North Carolina Department of 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

July 22, 2013

Major Samuel Ingram
Department of the Air Force
145th Environmental Management Office
4930 Minuteman Way
Charlotte, NC 28208

Re: Cultural Resource Survey for Charlotte Air National Guard Station, Mecklenburg County, ER 13-1453

Dear Major Ingram:

Thank you for your letter of May 13, 2013, transmitting the Section 110 cultural resource survey files for the Charlotte Air National Guard Station.

As shown in the survey files, only Buildings 001 (MK 3152) and 002 (MK 3153) are more than fifty (50) years old. We concur that due to previous alterations, both of these buildings are not eligible for listing in the National Register of Historic Places at this time. We also concur that the following buildings that are less than fifty (50) years old do not meet Criteria Consideration G for exceptionally significant properties, and thus are also not eligible for listing in the National Register at this time.

- Building 003 (MK 3154);
- Building 004 (MK 3155);
- Building 005 (MK 3156);
- Building 007 (MK 3157);
- Building 039 (MK 3158);
- Building 040 (MK 3159);
- Building 041 (MK 3160);
- Building 043 (MK 3161);
- Building 045 (MK 3162); and,
- Building 048 (MK 3163).

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 renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

CULTURAL RESOURCES SURVEY OF THE CHARLOTTE-DOUGLAS INTERNATIONAL AIRPORT AIR NATIONAL GUARD BASE AND THE STANLY COUNTY AIRPORT AIR NATIONAL GUARD STATION NORTH CAROLINA

Prepared For:

North Carolina Air National Guard

National Guard Bureau

Air National Guard Readiness Center

October 2013

ABSTRACT

The National Guard Bureau (NGB), Air National Guard (ANG) completed a cultural resources survey of two ANG installations in North Carolina: the Charlotte-Douglas International Airport ANG Base (Charlotte IAP ANGB) and the Stanly County Airport ANG Station (ANGS). The survey was conducted to assist the NGB and North Carolina ANG in the identification, evaluation, and management of cultural resources in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966 (NHPA), as amended (16 United States Code [USC] 470); the Archaeological Resources Protection Act of 1979 (ARPA); Air Force Instruction (AFI) 32-7065; the National Environmental Policy Act of 1969 (NEPA) (42 USC 4321-4347); and other requirements.

The project consisted of archival research; records and data search regarding previous surveys and cultural resource sites; development of a historic context; fieldwork to identify cultural resources at the two installations; and evaluation of the surveyed resources for National Register of Historic Places (NRHP) eligibility. The project concluded with the preparation of this report, North Carolina State Historic Preservation Office forms, and a geographic information system (GIS) dataset.

At the 103-acre Charlotte IAP ANGB in Charlotte, Mecklenburg County, North Carolina, information was gathered regarding the history of the development of the installation parcel, its environmental setting, cultural resources investigations and sites within a 2-mile radius of the installation at the Office of State Archaeology, and locations of current development. This information indicated that three areas totaling 10.7 acres appeared sufficiently undisturbed by previous development to warrant pedestrian archaeological survey and subsurface testing. Archaeological survey with shovel testing was carried out in April 2012. No cultural materials or archaeological sites were identified. Architectural historians surveyed 17 buildings and structures constructed in 1991 or prior at the installation and evaluated them for NRHP eligibility. In addition, two static displays and one memorial were surveyed. Three buildings constructed prior to 1963 were evaluated for NRHP eligibility by applying Criteria A–D, and 14 buildings constructed between 1964 and 1991 were evaluated for NRHP eligibility by applying Criteria A–D and Criteria Consideration G. None of the 17 buildings or structures was evaluated as eligible for the NRHP due to lack of significance and/or loss of historic integrity. Buildings and structures including landscapes at the Charlotte IAP ANGB also were evaluated as a potential historic district eligible for the NRHP. It was concluded that the installation does not contain a historic district eligible for the NRHP due to the considerable recent development of the installation that has compromised any linkages, connections, or integrity of feeling of the pre-1992 buildings, structures, or landscape.

At the 111-acre Stanly County Airport ANGS in Albemarle, Stanly County, North Carolina, no built resources were surveyed because all such resources were constructed after 1991. Archaeologists gathered information about the history and environment of the installation, and completed a records and data search of previous cultural resources investigations and sites within a 2-mile radius of the installation at the Office of State Archaeology, and current development. All areas under ANG control at the station for the potential to contain surface or subsurface historical or archaeological material except for currently developed areas. Four areas totaling 46.4 acres appeared sufficiently undisturbed by previous development to warrant pedestrian survey and subsurface testing, and were subject to pedestrian archaeological survey with shovel testing. One area (Area 4a) was found to contain cultural material: two chert flakes and two rhyolite flakes. These were recorded as individual isolated occurrences and assigned state site numbers by the Office of State Archaeology (31ST237, 31ST238, and 31ST239). None of the three sites is eligible for the NRHP.

Recommendations are made regarding future cultural resources compliance work at Charlotte IAP ANGB and Stanly County Airport ANGS. Based on the results of the survey at Charlotte IAP ANGB and Stanly County Airport ANGS, no further archaeological investigations are recommended at the two ANG facilities. The probability that the two installations contain additional archaeological remains is judged low. The oldest ANG building or structure at the Stanly County Airport ANGS was constructed in 1995 and so will not need to be surveyed and evaluated for NRHP eligibility until it approaches 50 years of age in many years. Buildings and structures at Charlotte IAP ANGB should be re-evaluated for NRHP eligibility without the exceptional significance threshold of Criteria Consideration G as they turn 50 years of age. Buildings 4 and 7 were constructed in 1968 and 1974, respectively, and should be re-evaluated as they approach 50 years of age in 2018 and 2024.

Table of Contents

Abstract i
1. Project Description 1
    1.1. Project Introduction 1
    1.2. Installation Overview 2
        1.2.1. Charlotte-Douglas IAP ANGB 2
        1.2.2. Stanly County Airport ANGS 2
    1.3. Natural Setting of the Project Areas 6
        1.3.1. Physiography 6
        1.3.2. Geology 6
        1.3.3. Hydrology 7
        1.3.4. Climate 7
        1.3.5. Fauna and Flora 8
2. Methods 9
    2.1. Project Planning 9
    2.2. Archaeological Survey 9
        2.2.1. Documentary Research 10
        2.2.2. Archaeological Fieldwork 10
        2.2.3. Laboratory Analysis 11
        2.2.4. Expected Results 11
    2.3. Survey of Built Resources 12
        2.3.1. Built Resource Documentary and Other Research 12
        2.3.2. Built Resource Fieldwork 12
    2.4. National Register of Historic Places Eligibility Evaluation 14
3. Historic Context 17
    3.1. Archaeological Overview 17
        3.1.1. Paleoindian Period (9500–7900 B.C.) 17
        3.1.2. Archaic Period (8000–1000 B.C.) 19
        3.1.3. Early Archaic Period (8000–6000 B.C.) 20
        3.1.4. Middle Archaic Period (6000–3000 B.C.) 21
        3.1.5. Late Archaic Period (3000–1000 B.C.) 22
        3.1.6. Woodland Period (1000 B.C.–A.D. 1600) 23
        3.1.7. Early/Middle Woodland Period (1000 B.C.–A.D. 800/1000) 24
        3.1.8. Late Woodland Period (A.D. 800/1000–1600) 25
    3.2. Historic Period Overview 27
        3.2.1. European Exploration to Settlement to Society (1500–1750) 27
        3.2.2. Colony to Nation and Establishment of Charlotte (1750–1789) 29
        3.2.3. Early National and Antebellum Periods, Civil War, Reconstruction, and Economic Growth (1789–1900) 30
        3.2.4. Twentieth Century (1900–Present) 32
    3.3. North Carolina Military, Aviation, and NCANG History 33
        3.3.1. North Carolina National Guard 33
        3.3.2. Morris Field and Development of the Charlotte Airport 34

3.3.3. North Carolina Air National Guard and the Charlotte IAP ANGB 37
3.3.4. Post-Korea North Carolina ANG Developments and Missions 40
3.4. Stanly County Airport/Stanly County Air National Guard Station 52
3.5. Summary 54
4. Charlotte-Douglas IAP ANGB Survey Results 57
4.1. Archaeological Resources 57
4.1.1. Previously Recorded Archaeological Sites 57
4.1.2. Historic Maps 57
4.1.3. Archaeological Survey of Charlotte-Douglas IAP ANGB 57
4.2. Built Resources 78
4.2.1. Building 1 – Deployment Processing Facility 80
4.2.2. Building 2 – Reserve Forces OPL Training/William J. Payne Headquarters Building 82
4.2.3. Building 3 – 156th Airlift Squadron Operations 84
4.2.4. Building 4 – Maintenance Dock/Fuel Systems Maintenance 86
4.2.5. Building 5 – A/Port Training 88
4.2.6. Building 7 – Composite Maintenance Facility 90
4.2.7. Building 39 – Petroleum Operations 92
4.2.8. Building 40 – Fire Station No. 17 93
4.2.9. Building 41 – Traffic Check House 95
4.2.10. Building 43 – Base Civil Engineering Maintenance Facility 96
4.2.11. Building 45 – 156th Aeromedical Evacuation Squadron Administration /Composite Support 99
4.2.12. Building 48 – Hazardous Storage BSE 102
4.2.13. Building 49 – Hazardous Material Pharmacy 103
4.2.14. Building 50 – Reserve Forces Training 104
4.2.15. Building 69 – Gymnasium 106
4.2.16. Building 131 – LP FiL Std-Aviation Fuel Pump 108
4.2.17. Building 132 – LP STD Unload –Aviation Fuel Pump 109
4.2.18. Memorial (No Building Number) 110
4.2.19. F-86A Static Display (Building 144) 110
4.2.20. C-130 Static Display Aircraft (Building 151) 111
5. Stanly County Airport ANGS Survey Results 113
5.1. Previously Recorded Archaeological Sites 113
5.2. Historic Maps 113
5.3. Archaeological Survey of Stanly County Airport ANGS 116
5.4. Stanly County Airport ANGS Survey Results 144
6. Evaluation, Recommendations, and Conclusions 145
6.1. Charlotte-Douglas IAP ANGB 145
6.1.1. Archaeology 145
6.1.2. Built Resources 145
6.2. Stanly County Airport ANGS 150
6.3. Conclusions and Recommendations 151
7. References Cited 153
7.1. Records 162

