

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

June 14, 2016

Dennis G. Goodson
Department of the Air Force
4th Fighter Wing (ACC)
Seymour Johnson Air Force Base NC

dennis.goodson@us.af.mil

Re: Determination of Eligibility for 7 Buildings, Seymour Johnson Air Force Base, Wayne County,
ER 16-0461

Dear Mr. Goodson:

Thank you for your letter of May 12, 2016, regarding the above-referenced undertaking. We have reviewed the materials submitted and offer the following comments.

*The Supplemental Information Package for NC SHPO Tracking Number: ER 16-0461
Determination of Eligibility for 7 Buildings, Seymour Johnson Air Force Base, Wayne County* appears to be complete and we concur with the determination that none of the seven properties in question are eligible for listing in the National Register of Historic Places.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

A small handwritten blue mark that looks like the word "for" written in cursive.
Ramona M. Bartos

cc: Dean Chastain, william.chastain@us.af.mil
Cathryn Penseti, cathryn.pesenti@us.af.mil



**DEPARTMENT OF THE AIR FORCE
4TH FIGHTER WING (ACC)
SEYMOUR JOHNSON AIR FORCE BASE NC**

12 May 2016

Dennis G. Goodson, P.E.
Deputy Base Civil Engineer
1095 Peterson Ave
Seymour Johnson AFB NC 27531

Renee Gledhill-Earley
Environmental Review Coordinator
NC State Historic Preservation Office
4617 Mail Service Center
Raleigh NC 27699-4617

Dear Ms. Gledhill-Earley

Please find attached the information requested in your letter dated 24 March 2016 concerning Tracking Number **ER-16-0461**, Determination of Eligibility for 7 Buildings, Seymour Johnson Air Force Base, Wayne County.

Per your request, photographs of the buildings have been included. Also, the eligibility statements have been revised; the reference to "temporal" has been removed and replaced by more specific language.

To summarize, Seymour Johnson AFB has evaluated these 7 buildings and determined that none of these buildings are eligible for listing on the National Register of Historic Places. We request your concurrence on this determination.

Thank you very much for your time. If you have any questions or need additional information, please contact Mr. Dean Chastain at 722-5168 or william.chastain@us.af.mil.

Sincerely


DENNIS G. GOODSON, P.E.

Attachment:
Supplemental Information Package for NC SHPO Tracking Number ER 16-0461

cc: Hamid Kamalpour, AFCEC/CZN

**Supplemental Information Package for
NC SHPO Tracking Number: ER 16-0461**

*Determination of Eligibility for 7 Buildings,
Seymour Johnson Air Force Base, Wayne County*

Original Submittal dated 9 March 2016

12 May 2016

Building 4810

This one-story building was constructed in 1962 as an Aircraft Engine Inspection and Repair Shop. The building is rectangular in plan and is oriented longitudinally east-west. It was constructed on a concrete foundation with a corrugated metal roof and corrugated metal panel walls. The original north elevation had a distinctive row of windows running almost the entire length of the building (Attachment 1). The facility also had a monorail crane system on exposed steel beams located on the southwest corner of the building (Attachments 2 and 3). The original layout was comprised of a large open bay measuring 70 ft by 200 ft (14,000 sq ft) and a row of offices and shops along the south elevation measuring 20 ft by 181 ft (3,620 sq ft) (Attachments 4 and 5). The overall footprint of the building was 17,620 sq ft.

The building currently functions as a supply warehouse with administrative offices and shops. Both the interior and exterior of the building have been significantly altered since its original construction. The large open bay has been largely infilled with offices and shop spaces, leaving roughly 7,300 sq ft of the original 14,000 sq ft (Attachment 8). The exterior has also been substantially altered with structural additions and new materials, and the monorail crane system has been removed. An addition to the north elevation measuring 210 ft by 21 ft added 4,410 sq ft to the footprint and removed the distinctive row of windows (Attachments 1 and 7). An addition on the west elevation measuring 62 ft by 70 ft added 4,340 sq ft to the footprint (Attachments 2 and 7). Split-face CMU veneer has been added to portions of the exterior, and original roofing, doors, and windows have been replaced. The current building footprint is 24,956 sq ft.

Building 4810 does not appear to be significant under criterion A. Although it was constructed during the Cold War (1962), its role as an Aircraft Engine Inspection and Repair Shop on an Air Force installation would have been routine and the facility would have existed regardless of world events. There is no evidence to suggest that it has been associated with events that have made a significant contribution to the broad pattern of history.

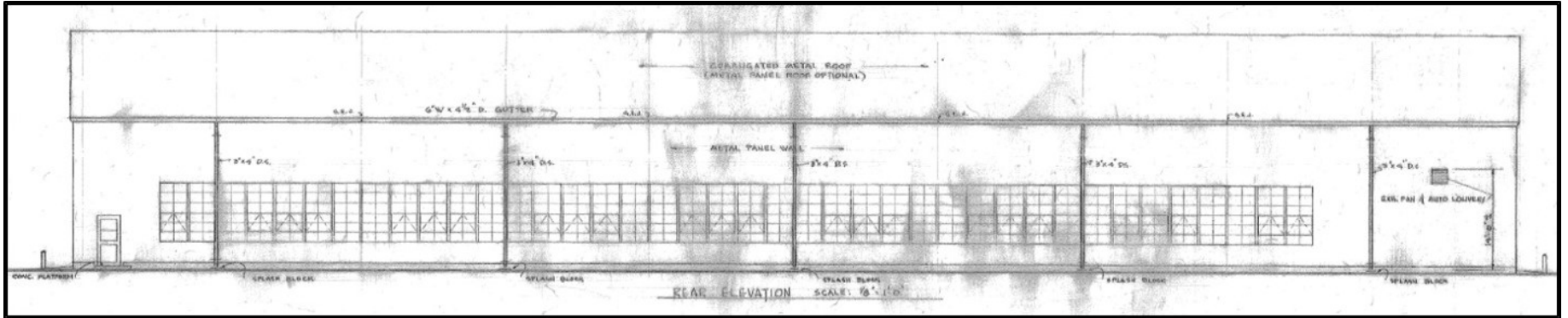
Building 4810 is not associated with persons significant in history so it does not appear significant under NRHP evaluation criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals were associated with this structure.

Building 4810 does not appear to be significant under criterion C. The alterations to the building have negatively impacted the original design and the building has lost its ability to convey its historic time and place. Although Building 4810 retains integrity of location, its overall historic integrity is not sufficient for NRHP eligibility.

Building 4810 does not appear to be significant under criterion D. The building's research potential, if any, is contained entirely in its design. Its original design is well documented in photos, copies of the original construction drawings, and records of all subsequent alterations made to the building. These documents are available from the Seymour Johnson AFB civil engineering office. Therefore, the building does not have any further research potential.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.

