, if not control, the arrangement of the post proper . . ."⁴ Military architects eventually incorporated these innovative principals into the design of Army installations throughout the country. Some of the more notable examples include Fort Belvoir in Virginia, Randolph Field in Texas, and Hamilton Field in California.

In addition to changes in the overall post configuration, the Quartermaster Constructing Office concluded that a high priority should be placed on aesthetic and stylistic considerations. Rather than arrange post structures in what one architect characterized as "monotonous rows" that lacked "outlook or setting," the Constructing Office attempted to beautify

military posts with exemplary architecture and attractive landscaping.⁵ Stylistically, the architects of the Quartermaster Constructing Office based their designs on the architectural and cultural heritage of the region of a proposed base. In California and the Southwest, for example, military architects frequently incorporated Spanish Mission or Mediterranean architectural styles into the design of the base.

The Army's attempt to modernize its military posts resulted in the construction of several architecturally significant bases across the country. Perhaps the most interesting was Hamilton, declared by many as the finest and most beautiful air base in the United States.⁶

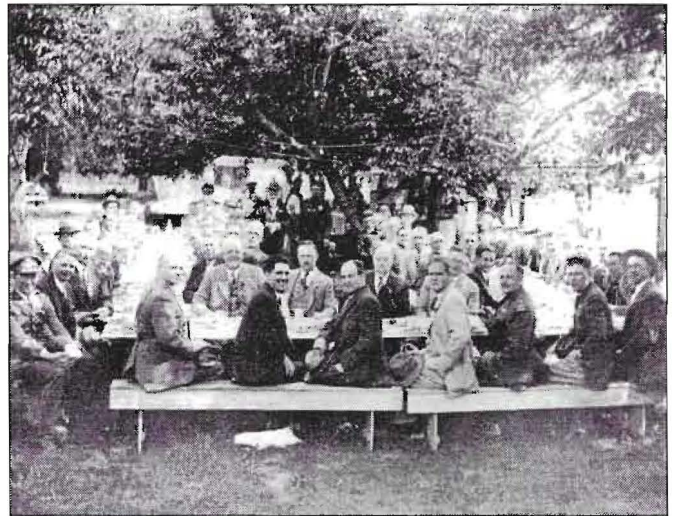
THE PRE-WAR YEARS: 1930-1941

Land Acquisition for a New Air Base

Early in 1929, the Army made plans to build a new airfield in the San Francisco Bay area. Communities throughout the region launched campaigns to procure land for the new base, but the Army ultimately chose to build the airfield in Marin County, near the town of Novato.

In 1931 Congress appropriated \$1.4 million for the construction of the new air field.⁷ Marin County — with financial contributions from San Francisco, Oakland, and Sonoma County — succeeded in raising funds to purchase the necessary acreage for the new base.⁸ For a sum of one dollar, the county sold the property to the Army. In a formal presentation, the Army received the deed to the entire parcel on March 17, 1932.⁹

The Army chose to name the new base Hamilton Field in honor of First Lieutenant Lloyd Andrews Hamilton, an American World War I Air Corps aviation pilot from New York who received the Distinguished Service Cross for "extraordinary heroism in action" at Varssonaore, Belgium. Hamilton was later killed in action near Lagnecourt, France on August 26, 1918.¹⁰ Many local officials felt that despite Hamilton's distinguished service during the war, it would have been more appropriate to name the new base after one of northern California's heroes. Although the Army later considered several other names, it preferred Hamilton Field and decided against a change in the name.¹¹

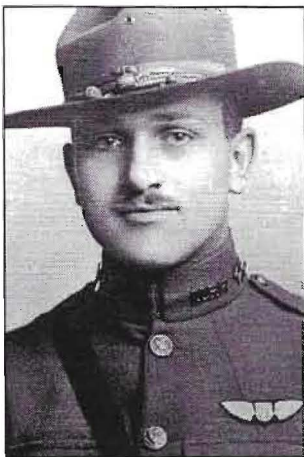


Army and Marin County officials with committee members of Marvelous Marin, Inc., 1931.

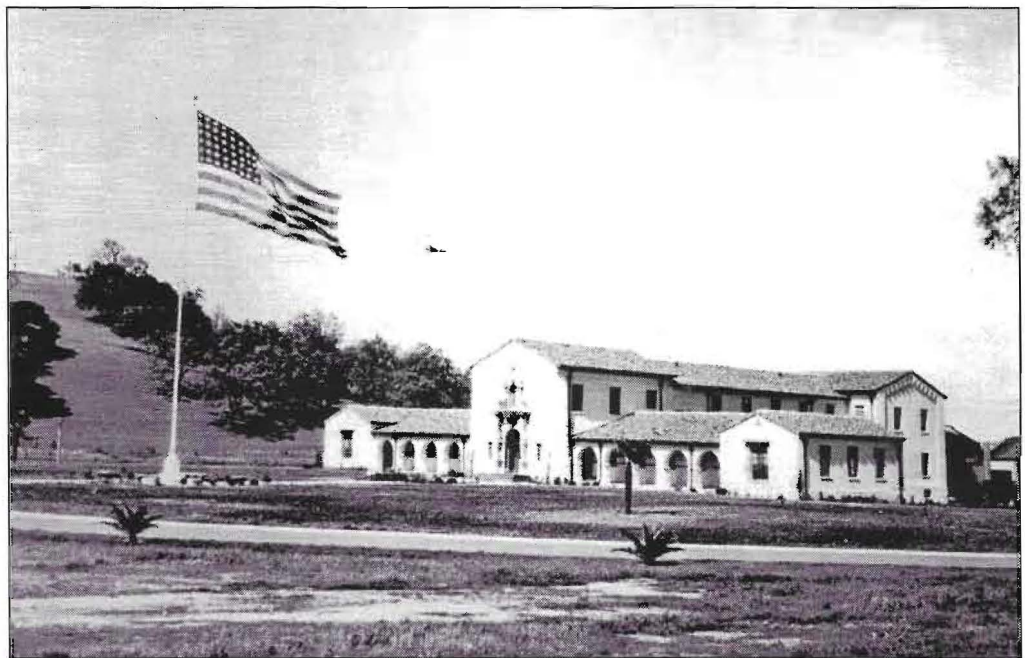
Construction Phase: 1932-1935

In 1931, the Army proceeded to create plans for the new airfield, dispatching Captain Howard B. Nurse (later Colonel Nurse) from Washington to serve as Construction Quartermaster for the project. By the time the Army received clear title to the land, Nurse, along with a corps of civilian assistants headed by H. P. Spencer, Chief Architect, and F. W. Salfinger, Chief Engineer, had completed architectural plans for more than 150 buildings.¹²