7.2. Interviews 162
7.3. Maps 162
8. List of Preparers 163

List of Appendices

Appendix A: Artifact Catalog A-1
Appendix B: Charlotte-Douglas IAP ANGB Building Forms B-1
Appendix C: State Historic Preservation Office Correspondence C-1
Appendix D: North Carolina Archaeological Site Form VIII (Confidential) ..... Separate envelope

List of Tables

Table 1. Surveyed Buildings at the Charlotte IAP ANGB, Building Numbers, and Year of Construction... 13
Table 2. Previously Recorded Archaeological Sites within a 2-Mile Radius of the Charlotte IAP ANGB... 58
Table 3. STPs Excavated during Phase I Survey of the Charlotte IAP ANGB. 69
Table 4. Surveyed Charlotte-Douglas IAP ANGB Buildings by Building Number, Current Function, Year of Construction, and Original Use. 78
Table 5. Previously Recorded Archaeological Sites within a 2-Mile Radius of the Stanly County Airport ANGS. 114
Table 6. STPs Excavated during Phase I Survey of the Stanly County Airport ANGS. 120

List of Figures

Figure 1. Mecklenburg and Stanly County Regions with the Locations of Charlotte IAP ANGB and Stanly County Airport ANGS Project Areas. 3
Figure 2. Survey Areas at the Charlotte IAP ANGB. 4
Figure 3. Survey Areas at the Stanly County ANGS. 5
Figure 4. An Invitation for the 21 April 1936 Douglas Airport Opening 35
Figure 5. View of the New Douglas Municipal Airport as It Appeared in 1937. 35
Figure 6. 1948 Charlotte West USGS 7.5' Topographic Quadrangle with the Location of Morris Field in Relationship to the Douglas Municipal Airport, Situated to the Northwest 36
Figure 7. This Army Air Corps Banner Celebrated the Establishment of the Morris Field Installation, Located South of the Douglas Municipal Airport 36
Figure 8. 1945 Office of the Post Engineer Map with the Red Arrow Indicating the NCANG Installation Location 37
Figure 9. The Early NCANG Aircraft Inventory Included P-47 *Thunderbolts*, AT-6 *Texans*, and the C-47 *Skytrain* 38
Figure 10. NCANG Personnel Take a Break from Working Maintenance on a P-47 *Thunderbolts* to Pose for This Picture 38
Figure 11. This 1948 Image Shows One of the Former Morris Field Hangars Located at the Charlotte Installation 39
Figure 12. Two NCANG Pilots Scramble during a Runway Alert Drill 42
Figure 13. F-86 Fighter Aircraft during the Runway Alert Program 42
Figure 14. View to North, with Building 1 (1956) in the Foreground and Surplus Morris Field Army Buildings in the Background 43
Figure 15. This Circa 1960s Image Shows a NCANG C-121 Being Serviced inside a Charlotte ANGB Hangar 44
Figure 16. These NCANG C-121s Are Parked inside the Charlotte ANGB Hangars; One of the Hangars Was Building 22, Constructed in 1965 44
Figure 17. This 1971 Image Shows a C-130 *Hercules* Flying over Charlotte with a Vietnam War Paint Scheme 46
Figure 18. This Circa 1975 Image Shows the Evolution of Charlotte ANG Installation 47
Figure 19. A NCANG MAFFS Plane in Action Dropping Fire Retardant during the 1988 Yellowstone Fire 49
Figure 20. The Original Albemarle Airport Shortly after Its 1946 Construction 53
Figure 21. 1905 Charlotte USGS 15' Topographic Quadrangle showing Charlotte Survey Areas 61
Figure 22. 1907 Charlotte USGS 15' Topographic Quadrangle showing Charlotte Survey Areas 62
Figure 23. 1948 Charlotte West USGS 7.5' Topographic Quadrangle showing Charlotte Survey Areas 63
Figure 24. 1993 Charlotte West USGS 7.5' Topographic Quadrangle showing Charlotte Survey Areas 64
Figure 25. 1911 Spratt Map showing Charlotte Survey Areas 65
Figure 26. 1925 Mecklenburg County U.S. Postal Service Blueline Map showing Charlotte Survey Areas 66
Figure 27. 1910 U.S. Department of Agriculture Soil Map showing Charlotte Survey Areas 67
Figure 28. Locations of STPs Excavated at the Charlotte IAP ANGB. 68
Figure 29. Charlotte Area 1 in the Vicinity of STP 1-a5, View to the South. 70
Figure 30. Charlotte Area 1 in the Vicinity of STP 1-a5, View to the East. 71
Figure 31. Charlotte Area 1 in the Vicinity of STP 1-e1, View to the West. 71

Figure 32. Charlotte Area 1 in the Vicinity of STP 1-d1, View to the North-Northeast. 72
Figure 33. Soil Profile of STP 1-a2, Charlotte Area 1. 72
Figure 34. Representative Soil Profiles of the Charlotte IAP ANGB Shovel Test Pits..... 73
Figure 35. Charlotte Area 2, in the Vicinity of STP 2-11, View North. 74
Figure 36. Charlotte Area 2, in the Vicinity of STP 2-5, View North. 74
Figure 37. Southernmost Portion of Charlotte Area 2, from the Hillside at the North End of a Dead-End Road, View South. 75
Figure 38. Soil Profile of STP 2-2, Charlotte Area 2. 75
Figure 39. North End of Charlotte Area 3, View South. 76
Figure 40. South End of Charlotte Area 3, View Northeast. 77
Figure 41. West Side of Charlotte Area 3, View East. 77
Figure 42. Overvew Map of the Charlotte IAP ANGB showing Surveyed Buildings and Structures. 79
Figure 43. Building 1 West and South Façades, View to Northeast. 80
Figure 44. Building 2 South and East Façades, View to Northwest. 82
Figure 45. Building 2, West and North Façades, View to East. 82
Figure 46. Building 3 East and North Façades, View to Southwest. 84
Figure 47. Building 4 East and North (Primary) Façades, View to Southwest. 86
Figure 48. Building 4 West and South Façades, View to Northeast. 86
Figure 49. Building 5, West (Primary) and South Façades of Two-Story Block, View to Northeast..... 88
Figure 50. Building 5 East and North Facades, View to Southwest. 89
Figure 51. Building 7 South and East Façades, View to Northwest. 90
Figure 52. Building 7, West Façade of One-Story Block, View to Northeast. 90
Figure 53. Building 39 East and North (Primary) Façades, View to Southwest. 92
Figure 54. Building 40, East Primary Façade with Primary Entrance and Three Adjacent Fire Engine Bays That Are Oriented to the Street, View to Southwest. 94
Figure 55. Building 40 North Façade and West Façade Oriented to the Airfield, View to Southeast..... 94
Figure 56. Building 41 West and South Façades, View to Northeast. 95
Figure 57. Building 43 East Façade, View to Northwest. 96
Figure 58. Building 43, View to South. 97
Figure 59. Building 43 Southwest and South Façades, View to East. 98
Figure 60. Building 45 South Façade and Brick Arch Leading to Interior Courtyard, View to North. 99
Figure 61. Building 45 South and East Façades, View to Northwest. 99
Figure 62. View to East of Building 45 West Façade. 100
Figure 63. Building 48 North (Primary) and East Façades, View to Southwest. 102
Figure 64. Building 49 North and West (Primary) Façades, View to the Southeast. 103
Figure 65. Building 50 North Primary Façade and East Façade. 104
Figure 66. Building 50 South Façade, View to the North. 104
Figure 67. Building 69 West (Primary) and South Façades, View to Northeast. 106
Figure 68. Building 69 North Façade, View to South. 107
Figure 69. Building 131 West and South Façades, View to Northeast. 108
Figure 70. Building 132 West and South Façades, View to Northeast. 109
Figure 71. NCANG Memorial View to West. 110
Figure 72. NCANG Memorial View to North. 110
Figure 73. Building 144 F-86 *Sabre* Fighter Jet Static Display. 111