Attachment 1 – Building 4810



Original 1962 North (Rear) Elevation

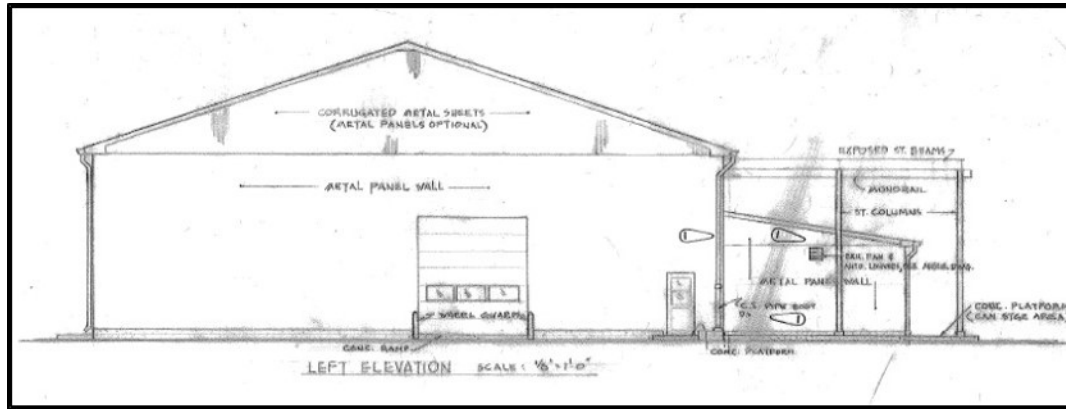


2005 North (Rear) Exterior



2016 North (Rear) Exterior

Attachment 2 – Building 4810



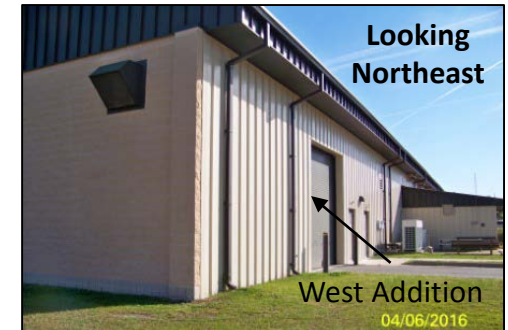
Original 1962 West Elevation



2106 West Exterior



2005 West Exterior



2106 West Exterior

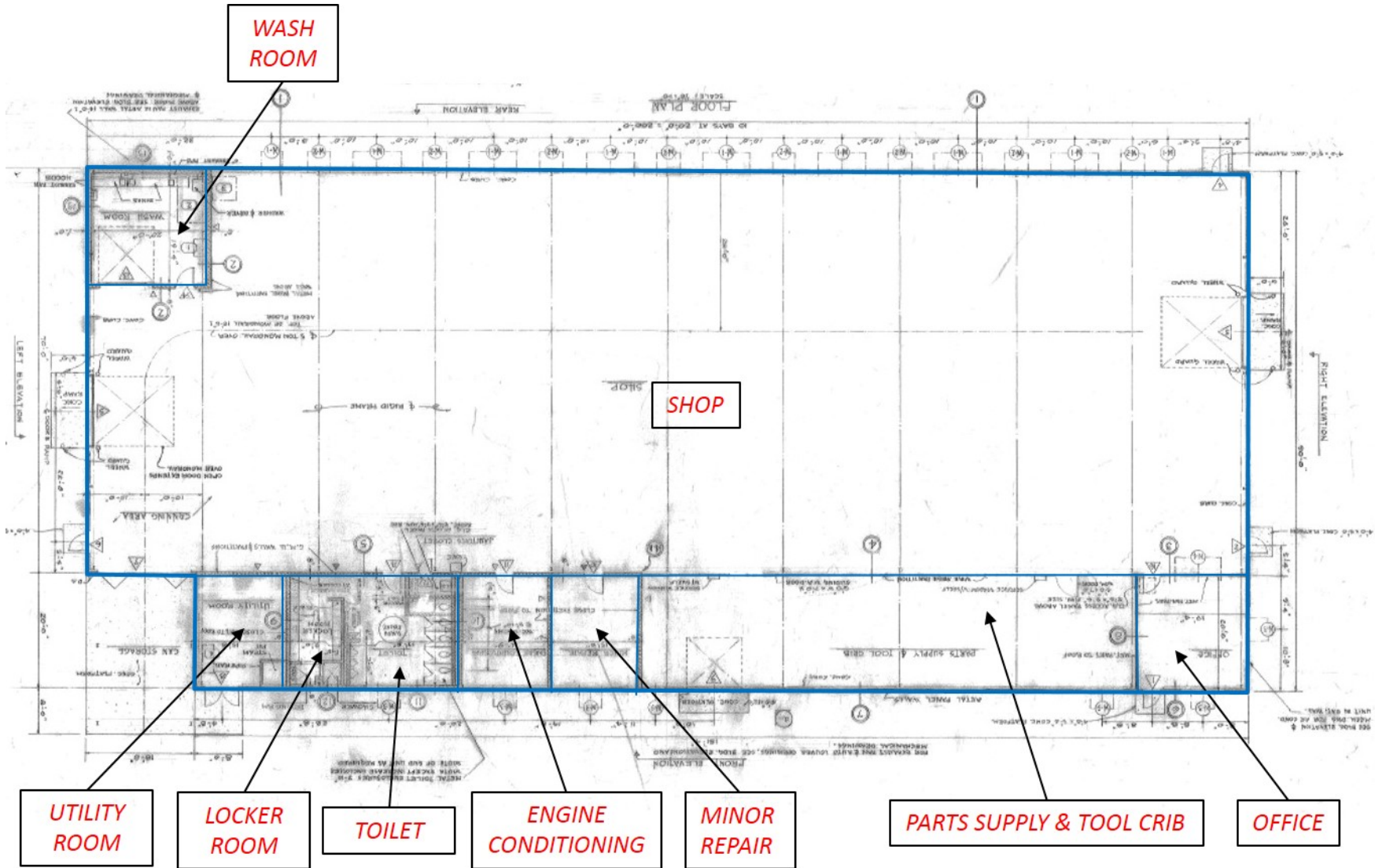
Attachment 3 – Building 4810



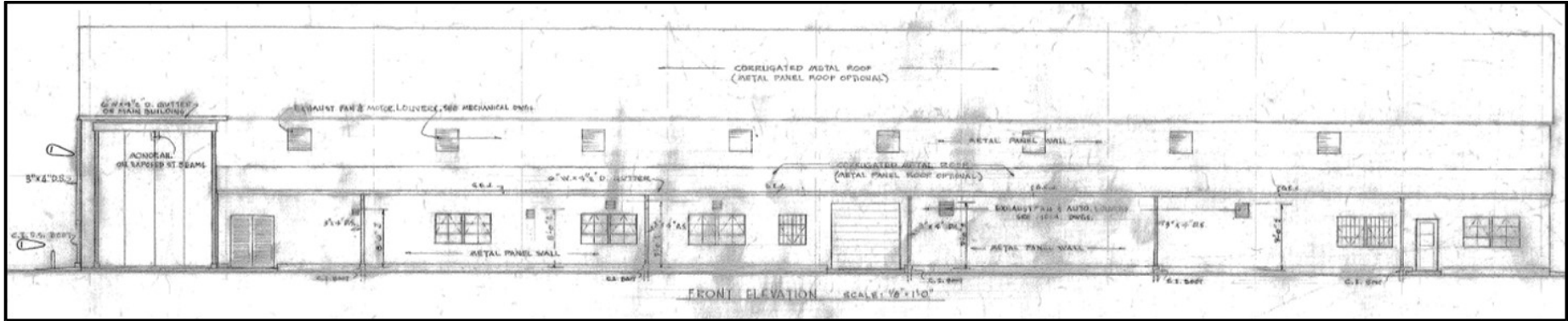
Attachment 4 – Building 4810

Original 1962 Interior Layout

North ↑



Attachment 5 – Building 4810



Original 1962 South (Front) Elevation

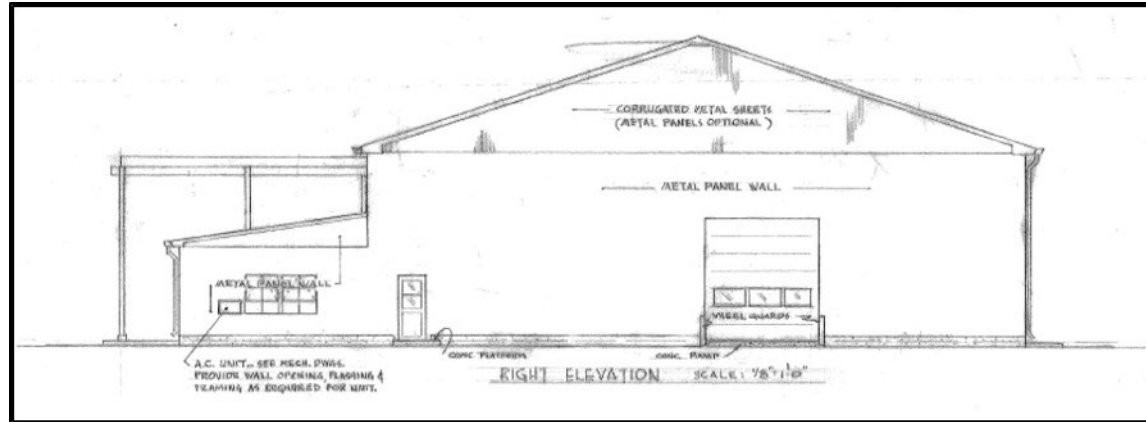


2005 South (Front) Exterior



2016 South (Front) Exterior

Attachment 6 – Building 4810



Original 1962 East Elevation



2106 East Exterior



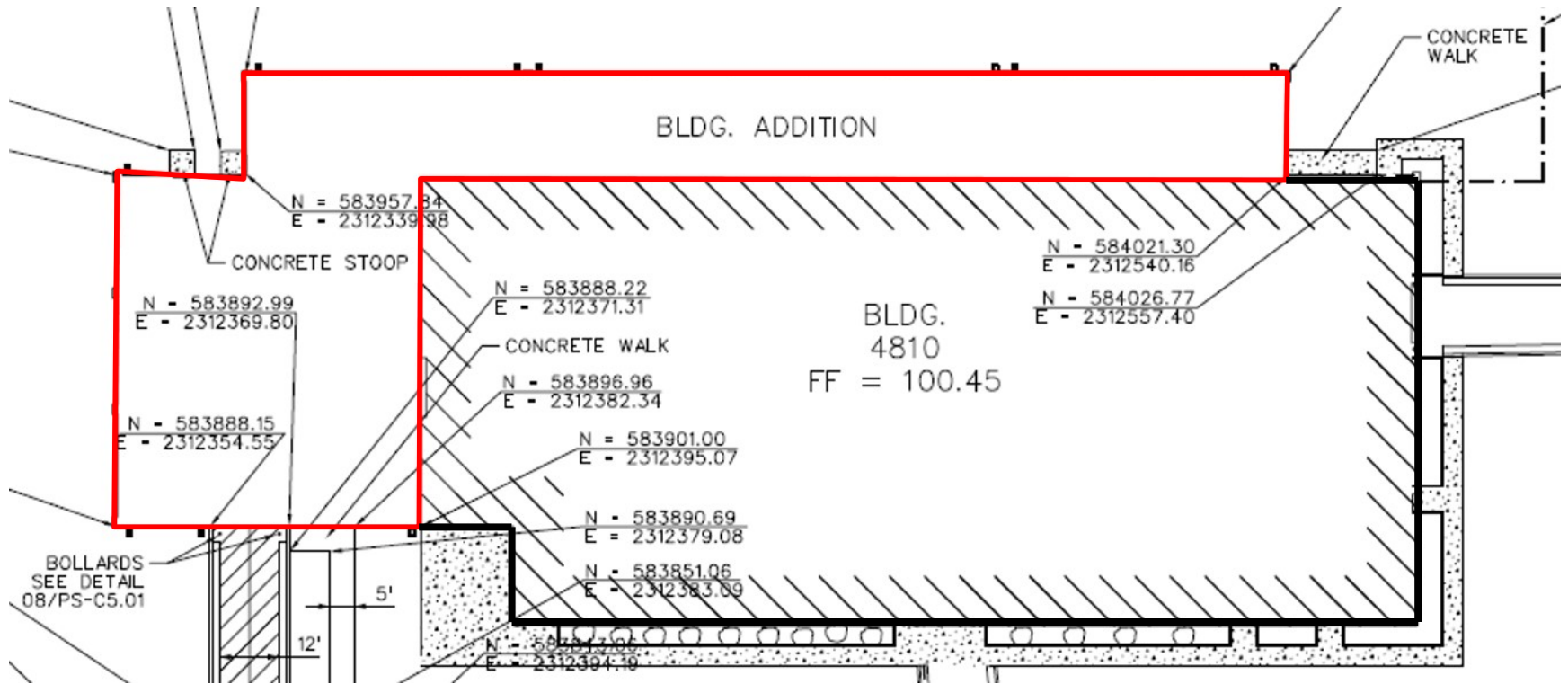
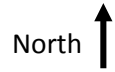
2006 East Exterior



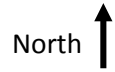
2016 East Exterior

Attachment 7 – Building 4810

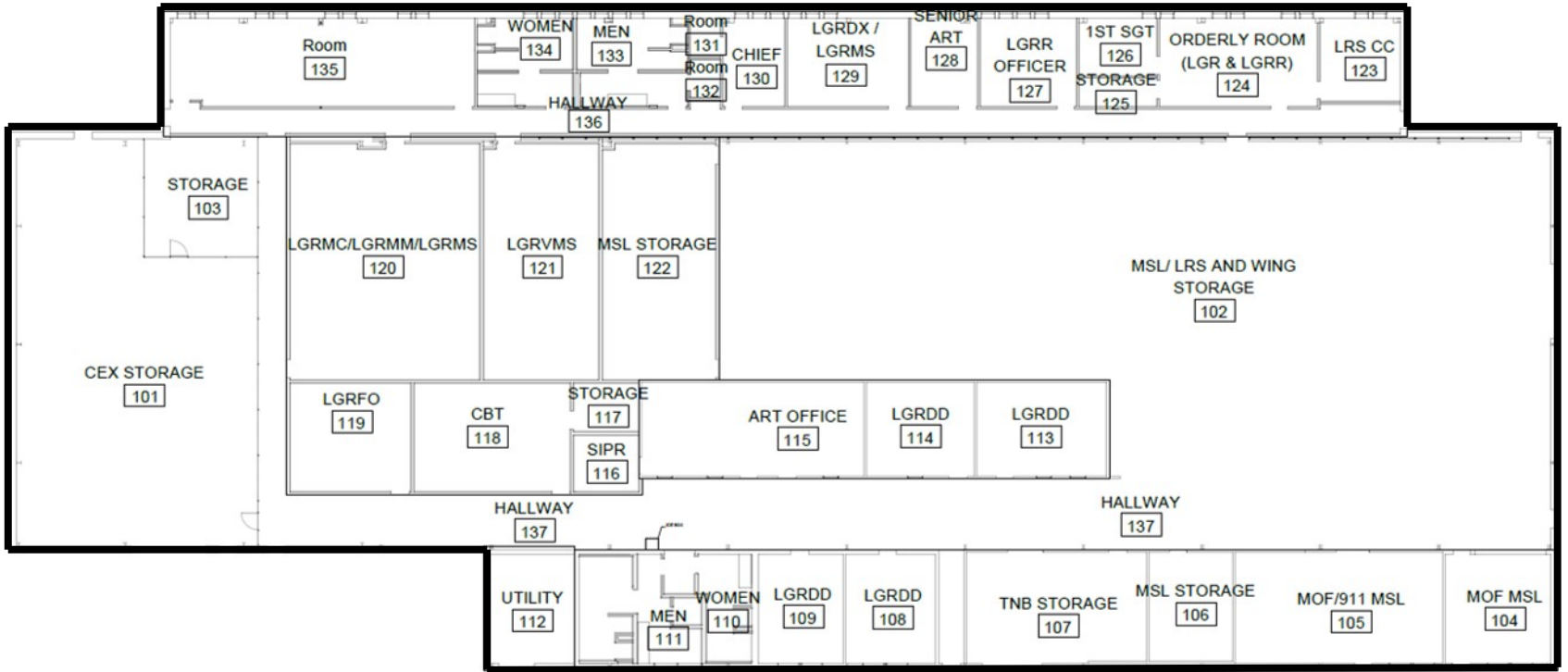
2009 Addition



Attachment 8 – Building 4810



2016 Interior Layout



Building 4906

This one-story building was constructed in 1957 as a Storage, Ammo, and Shop facility (design number 35-23-01). The original design was developed for Duluth Air Force Base in 1954. The plans were revised in 1955 by Six Associates, Inc. of Asheville, North Carolina, for use at Seymour Johnson Air Force Base. The building is somewhat T-shaped in plan and is oriented longitudinally substantially east-west. It was constructed on a concrete foundation with poured concrete walls and a flat roof. The original footprint covered approximately 10,415 sq ft.

The building currently functions as the Aircrew Flight Equipment (AFE) shop. The AFE function inspects, maintains, packs and adjusts aircrew flight equipment such as flight helmets, oxygen masks, parachutes, flotation devices, survival kits, and other equipment.

The exterior of the building has been significantly altered since its original construction (Attachments 1 thru 6). The original flat roof has been replaced and box fascia was added on all elevations. The original exterior concrete walls have been coated with synthetic stucco. On the north elevation, an entrance canopy has been constructed, as has a screening wall to hide mechanical systems from view. Also on the north elevation, a hollow metal door and an aluminum window were removed and infilled with CMU. The original concrete platforms and ramps (docks) on both the north and south elevations have been removed and replaced by sidewalks. The original hollow metal doors have been replaced with a different style of door. All of the original exterior wall mounted light fixtures have been removed and replaced with recessed lighting. On the east elevation, two openings were sawcut and new aluminum windows were installed. Two overhangs were constructed on the south elevation to protect equipment stored outdoors (one measuring 82' x 17' and the other 40' x 15'). An addition on the west elevation measuring 52 ft by 49 ft adds 2,548 sq ft to the original footprint (Attachment 6). The current footprint covers roughly 14,957 sq ft.

The interior of the building has also been significantly modified since its original construction (Attachments 7 and 8). The original interior was compartmentalized for the storage and handling of small explosives. Each compartment could only be entered via exterior doors; however, openings have been cut into the interior concrete walls, creating a large corridor along the north side of the building and eliminating the individual segregated compartments. Interior walls have been added and reconfigured and interior finishes have been changed.

Building 4906 does not appear to be significant under criterion A. Although it was constructed during the Cold War (1957), its role as a Storage, Ammo, and Shop facility on an Air Force installation would have been routine, and the facility would have existed regardless of world events. There is no evidence to suggest that it has been associated with events that made a significant contribution to the broad pattern of history.

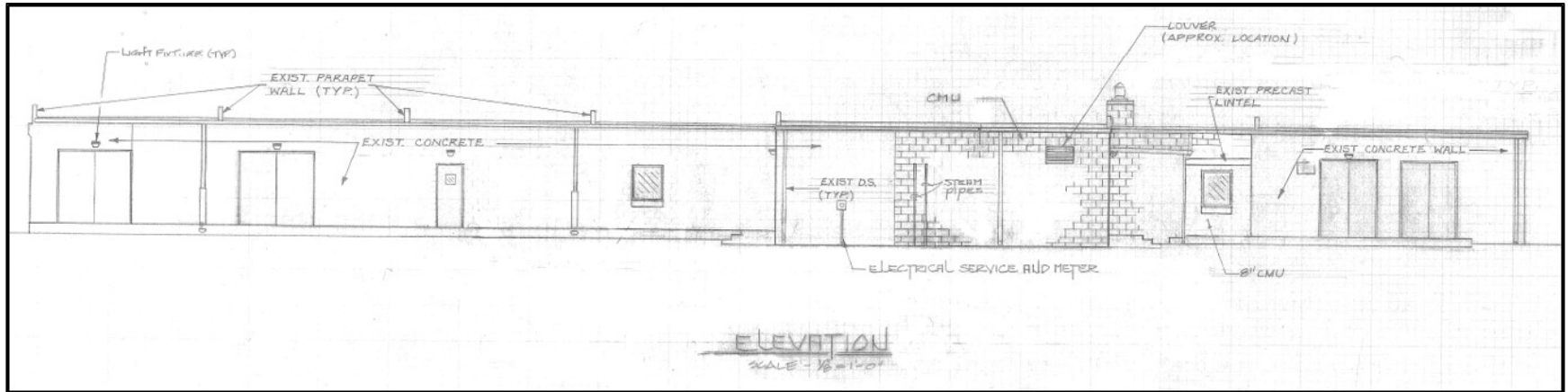
Building 4906 is not associated with persons significant in history so it does not appear significant under NRHP evaluation criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals were associated with this structure.

Building 4906 does not appear to be significant under criterion C. The alterations to the building have negatively impacted the original design and the building has lost its ability to convey its historic time and place. Although Building 4906 retains integrity of location, its overall historic integrity is not sufficient for NRHP eligibility.

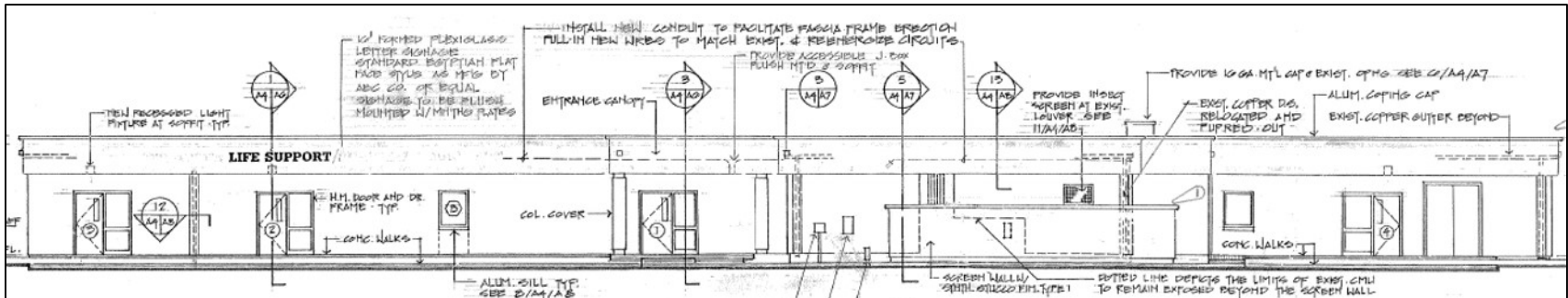
Building 4906 does not appear to be significant under criterion D. The building's research potential, if any, is contained entirely in its design. Its original design is well documented in copies of the original construction drawings, as well as records of the subsequent alterations made to the building. These documents are available from the Seymour Johnson AFB civil engineering office. Therefore, the building does not have any further research potential.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.