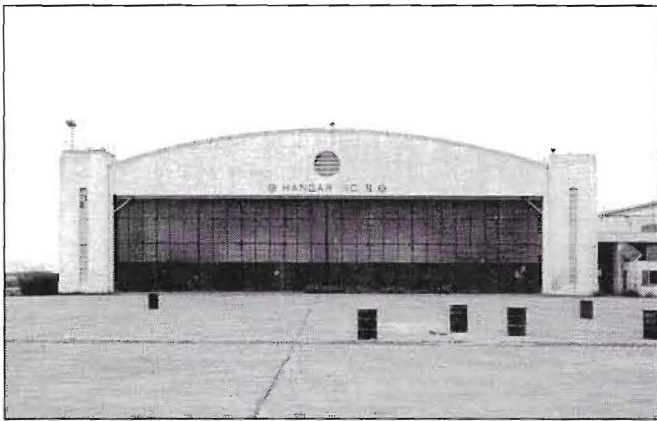
In keeping with the Quartermaster Corp's new philosophy of tailoring base architectural style to regional character, Nurse drew upon California's Spanish-American heritage to develop an architectural motif for the base. Nurse's plan called for a Spanish-



Lieutenant Lloyd Andrew Hamilton, an American World War I Air Corps pilot. The Army named the new airfield in memory of Lieutenant Hamilton.



Headquarters Building, 1935.



Colonial architectural style that featured white stuccoed, reinforced concrete buildings, with red tile roofs, mission-style arcades, and ornamental door surrounds. Nurse applied these elements to administration buildings and highly visible structures, such as the post headquarters and the three-story officers' quarters. Less visible buildings were plainer in appearance, but had stucco cladding and mission-style parapets on the ends to blend with the style of the base's more prominent buildings. Even the sleek Art Moderne hangars – which were based on a standard technical plan found elsewhere in the country – incorporated the white stuccoed walls characteristic of the other Spanish-style buildings at the base.

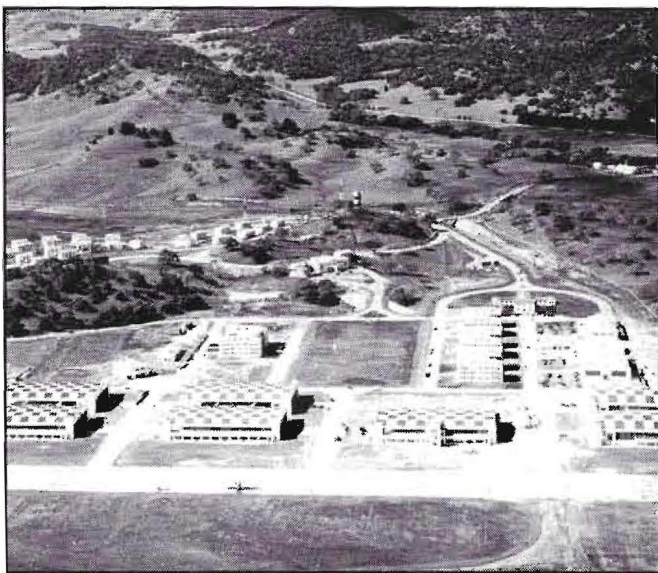
Nurse also attempted to incorporate the natural environment of the base into his plans. He placed housing units on knolls and technical buildings such as hangars and warehouses on flat terrain adjacent to the airfield. Moreover, he left intact many of the native oak trees and complimented the existing landscape with plantings compatible with the early California style.¹³

The first buildings constructed at Hamilton were wood framed nurseries (needed to cultivate Bermuda grass and plant clippings for the base landscaping) and temporary offices for Nurse and his staff. Upon completion of these structures, the Army began work on building hangars, offices, quarters, warehouses, streets, and the lighting and water system for the base. The Army awarded construction bids for these projects on June 20, 1932.¹⁴ Thereafter, work progressed rapidly. With more than 300 workers employed at the base, contractors completed many of the projects by the end of the year.¹⁵ Among these were new electrical switch stations, transmission lines, and a spur railroad track.¹⁶

In 1932, workers also made progress landscaping the base. They began by planting the landing field with Bermuda grass. Nurse then launched an effort to secure additional shrubs and palm trees to complete his landscaping plans. Since money to beautify the base was not available, Nurse requested donations from Marin county residents.¹⁷ Nearby communities responded generously. Ultimately, more than 7,000 trees of 80 different varieties, as well as an assortment of shrubs and other plantings,¹⁸ were planted throughout the base.

Construction activities at the base continued to escalate in 1933. Funding for many of these projects (approximately \$3,500,000) came from the Works Progress Administration (WPA).¹⁹ By the end of 1933, close to 800 men were employed at Hamilton, a large percentage of whom were drawn from the local labor pool.²⁰ Jobs made available by the WPA provided income for many Marin county families suffering from the economic effects of the Depression.

The peak of the work at Hamilton occurred in 1934, most of which involved the construction of the barracks, hangars, officer's quarters, and hospital. By August 1934, the base was about 90 percent complete. During this time, reserve airmen from around northern California began to use the base for their annual training exercises.²¹



Hangar line, 1935.



New taxi mat at Hamilton Field, 1939.

In early December 1934, Hamilton was finally ready for full operation. From March Field in Riverside, California, 518 officers and men of the 7th Bombardment Group were transferred to the new base. Included in this group were the 9th, 11th, and 31st Bombardment Squadrons and 30 bombing planes. With the arrival of the men and their families, Hamilton contained nearly 1,000 people.²² Assuming command of the base was Major Tinker.

Major Tinker, according to the *San Francisco Examiner*, was not particularly enamored with the new air field. Tinker pointed out that not only was the air field below sea level at high tide, the west side and a portion of the north end of the base were surrounded by a series of sloping hills, which made landing "uncomfortable" in fair weather and dangerous in wet and foul weather.²³ Tinker's criticisms would eventually prove to be valid concerns. At the time, however, Tinker's concerns carried little weight, as the leading military authorities in the nation considered Hamilton to be the finest in the Air Corps.²⁴

The base was dedicated on May 12, 1935 in a formal ceremony attended by California Governor Frank F. Merriam and thousands of spectators from neighboring communities.