Figure 74. Building 151 C-130 *Hercules* Cargo Plane Static Display. 111
Figure 75. 1904 Miller Map with Stanly Survey Areas 115
Figure 76. Survey Areas at the Stanly County Airport ANGS. 117
Figure 77. Locations of STPs Excavated at the Stanly County Airport ANGS. 118
Figure 78. Location of STPs in Stanly Areas 4A and 4C. 119
Figure 79. West Side of Stanly Area 1, View Southeast. 123
Figure 80. East Side of Stanly Area 1 showing Stream and Marsh, View West. 123
Figure 81. Northeast of Stanly Area 1 showing Heavy Machinery Disturbance, View Southwest. 124
Figure 82. Soil Profile of STP 1-3, Stanly Area 1. 124
Figure 83. Representative Soil Profiles of the Stanly County Airport ANGS Shovel Test Pits. 125
Figure 84. Wooded Section in Stanly Area 2, View South. 126
Figure 85. Southwest Portion of Stanly Area 2, View Southwest. 127
Figure 86. Northeast Portion of Stanly Area 2, View South-Southwest. 127
Figure 87. Stanly Area 3 from STP 3-4, View North-Northeast. 128
Figure 88. Stanly Area 3 from STP 3-7, View East-Northeast. 129
Figure 89. Wetland in Stanly Area 4A at Eastern End of Area, View East. 131
Figure 90. Wetland in Stanly Area 4A, Central Area, View Northwest. 131
Figure 91. Wetland in Stanly Area 4A, Central Area, View North. 132
Figure 92. Stanly Area 4A, Transect X, in Vicinity of STP 4A-x1, View Southeast. 132
Figure 93. Stanly Area 4A, Transect Y, in Vicinity of STP 4A-y3, View Southeast. 133
Figure 94. Stanly Area 4A, in Vicinity of STP 4A-z1, View Southeast. 133
Figure 95. Locations of the Three Positive STPs in Stanly Area 4A. 134
Figure 96. Cut Bank of Little Mountain Creek in Stanly Area 4A, View North. 135
Figure 97. Access Road and Sewer Line/Culvert (foreground) and Stream (background) Northeast of STP 4A-a9, View Northeast. 136
Figure 98. Soil Profile of STP 4A-a1, Stanly Area 4C. 136
Figure 99. Soil Profile of STP 4A-a9, Stanly Area 4A. 137
Figure 100. Soil Profile of STP 4A-d7, Stanly Area 4A. 138
Figure 101. Northeast Corner of Stanly Area 4B, View Southeast. 139
Figure 102. Stanly Area 4B, View Northwest. 140
Figure 103. Stanly Area 4B in Vicinity of STP 4B-1, View East-Southeast. 140
Figure 104. Stanly Area 4B in Vicinity of STP 4B-5, View Southwest. 141
Figure 105. Stanly Area 4B in Vicinity of STP 4B-5, View Southeast. 141
Figure 106. Stanly Area 4C at Edge of Wooded Area, View Northwest toward Airport Runways. 142
Figure 107. Stanly Area 4C from Parking Area/Tarmac, View Southwest. 143
Figure 108. Stanly Area 4C, from STP 4A-a1, View Southeast. Stanly Area 4A Visible in Distance. 143

Abbreviations and Acronyms

AC&W	Aircraft Control and Warning
ADC	Air Defense Command
AFI	Air Force Instruction
ALCOA	Aluminum Company of America
ANG	Air National Guard
ANGB	Air National Guard Base
ANGRC	Air National Guard Readiness Center
ANGS	Air National Guard Station
ARNG	Army National Guard
ARPA	Archaeological Resources Protection Act
ATG	Aeromedical Transport Group
AW	Airlift Wing
BCE	Base Civil Engineer
BSE	Base Support Element
CFR	Code of Federal Regulations
cm	Centimeter(s)
EM	Environmental Manager
F	Fahrenheit
FAA	Federal Aviation Administration
FS	Fighter Squadron
GSU	Geographically Separated Unit
IAP	International Airport
km	Kilometer(s)
m	Meter(s)
MAC	Military Airlift Command

MAFFS	Modular Airborne FireFighting System
MAPS	Mobile Aerial Port Squadron
MATS	Military Air Transport Service
NAS	Naval Air Station
NATO	North Atlantic Treaty Organization
NAVFAC	Naval Facilities Engineering Command
NCANG	North Carolina Air National Guard
NCNG	North Carolina National Guard
NEPA	National Environmental Policy Act
NGB	National Guard Bureau
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OSA	Office of State Archaeology
SAC	Strategic Air Command
SHPO	State Historic Preservation Office
SOW	Statement of Work
STP	Shovel Test Pit
TAC	Tactical Air Command
TAW	Tactical Airlift Wing
USC	United States Code
USGS	U.S. Geological Survey
WPA	Works Progress Administration

1. PROJECT DESCRIPTION

1.1. Project Introduction

The National Guard Bureau (NGB), Air National Guard (ANG) is responsible for managing its properties throughout the United States and its possessions, including the management of cultural resources. Under Sections 106 and 110 of the National Historic Preservation Act of 1966 (NHPA), as amended (16 United States Code [USC] 470); the Archaeological Resources Protection Act of 1979 (ARPA); Air Force Instruction (AFI) 32-7065; the National Environmental Policy Act of 1969 (NEPA) (42 USC 4321-4347); and other requirements, the ANG is required to identify, evaluate, and manage cultural resources under its control.

The ANG contracted for a cultural resources survey and evaluation of cultural resources at two ANG installations in North Carolina (Figure 1). They are the Charlotte-Douglas International Airport (IAP) ANG Base (Charlotte IAP ANGB) and the Stanly County Airport ANG Station (Stanly County Airport ANGS). The project also includes consideration of the former Badin ANGS in the historic context. This installation was transferred out of ANG jurisdiction prior to the start of this project. All research and fieldwork were carried out by cultural resources professionals.

The primary objectives of the cultural resources survey and evaluation project are to identify significant cultural resource properties or the potential for significant properties to exist at Charlotte IAP ANGB and Stanly County Airport ANGS, make evaluation recommendations regarding their National Register of Historic Places (NRHP) eligibility, and make recommendations for special protection requirements and management of the cultural properties under ANG control. The overall goal of the survey is to provide the installations and NGB with the necessary data to manage the architectural and archaeological resources in accordance with legal requirements and professional standards.

This report describes the two installations where the cultural resources survey was conducted and methodology used to conduct this work and presents background research and records and literature search, historic context, cultural resources surveyed and evaluated, survey and evaluation results, and recommendations. This volume includes an appendix with the North Carolina State Historic Preservation Office (SHPO) forms for each surveyed resource, both archaeological and architectural.

1.2. Installation Overview

1.2.1. Charlotte-Douglas IAP ANGB

Charlotte IAP ANGB is located on 103 acres in the eastern portion of the Charlotte-Douglas IAP in the city of Charlotte, Mecklenburg County, North Carolina. The airport and ANGB are about 6 miles west of downtown Charlotte, about a mile south of Interstate (I-) 85, and about a mile east of I-486. Minuteman Way off of Billy Graham Parkway leads into the main entrance of the installation on the base's east side. The ANGB is bounded on its north by the North Carolina Aviation Museum, by runways of the Charlotte IAP on its west, by residential development in a wooded setting and Billy Graham Parkway to its east, and the Wilson Air Center on its south. The City of Charlotte owns the installation land and leases it to the U.S. Air Force, which licenses it to the ANG. The Army National Guard (ARNG) formerly occupied the eastern portion of the installation; the ANG took over the ARNG armory building and acreage and integrated them into the existing ANG installation.

The host unit for the Charlotte IAP ANGB is the 156th Airlift Wing (156 AW) of the North Carolina ANG (NCANG). It provides global airlift and theater airlift support for the United States Southern Command as its primary missions.

1.2.2. Stanly County Airport ANGS

The Stanly County Airport ANGS is a 111-acre Geographically Separated Unit (GSU) of Charlotte IAP ANGB. It is located in Albemarle, about 55 miles east-northeast of the Charlotte IAP ANGB in Stanly County, a rural county in eastern North Carolina. The airport and ANGS are on a more or less wedge-shaped parcel south of State Highway 740 and east of Highway 52. Airport Road leads to the south end of the airport, where the main entrance to the installation is located, and curves along the eastern periphery of the installation parcel.

The ANG installation lands are leased from the Stanly County Airport Authority, a political subdivision of the state of North Carolina. The ANGS shares runway and taxiway facilities with the Stanly County Airport, which the Authority oversees. The installation is the NCANG's primary training facility for light air-to-ground training by the ANG and light support training by ARNG units, and it houses a number of tenant units.

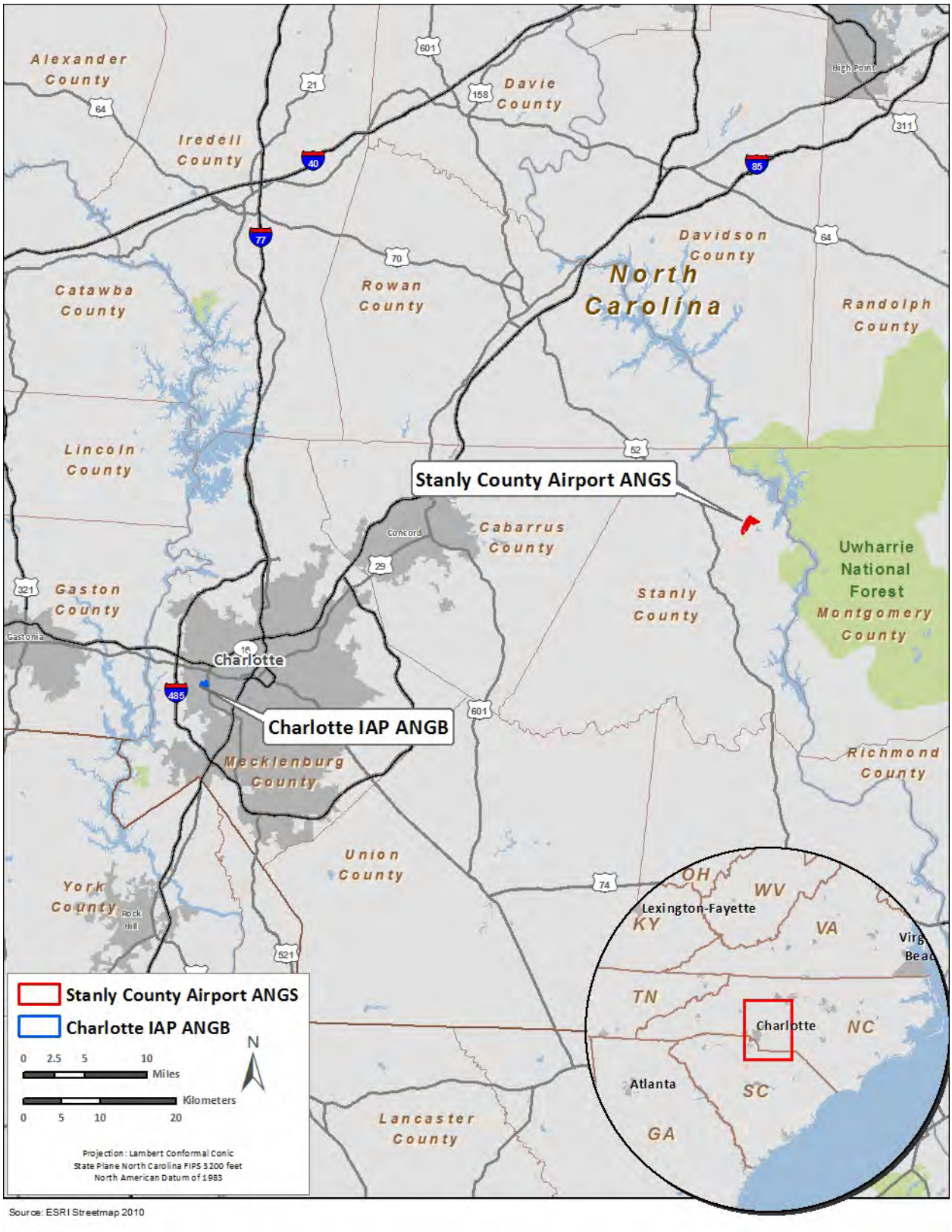


Figure 1. Mecklenburg and Stanly County Regions with the Locations of Charlotte IAP ANGB and Stanly County Airport ANGS Project Areas.