Attachment 1 – Building 4906

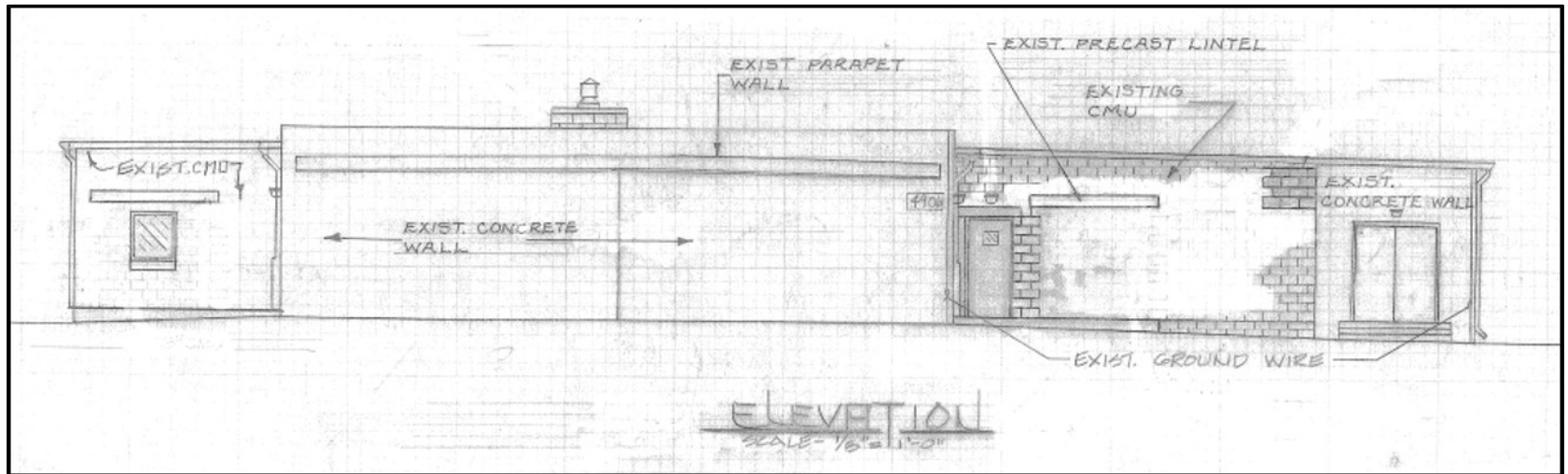


Original 1957 North (Front) Elevation

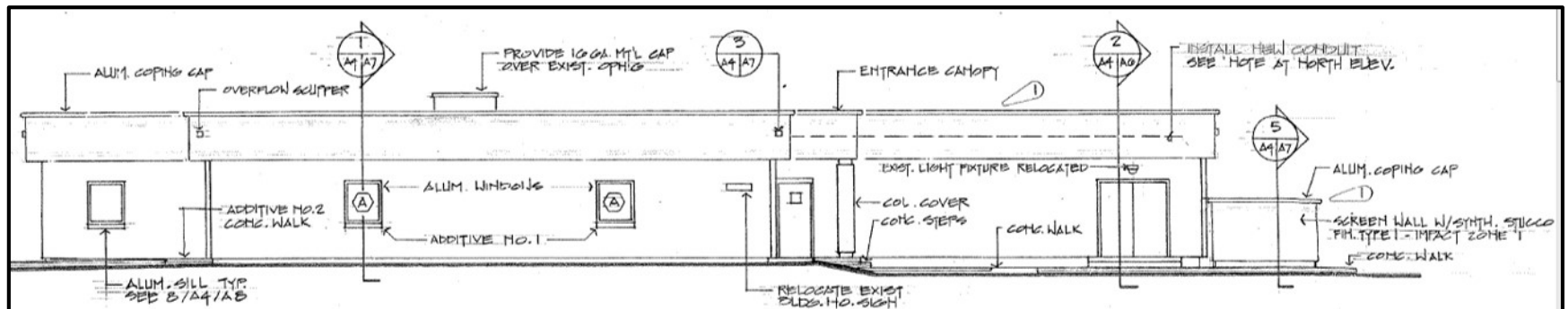


1990 North (Front) Elevation

Attachment 2 – Building 4906

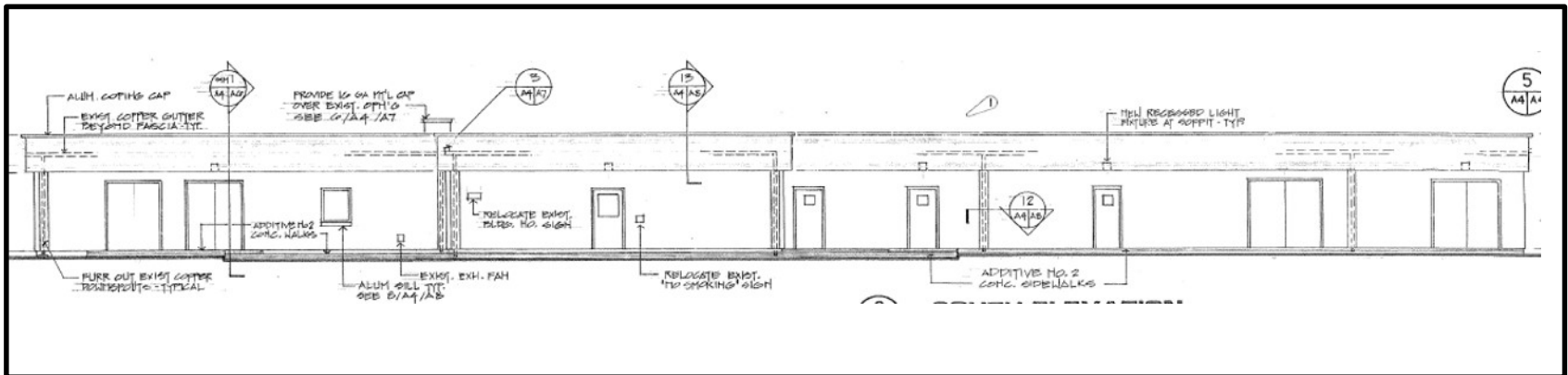


Original 1957 East Elevation

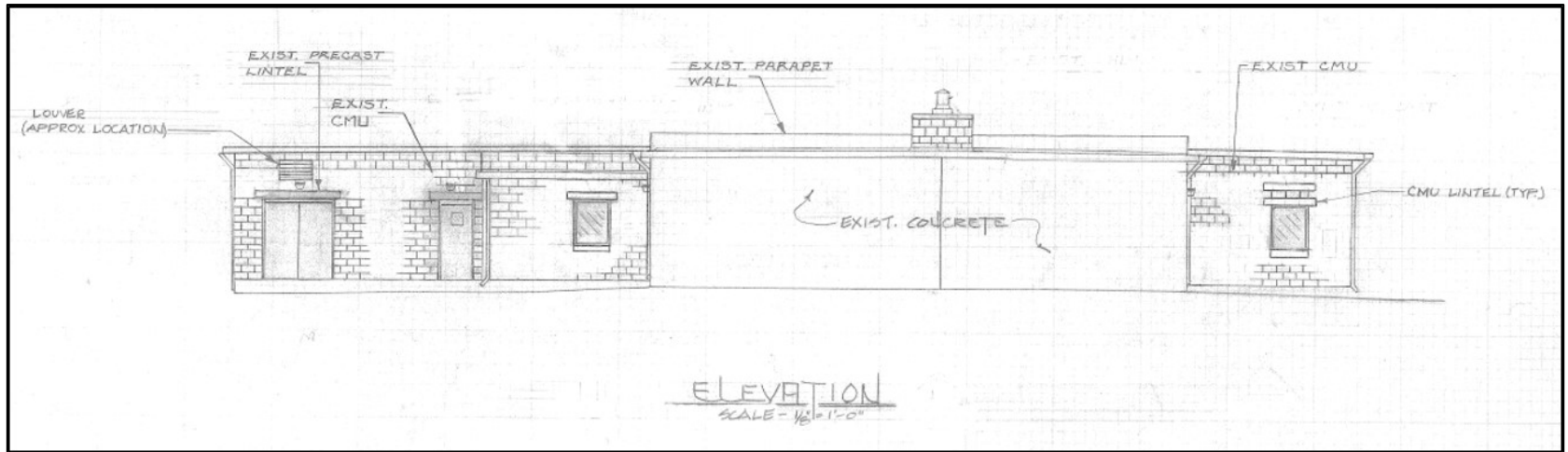


1990 East Elevation

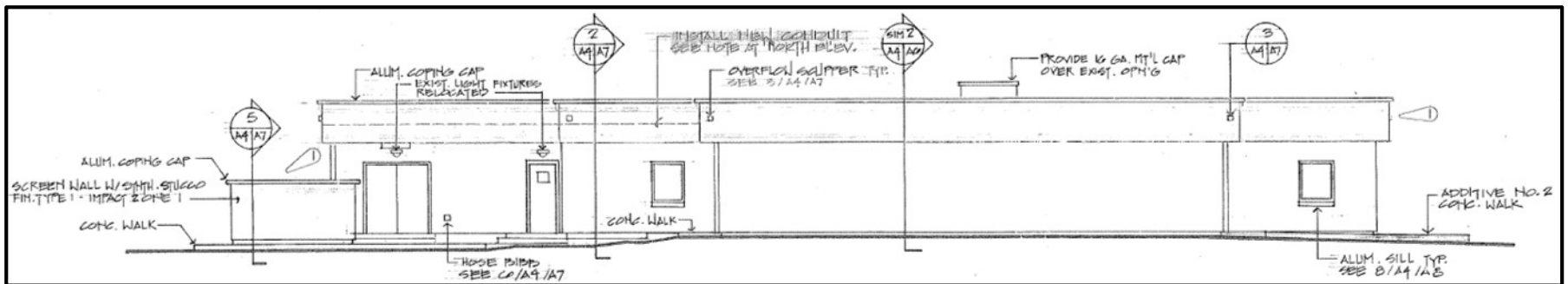
Attachment 3 – Building 4906



Attachment 4 – Building 4906



Original 1957 West Elevation



1990 West Elevation

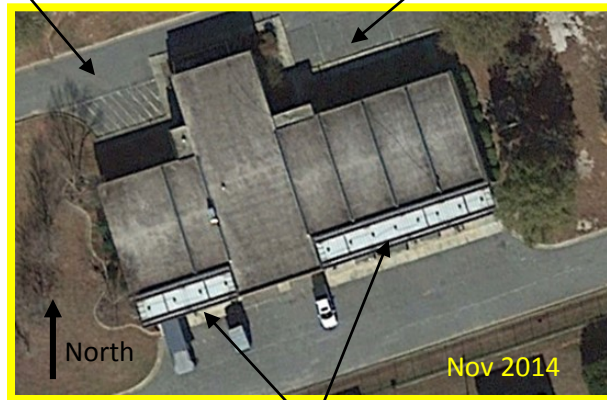
Attachment 5 – Building 4906

2006 Exterior

Looking Southeast



Looking Southwest – Building 4909 in Background



Overhangs Added in 2010

Attachment 6 – Building 4906

2016 Exterior

Looking South-Southeast



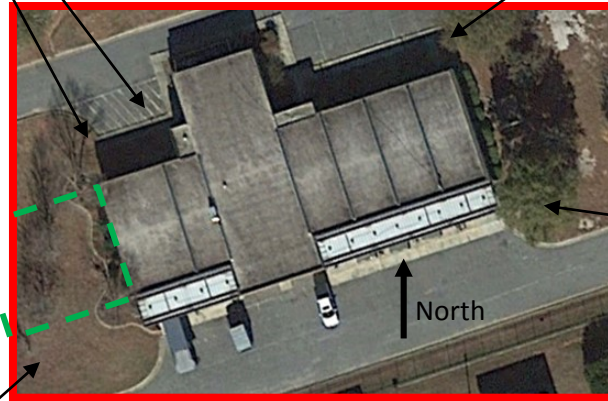
Looking Southeast



Looking Southwest



Looking Southeast



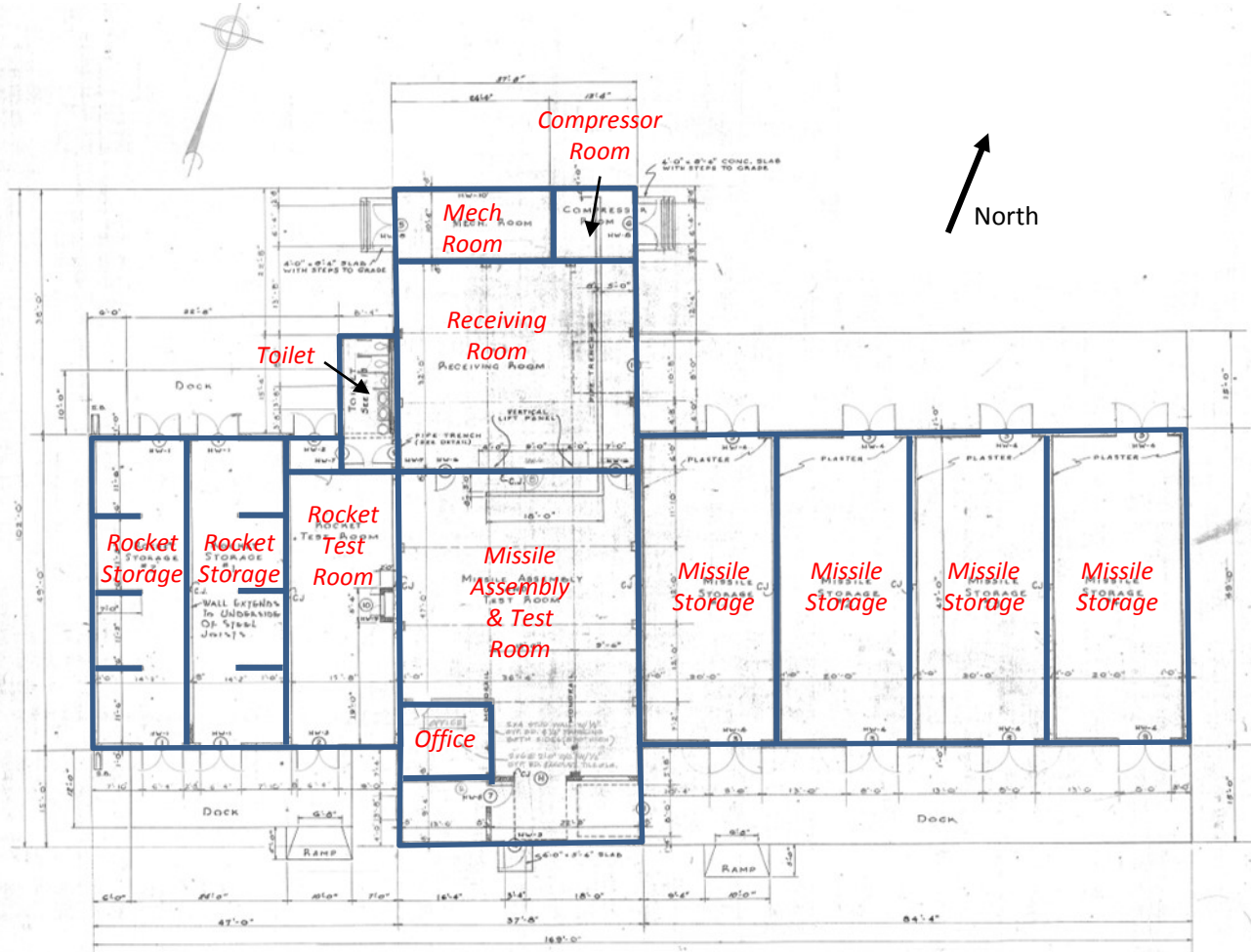
Looking West-Northwest



Looking Northeast

Attachment 7 – Building 4906

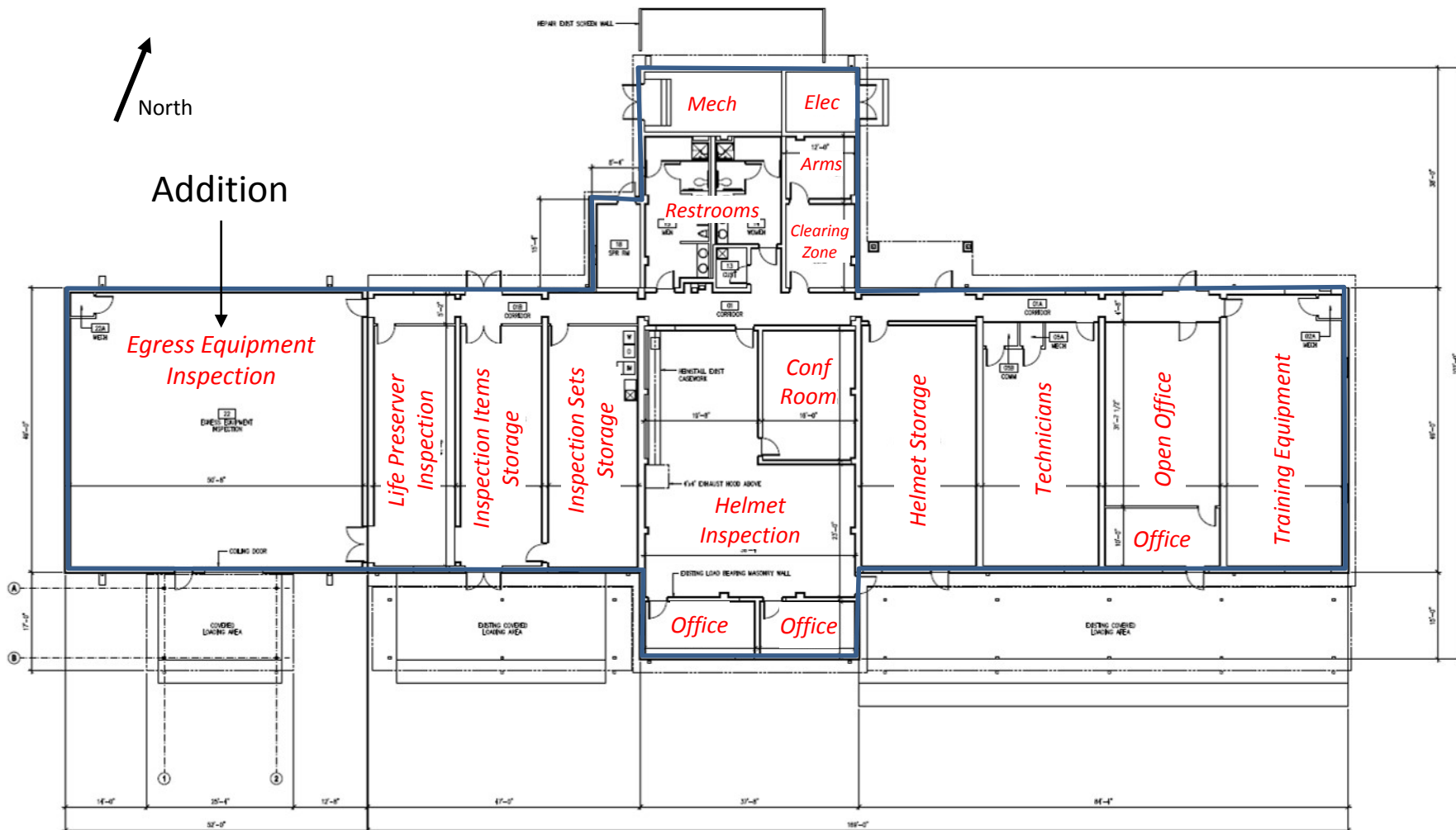
Original 1957 Interior Layout



FLOOR PLAN
SCALE: 1/8" = 1 FOOT
1" = 8'

Attachment 8 – Building 4906

2016 Interior Layout



Building 4908

Building 4908 originated as Building T-1, which was constructed in 1942 as a maintenance hangar. T-1's original floor plan and footprint are unknown. At least some portions of T-1 were demolished and the remainder was dismantled in 1957 to be reused in the construction of Building 4908, located about one mile east of the T-1 site (Attachment 1). The demolition, dismantling, and relocation of salvaged parts compromised any historical integrity that T-1 may have possessed. Therefore, T-1 will not be discussed further in this document.

Building 4908 is a two-story building that was constructed in 1957 as a Ready Hangar (design number 16-06-197). The original design was developed for the Army Corps of Engineers in 1955 by Six Associates, Inc. of Asheville, North Carolina, for use at Seymour Johnson Air Force Base. The building is rectangular in plan and is oriented longitudinally substantially north-south. It was constructed on a concrete foundation with built-up roofing and corrugated cement-asbestos siding. The original exterior dimensions were 165 ft by 200 ft, creating a footprint of 33,000 sq ft. The building is 43 ft tall at the peak of the roof. The original building had 10 sliding panel doors on the north and south elevations (Attachment 2). The interior had a 24,200 sq ft high bay measuring 121 ft by 200 ft, and had two-story offices and shops that ran the length of the east and west interior walls (Attachment 3).

The exterior of the building has been significantly altered since its original construction (Attachments 4 thru 8). The most significant exterior alteration being the removal of the sliding hangar doors, which occurred in 1984/1985 when the building was converted from a hangar to a Contractor Operated & Maintained Base Supply (COMBS) facility. In order to accommodate the evolving needs of the Air Force, further exterior modifications have been made including the construction of a large canopy on the east elevation and two additions on the south elevation (Attachment 9).