The Bomber Years: 1935-1940

Upon completion of the base, the Army established Hamilton as the headquarters of the 1st Wing of the General Headquarters Air Force, which was responsible for defending the Pacific Coast against attacks by sea.²⁵ Training at Hamilton often involved large-scale



Hamilton barracks, 1935.

war games and maneuvers in Martin B-12 bombers. The Army used the B-12s until July 1937, after which they were phased out and replaced with Douglas B-18s. The new planes were standard two-engine bombers with a short range capacity. They were, however, capable of air lifting combat-equipped troops en masse, an important advance in combat techniques at the time.²⁶ By the end of the 1930s, Boeing had developed its B-17, a new four-engine bomber plane that was heavier and larger than the old B-18s. Support requirements for the B-17s were more advanced than the old models, and the runway facilities at Hamilton were not adequate for the new planes. Unfortunately, a new taxiway could not be built expeditiously, and the Army transferred the 1st Wing and its bombardment squadrons to a base in Utah, which was better suited for the special requirements of the B-17. The transfer took place in September 1940 and represented the end of Hamilton's period of use as a bomber base.

Pursuit Groups

Following the departure of the bombardment squadrons, the Army assigned the 10th Pursuit Wing from Moffett Field to Hamilton. The overall mission of the wing was to provide aircraft and crews for the defense of the West Coast, as well as training for transient airmen.²⁷

With the arrival of the 10th Pursuit Wing, an immediate housing crisis developed. In order to alleviate the problem, the Army began building temporary, plain-frame barracks on the base in 1939. This phase of temporary housing and frame building construction continued throughout World War II.²⁸

In March 1941, the Army reorganized the Air Corps into four continental air forces. The Fourth Air Force took responsibility for defending the West Coast. Hamilton was assigned to the Fourth Air Force and began to take on new responsibilities as a result of this change.²⁹



Boeing B-17s, 1940.

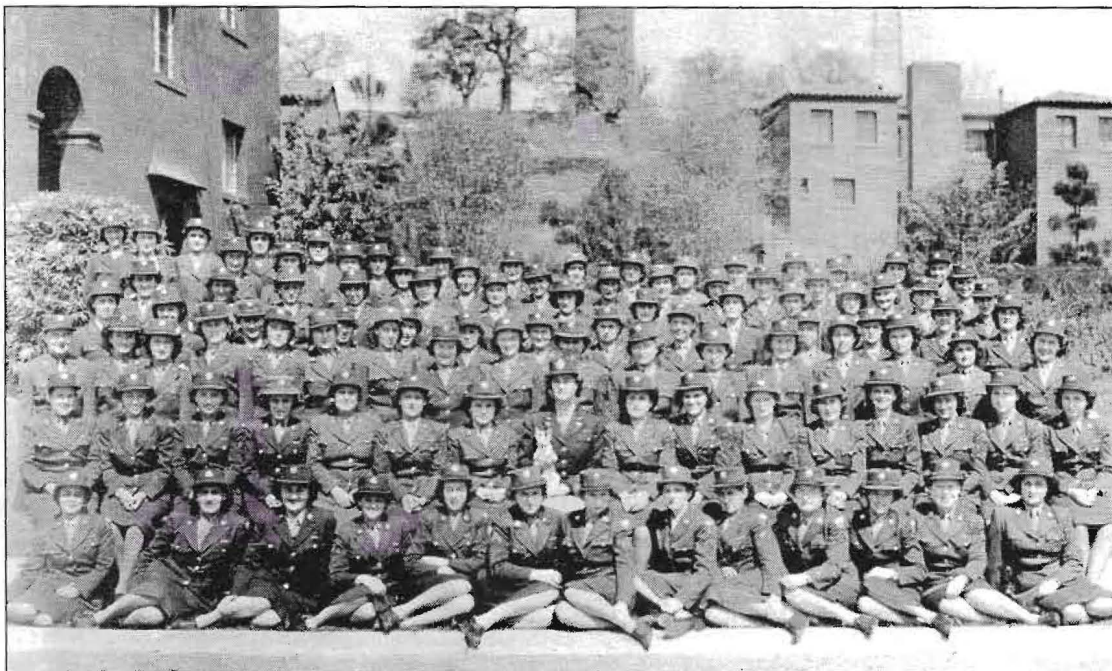


WORLD WAR II: 1942-1945

Overseas Staging Area

With the United States' entry into World War II, Hamilton not only became an important training facility, it also emerged as the center for the interceptor pursuit and patrol system for the Pacific Coast. As such, the base began to acquire sub-bases and flight strips at other airports throughout northern California to serve as dispersal points for fighter aircraft.

Hamilton's strategic location in the Bay Area provided an ideal departure point for Pacific-bound air troops. Crews bound for the Pacific theater arrived at Hamilton and were housed, fed, and given last minute flight data by the Fourth Air Support Command unit stationed there.³⁰ In addition, base facilities were used to complete pre-flight inspections and conduct any necessary repairs or maintenance on arriving aircraft.³¹ Mass deployment of aircraft overseas began in May 1941 when 21 crews of the 19th Bombardment Group departed for the Philippines via Hawaii from



Women's Army Corps (WAC) Squadron, 1944.



A typical breakfast at Hamilton consisted of eggs, potatoes, cereal, toast, jam, grapefruit, coffee, and milk, all at a cost of about 14 cents per person to the Army in 1941.

Hamilton. Of note was the departure of the 38th and 88th reconnaissance squadrons, which left Hamilton on December 6, 1941 in B-17s and arrived at Hickam Field during the Japanese attack on Pearl Harbor.³²

From 1942 through 1945, Hamilton served as one of three major bases of the Pacific Sector of the Air Corps Ferrying Command, later known as the Pacific Division of the Air Transport Command (ATC). The mission of the ATC was to manage the dispatching and safe transport of Pacific-bound ferry and tactical aircraft into the vicinity of war zones. In order to accommodate the whole of the ATC operations at Hamilton, the Corps built a new \$500,000 air terminal to meet the unit's needs.³³

Movie stars Abbott and Costello visiting patients in one of Hamilton's hospital wards, 1944.