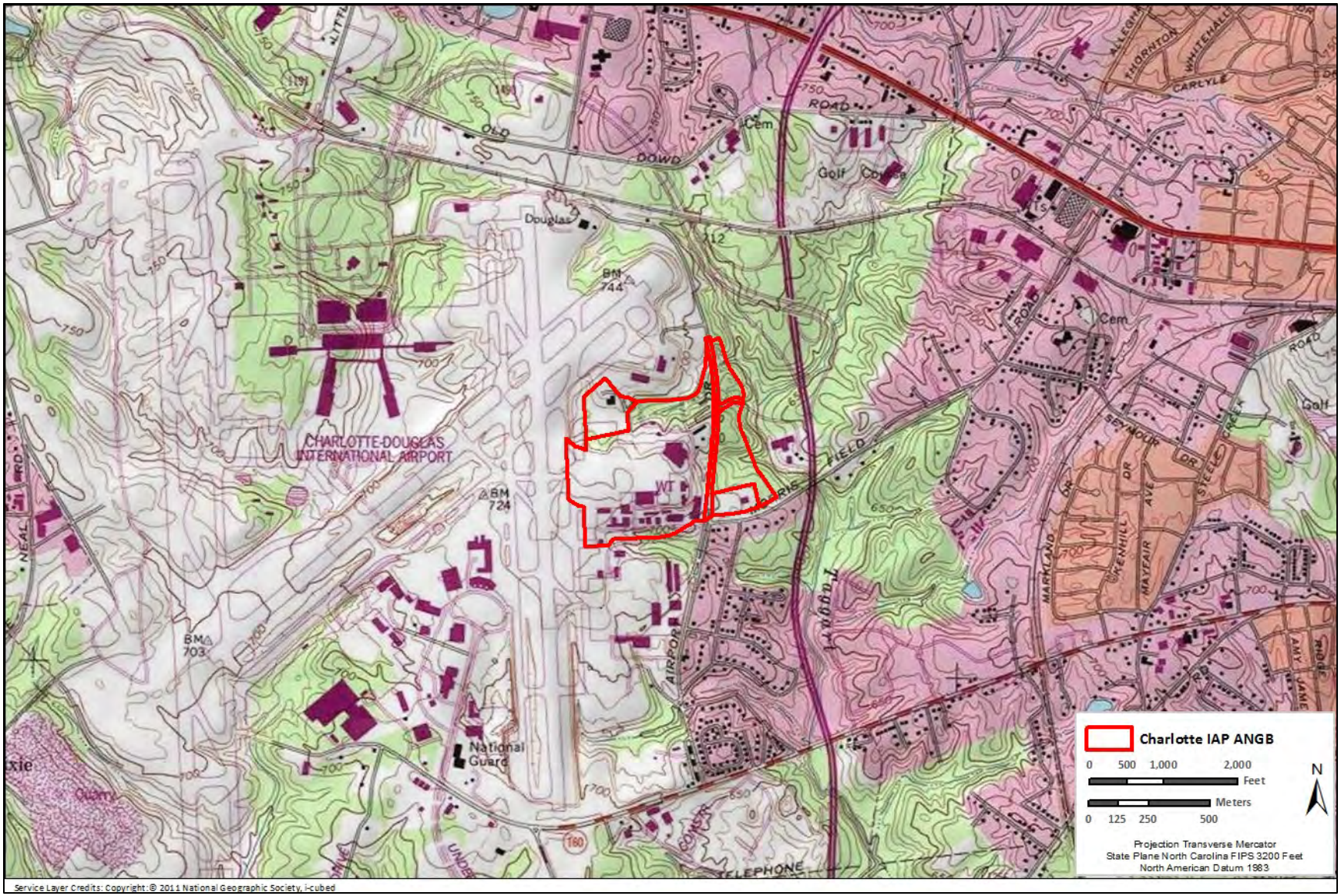


Figure 2. Survey Areas at the Charlotte IAP ANGB.

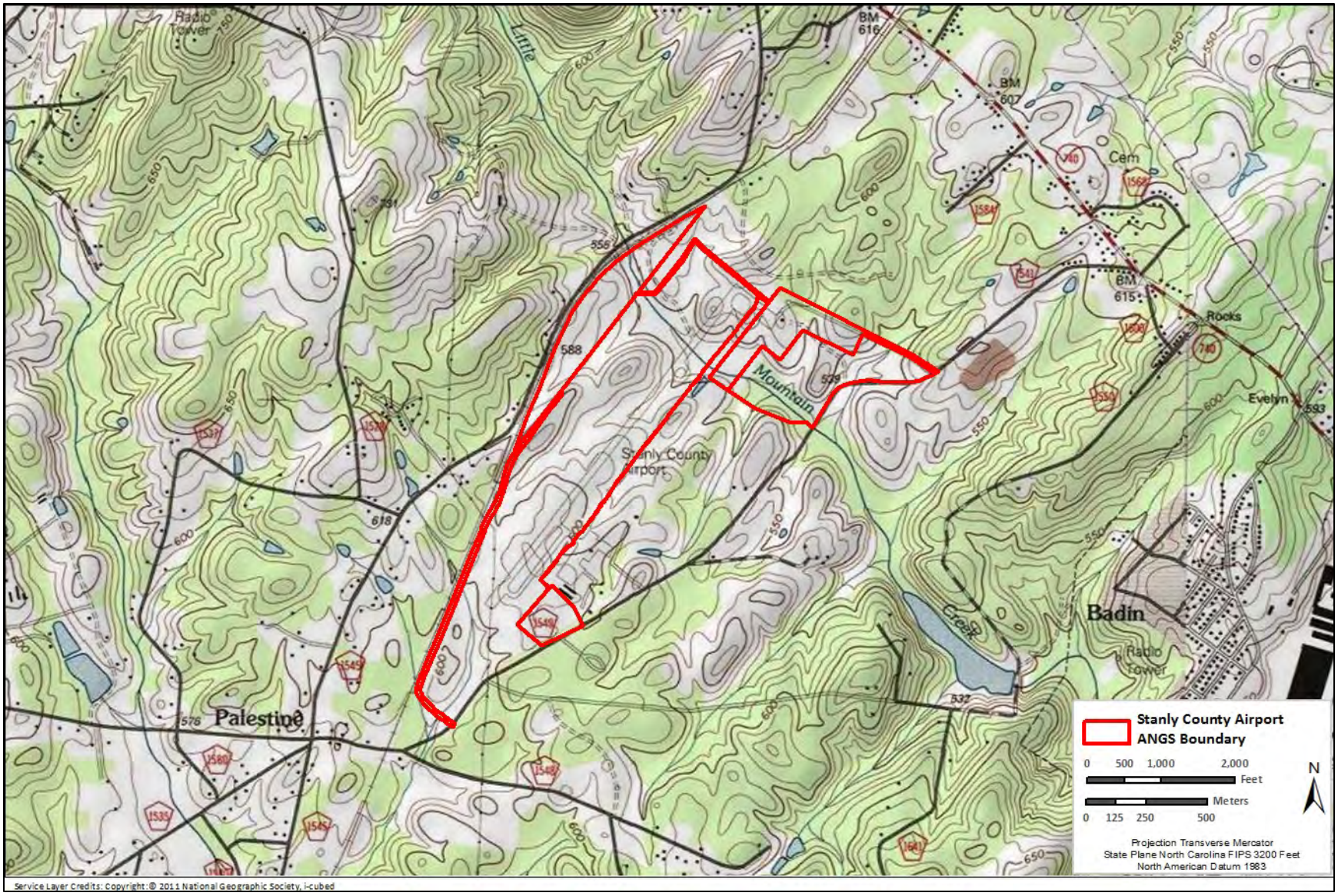


Figure 3. Survey Areas at the Stanly County ANGS.

At the Stanly County Airport, the ANG installation is configured irregularly as four separate parcels all on the periphery of the airport runway which lies in the center of the encompassing airport parcel. There are two controlled accesses to the ANG installation, one from the southwest to the western parcel and the other at the north end of the eastern parcel. Paralleling the west border is a narrow strip of land that opens into a wider portion of the parcel. North of the runway is a parcel for a drop zone. East of the runway are two parcels, the larger of which is highly developed with buildings, fuel tanks, and other facilities. To the south is a smaller parcel with several recently constructed buildings. All of the ANG buildings and structures at Stanly County Airport ANGS are recent; the oldest was constructed in 1995 and new buildings are being constructed at this time.

1.3. Natural Setting of the Project Areas

1.3.1. Physiography

The Charlotte IAP ANGB in Mecklenburg County and the Stanly County Airport ANGS in Stanly County lie within the Piedmont physiographic province of North Carolina. The following discussion provides general information about the Piedmont area, with specific details where the two project areas differ.