Significant alterations to the interior of the building have also occurred. The original expansive hangar bay is now two floors of maintenance shops and administrative spaces (Attachments 10 and 11). The interior has been reconfigured numerous times over the years and new interior finishes have been installed throughout (Attachment 12). The building is currently used for general aircraft maintenance shops and administrative spaces.

Building 4908 does not appear to be significant under criterion A. Although it was constructed during the Cold War (1957) as a Ready Hangar, its conversion to a supply warehouse in the 1980s substantially removed the building's integrity of design, materials, workmanship, and feeling that would have been present when the building was a hangar. Any association with events that have made a significant contribution to the broad patterns of history have been lost.

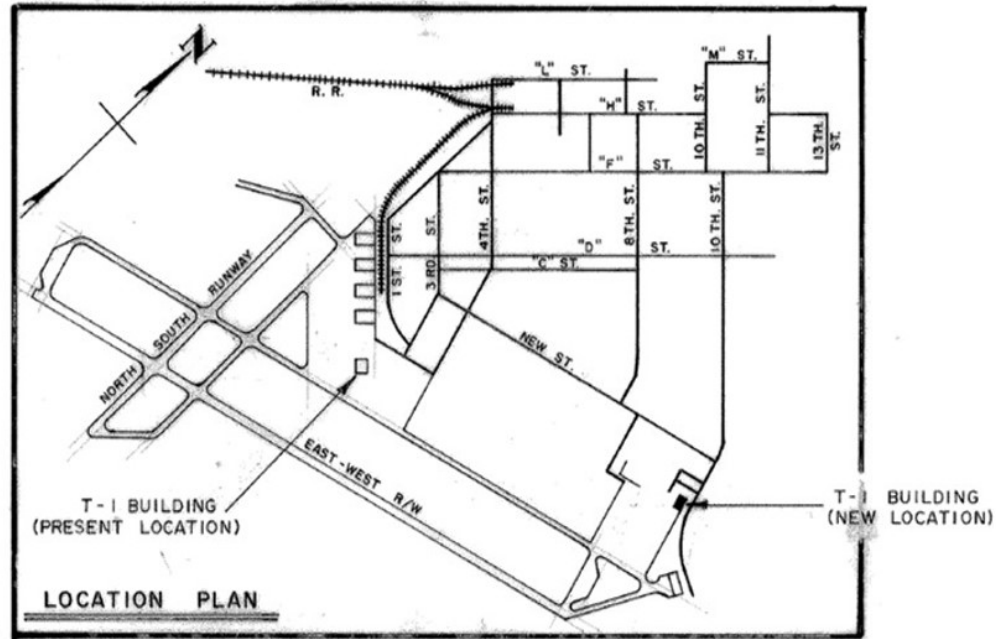
Building 4908 is not associated with persons significant in history so it does not appear significant under NRHP evaluation criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals were associated with this structure.

Building 4908 does not appear to be significant under criterion C. The alterations to the building have negatively impacted the original design and the building has lost its ability to convey its historic time and place. Although Building 4908 retains integrity of location and setting, its overall historic integrity is not sufficient for NRHP eligibility.

Building 4908 does not appear to be significant under criterion D. The building's research potential, if any, is contained entirely in its design. Its original design is well documented in copies of the original construction drawings, as well as records of the subsequent alterations made to the building. These documents are available from the Seymour Johnson AFB civil engineering office. Therefore, the building does not have any further research potential.

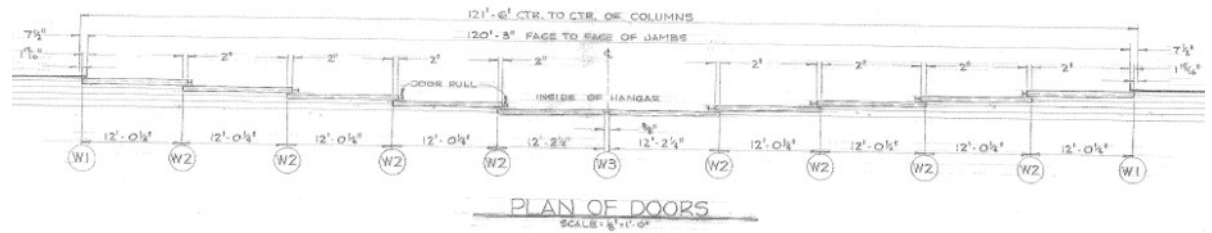
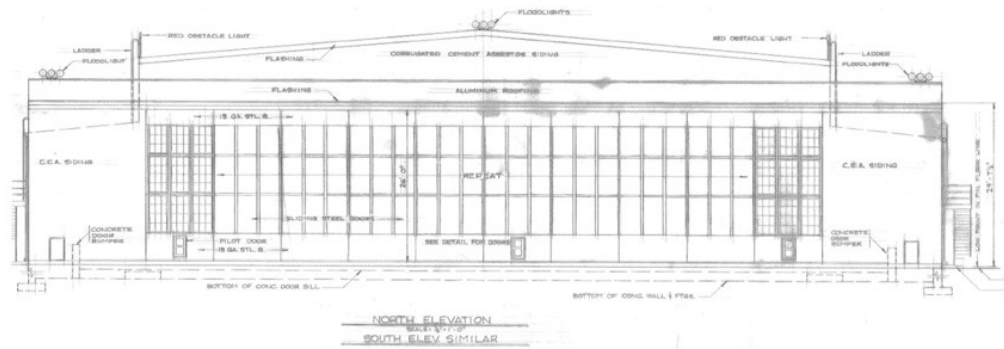
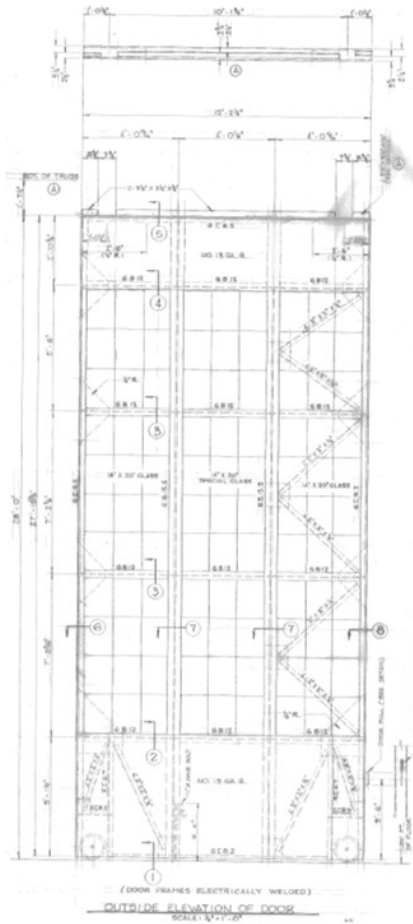
For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.

Attachment 1 – T-1 Building Relocation Plan

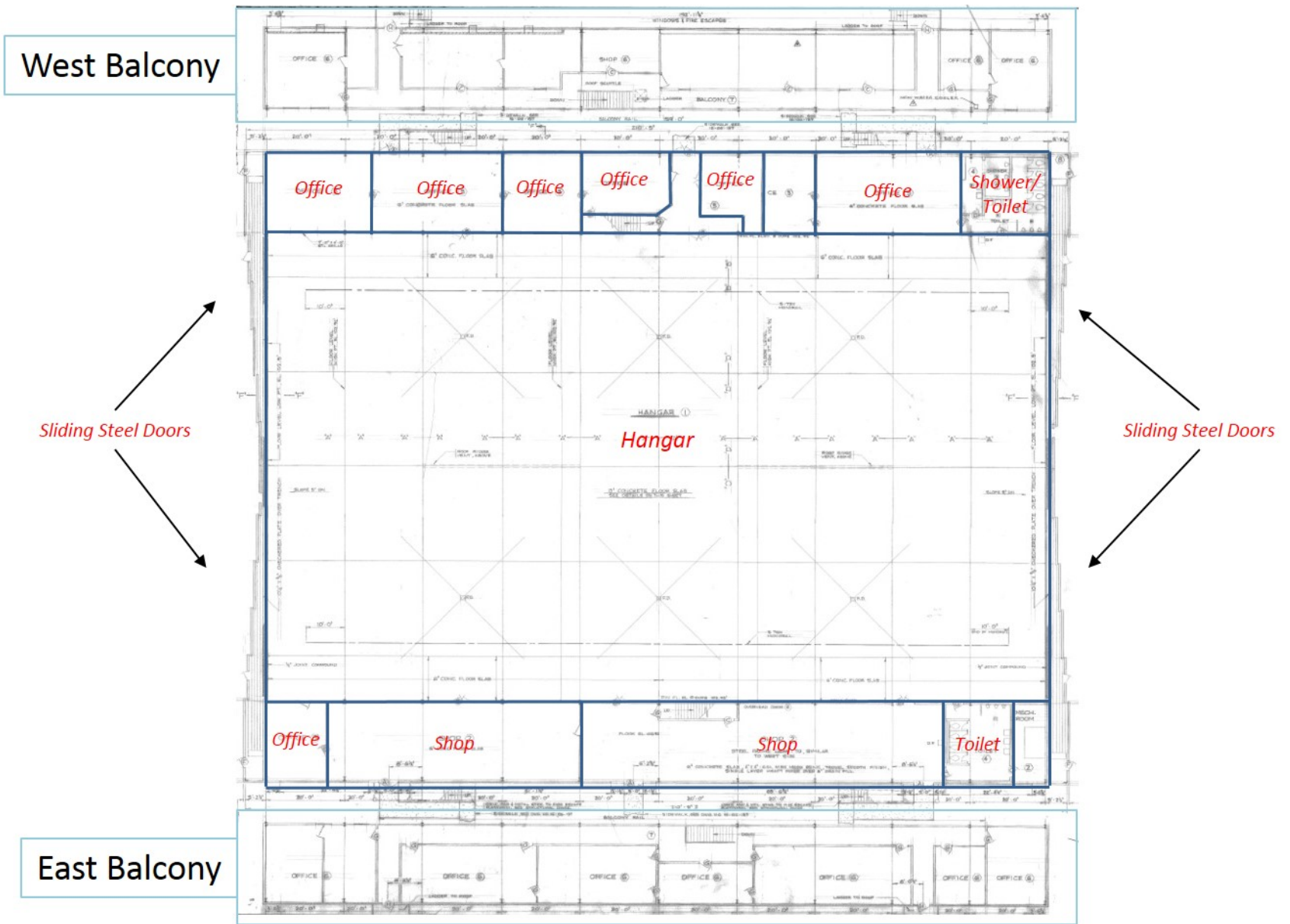


ca. 1955

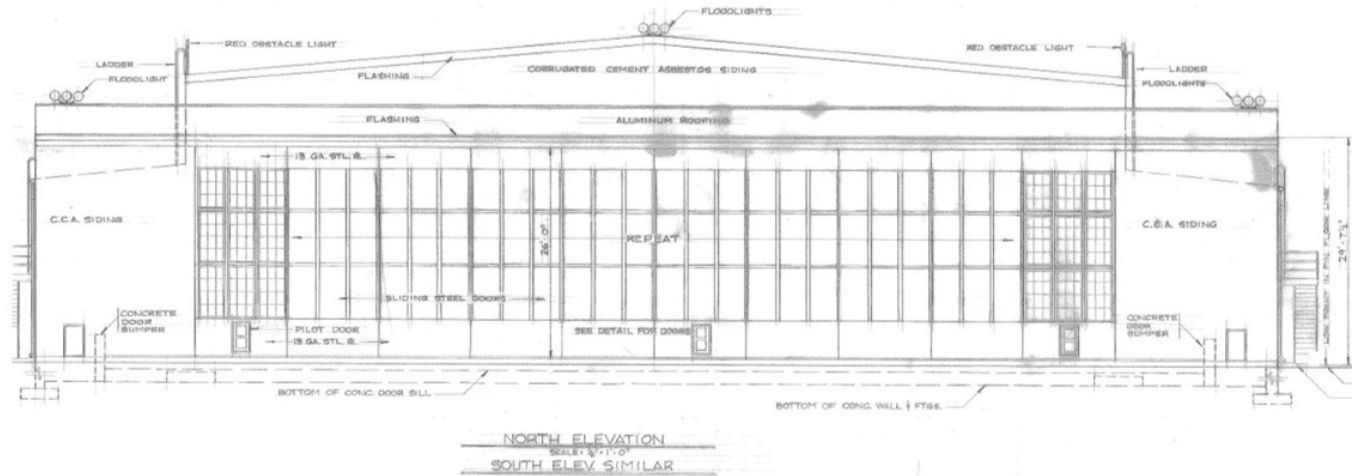
Attachment 2 – Building 4908



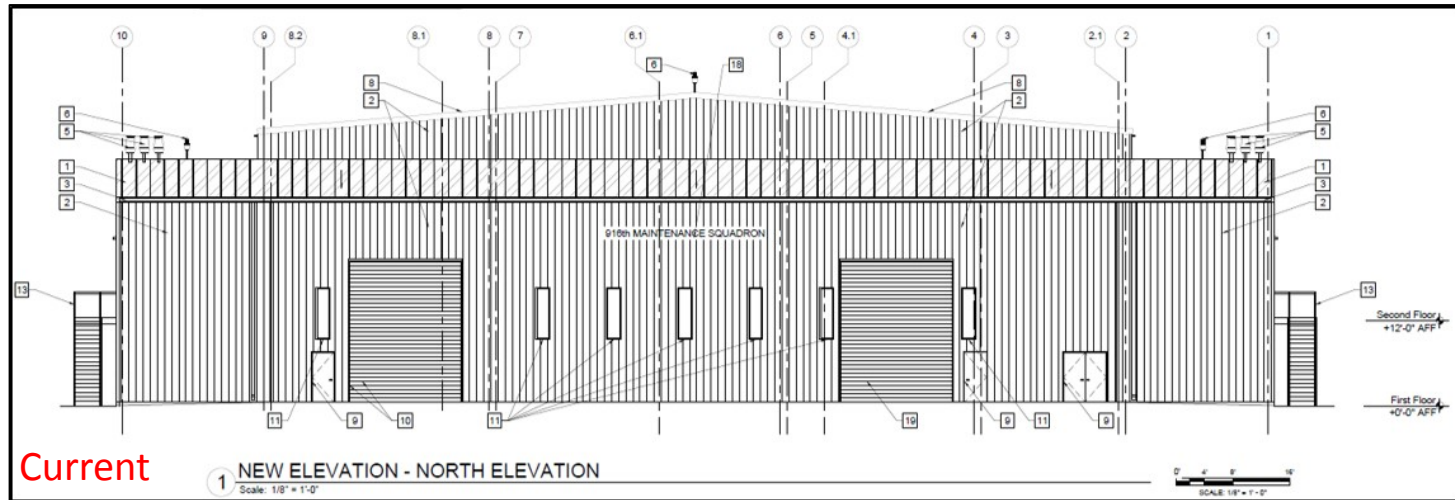
Attachment 3 – Building 4908 – Original 1957 Interior Layout