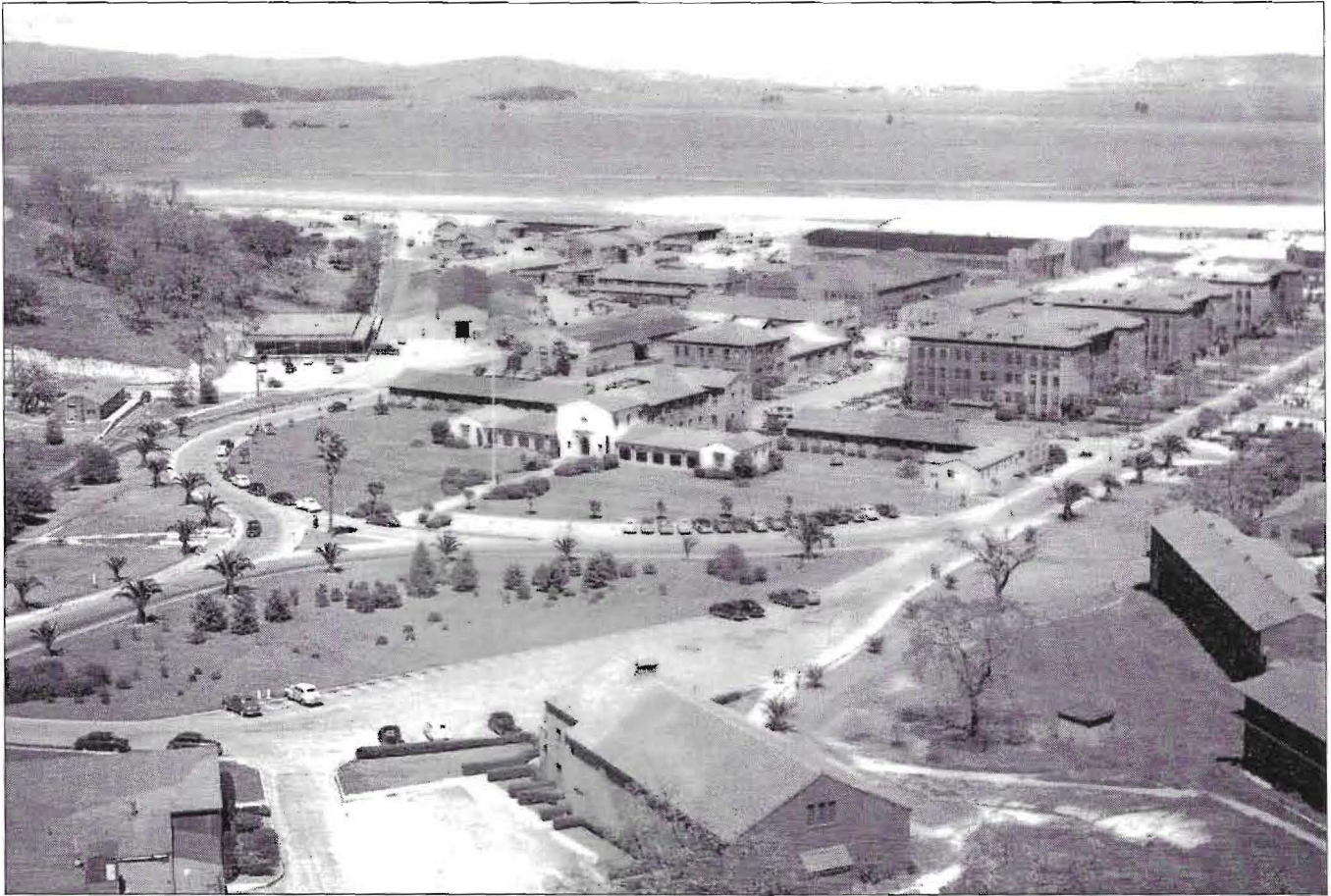
Air Evacuation

Prior to 1944, United Airlines dispatched from Hamilton C-54s for air evacuation operations. By July 1944, however, the ATC used Army owned-and-operated C-54s.³⁴ These planes transferred casualties and prisoners of war to Hamilton for care until arrangements could be made to move the men to hospitals near their homes. The first group of wounded men, totaling 183, arrived in June 1944. Within a few months this number increased to more than 4,000 patients per month.³⁵

To accommodate wounded evacuees, changes in housing occurred once again at the base. Barracks 422 and 424 were vacated by enlisted men and converted to hospital wards, and the number of occupied beds at Hamilton doubled to 800.³⁶ By 1943, the Army constructed additional temporary buildings for rehabilitation of the wounded. Housing problems at Hamilton were alleviated slightly after March 1945 when the Army transferred part of the function of processing troops to Salinas, California.³⁷



First mass airlift of troops from March Field to Hamilton, circa 1940.



Headquarters area in World War II camouflage.

POST WAR REORGANIZATION: 1945-1950

The end of the war resulted in a reorganization of Hamilton. During the final year of war activity, the primary mission of the base had been to support the ATC operations. Although the base was legally under the jurisdiction of the Fourth Air Force, the ATC actually managed the facility. On June 19, 1946, the Fourth Air Force moved its headquarters from the San Francisco Presidio back to Hamilton, where it remained until it was finally deactivated in 1960.³⁸

On September 17, 1947, Congress reorganized the armed forces and created an independent air force. Consequently, the old ATC and the Fourth Air Force became part of the newly formed U. S. Air Force. This reorganization was also reflected in the change of the facility's name from Hamilton Field to Hamilton Air Force Base.³⁹

From 1947 until the early 1960s, the Air Force activated and deactivated numerous squadrons at Hamilton. During this period of the Cold War, Hamilton received funding to construct new alert hangars, radar facilities, and jet test stands in order to fulfill its primary purpose of providing air defense and



training. During the Korean conflict, Hamilton served as a receiving facility for returning wounded airmen. Hamilton also provided support and facilities for other military groups, including the Tactical Air Command, Military Air Transport Command, and the U. S. Air Force Auditor General's Office.⁴⁰



RENEWED GROWTH AND DEVELOPMENT: 1950-1964

With the reorganization of Hamilton as an Air Force base, the number of airmen and their families living at the installation increased once again, resulting in another critical housing shortage. Although the Air Force built approximately 1,000 additional new housing units during the 1950s, many families were still forced to live off base.⁴¹

While the base itself was experiencing escalated growth, so, too, was the surrounding countryside. By 1960, a major freeway, homes, and industrial buildings had replaced the dairies and farms that had once surrounded the base. Along with this growth came the threat of encroachment by private development. By 1964, the Marin County Board of Supervisors had approved plans for the construction of three housing developments, an industrial park, a hotel, and a convention center within a few miles of the base.⁴²



Air control tower.