North Carolina comprises three physiographic provinces: the Coastal Plain, the Piedmont, and the Blue Ridge Mountains. The Charlotte and Stanly project areas are situated in the Piedmont province, which ranges in elevation from 300 feet (91 meters [m]) at the eastern fall line to 2,000 feet (610 m) at the western boundary with the Blue Ridge Mountain scarp. The entire province is made up of well-rounded and low-rolling ridges with a northeast-southwest orientation (Tippett 2003:6; Tippett 2003:6). Mecklenburg County is dominated by broad, slightly sloping ridges and steep valley slopes, ranging in elevation from 520 feet (158 m) to 860 feet (263 m) (Tolonen 1998:5). It is bounded to the north by Iredell County, to the northeast by Cabarrus County, to the southeast by Union County, to the south/southwest by South Carolina, and to the west by the Catawba River. Stanly County has an average elevation of 511 feet (156 m). It is bounded on the north by Rowan County, on the east by the Yadkin and Pee Dee Rivers, on the south by the Rocky River, and on the west by Cabarrus County (Tippett 2003:6).

1.3.2. Geology

The two project areas are within the Carolina Slate Belt, which runs from Virginia to Georgia, and is composed of volcanic and sedimentary rocks (Tippett 2003:6). The meta-volcanic rocks of the Slate Belt are fragments that were mechanically or aerially deposited during active volcanism; very few are the result of lava flows (Butler and Secor 1991; Tippett 2003:6). Mecklenburg County falls within the Charlotte Belt section of the Slate Belt. The Charlotte Belt comprises “minor masses of granitic rock,

felsic and mafic meta-volcanic rocks, and metamorphosed rhyolitic tuffs" (Tolonen 1998:8). The Charlotte airport area is dominated by foliated to massive metamorphosed quartz diorite, granite, and quartzite. Mecklenburg County soils include the Cecil, Cecil-Urban, Pacolet-Cecil, Enon-Helena-Vance, Iredell-Mecklenburg, Wilkes-Enon, and Georgeville-Goldston-Lignum series; these are all well- to moderately well-drained soils (Tolonen 1998:9; USDA 1980). In the airport area, the Cecil, Pacolet-Cecil, Mecklenburg, and Wilkes-Enon sandy loam and clay series are dominant (Tolonen 1998:9).

Stanly County also falls within the Charlotte Belt, and specifically within the Albemarle-Asheboro region (which includes the Uwharrie Mountains), characterized by meta-volcanic deposits that include widely known prehistoric rhyolite quarries (Daniel 1998; Daniel and Butler 1991). The soils of Stanly County are dominated by the Badin and Goldston series, located on undulating steep slopes. These are well- to moderately well-drained soils with a loamy surface and clayey subsoil. The Stanly County Airport area itself is composed of these two soil series (30 percent) and the Misenheimer series (70 percent), a poorly drained thin surface soil (O'Neal et al. 2002:8; Stephens 1989). The area was mapped previously as predominantly Georgeville gravelly silt loam (USDA 1910).

1.3.3. Hydrology

Mecklenburg County, and more specifically the Charlotte IAP ANGB, is in the southern limits of the Catawba River Basin, which is adjacent to the Yadkin-Pee Dee River Basin containing the Stanly County Airport ANGS. The Charlotte project area drains into the Catawba River via a series of tributaries, most notably Taggart Creek (immediately east of the project area), Coffey Creek (running through the airport proper), and Little Paw Creek (west of the airport) (Tolonen 1998:6).

Stanly County falls within the Yadkin-Pee Dee River Basin. The closest water source is Little Mountain Creek, which flows through some of the Stanly County Airport ANGS survey areas. This creek flows into Mountain Creek, and then into the Pee Dee River. Approximately 4 kilometers (km) northeast of Stanly County Airport is Badin Lake, formed by the damming of the Yadkin River. South of the lake the Yadkin River converges with the Uwharrie River to form the Pee Dee River (O'Neal et al. 2002:9).

1.3.4. Climate

The Piedmont province in North Carolina is characterized by hot, humid summers and short but cold winters. It receives an average of 47 inches (119 centimeters [cm]) of rainfall annually, most of which (26 inches [55 percent of annual rainfall]) coincides with the growing season (April–September). The average daily temperature is 76 degrees Fahrenheit (F) in summer, 43 degrees F in winter. During the summer daily highs average 88 degrees F, and during the winter the daily low average is 31 degrees F. Prevailing winds are from the southwest (Stephens 1989:2–3).

1.3.5. Fauna and Flora

Development has greatly affected the fauna and flora of the Piedmont province of North Carolina (Clay et al. 1975; Tolonen 1998:15–19). Where the original woodlands fauna and flora are intact, it comprises predominantly hardwood forest, including oak-hickory regimes (blackjack oak, scarlet oak, black oak, pignut hickory, and some pine species) with an understory that includes sourwood, red maple, and dogwood. Areas of Mecklenburg County around the airport also include red cedar, gum, and elm trees. Throughout the undeveloped areas of the Piedmont, small and medium mammals (i.e., squirrels and deer), turtles, and fish occupy the forests and streams/wetlands now as they did in the past (Tippett 2003:6; Tolonen 1998:15–19).

2. METHODS

2.1. Project Planning

Project planning began with an on-site project kick-off meeting held on 2 November 2011 at the Charlotte IAP ANGB. ANG Readiness Center (ANGRC) acting cultural resources project manager Brian Lione, NCANG Base Civil Engineer (BCE), Environmental Manager (EM), and other ANG personnel participated in the meeting. The objectives and process for the cultural resources survey were discussed, as were the current status of Charlotte IAP ANGB, Stanly County Airport ANGS, and the former Badin ANGS, which was identified as no longer under the jurisdiction of or use by the ANG. Current uses and future plans for facilities at the installations were discussed. The group reviewed the history of land and facilities acquisition at the installations, and resource personnel and institutions that may have information helpful to the project. At the kick-off meeting, the ANG project manager requested that buildings constructed in 1990 and 1991 at the Charlotte IAP ANGB be added to the survey and evaluation project. The kick-off meeting was documented in meeting minutes approved by the ANG.

Following the meeting, installation personnel provided a tour of the Charlotte IAP ANGB, and general photographs of installation areas and facilities were taken. On 3 November 2011, a similar tour was provided at the Stanly County Airport ANGS. Following the tour, various environmental documents in the EM's office were reviewed. The records in the civil engineering office were not accessed at that time due to other commitments of the personnel and the inaccessibility of many records due to facilities renovation.

Per the Statement of Work (SOW), a project program plan was prepared. This plan details the research and survey methodology to be followed in implementing the project. The content of this plan is summarized in the sections below. Following approval by the ANGRC project manager, the program plan was carried out.

2.2. Archaeological Survey

The archaeological investigation was performed in April 2012 by three individuals meeting the Secretary of the Interior's *Professional Qualification Standards* for archaeologists. The archaeologists had prior experience conducting surveys of military installations, including ANG installations, and have relevant regional experience. A summary of qualifications is provided in Section 8.0.

The archaeological investigations of the Charlotte IAP ANGB and Stanly County Airport ANGS were conducted in three phases. The first was documentary research conducted at the North Carolina SHPO in Raleigh, North Carolina; the Library of Congress in Washington, DC; and through online historic map

2.3. Survey of Built Resources

The survey and evaluation of built resources, including buildings and structures, was carried out by one individual meeting the Secretary of the Interior's *Professional Qualification Standards* for historian and one meeting the *Professional Qualification Standards* for architectural historian. Both individuals have many years experience conducting surveys and evaluations of military and ANG facilities.

The SOW called for an architectural survey and NRHP eligibility evaluation of resources built in 1989 or earlier at Charlotte IAP ANGB, and no survey and evaluation of built resources at the Stanly County Airport ANGS. As previously mentioned, at the kick-off meeting it was agreed that buildings constructed in 1990 and 1991 also should be surveyed and evaluated for NRHP eligibility.

2.3.1. Built Resource Documentary and Other Research

Research for the historic context and in support of the NRHP eligibility evaluation of the built resources was conducted at the Charlotte IAP ANGB, other repositories in Charlotte and elsewhere, and online sources. Research for the historic context was conducted during the week of 21 May 2012. NCANG EM Major Samuel Ingram and Real Property Manager Ms. Barbara Everett assisted researchers with compiling and reviewing real property files, building accountability cards, historic building images, parcel maps, lease and license documents, and environmental documents. BCE Colonel Walters was interviewed and provided access to base master plans, current and historic building plans, and facility building data history. Materials were reviewed at the NCANG Heritage Association archive that is located on the Charlotte installation. Oral histories were collected, as were historic images that illustrate the evolution of the installation and important ANG missions.

At the Dolph Overton Aviation Museum in Charlotte, historic images, maps, and literature on the early Charlotte-Douglas Airport, the Army Air Corps tenure at Morris Field, and the subsequent ANG occupation were gathered. Materials were collected at the Charlotte Mecklenburg Main Library Robinson-Spangler Carolina Room regarding the history of Stanly and Mecklenburg Counties. Additional research was conducted at the North Carolina SHPO, and online sources including websites of the University of North Carolina, U.S. Air Force, and the ANG.

2.3.2. Built Resource Fieldwork

As per the kick-off meeting minutes and program plan, buildings and structures constructed in 1991 or earlier were subject to the survey and evaluation. Table 1 lists the 17 resources to be subject to the survey. In all, 17 buildings and structures (all dating to the Cold War-era), one memorial, and two static display aircraft were documented, totaling 20 resources surveyed. Buildings 22 and 46 were not surveyed because they were found to have been demolished but remained on the real property list provided by NGB at the

beginning of the project. Building 43, the Base Civil Engineering Maintenance Facility, was undergoing a major remodeling effort that included new construction. Building 144, the NCANG memorial, was being constructed during the field survey.