Attachment 4 – Building 4908 North Elevation

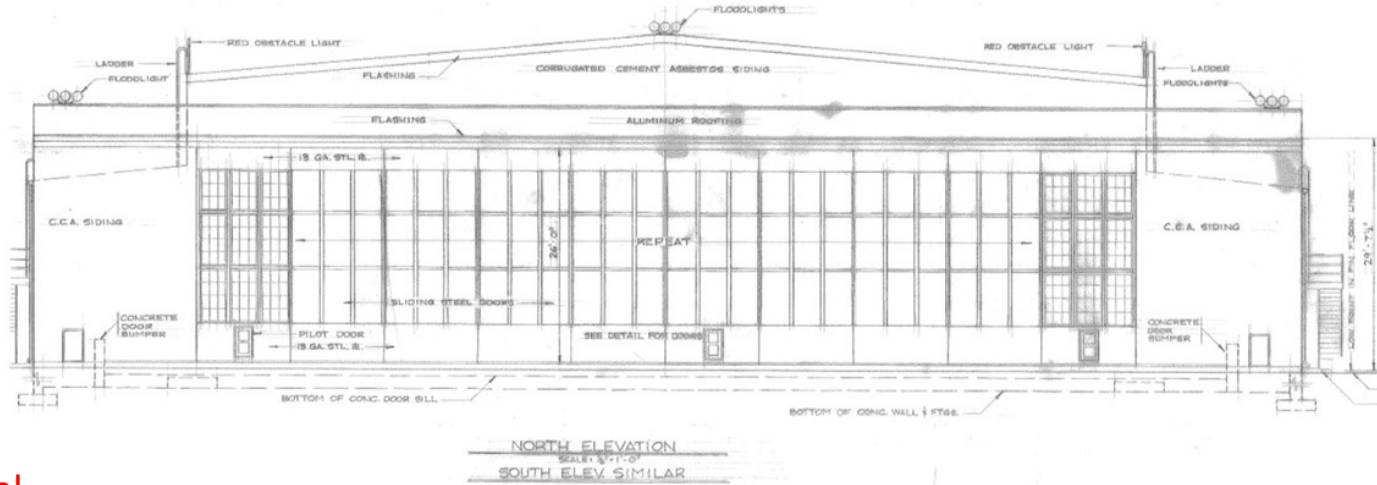


Original

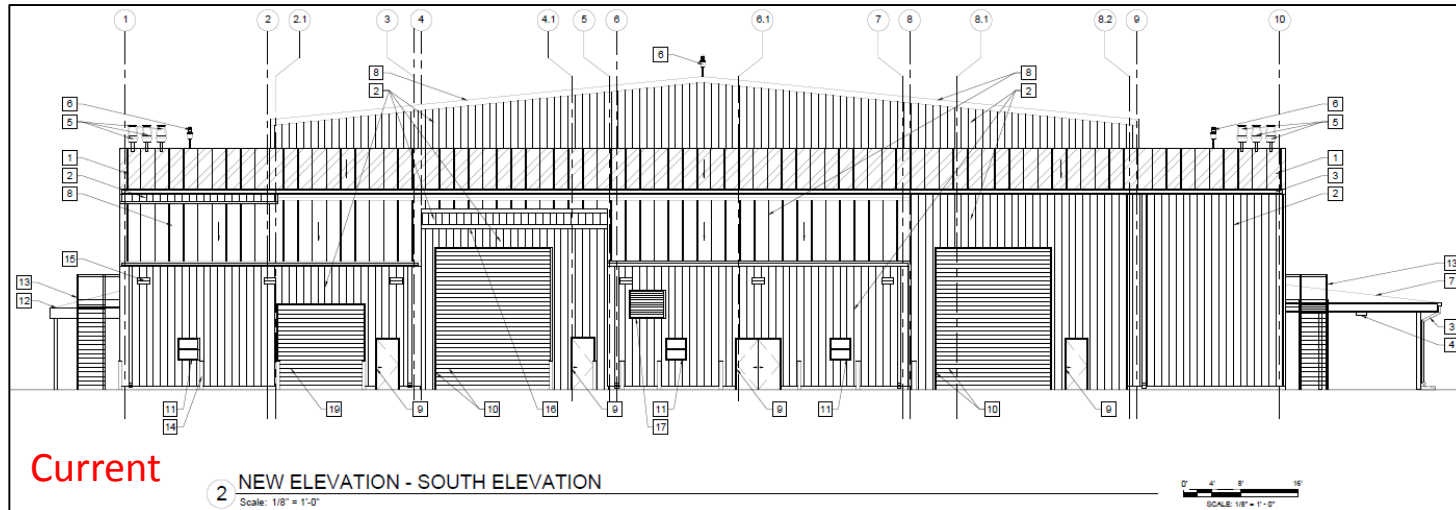


Current

Attachment 5 – Building 4908 South Elevation

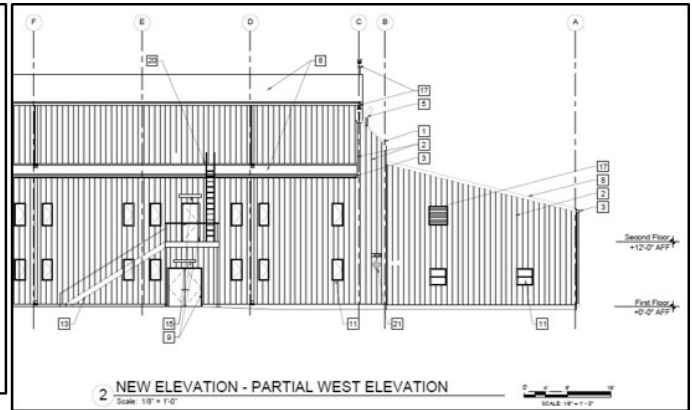
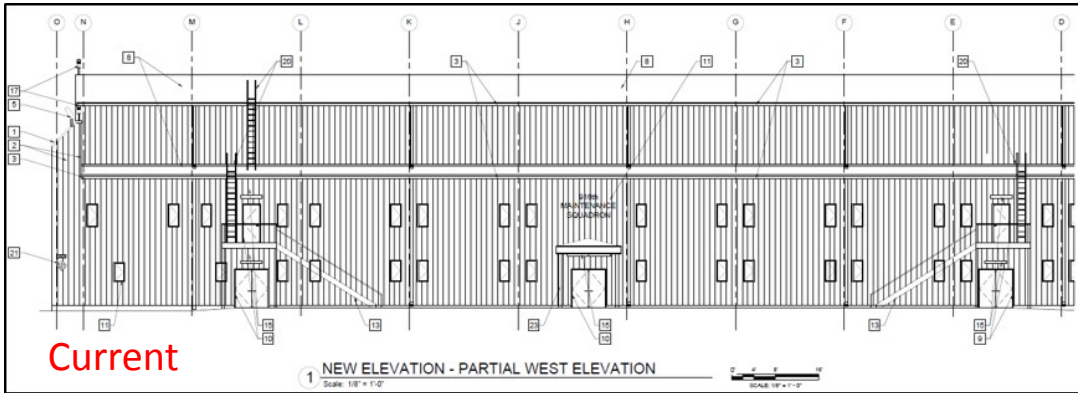
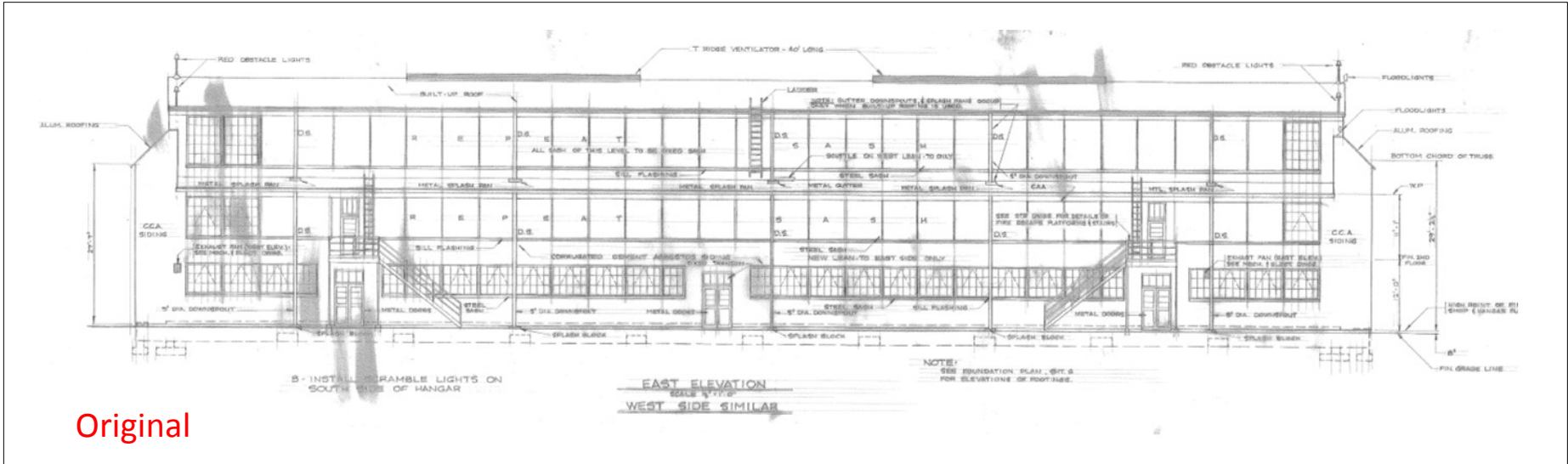


Original

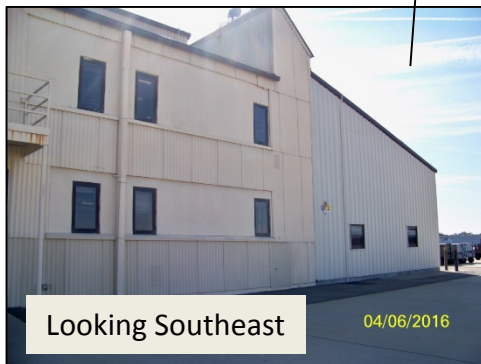
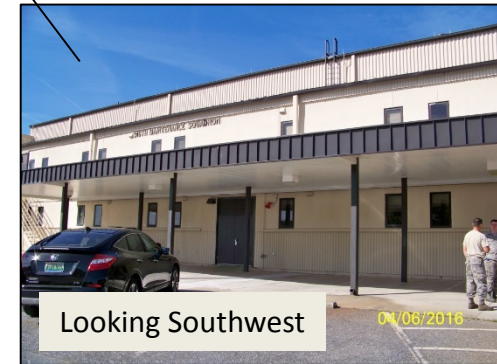
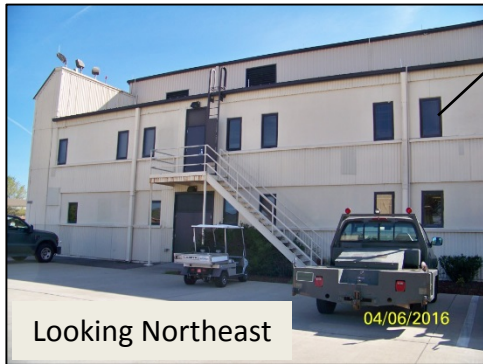


Current

Attachment 7 – Building 4908 West Elevation



Attachment 8 – Building 4908



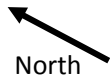
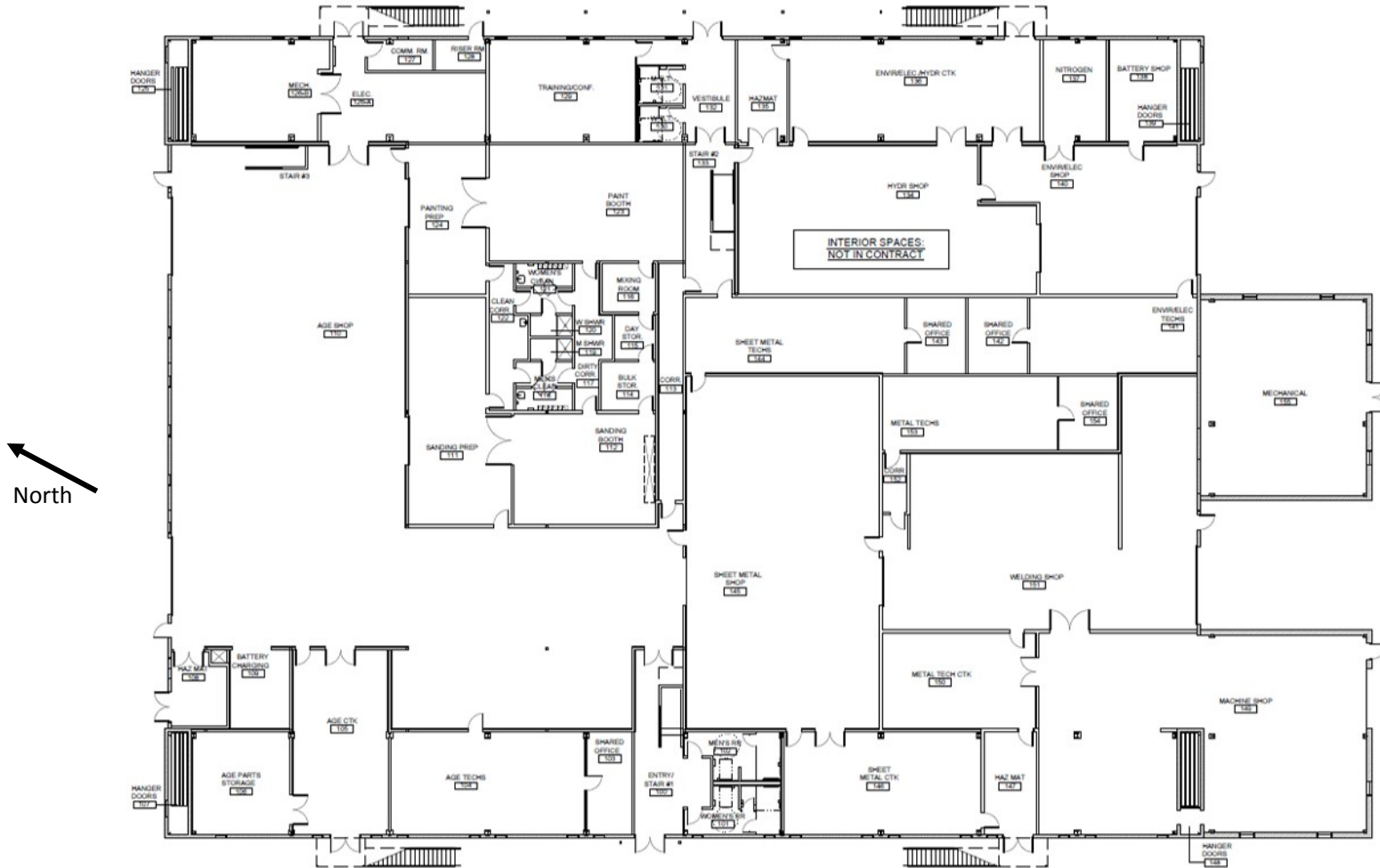
Attachment 9 – Building 4908



Canopy Addition
to East Elevation

Additions to South Elevation

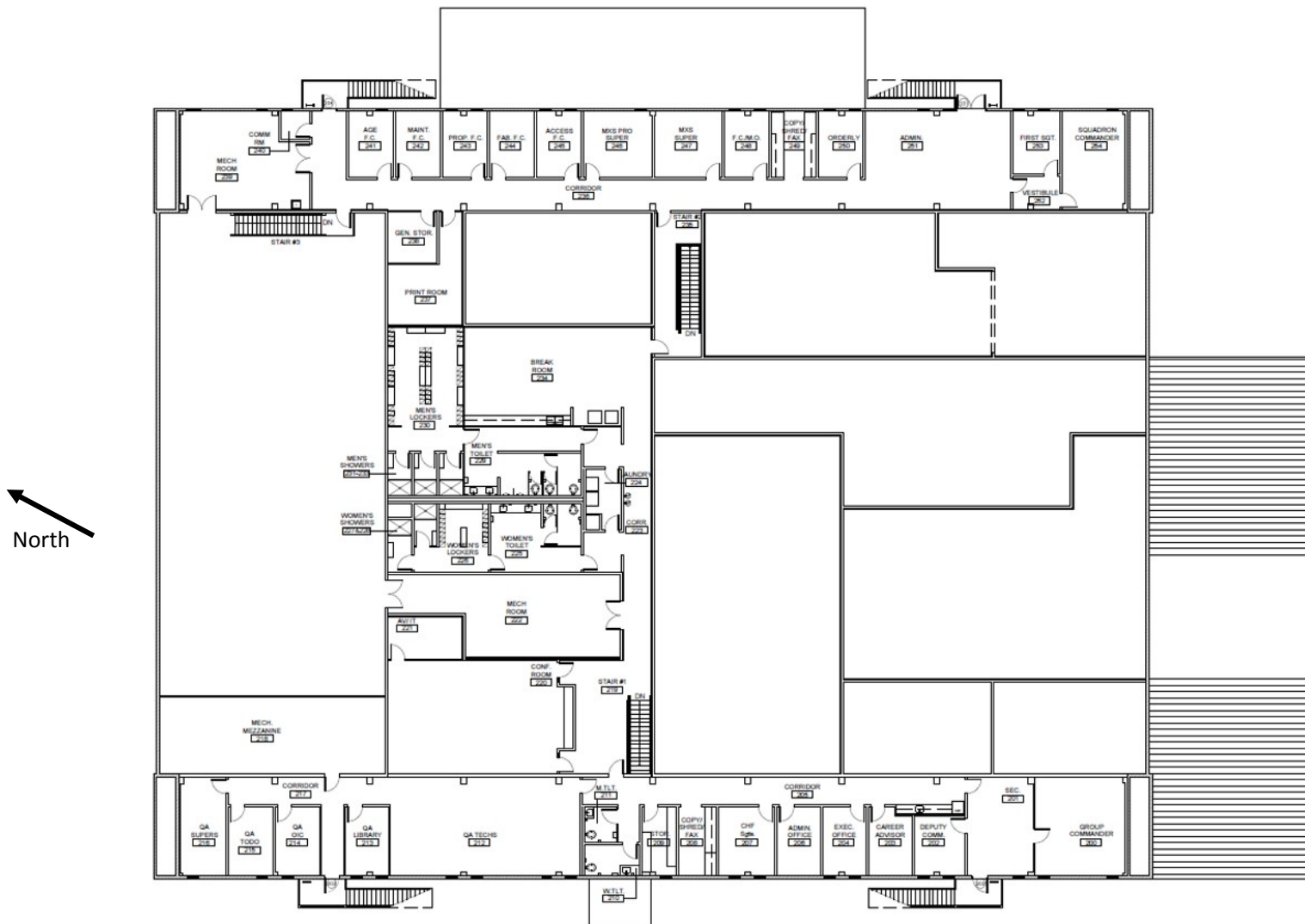
Attachment 10 – Building 4908 – Current First Floor Layout



1 FIRST FLOOR PLAN
Scale: 3/32" = 1'-0"



Attachment 11 – Building 4908 – Current Second Floor Layout



1 SECOND FLOOR PLAN
Scale: 3/32" = 1'-0"



Attachment 12 – Building 4908 – Current Interior



Building 4909

This building was constructed in 1957 for Strategic Air Command (SAC) using the standardized 39-01-45 Double Cantilever Fighter A/C (Basic) hangar design from the Kuljian Corporation. It was adapted by Six Associates, Inc. of Asheville, North Carolina, for use at Seymour Johnson AFB.