DECLINE

As outside development escalated in the mid-to-late 1960s, some of the problems anticipated years earlier by base personnel became evident. As foreseen by Major Tinker in 1934, the hills surrounding the base made landing difficult during wet weather. The Air Force attempted to remedy this situation by implementing a new straight-in approach to the base. Although safer, this approach involved a flight pattern that placed jets directly over the city of Novato, resulting in conflicts with nearby residents, who objected to the noise and feared the possibility of air collisions above their neighborhoods.⁴³

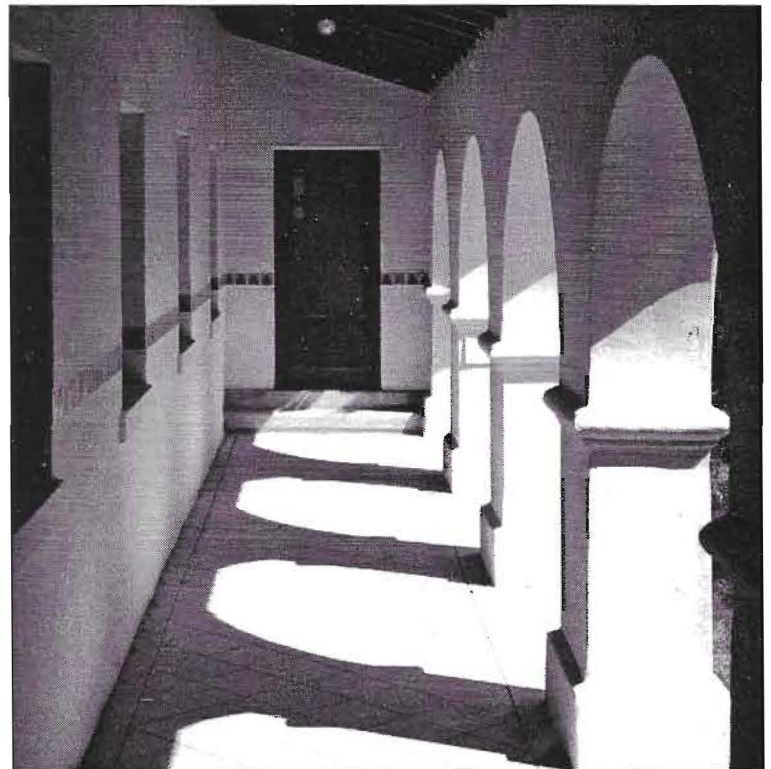
During this period the base operated with a regular complement of units, although its use had been scaled down after the Korean conflict. One major change that occurred in the late 1960s involved the use of the base hospital to treat retirees and their dependents rather than the homecoming wounded. Due to the outdated condition of the hospital, airmen wounded during the Vietnam conflict were treated at Oak Knoll hospital in Oakland or sent to Letterman Army Hospital at the Presidio in San Francisco rather than at Hamilton.⁴⁴

AFTER THE AIR FORCE: 1974 TO PRESENT

Although the Air Force first declared Hamilton excess to its needs as early as December 10, 1944, it continued to use the base until the mid 1970s. The diminishing importance of Hamilton as an air base, combined with increasing public opposition to the facility from surrounding communities, led the Air Force to initiate plans to excess or sell off the property in 1974. The following year the Air Force vacated the base, and on January 11, 1976, it placed the facility in a caretaker status, ending its long mission as an air defense station.⁴⁵ The Air Force sold a large portion of the property (primarily the 1930s officers' housing area) to the Navy. Other areas of the base went to the Army and the Coast Guard.

During the early 1980s, Hamilton served as a reception center for the Intergovernmental Committee for Migration, which processed refugees from Southeast Asia and provided them with housing before they moved on to other locations in California.⁴⁶

In 1984, the Air Force relinquished most of the remaining portions of the base to the Army. Consequently, the name of the base was changed from Hamilton Air Force Base to Hamilton Army Air Field.



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Dave DeVries

HISTORIC AMERICAN BUILDING SURVEY

The National Park Service established the Historic American Building Survey (HABS) in 1933 as a way of providing written and graphic documentation of America's historically and architecturally significant buildings. In 1934 the National Park Service (NPS), the Library of Congress, and the American Institute of Architects entered into an agreement to administer the planning and operation of the Survey. This agreement represented the federal government's first major attempt to document and catalog historic resources. Today the NPS serves as the principal agency for overseeing the HABS documentation process. HABS documentation consists of historical and architectural information in the form of written documentation, photographs, and related graphics prepared in accordance with guidelines established by the NPS. HABS records are archived in the Prints and Photographics Division of the Library of Congress in Washington, D.C. They are often prepared for donation to the Library of Congress as a way of preserving and making accessible to researchers architecturally and historically significant buildings. They may also be initiated as a way of mitigating the adverse affects of federal undertakings and to comply with Section 106 of the National Historic Preservation Act of 1966.

The HABS photographs used in this publication were all taken by Dave DeVries of Mesa Technical, located in Berkeley, California. There was a total of 536 4" x 5" views taken at Hamilton between April 1993 and May 1995. These photos were all taken with a Swiss Sinar camera in the black and white format. The Library of Congress requires HABS photographs to be in black and white because it is the only known format that can be archived with minimal deterioration for several hundred years.



Building 500: Base Headquarters (1934). Front elevation. Designed in the Spanish Eclectic architectural style by Hamilton's Constructing Quartermaster Office under the supervision of Captain H. B. Nurse. This T-shaped building is constructed of concrete and features white stucco walls, Mission tile roofs, a Spanish Churrigueresque portal, decorative tilework, and arcaded walkways. The base headquarters was one of the first buildings completed on the base. It served as the group headquarters from its completion in 1934 until the Air Force vacated the base in 1975.



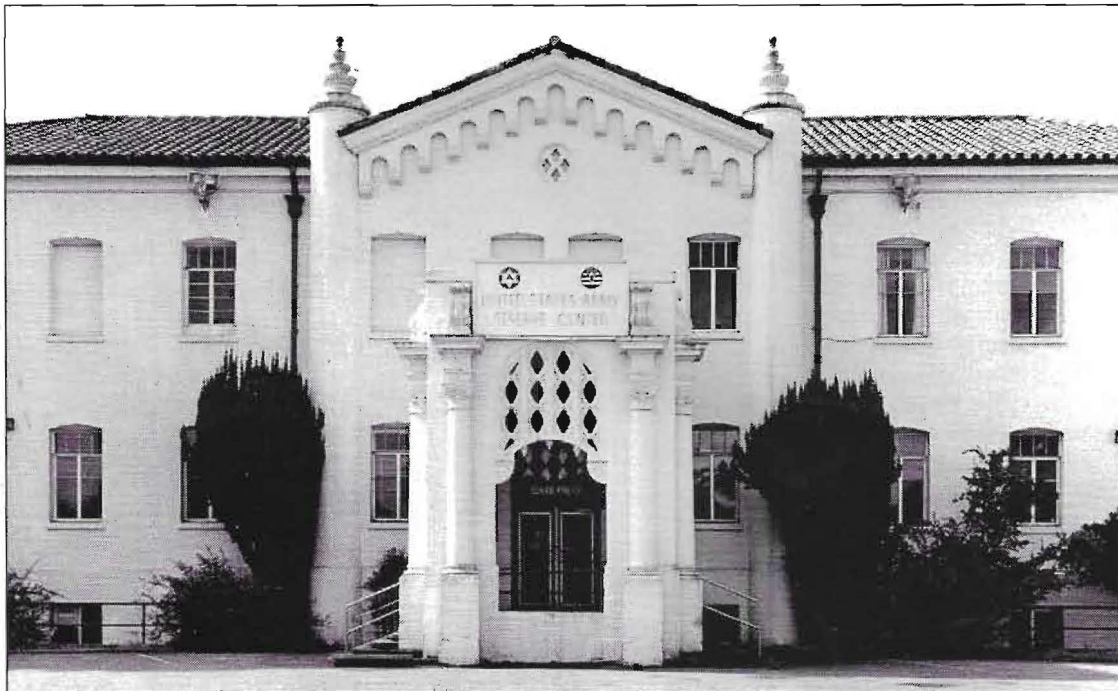
Building 500.
Front facade of Base Headquarters Building with Churrigueresque entry.