Fieldwork for the survey of built resources was carried out during the week of 21 May 2012. The survey was conducted using the methodology described in the program plan. The interior and exterior of each building and structure were inspected, and photographed using digital cameras. Photographs were taken of at least two opposing corners of each building exterior, the building in its overall context, and interior and exterior architectural attributes that may be character-defining features or indications of modifications. In many cases, the buildings were so large or close together that digital photographs were taken of individual elevations or portions of elevations and then were viewed together. Oblique aerial photographs were enlarged to yield additional information about size, configuration, and roof details of the buildings. Notes were taken regarding the architectural attributes of each building and structure for completion of NCANG architectural forms, general descriptions, and NRHP eligibility evaluation.

North Carolina SHPO architectural inventory forms were completed using data from the field observations, photographs, and other information from field survey and historical research.

Table 1. Surveyed Buildings at the Charlotte IAP ANGB, Building Numbers, and Year of Construction.

Building Number	Current Name	Construction Year
Building 1	Logistics planning, family readiness	1956
Building 2	William J. Payne Headquarters Building	1960
Building 3	156th Airlift Squadron Operations	1977
Building 4	Fuel Systems Maintenance Hangar	1968
Building 5	MAFFS Firefighting and Training Facility	1982
Building 7	Composite Maintenance Facility	1974
Building 39	Base Aviation Fuels	1984
Building 40	Fire Station No. 17	1985
Building 41	Traffic Check House (security)	1985
Building 43	Base Civil Engineering Maintenance Facility	1986
Building 45	156th Aeromedical Evacuation Squadron Administration Building	1990
Building 48	Hazardous Storage BSE	1991
Building 49	Hazardous Waste Pharmacy	1990
Building 50	Reserve Forces Training	1958
Building 69	Gymnasium	1975
Building 131	Aviation Fuel Pump Shelter	1984
Building 132	Aviation Fuel Pump Shelter	1984

Table 1. Surveyed Buildings at the Charlotte IAP ANGB, Building Numbers, and Year of Construction.

Building Number	Current Name	Construction Year
Documented in survey as per program plan, not evaluated for NRHP eligibility		
No building number	NCANG Memorial	2012
Building 144	Static Display F-86 *Sabre* fighter aircraft	2008
Building 151	Static Display C-130B aero lift aircraft	2010

2.4. National Register of Historic Places Eligibility Evaluation

Surveyed resources at Charlotte IAP ANGB and Stanly County Airport ANGS were evaluated for NRHP eligibility using the NRHP Criteria for Evaluation, as listed in 36 CFR 60.4. To be listed in, or considered eligible for the NRHP, a cultural resource must meet at least one of the four following Criteria:

1. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A).

2. The resource is associated with the lives of people significant in the past (Criterion B).

3. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C).

4. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In addition to meeting at least one of the above Criteria, a cultural resource must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a property's historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology. Not all seven aspects of integrity need to be present, but the resource should possess the majority of aspects sufficient to convey the resource's significance.

Integrity of location refers to the place where an event occurred or a property was originally built. Integrity of design considers elements such as plan, form, and style of a property. Integrity of setting is the physical environment of the property. Integrity of materials refers to the physical elements used to

construct the property. Integrity of workmanship refers to the craftsmanship of the creators of a property. Integrity of feeling is the ability of the property to convey its historic time and place. Integrity of association refers to the link between the property and a historically significant event or person.

Cultural resources meeting these standards (significance and integrity) are termed "historic properties" under the NHPA. Sites or structures that may not be considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including:

- religious properties (Criteria Consideration A);
- moved properties (Criteria Consideration B);
- birthplaces or graves (Criteria Consideration C);
- cemeteries (Criteria Consideration D);
- reconstructed properties (Criteria Consideration E);
- commemorative properties (Criteria Consideration F);
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources may be eligible for listing only if they meet special requirements called "Criteria Considerations." A resource must meet one or more of the four Criteria for Evaluation (A through D) and also possess sufficient historic integrity before it can be considered under the various Criteria Considerations. Criteria Consideration G (properties that have achieved significance within the last 50 years) potentially applies to buildings and structures that were less than 50 years old at the time of evaluation. For districts, sites, buildings, structures, or objects that have achieved significance within the last 50 years, only those of "exceptional importance" can be considered eligible for listing in the NRHP. The finding of "exceptional importance" must be made within the specific historic context associated with the property, as defined in National Register Bulletin 22, *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Past Fifty Years.* Buildings evaluated under Criteria Consideration G that do not qualify for exceptional importance should be reevaluated under NRHP Criteria A–D when they are 50 years of age or older.

This page intentionally left blank.

3. HISTORIC CONTEXT

3.1. Archaeological Overview

According to Ward and Davis (1999), the prehistory of North Carolina is divided into three major periods: Paleoindian (circa 9500 to 7900 B.C.), Archaic (8000 to 1000 B.C.), and Woodland (1000 B.C. to A.D. 1600). These three periods are further subdivided into Early, Middle, and Late phases. Ward and Davis break the prehistory into three regions where possible based on the archaeological record: Coastal Plain, Piedmont, and Appalachian/Blue Ridge Mountains. The Piedmont is discussed in detail as the project areas are within the Piedmont region. The periods and phases are characterized by changes in material culture, settlement patterns, and subsistence strategies.

3.1.1. Paleoindian Period (9500–7900 B.C.)

The beginning of the Paleoindian period is defined by the initial human colonization of North America. While most, if not all, archaeologists agree that North America was first colonized by humans from Asia at the end of the Pleistocene, the precise date of this event is a matter of considerable debate. Most agree that by 12,000 years ago, North America was inhabited by small bands of people who practiced a hunting and foraging lifestyle.

The traditional view of Paleoindians is that they lived in small, nomadic bands and used a specialized tool kit to hunt now extinct megafauna (Mason 1962; Michie 1977). It has become increasingly apparent, however, that the Paleoindian subsistence base was more diverse than originally thought. While reliance on megafauna may have been the norm in the western part of North America, southeastern Paleoindians may have relied on a more varied diet, including plants and small game (Sassaman et al. 1990:8). In fact, only a few examples of the direct exploitation of megafauna have been documented in the southeastern United States (Clausen et al. 1979; Dunbar and Webb 1994). In addition, ethnobotanical remains from Meadowcroft Rockshelter (Adovasio et al. 1999), Shawnee-Minisink (McNett et al. 1977), and Dutchess Cave Quarry (Funk et al. 1969; Funk and Steadman 1994) indicate that secondary resources such as fish, birds, hawthorn, and nuts were incorporated into various eastern woodland Paleoindian subsistence systems.

The traditional view of Paleoindian settlement in the southeastern United States is one of high mobility, low population density, and a focal hunting economy (Anderson and Joseph 1988; Gardner 1978; Goodyear 1979; Goodyear et al. 1989; Meltzer 1988; Smith 1986; Steponaitis 1986; Williams and Stoltman 1965). Some researchers, however, are beginning to question these traditional views and are advocating alternative theories. One such theory is that Paleoindians were less mobile and selected choice areas for initial settlement. Only after this initial area was colonized did Paleoindian groups expand into

other regions (Sassaman et al. 1990:8). Another theory stipulates that early Holocene mobility patterns should have shifted from logistically based settlement systems to more residentially mobile systems as temperatures warmed and the homogeneity of resource distributions increased (Cable 1992). Contrary to the traditional view (Caldwell 1958) of a gradual shift toward more-sedentary systems through time, Cable's "Effective Temperature/Technological Organization" model, as it has come to be known (Anderson and Hanson 1988; Anderson and Schuldenrein 1985), argues that Paleoindian and initial Early Archaic populations may have maintained more stable residences than those of the later Early and Middle Holocene.

In the Southeast, regional chronologies exist for the Paleoindian period based strictly on stylistic attributes of Paleoindian projectile point technology; these are neither supported nor rejected by stratigraphic context (Anderson 1990; Gardner and Verrey 1979; Ward and Davis 1999; Williams and Stoltman 1965). Ward and Davis (1999:29–34) classify these tools using Anderson's (1990) division into Early, Middle, and Late Paleoindian phases. The Early Paleoindian phase (9500–9000 B.C.) is characterized by fluted lanceolate points, like the western Clovis. These have been found only in some river valleys (Tennessee, Cumberland, Ohio River valleys), western South Carolina, southern Virginia, and the northern Piedmont of North Carolina. Sites dating to this time have been considered staging areas, and center on locations with quick access to lithic raw materials (Ward and Davis 1999:29–31). The Middle Paleoindian phase (9000–8500 B.C.) is characterized by regional spear point variability. Cumberland (fluted), Suwannee (non-fluted), and Simpson spear point types show narrowing or waisting at the base, resulting in an eared look. Sites with these point types may represent the spreading out from earlier staging areas and settling into the frontiers. There is also an increased number of these point varieties compared with Early Paleoindian types (Ward and Davis 1999:31). The Late Paleoindian phase (8500–7900 B.C.) is again represented by an increase in number of spear points and a change in point type. Dalton points and the Hardaway-Dalton type in North Carolina combined with the presence of large side-scrapers (Coe 1964) are indicators of the Late Paleoindian phase (Ward and Davis 1999:31–32). As expected, it is difficult to separate the Early, Middle, and Late Paleoindian non-diagnostic artifacts from the Early Archaic (as well as from each other) given poor preservation, lack of stratigraphic context, and the lack of Pleistocene and other extinct fauna (Ward and Davis 1999:32–34).