The building was constructed for use as an aircraft maintenance hangar for B-52s. The original sliding hangar doors included "Tail Doors" (Attachment 1) that allowed two B-52s to be parked nose-to-nose with about 25 feet of the tail section of each plane protruding out of the hangar when the doors were closed, similar to the KC-135 at the neighboring Building 4828 (Attachment 1). The building is rectangular in plan, originally measuring 326 feet north-south by 268 feet east-west and covering 70,231 square feet. The second floor shops added another 8,976 square feet, for a total of 79,207 interior square feet. The building is 70 feet high and supported by interior arched steel trusses. It was constructed on a reinforced concrete foundation, had a flat parapeted roof line, and was clad with corrugated asbestos siding. The roof was replaced in 2003/2004 with a very low pitch hip roof. Today, the building functions as a maintenance hangar for KC-135 tanker aircraft.

Although the original design called for 2 three-story shops inside the hangar, Building 4909 was constructed with 2 two-story shops (Attachment 2). Also, the original design was modified to include a small interior battery shop on the south wall, which has since been replaced by subsequent interior modifications. The interior of the hangar has been altered from its original layout multiple times over the years, with offices and shops added into the original work space (Attachment 3). A new light system was installed for the hangar floor area; old obsolete fixtures were replaced with new energy efficient fixtures and additional light fixtures were installed to bring the lighting level up to present day standards.

The east and west elevations of the hangar provide aircraft access. There are 8 sliding hangar doors on both the east and west elevations that open up to two interior bays. The original sliding hangar doors were overhauled in the late 1970s, a project that removed the original B-52 "Tail Doors" (Attachment 4). Additionally, the original 18-pane hangar door windows have been replaced with 20-pane energy-efficient windows (Attachment 5).

The south elevation originally had an attached exterior Utility Room measuring 21.5 ft x 52.5 ft. The facility now has 2 additions on the south elevation. The first addition was constructed in the early 1960s and has a footprint of about 2,100 square feet (Attachment 3). The second addition was constructed in 2008/2009 and is a two-story structure with a footprint of roughly 10,000 square feet (Attachments 6 thru 9).

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.

Significance Criteria

Building 4909 appears to be eligible under criteria A and C. Under criterion A, Building 4909 is significant for its association with important Cold War events and historical trends and is a direct reflection of a particular time period within the Cold War. Its original construction reflects the brief period during the Cold War that such structures were being built at strategically placed SAC installations based on the perceived performance, capabilities, and threat of Soviet bombers.

The building is not associated with persons significant in history so it does not appear significant under NRHP evaluation criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals were associated with this structure.

Under criterion C, Building 4909 also appears to be significant because it embodies the characteristics of a particular type, period, or method of construction and represents the work of one of the most influential military architects of the time. The structure is one of only a handful of the Fighter A/C (Basic) standardized hangar type designed by the Kuljian Corporation and erected during a very finite period in Cold War history. Furthermore, the Kuljian Corporation was one of the primary architects for SAC.

Building 4909 does not appear to be significant under criterion D. The building's research potential is contained entirely in its design. Its design is well documented in photos, copies of the original construction drawings, and records of the subsequent alterations made to the building. These documents are available from the Seymour Johnson AFB civil engineering office. Therefore, the building does not have any further research potential.

Integrity

Despite the significance and relative rarity of the double cantilever hangar design exhibited at Building 4909, substantial alterations occurring after the period of significance have severely impacted the historic integrity. The B-52 Tail Doors on the primary and rear façades, the interior trussed cantilevers and arches, and the flat parapeted roof line are some of the key character-defining features for the SAC double cantilever hangar building type. Alterations to convert the building to fulfill ever-changing mission requirements included removing the B-52 Tail Doors, building out offices and walled interior spaces, and constructing additions to the original footprint. Not only have these alterations negatively affected the building's integrity of design, but also its integrity of feeling and association.

Although the original construction of the hangar included two interior structures housing shop space, the buildout of additional office spaces and conversion of original shop space to other uses have significantly reduced the yawning open interior space, a defining characteristic. The introduction of interior walled spaces has removed the open, airy feeling created in the original as-built design. As built, the hangar was designed to service B-52s parked nose-to-nose with tails protruding through the distinctive Tail Doors, an historic association that is now lost.

Eligibility Evaluation

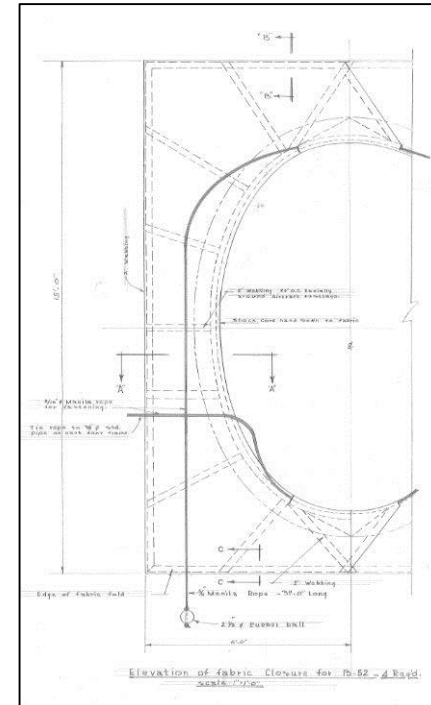
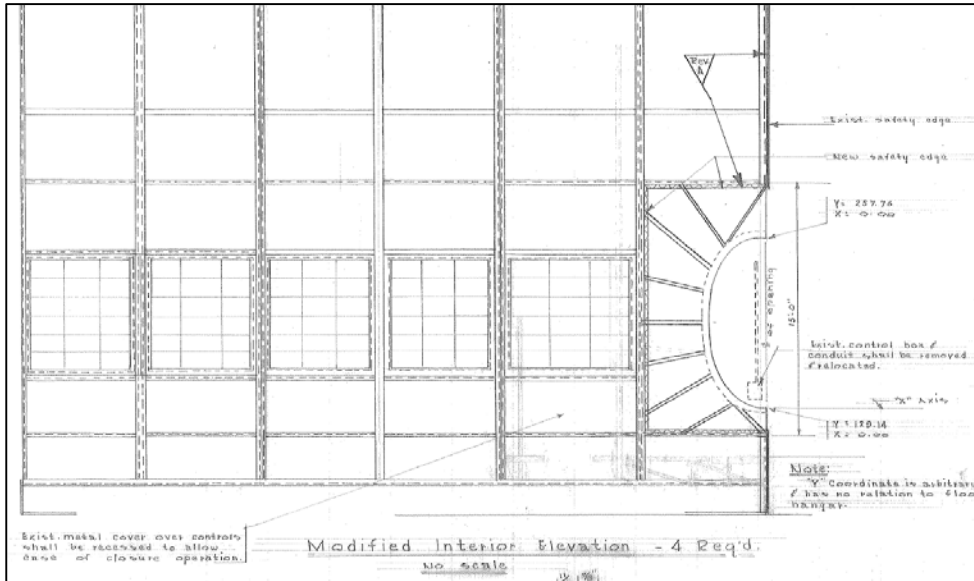
Buildings significant under criterion A usually require a high level of setting and association integrity, while those significant under criterion C require integrity of design and feeling. NPS guidance suggests that a property eligible under Criterion A “ideally might retain some features of all seven aspects of integrity” but that integrity of design and workmanship might be less important, and that a “basic integrity test...is whether a historical contemporary would recognize the property as it exists today” (NPS 2002). Integrity of design and workmanship are no longer present in Building 4909, as original design features have been removed or are largely obscured by exterior and interior modifications. Similarly, under Criterion C, a building “must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship and materials will usually be more important than location, setting, feeling and association” (NPS 2002). Building 4909 does not retain characteristics that illustrate the distinctive architectural design features essential for its original Cold War function: the tail doors have been removed, windows replaced, the exterior has been altered through the construction of two additions, the flat roof has been replaced with a hip roof, and the interior has been renovated so that the spacious feeling of the original hangar has been lost.

The alterations to Building 4909 have negatively impacted each of these areas of integrity, including setting, which also changed as Seymour Johnson AFB has evolved to accommodate ever-changing mission requirements. Although Building 4909 retains integrity of location, its overall historic integrity is not sufficient enough for NRHP eligibility.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.

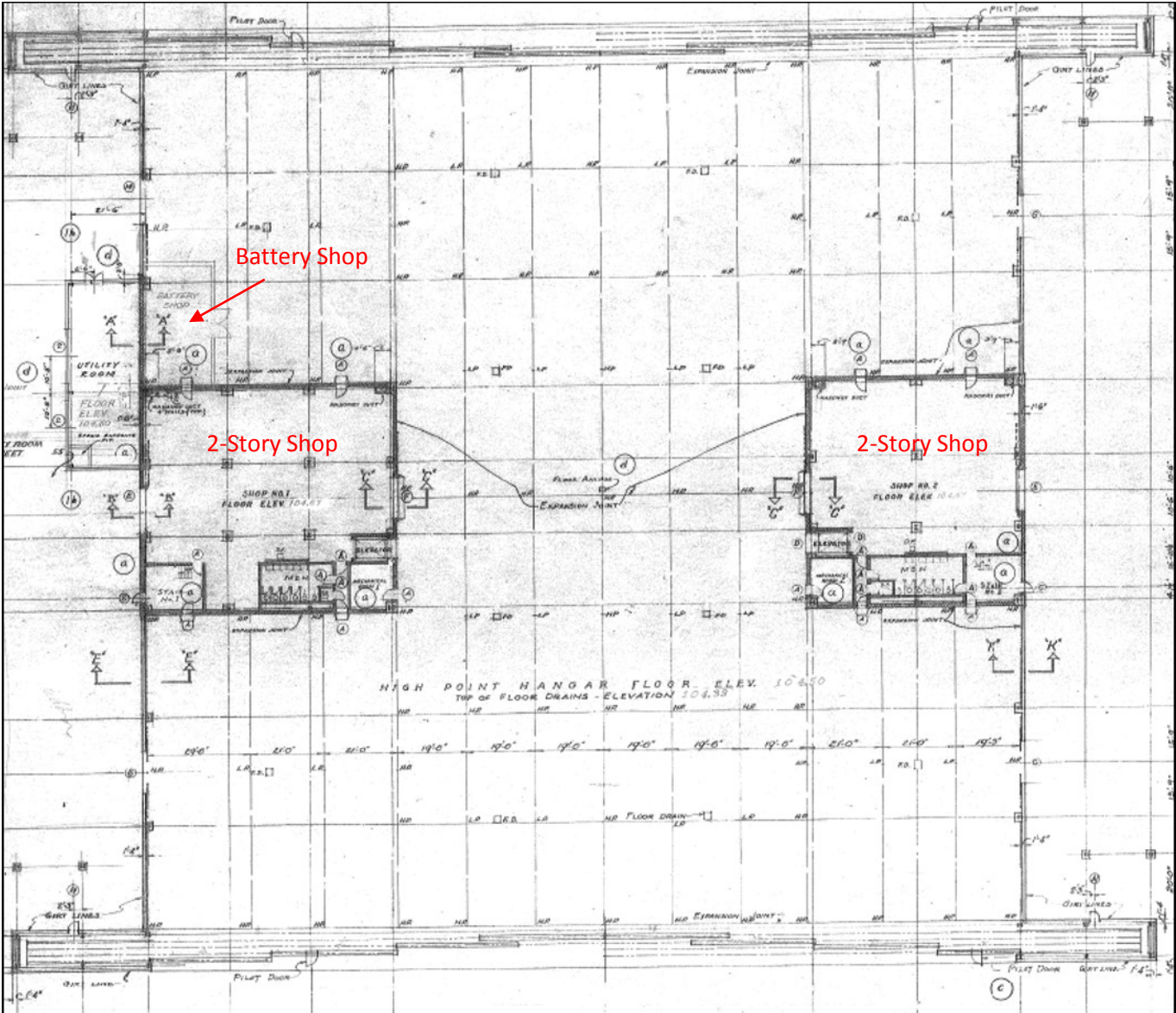
National Park Service. 2002. How to Apply the National Register Criteria for Evaluation. National Register Bulletin.

Attachment 1 – Building 4909 Tail Door Detail (Aug 1960)