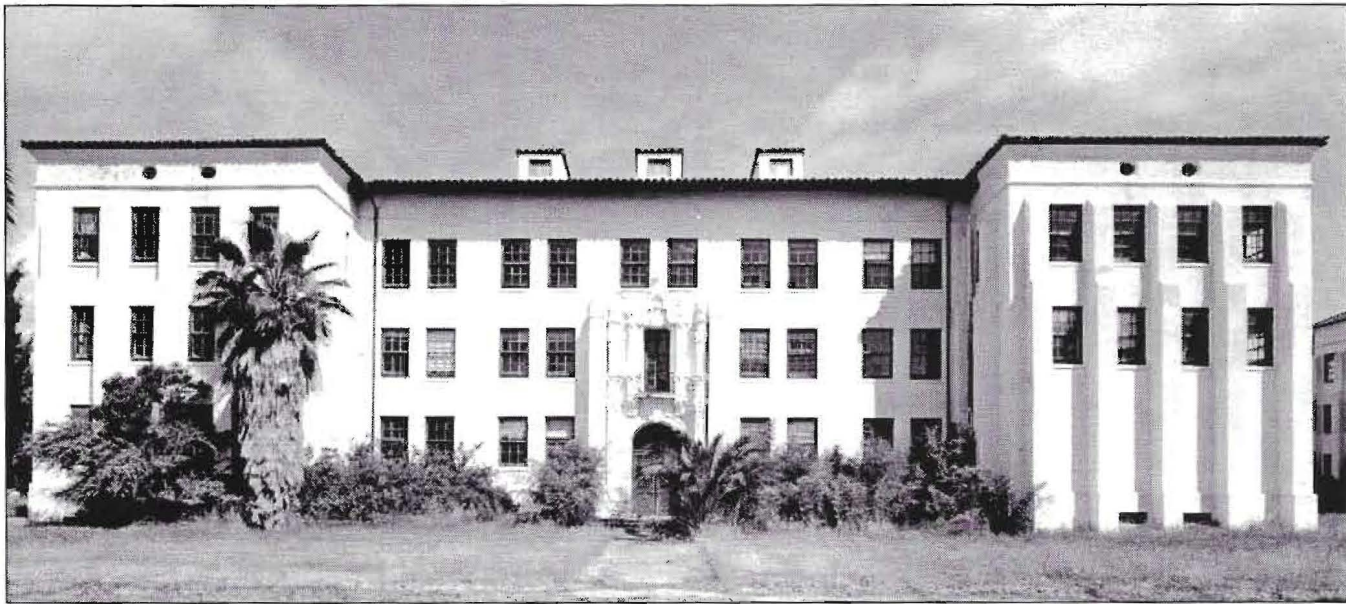
Building 500.
Interior of Base Headquarters Building



Building 515: Hospital (1934). Front elevation. The base hospital is a 3-story, concrete and stucco building designed under the direction of Captain Nurse. Laboratories and an X-ray room occupied the ground floor. The second floor contained offices, and the third floor housed operating rooms.

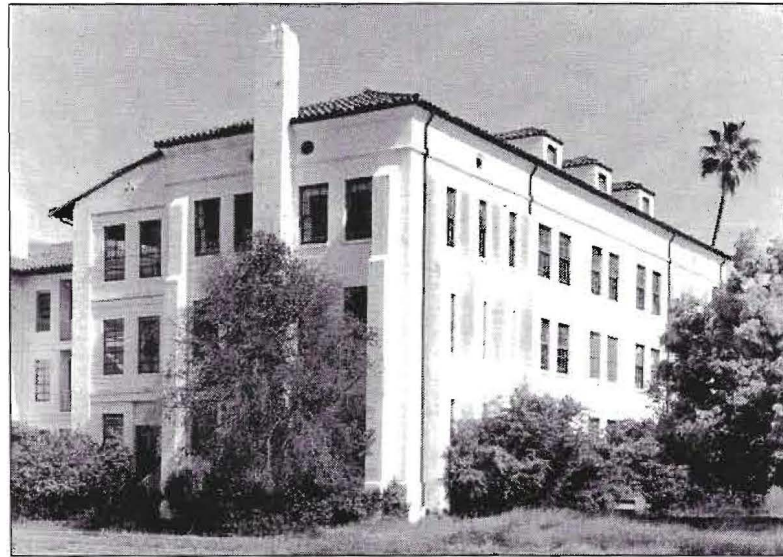


Building 515. Ornate portico of the hospital's front facade. It features cast concrete Corinthian columns, pilasters, lattice, and decorative brackets. The three porch entries are arched and have Moorish-style decorative details, including a pierced screen supported by brackets decorated with cast concrete caduceus motifs.