In the North Carolina Piedmont, the climate and environment of the Paleoindian period is known through proxy pollen records from nearby areas with similar ecosystems (Delcourt and Delcourt 1979; Ward and Davis 1999:36–38). Between 10,000 and 7000 B.C., the region transitioned from a spruce and pine forest to a boreal forest and, although the winters were harsher and summers cooler than present, the growing season of the Piedmont was the same length as today. The Paleoindian hunter-gatherers likely spent their

time hunting animals other than mammoths and mastodons, especially small mammals, and gathered seeds, nuts, and fruits common to the hardwood forests. In the Piedmont, settlements focused on outcrops of meta-volcanic rock (primarily rhyolite) in and around the Uwharrie Mountains in Stanly and Montgomery Counties (Daniel and Butler 1991; Ward and Davis 1999:37–38). The most important Paleoindian and Early Archaic site in North Carolina, the Hardaway site (31ST4), is in the Uwharrie Mountains.

The Hardaway site contains the earliest materials in North Carolina, and is convincingly Late Paleoindian, although it may be even earlier. Located just outside the town of Badin, it was first reported to Joffre Coe in 1937 by Herbert Doerschuk, an avocational archaeologist and original member of the Archaeological Society of North Carolina. Coe led excavations at the site starting in 1948. They encountered a burial in the very first unit excavated, which ended the field season that first year. Excavations through the next several years produced the Hardaway, Palmer, and Kirk point types. Coe published the results of excavations—a formal version of his dissertation—in 1964 (Ward and Davis 1999:38–45). Sadly, his publication led to mass looting of the site and by 1972, the site looked like "a heavy artillery impact zone" (Ward and Davis 1999:41). Interpretations of the Hardaway site vary. Some view the point types as temporal markers, with Hardaway Blade, Hardaway-Dalton, and Hardaway Side-notched as sequential types leading into the Early Archaic, while others view the types as reflecting various stages in the uselife of the same points through resharpening (Daniel 1998; Goodyear 1974; Ward and Davis 1999:45). End scrapers at Hardaway are also identical to those found at other Paleoindian sites. Some support for the point chronology is provided by two sites excavated by Claggett and Cable (1982), 31CH29 and 31CH8, that had matching chronologies including Hardaway Blade points stratigraphically below and separate from Hardaway-Dalton and Hardaway Side-notched points (Ward and Davis 1999:45).

3.1.2. Archaic Period (8000–1000 B.C.)

The term "Archaic period" was coined by Ritchie (1932) to refer to post-Pleistocene hunter-gatherers in New York state, and was soon used similarly in many regions (Ward and Davis 1999:47). The Archaic period in the eastern United States has traditionally been viewed as the time during which Native American populations shifted from big game hunting to broad spectrum hunting and gathering in response to the shift from Pleistocene to Holocene environmental conditions. The Holocene is associated with increasingly warmer and drier conditions, rising sea levels, the replacement of pine and spruce with boreal forests, and the extinction of Pleistocene megafauna such as mammoths and mastodons (Ward and Davis 1999:47–51).

Griffin (1952) divided the Archaic into Early and Late periods, separated by the addition of ground and polished stone technology, steatite bowls, and decorated bone and stone ornaments in the latter. Caldwell (1958) viewed the east as a great interaction sphere starting as early as the beginning of the Archaic, and defined the concept of "primary forest efficiency" as the exploitation of wild resources becoming more productive through time, leading to settlements in abundant resource areas in "more-or-less permanent residences" (Ward and Davis 1999:48).

Much of the North Carolina Piedmont is richer in Archaic archaeological materials than either the coastal plain or mountains. In addition to the Hardaway site, Doerschuk led Coe to many other landmark sites in alluvial settings in the Piedmont along the Yadkin-Pee Dee River. Coe developed the North Carolina—and much of the eastern United States—Archaic sequence using materials from the Hardaway, Doerschuk (31MG22), and Lowder's Ferry (31ST7) sites. The Gaston site (31HX7) was used later to refine the Archaic chronology (Ward and Davis 1999:49–51).

3.1.3. Early Archaic Period (8000–6000 B.C.)

The Early Archaic marks the time when people started adapting to the warmer Holocene climate as well as life without megafauna. Hickory nuts and acorns were the primary plant foods in the Piedmont, and likely were combined with deer and other small and medium hunted game. Generally, there was little difference in the Early Archaic subsistence strategy compared with the Late Paleoindian period (Ward and Davis 1999:51).

The toolkit of this period is represented by Palmer (8000–7000 B.C.) and Kirk Corner-notched (7000–6000 B.C.) projectile points—triangular blades with corner notches, suggesting a new method of attaching the points to spears. Coe (1964) suggested that Palmer points have basal grinding and are smaller and more U-shaped than Kirk points. Broyles (1971) and Chapman (1977) condensed the two types into Kirk Corner-notched, while Cable (Claggett and Cable 1982) eliminated the separate Kirk style altogether. No matter the typology, the Early Archaic point assemblage highlights variability in production, use, resharpening, and raw material quality (Ward and Davis 1999:51–55). Palmer phase endscrapers tended to be smaller and better made than the cruder Kirk phase ones. Early Archaic people in the Piedmont also produced adzes, gravers, drills, and perforators for working wood, hide, and bone. Very few ground stone implements have been identified from this period, other than hammerstones and anvils (Ward and Davis 1999:55).

Small mobile bands, likely either drainage-based or raw-material-source-based populations of 50–150 individuals, occupied the Piedmont throughout the Early Archaic. If drainage-based, the idea is that the band occupied stable winter base camps in the coastal plain or fall line region, then broke into smaller

groups during the spring/summer/early fall to occupy the Piedmont (Ward and Davis 1999:55–58). Alternatively, Daniel (1998) proposed that the resource abundance and consistency in the Piedmont was not a limiting factor, but rather stone tool raw material sources were the tethering focus for these bands. He suggests they moved between drainages depending on availability of quality stone (Ward and Davis 1999:55–58).

Regardless of settlement pattern, the Piedmont had plenty of resources spanning the four seasons, and likely all were exploited. Faunal remains from Early Archaic associations in the Southeast indicate a widespread emphasis on white-tailed deer, but a variety of smaller game including gray squirrel, raccoon, turkey, and box turtle have also been identified (Goodyear et al. 1979:105). Subsistence data suggest that hunting large game (i.e., white-tailed deer, elk, bison, and antelope on the western margin of the eastern woodlands) was indeed a major element of Early Archaic economies, but that there was also significant energy devoted to nut and seed gathering. The trapping of smaller terrestrial game and aquatic resources (e.g., mussels, fish, turtle, ducks, geese, quail, turkey, beaver, squirrel, skunk, bobcat, opossum, porcupine, raccoon, and otter) also played a major role in Early Archaic subsistence strategies. It is possible that Early Archaic groups simply did not need to hunt and gather in a large territory for subsistence purposes (Ward and Davis 1999:57–58).

3.1.4. Middle Archaic Period (6000–3000 B.C.)

Archaeologists generally divide Middle Archaic projectile points into stemmed and side-notched traditions. Stemmed points date from about 6000 to 4000 B.C. and include Stanley, Morrow Mountain I and II, and Guilford types. Side-notched points were popular from about 4000 to 3000 B.C. and include Halifax, Otter Creek, and Brewerton types (Coe 1964). Ground stone tools are more prolific in Middle Archaic than in Early Archaic contexts. These include atlatl weights, which reflect the widespread adoption of the spear thrower at this time (Ward and Davis 1999:62–63).

The Middle Archaic period in the North Carolina Piedmont is often divided into three phases based on distinct projectile point styles at the Lowder's Ferry and Doerschuk sites: Stanly, Morrow Mountain, and Guilford. Stanly points are stemmed, with small triangular blades and basally notched square stems. Morrow Mountain points are triangular blades with tapered stems. Guilford points are lanceolate with long, narrow, and thick blades and straight, rounded, or concave bases. Halifax Side-notched (known from the Gaston site) are like Guilford lanceolates but are shorter and have shallow side notches. As with other point typologies, these probably represent chronological and cultural overlap (Coe 1964:34–35; Ward and Davis 1999:58–63). Other than Guilford phase crude flaked stone laterally hafted axes, there

are few formal, non-projectile-point tools known from the Middle Archaic North Carolina Piedmont (Ward and Davis 1999:62–63).

Settlements in the North Carolina Piedmont are represented mostly by small sites, likely the remains of temporary camps. They show much variability in environmental context. The foraging subsistence base continues from the Early Archaic, but people may be living in smaller, kin-related groups. Some attribute the break-up to the Altithermal/Climate Optimum from 6000–2000 B.C., when it was drier and warmer than previously (Wendland and Bryson 1974). Smaller groups would be better suited to patchy, less-predictable resources (Claggett and Cable 1982; Ward and Davis 1999:63–64).

3.1.5. Late Archaic Period (3000–1000 B.C.)

The Late Archaic period is characterized by greater regional specialization, new technologies that more efficiently exploited local resources, and changing settlement and social patterns. In the Southeast generally, midden data indicate increased sedentism, while grave offerings made of non-local material suggest differing treatment of higher status individuals and some level of change in social organization (Jefferies 1996; Winters 1968). During the Late Archaic, the overall climate conditions improved and total population increased (Ward and Davis 1999:64).

The index artifact of this period is the Savannah River Stemmed point, a large broad-bladed point with a square stem. These points likely were multipurpose tools, not just spear points. Throughout the Late Archaic they became smaller, referred to as Small Savannah River Stemmed. Late Archaic Piedmont peoples also produced granitic axes with hafting grooves, polished-stone atlatl weights, and fish nets (evidenced by netsinker stones). Steatite was a favorite raw material, from which atlatl counterweights, cooking stones, and later, carved cooking bowls were produced (Ward and Davis 1999:64–66).

The North Carolina Piedmont area, unlike the coastal plain and other areas of the Southeast, lacks large semi-permanent settlements. Most of the archaeological data continue to suggest use as temporary campsites. Although no shell midden sites have been found in the Piedmont, the Lowder's Ferry, Gaston, and Doerschuk sites revealed a level of intensity not previously witnessed in this area. More-permanent camps are evidenced by thick layers of organically stained soil and stone-lined hearths (Ward and Davis 1999:66).