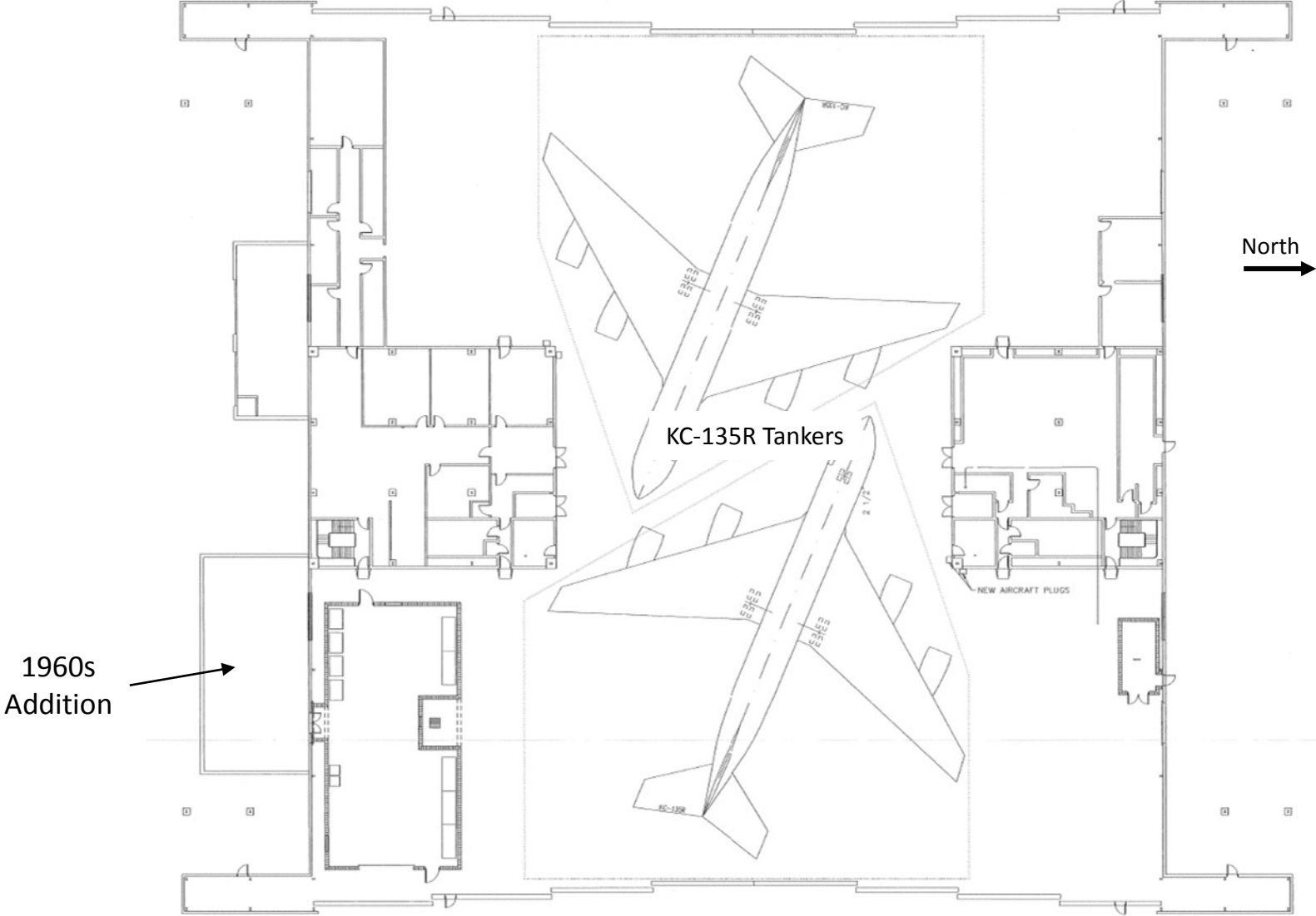


Attachment 2 – Building 4909 – Original 1957 Layout

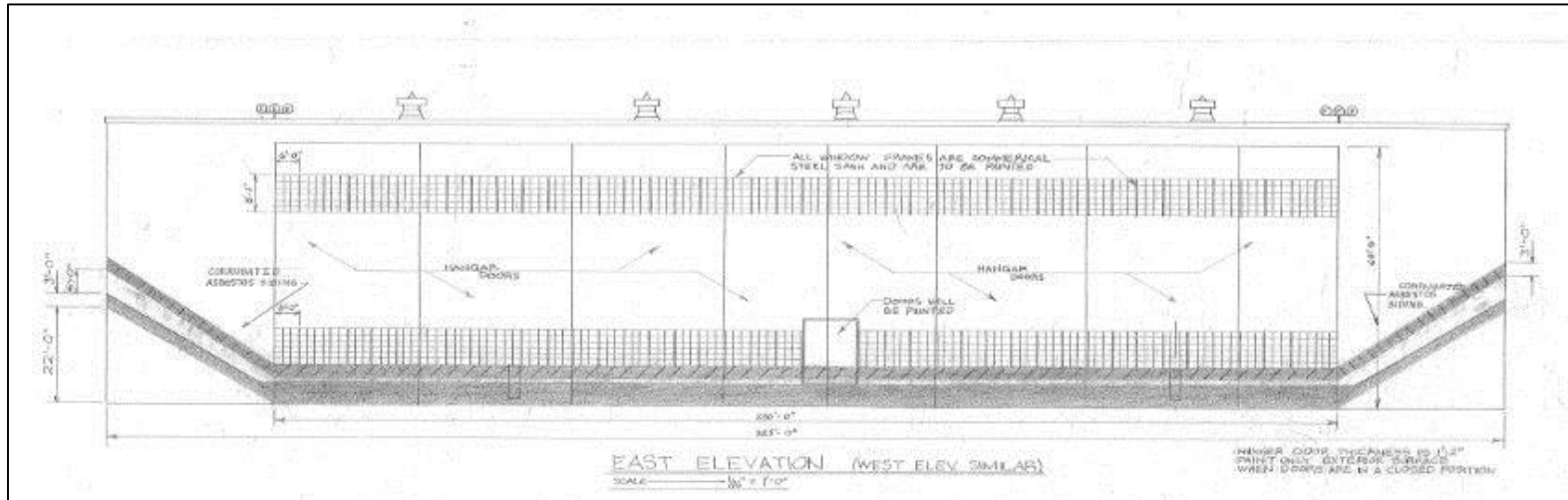
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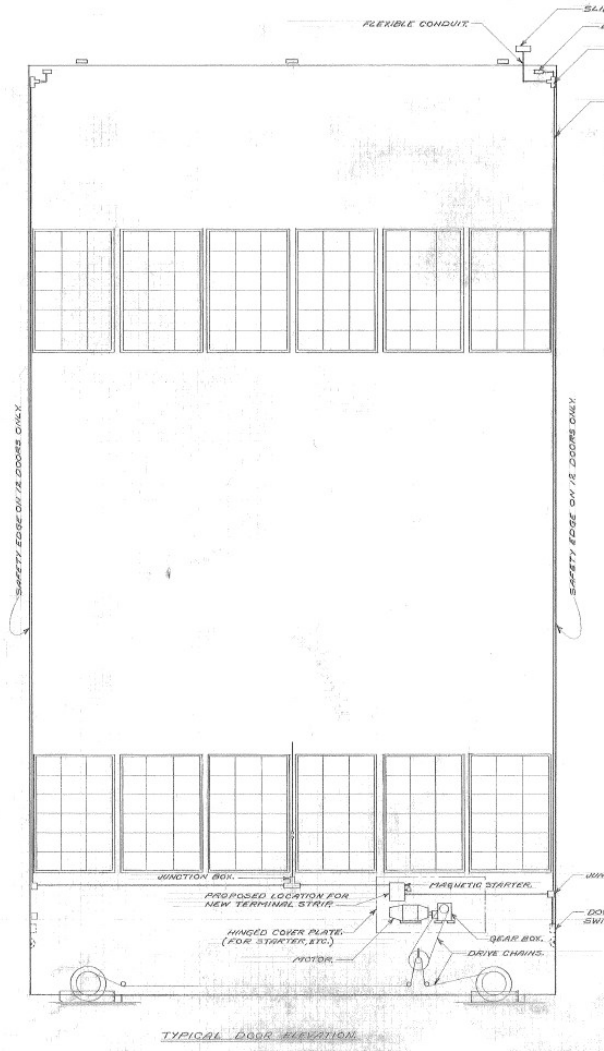
Attachment 3 – Building 4909 – Interior Layout



Attachment 4 – Building 4909 – Tail Doors Removed in 1970s



Attachment 5 – Building 4909 – Hangar Door Windows



Original Windows



Current Windows

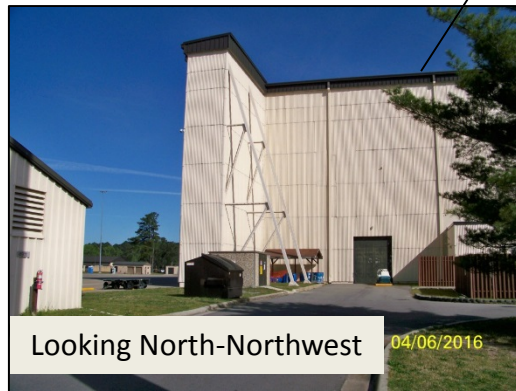
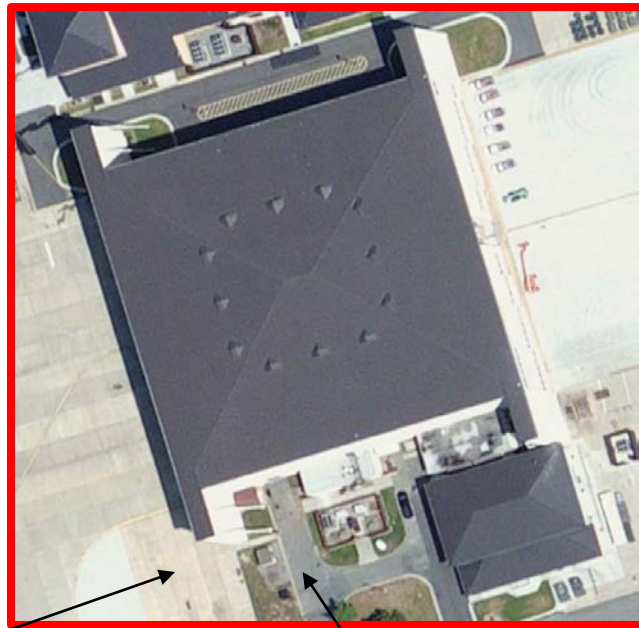
Attachment 6 – Building 4909 – 2005 Layout with Addition



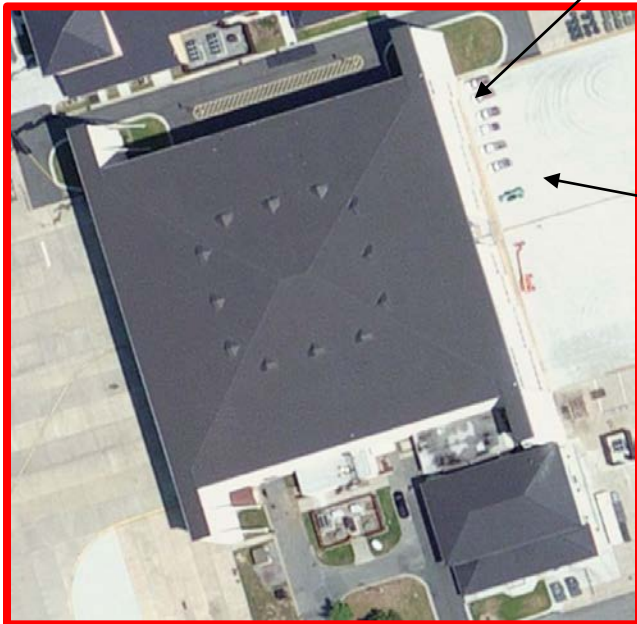
Attachment 7 – Building 4909 – Current Exterior



Attachment 8 – Building 4909 – Current Exterior



Attachment 9 – Building 4909 – Current Exterior



Building 4822

This building was constructed in 2009 as a Corrosion Control Hangar for KC-135 tanker aircraft. It was constructed on a concrete foundation with a standing seam metal roof and corrugated metal panel walls. The layout is comprised of a large open bay covering roughly 20,000 sq ft and ancillary functions such as locker rooms, break room, and some administrative space. The overall footprint of the building is 27,628 sq ft.

Building 4822 is not significant under criterion A. Its recent construction and its role as a maintenance hangar on an Air Force installation is routine and the facility would have been constructed regardless of world events. There is no evidence to suggest that it has been associated with events that have made a significant contribution to the broad patterns of our history.

Building 4822 is not associated with persons significant in history so it is not significant under criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals have been associated with this structure.

Building 4822 is not significant under criterion C. It does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value, nor does it represent a significant distinguishable entity. It is merely an example of standard and common engineering and construction of the early 21st century.

Building 4822 is not significant under criterion D. The building's current lack of age and its routine function are unlikely to yield information important in history. Its original design is well documented in photos and copies of the original construction drawings. These documents are available from the Seymour Johnson AFB civil engineering office.

Because Building 4822 is less than 50 years old and does not demonstrate significance under criteria A-D, it also does not exemplify "exceptional importance" under criterion G.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.



Building 4911

This one-story building was constructed in 1986 during the late Cold War. It was constructed as an Electric Switch Gear and Transformer Building to support the adjacent hangar (Building 4909). Today it functions as a 1,500 sq ft storage building.

Building 4911 is not significant under criterion A. Although it was constructed during the Cold War, its role as a mechanical room is routine and the facility would have been constructed regardless of world events. There is no evidence to suggest that it has been associated with events that have made a significant contribution to the broad patterns of our history.

Building 4911 is not associated with persons significant in history so it is not significant under criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals have been associated with this structure.

Building 4911 is not significant under criterion C. It does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value, nor does it represent a significant distinguishable entity. It is merely an example of standard and common engineering and construction of the late 20th century.

Building 4911 is not significant under criterion D, as it is extremely unlikely to yield information important in history.

Because Building 4911 is less than 50 years old and does not demonstrate significance under criteria A-D, it also does not exemplify "exceptional importance" under criterion G.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.



Building 4916

This two-story building was constructed in 2009 as a Squadron Operations facility. It houses administrative functions and a flight simulator for the 911th Air Refueling Squadron and the 77th Air Refueling Squadron.

Building 4916 is not significant under criterion A. Its recent construction and its role as an administrative facility is routine and the facility would have been constructed regardless of world events. There is no evidence to suggest that it has been associated with events that have made a significant contribution to the broad patterns of our history.

Building 4916 is not associated with persons significant in history so it is not significant under criterion B. No significant Air Force commanders, officers, enlisted men, celebrities, politicians, or private individuals have been associated with this structure.

Building 4916 is not significant under criterion C. It does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value, nor does it represent a significant distinguishable entity. It is merely an example of standard and common engineering and construction of the early 21st century.

Building 4916 is not significant under criterion D. The building's current lack of age and its routine function are unlikely to yield information important in history. Its original design is well documented in photos and copies of the original construction drawings. These documents are available from the Seymour Johnson AFB civil engineering office.

Because Building 4916 is less than 50 years old and does not demonstrate significance under criteria A-D, it also does not exemplify "exceptional importance" under criterion G.

For the reasons described above, Seymour Johnson has determined that this building is not eligible for listing on the NRHP.



Building 4828

The NC SHPO concurred that this facility is not eligible in a letter dated 29 August 2006. A copy of the concurrence letter was provided in the original submittal of this package.





North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

March 24, 2016

W. Dean Chastain
4 CES/CEIE
1095 Peterson Avenue
SJAFB, NC 27531

william.chastain@us.af.mil

Re: Determination of Eligibility for 7 Buildings, Seymour Johnson Air Force Base, Wayne County,
ER 16-0461

Dear Mr. Chastain:

Thank you for your email of March 9, 2016, concerning the above-referenced undertaking. We have reviewed the materials submitted and offer the following comments.

The *NRHP Evaluation of Seven Buildings at Seymour Johnson AFB (SJAFB) Using the National Register Bulletin: "How to apply the National Register Criteria for Evaluation"* seemed to rely heavily upon the NRHP evaluation of Buildings 5015, 2130 and 4828 report our office reviewed in July 2015. While the 2015 report offered thorough documentation, including historic and current photographs of the properties in question, the 2016 report does not include photographs of the properties under evaluation. Without photographs demonstrating the current condition of the properties, it is difficult to properly evaluate their integrity.

It appears the properties were evaluated based on their associations with Cold War missions and activities, which are classified as "temporal." Does this mean the properties lack a direct relationship to significant Cold War events? Prior to offering further comments, we request the following information:

- Photographs demonstrating the current condition of the properties being evaluated for listing in the NRHP
- A clearer explanation of why the properties are considered "not eligible" for listing in the NRHP. What is meant by "temporal" and are the buildings only being evaluated for their association with the Cold War?