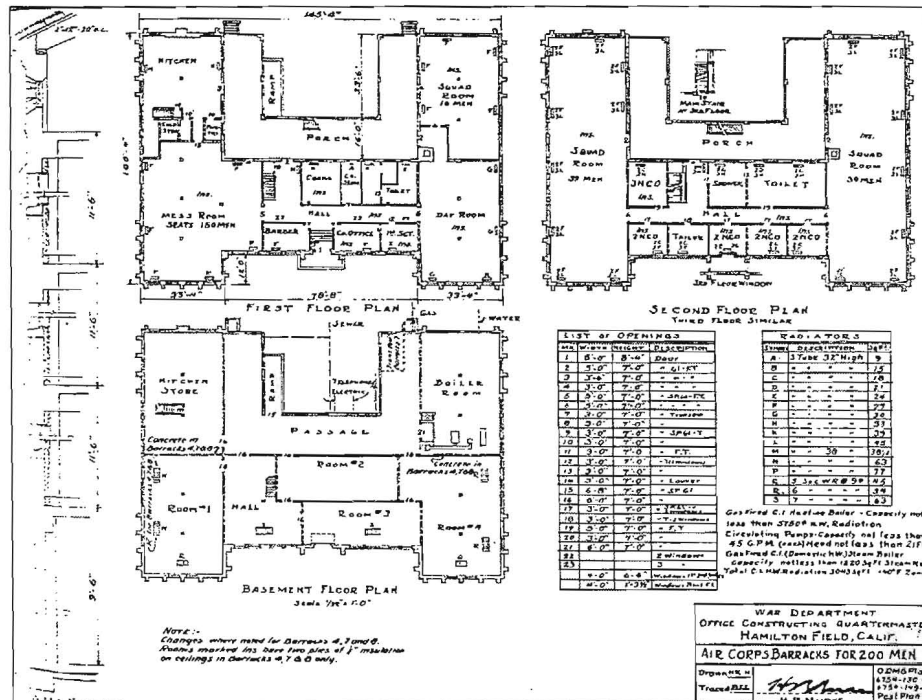
Building 420. Air Corps Barracks No. 4.

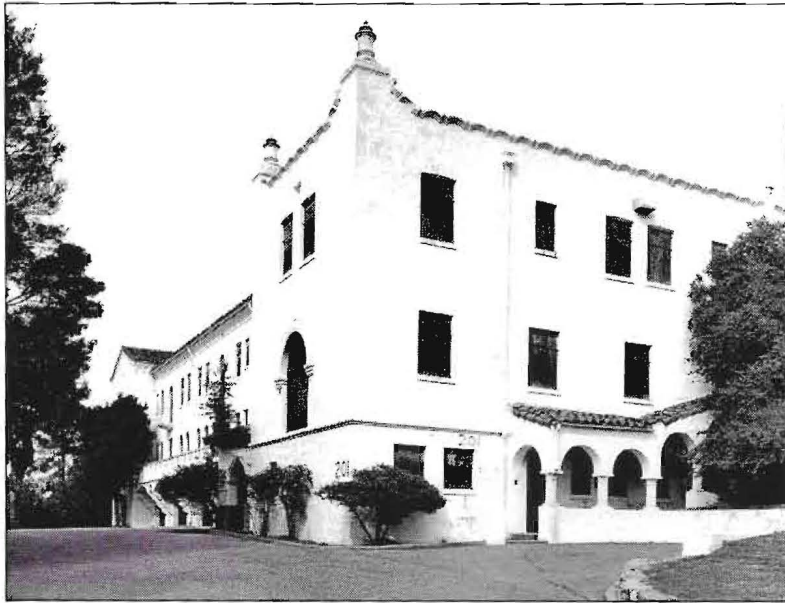
Originally used as the non-commissioned officers' (NCO) barracks, buildings 420, 421, and 422 were constructed by the K. E. Parker Company in 1933 and 1934. They are three stories high and are built of reinforced concrete with a stucco finish.



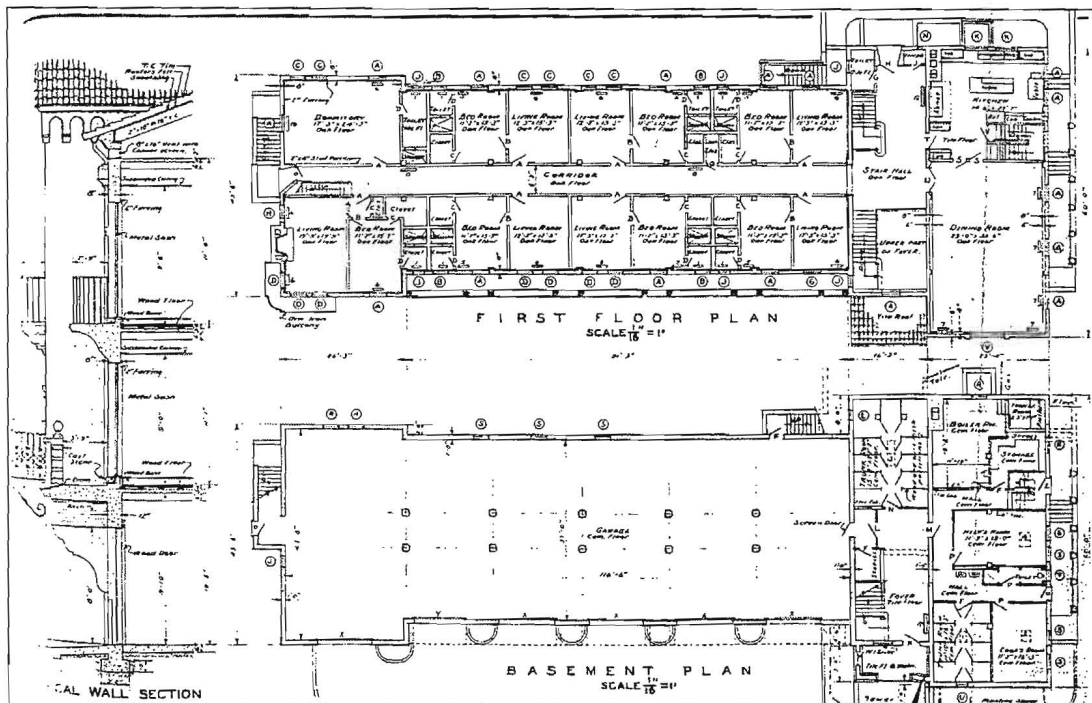
Floorplan for Building 420.

Air Corps Barracks No. 4.
Designed by H. B. Nurse





**Building 201.
Bachelor Officers'
Quarters (1934).** The "BOQ" is a Spanish Eclectic-style, three-story reinforced concrete and stucco rectangular building designed by H. B. Nurse. The lower story was designed with five arched and bracketed bays that lead to a central garage. The main entry is located on the south facade and consists of a recessed porch with a Moorish-style arch surrounded by decorative tile wainscotting. The building contains 17 apartments for bachelor officers and a dormitory for visiting officers.

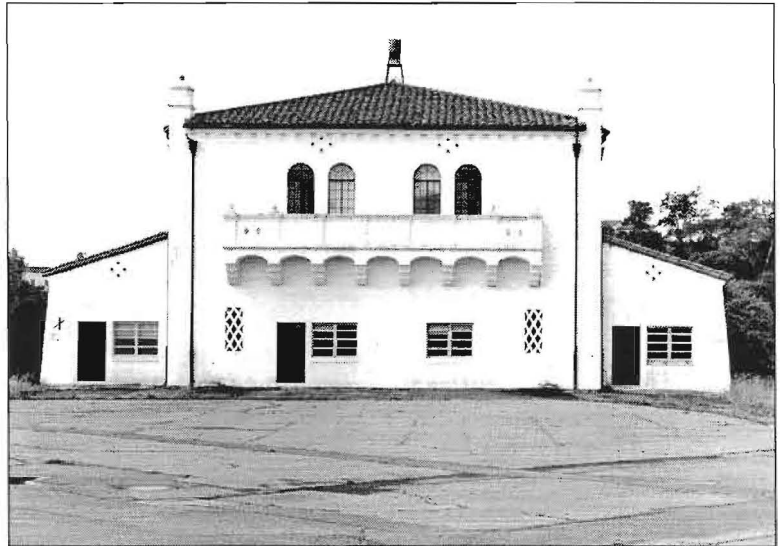


Floorplan for Building 201.
Bachelor Officers' Quarters.
Designed by H. B. Nurse.

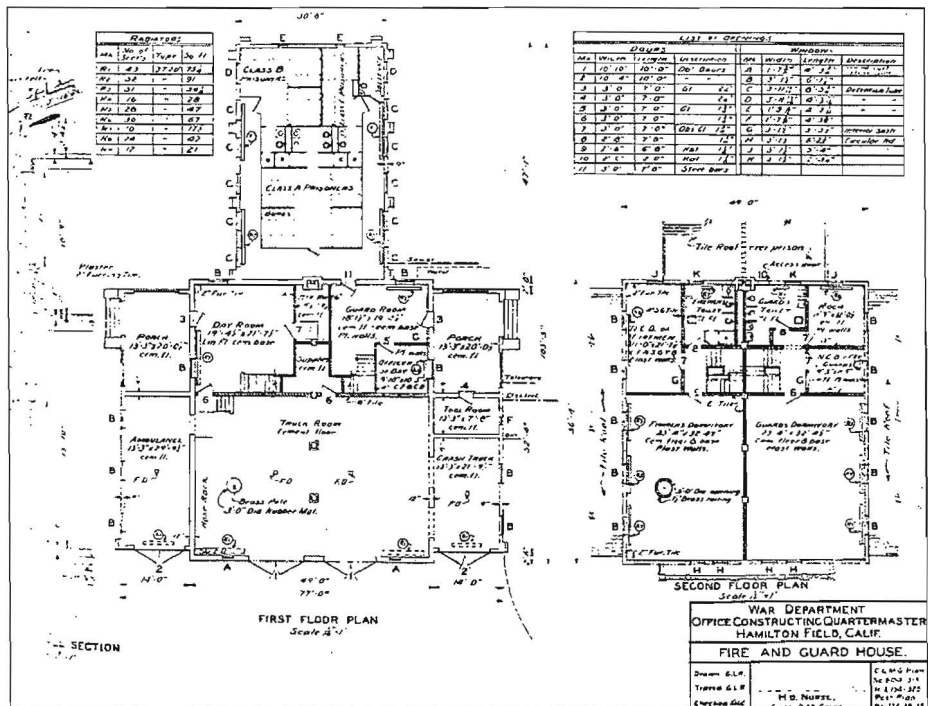
Building 507: War Department Theater (1938). Constructed as funds gradually became available to complete the permanent post construction. This two-story, rectangular concrete structure has a low-pitched, Mission tile, front gable roof.



Building 456: Fire Station/Guard House (1934). This Spanish Eclectic building was originally designed by H.B. Nurse as a firehouse and guard station, but was later converted to offices.



Floorplan for Building 456.
Fire Station/Guard House.





Building 350: Hangar #8 (1933).

Located along the west side of the runway, Hangar #8 was one of four double hangar units designed by H. B. Nurse. Each of these units had an H-shaped floor plan, with a one-story shop building in the center. These hangars were built of concrete and covered with stucco. They have metal truss, low-arch roofs and large towers anchoring the corners. Each hangar has ten sliding metal and glass doors on each end for aircraft access and long rows of industrial windows on both sides. The shop areas between the hangars have stepped parapet facades and were used for offices, supply storage, and small machine shops. The parapet walls of the central units and the square corner towers on these buildings are distinctively Art Moderne in style.



Building 365: Hangar #7/Base Operations (1934).

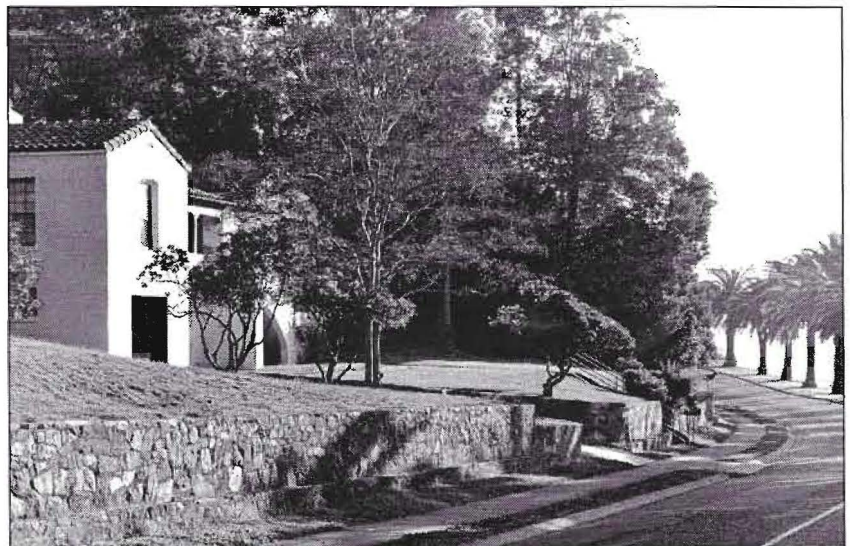
Hangar #7 is a single hangar with an attached office building and a three-story control tower on the east (runway) side. Historically, the entire building was referred to as Base Operations. The control tower originally had a simple outdoor observation platform on the top, but it has been gradually altered to its present height of five stories with enclosed metal and glass observation structures.



Building 299: Base Commander's Quarters (1934). Of the permanent housing units designed by Captain Nurse, the base commander's house was the largest and only one of its type at Hamilton. Architecturally, it is an H-shaped building with a hipped, Mission tile roof. It is two stories high on the north side and one story in height on the remaining sides. The house has five bedrooms, two bathrooms, a dining room, kitchen, card room, maid's quarters, basement, and a double garage.



Company Officers' Quarters (1934).





Company Officers' Quarters (1934).