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

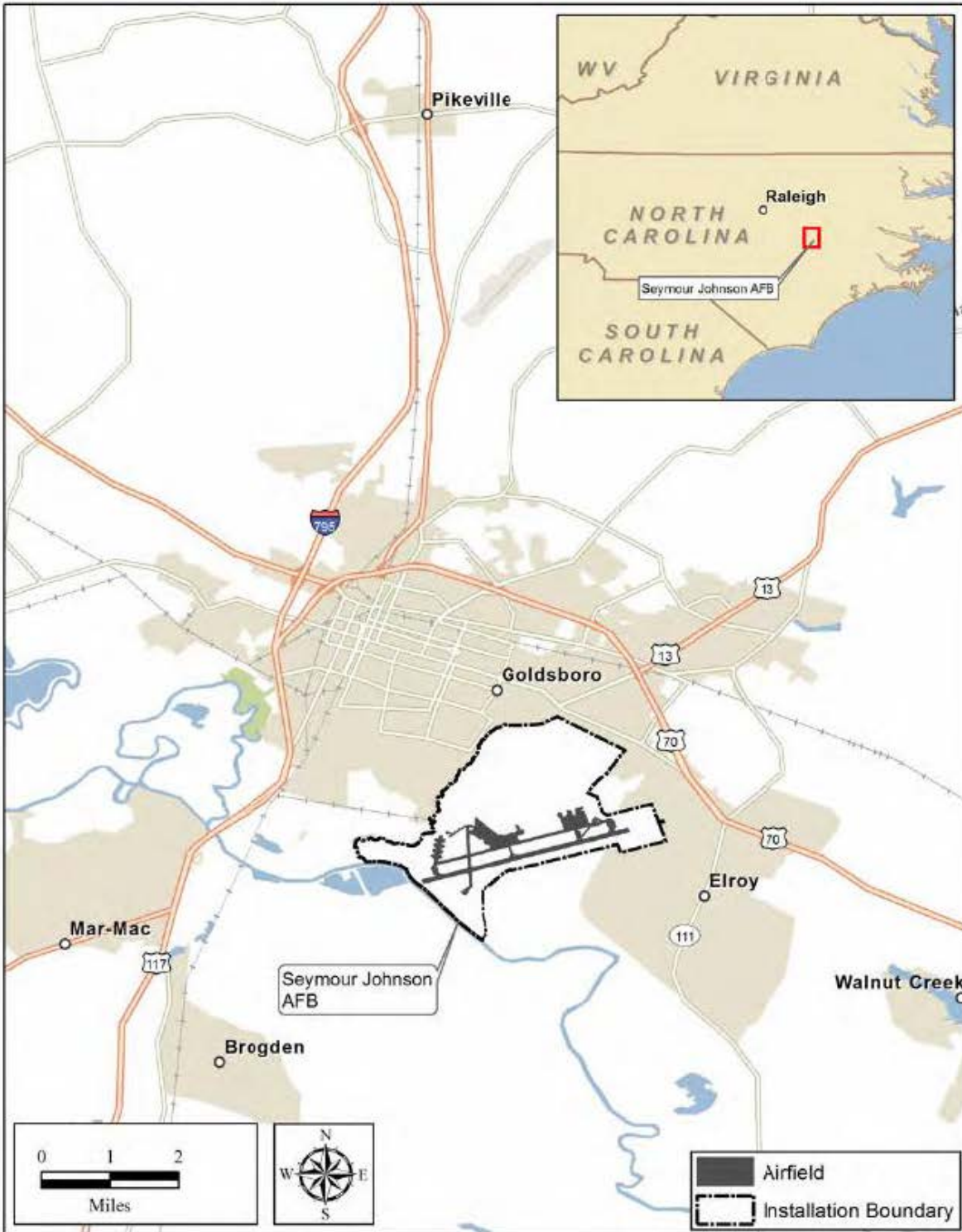


 Ramona M. Bartos

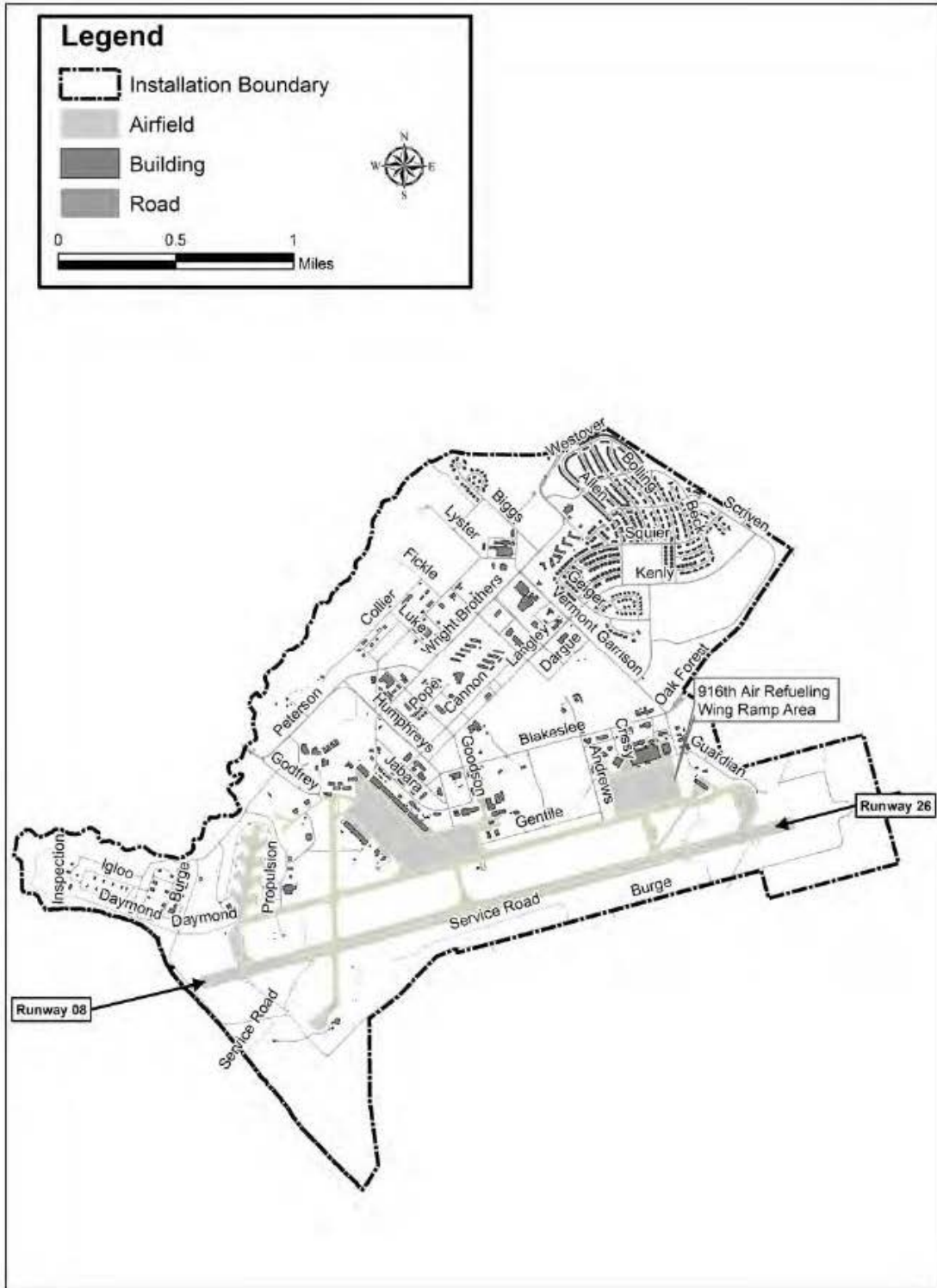
**NRHP EVALUATION OF SEVEN BUILDINGS
AT SEYMOUR JOHNSON AFB (SJAFB)
USING THE *NATIONAL REGISTER BULLETIN*:
*“How to apply the National Register Criteria for Evaluation”***

March 2016

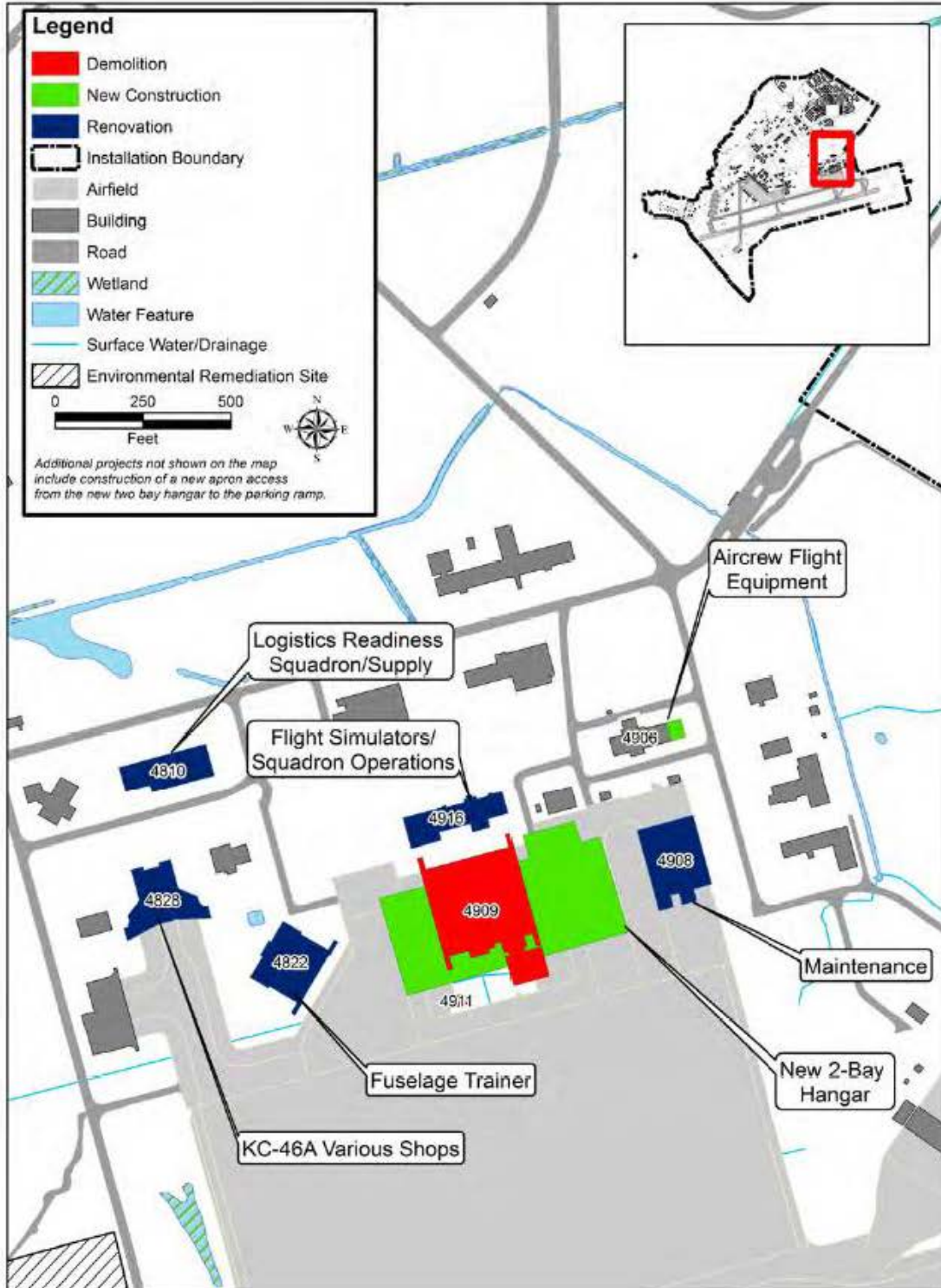
SJAFB General Location Map



SJAFB Expanded View



Proposed Construction and Demolition



Purpose

The purpose of this evaluation is to provide the North Carolina State Historic Preservation Office (SHPO) with information necessary to determine the eligibility for listing, in the NRHP, of seven buildings at SJAFB. The determination is necessary because the buildings would be impacted by construction required for a proposed new mission.

Buildings Included in the Evaluation

The building numbers (see location maps previous pages), original dates of construction, original use, and the proposed actions for the anticipated new mission are:

- Bldg 4822 – 2009, corrosion control hangar, renovation
- Bldg 4911 – 1986, electric switch gear and transformer building, demolition
- Bldg 4916 – 2009, flight simulator, renovation
- Bldg 4810 – 1962, engine inspection and repair, renovation
- Bldg 4906 – 1957, ejection system storage and assembly, renovation/addition
- Bldg 4908 – 1957, general purpose maintenance shop and warehouse, renovation
- Bldg 4909 – 1957, aircraft maintenance hangar, demolition

Buildings 4822, 4911, and 4916 Evaluation

We believe that buildings 4822, 4911, and 4916 do not qualify for listing in the NRHP for the following reasons:

- A. They are not associated with events that have made a significant contribution to the broad patterns of our history. All three were constructed after, or at the end of, the Cold War, and they played no role in that period of our history.
- B. They are not associated with the lives of persons significant in our past.
- C. They do not embody distinctive characteristics of a type, period, or method of construction, nor do they represent the work of a master or possess high artistic value, nor do they represent a significant distinguishable entity. They are merely examples of standard and common engineering and construction of the late twentieth and early twenty-first century.
- D. They have not yielded, and are not likely to yield information important to prehistory or history.

Because buildings 4822, 4911, and 4916 are less than 50 years old and do not demonstrate significance under criteria A-D, they also do not exemplify “exceptional importance” under criterion G.

Previous SHPO Determination of Eligibility for Listing

In August 2006, NC SHPO concurred with the determinations by Geo-Marine Inc. (Seymour Johnson Air Force Base, Historic Evaluation Buildings 5015, 2130, 4828, June 2006) that Buildings 5015 and 2130 were eligible for listing under Criterion A because of their significant association with the Cold War bomber and fighter alert missions, and under Criterion C because their historic integrity had not been compromised by significant structural and material modifications.

However, Building 4828 was determined to be not eligible for listing in the NRHP, because under Criterion A, the building had only a temporal relationship and not a significant relationship to the Cold War, and under Criterion C, the building had been added to, renovated, and modified. Geo-Marine also pointed out that hangars and maintenance buildings do not normally qualify because, "In general, they are a property type that would have existed with or without the Cold War, and like other common property types, are not directly related to an important Cold War mission." (See Attachment 2, Page 137 of Geo-Marine evaluation, with August 29, 2006 SHPO letter).

Please note that Building 4828 would also be impacted by the proposed new mission, but because of SHPO's previous determination, Building 4828 will not be discussed further in this document.

Building 4810 Evaluation

Building 4810 was constructed in 1962, and was used as an Engine Inspection and Repair Shop. The building footprint was originally 16,220 square feet (see Attachment 3) with corrugated metal roof and siding (see Attachment 4).

We believe that Building 4810 does not qualify for listing in the NRHP for the following reasons:

- A. Because Building 4810 was used as an engine inspection and repair shop, it has only a temporal relationship to significant missions and activities of the Cold War, specifically, the important SAC alert mission conducted at SJAFB. Therefore, Building 4810 does not meet the qualifications of Criterion A.
- B. Building 4810 is not associated with the lives of persons significant in our past. Therefore, Building 4810 does not meet the qualifications of Criterion B.
- C. Building 4810 has undergone several modifications that have compromised any historical integrity it may have possessed. The entire roof and exterior walls were replaced in 2007 (see Attachment 5). Also, a 9,300 square foot addition to Building 4810 was constructed in 2007 (see Attachment 6). Because of the modifications, Building 4810 does not meet the qualifications of Criterion C.

- D. Building 4810 has not yielded, and is not likely to yield information important to prehistory or history. Therefore, Building 4810 does not meet the qualifications of Criterion D.

Building 4906 Evaluation

Building 4906 was constructed in 1957, and was used as a Ready Rocket Storage and Assembly Shop. The name of the shop is more ominous than its actual purpose. The shop stored and assembled ejection systems for aircraft. The ejection systems required cartridge-like thrusters to project various parts of the aircraft (hatches, seats, etc.) away from the main fuselage when necessary. There was no storage of what most people commonly think of as rockets. The building footprint was originally 9,100 square feet (see Attachment 7) with concrete masonry unit walls (see Attachment 8).

We believe that Building 4906 does not qualify for listing in the NRHP for the following reasons:

- A. Because Building 4906 was used as a Ready Rocket Storage and Assembly Shop as described above, it has only a temporal relationship to significant missions and activities of the Cold War, specifically, the important SAC alert mission conducted at SJAFB. Therefore, Building 4906 does not meet the qualifications of Criterion A.
- B. Building 4906 is not associated with the lives of persons significant in our past. Therefore, Building 4906 does not meet the qualifications of Criterion B.
- C. Building 4906 has undergone several modifications that have compromised any historical integrity it may have possessed. The exterior walls were coated with stucco and most exterior doors and windows were modified/replaced in 1990 (see Attachment 9). Because of the exterior modifications, Building 4906 does not meet the qualifications of Criterion C.
- D. Building 4906 has not yielded, and is not likely to yield information important to prehistory or history. Therefore, Building 4906 does not meet the qualifications of Criterion D.

Building 4908 Evaluation

Building 4908 originated as Building T-1, which was constructed in 1942 and used as a maintenance hangar. T-1's original floor plan and footprint are unknown. At least some portions of T-1 were demolished and the remainder was dismantled in 1957. The demolition, dismantling, and relocation of salvaged parts compromised any historical integrity that T-1 may have possessed. Therefore, T-1 will not be discussed further in this document. Building 4908 was constructed more than a mile east of the T-1 site using the salvaged parts and new/additional materials. Building 4908 was used as a General Purpose Maintenance Shop and Warehouse. The building footprint was originally 33,000

square feet (see Attachment 10 for T-1 relocation & 4908 Original Floor Plan & Dimensions) with built-up roofing and corrugated cement-asbestos siding (see Attachment 11).

We believe that Building 4908 does not qualify for listing in the NRHP for the following reasons:

- A. Because Building 4908 was used as a general purpose maintenance shop and warehouse, it has only a temporal relationship to significant missions and activities of the Cold War, specifically, the important SAC alert mission conducted at SJAFB. Therefore, Building 4908 does not meet the qualifications of Criterion A.
- B. Building 4908 is not associated with the lives of persons significant in our past. Therefore, Building 4908 does not meet the qualifications of Criterion B.
- C. Building 4908 has undergone several modifications that have compromised any historical integrity it may have possessed including replacing the roofing with standing seam metal roofing in 1998 (see Attachment 12) and three exterior additions totaling more than 7,100 square feet in 2003 and 2007 (see Attachment 13). Because of these modifications to the exterior, and several interior modifications, Building 4908 does not meet the qualifications of Criterion C.
- D. Building 4908 has not yielded, and is not likely to yield information important to prehistory or history. Therefore, Building 4908 does not meet the qualifications of Criterion D.

Building 4909 Evaluation

Building 4909 was constructed in 1957, and was used as an Aircraft Maintenance Hangar. The building footprint was originally 65,000 square feet (see Attachment 14) with a flat built-up roof and corrugated cement-asbestos siding.

We believe that Building 4909 does not qualify for listing in the NRHP for the following reasons:

- A. Because Building 4909 was used as an aircraft maintenance hangar, it has only a temporal relationship to significant missions and activities of the Cold War, specifically, the important SAC alert mission conducted at SJAFB. Therefore, Building 4909 does not meet the qualifications of Criterion A.
- B. Building 4909 is not associated with the lives of persons significant in our past. Therefore, Building 4909 does not meet the qualifications of Criterion B.
- C. Building 4909 has undergone several modifications that have compromised any historical integrity it may have possessed including removal of the original "Tail Doors" that allowed two B-52s to be parked nose-to-nose with about twenty-five feet of the tail section of each plane to extend out of the hangar with the doors closed (see Attachment 15 showing a 1960 repair of the doors, and Attachment 16

showing the doors removed by the year 1981), the replacement of the flat built-up roof with a sloped hip roof and standing seam metal roofing in 2001 (see Attachment 17). Also, a nearly 9,300 square foot addition was constructed in 2007 (see Attachment 18). Because of these modifications, Building 4909 does not meet the qualifications of Criterion C.

- D. Building 4909 has not yielded, and is not likely to yield information important to prehistory or history. Therefore, Building 4909 does not meet the qualifications of Criterion D.

Summary and Recommendations

Buildings 4822, 4916, and 4911 are only 7, 7, and 30 years old, respectively, and because they do not meet the qualifications of any historical evaluation criteria, we request SHPO concur with our recommendation that Buildings 4822, 4916, and 4911 be designated as not eligible for listing in the NRHP.

The evaluation methodology and results for Buildings 4810, 4906, 4908, and 4909 are very similar to the Building 4828 evaluation methodology and results by Geo-Marine in 2006. Therefore, we request SHPO concur with our recommendation that Buildings 4810, 4906, 4908, and 4909 be designated as not eligible for listing in the NRHP.