Late Archaic people cultivated squash, gourds, and—by the end of the period—sunflower, maygrass, and chenopodium. The rudiments of agriculture were in place. However, in the Piedmont area, only indirect evidence of food resources exists: the three key sites (Lowder's Ferry, Gaston, and Doerschuk) were all near streams, and therefore the diets of their inhabitants likely included fish, turtles, migratory water fowl,

and mussels in addition to small and medium terrestrial game and nuts, fruits, and berries (Ward and Davis 1999:67).

3.1.6. Woodland Period (1000 B.C.–A.D. 1600)

The Woodland period in the southeastern United States is indicated archaeologically by three interrelated innovations: pottery, semi-sedentary villages, and horticulture. All of these began in the Late Archaic, but became standard in the Woodland. Throughout this period, North Carolina pottery reflected pottery made to the south and the north: most was sand-tempered, some was tempered with crushed quartz. It was made by coiling and paddling, often with cordage- or textile-wrapped paddles or carved paddles. There was an increase in archaeological evidence of small-grain crops, mostly as charred seeds, especially during the Early–Middle Woodland. The people were still gardening more than farming, however, as a supplement to hunting and gathering (Steponaitis 1986; Ward and Davis 1999:76–79).

The most important point is that the knowledge and skills for cultivation had developed and were being practiced widely, laying the groundwork for later arrival of tropical cultigens (corn by A.D. 200 but not important until A.D. 1000; the eastern agricultural triad of corn, beans, and squash would not be together until A.D. 1200). These skills, combined with the later crops, allowed true agricultural systems to develop into the large Mississippian societies across the Southeast. In the Piedmont area of North Carolina, the Piedmont Village Tradition developed. This tradition was only minimally influenced by other eastern U.S. cultures (i.e., Hopewell and Swift Creek), especially compared with the impact of these cultures on the rest of the Southeast. Only the southern Piedmont would later be influenced by Mississippian chiefdoms, at the transition to the Late Woodland period (Ward and Davis 1999:76–78).

Throughout this period, small villages and hamlets gradually developed and grew in population as agriculture became more important. Hunting and gathering remained significant, with the groups likely maintaining an even balance between wild resources and cultigens. People buried their deceased in simple pits, distinguished by age and sex with few grave goods; this reflected participation in egalitarian societies likely based on kinship and achieved status (Ward and Davis 1999:79).

There is a persistence of locally developed pottery throughout the Piedmont Village Tradition; even though Piedmont Villagers adopted some outside technology, they did not replace their local styles. The Piedmont Village Tradition was only broken in the southern Piedmont in the Late Woodland period. There, the spread of the South Appalachian Mississippian culture into the Yadkin-Pee Dee River valley enabled the development of a localized system, the Pee Dee culture, in the Late Woodland (Ward and Davis 1999:79).

3.1.7. Early/Middle Woodland Period (1000 B.C.–A.D. 800/1000)

Because the Piedmont of North Carolina is such a unique area archaeologically, the Early and Middle Woodland periods are combined and broken into two phases—Badin and Yadkin—that are somewhat sequential but overlap in material culture, settlement pattern, and subsistence strategy much more than the typical Early and Middle Woodland groups of the Southeast. The first is the Badin phase, first identified based on pottery from the Doerschuk site. The Badin pottery series is sand-tempered and paddled with cord- or textile-wrapped paddles. Most commonly the vessels are straight-sided jars with conical bases, and are well-made (Ward and Davis 1999:80).

The abrupt introduction of ceramics, combined with the sudden change from large Savannah River Stemmed points to crude triangular Badin points (Gypsy stemmed were also present [Tippett 2003:11]), led some to believe the Badin phase people represented an outside interaction or movements most likely from the North Carolina coast. There are similarities between the Badin series ceramics and Deep Creek wares (Coe 1995). It is more likely, however, that the Badin phase represents a gradual introduction of pottery and other artifacts to the extant Archaic lifestyle (Ward and Davis 1999:83, 86). There was a gradual introduction of the bow and arrow as well, which became part of the hunting/foraging/gardening lifestyle. Given the small number of sites with Badin ceramics and/or points, it may be that the Piedmont region was not a popular place to live during the Early Woodland (Ward and Davis 1999:83). Alternatively, the transition to the Woodland was more widespread later and overlapped with the Late Archaic, with the Savannah River points actually being made longer into the Woodland period in this region. This is supported by the fact that Savannah River Stemmed points have been recovered from Yadkin-phase contexts (see below; Ward and Davis 1999:95).

The Yadkin phase is based on a ceramic series from the Doerschuk site. It generally follows Badin chronologically, but the ceramics are found in the same stratigraphic contexts throughout the site; many of the strata represent disturbed contexts. Vessel forms and the use of paddling to weld the coils is maintained from the Badin series, but crushed quartz temper largely replaces sand temper. Further, check-stamping, linear check-stamping, and simple stamping, all using carved wooden paddles, were introduced during this phase. These traits seem to connect the Yadkin phase to the Early Woodland Deptford wares in Georgia and South Carolina (South 1976; Ward and Davis 1999:83). Projectile point technology is similar to Badin, but the points are more finely flaked (Coe 1964; Ward and Davis 1999:84).

The Badin and Yadkin phases may indeed be one phase and contemporaneous, based on the stratigraphy encountered at the Doerschuk site. Ceramics and points were all found in the same strata, in slightly different proportions. Further, it was noted that most of the excavations contained disturbed strata. It is

also possible that the Badin points are simply Yadkin points at earlier manufacturing stages (Ward and Davis 1999:85). Yadkin sites are more frequent, especially in the southern Piedmont (Coe 1995; Ward 1978).

Evidence about subsistence and settlement during the Yadkin phase is rare. Evidence from the Town Creek site suggests some long-term occupation (via overlapping hearths; Coe 1995). Badin may be earlier in some Piedmont areas, Yadkin in others. There are also some dog burials containing deer bone offerings, while human burials have no grave goods (Coe 1964; South 1959; Ward and Davis 1999:85–87). As the Early/Middle Woodland period came to a close, regional variation in the North Carolina Piedmont began. The Late Woodland period is discussed below with specific focus on the southern Piedmont.

3.1.8. Late Woodland Period (A.D. 800/1000–1600)

As stated above, the southern Piedmont in North Carolina (which includes the Charlotte and Stanly ANG project areas) was culturally distinct from the rest of the Piedmont during the Late Woodland period. Across the entire Piedmont, this period was defined by population consolidation and conflict: large villages surrounded by stockades. There was a trend toward larger, more-permanent villages as a result of increased agricultural production and efficiency. Long-term storage of food became common, as did food surpluses and raiding (Ward and Davis 1999:98–99). Cultivation of corn and beans became a trademark of the southern Piedmont Late Woodland (Tippett 2003:11).

Also during the Late Woodland in the Piedmont, the beginnings of ancestral linkages are detectable. Siouan-speaking groups were in the central and northern Piedmont when Europeans arrived. The Sara Indians likely had ancestors in the northern Piedmont. The Historic Eno, Shakori, and Occaneechi have ancestral ties to the north central Piedmont. The Ham River Drainage was probably home to the ancestral Sissipahaw (Ward and Davis 1999:99).

The archaeology of these regions is defined mostly by pottery and village size/permanence. The Uwharrie phase (A.D. 800–1200) is the last phase that the non-southern-Piedmont regions hold in common; Ward and Davis (1999:100) call this the “mother” of all phases in the remaining Piedmont. Uwharrie pottery grows directly out of the Yadkin series, with crushed quartz temper, plain conical jars, and fabric-wrapped paddling (Ward and Davis 1999:100–119).

The southern Piedmont, however, was infused during this time with new ideas from the south and developed a local culture, the Pee Dee. The Pee Dee culture was first identified at the Town Creek site (31MG2), where it developed into a politically complex population of mound builders with temples,

chiefly residences, and stratification (Ward and Davis 1999:99, 119). Located between the Uwharrie Mountains and the North Carolina/South Carolina border, the Pee Dee did not follow the Piedmont Village Tradition; rather, Pee Dee culture shares more traits with the Pisgah phase of the Appalachian Summit than the Siouan cultures of the Piedmont and they actively participated in South Appalachian Mississippian culture (Ferguson 1971; Griffin 1967; Ward and Davis 1999:99, 119).

The Pee Dee culture (Coe 1952, 1995; Oliver 1992; Reid 1967) is known from four major sites: Town Creek, Teal, Leak, and Poole (or Keyauwee). Town Creek provided data for most of the current knowledge of Pee Dee culture, supplemented by the others. Located on the bank of Little River near its confluence with the Pee Dee River, the Town Creek site contains a large earthen mound constructed over an earlier rectangular structure. The mound was built once the earlier structure collapsed, and on it the inhabitants placed a temple or chiefly town house. The mound faced a large plaza or public area, which itself was lined on the edges with other presumably public structures. Beyond the structures was a habitation zone. Everything, including the habitation zone, was enclosed by a stockade (Ward and Davis 1999:120–123).

During excavation of the site, 563 burials associated with Pee Dee culture were encountered. Some were clustered; most were simple pits with the bodies loosely flexed. Others were extended. Still more, a small number, were reburied as bone bundles. Some infants and small children were buried, tightly wrapped, in large ceramic burial urns. A select few burials contained rich grave goods, including Great Lakes copper and coastal shells (Ward and Davis 1999:124).

The Pee Dee culture was first seen as an invasion of people because of the drastic difference from the Piedmont Village Tradition. However, now archaeologists know it to be earlier than originally thought and view it as a local development of a "regional center of South Appalachian Mississippian that interacted and evolved with other regional centers scattered from the coastal plain of Georgia and South Carolina to the western North Carolina Mountains" (Ward and Davis 1999:125). Jefferson Reid (1967) analyzed Town Creek pottery, and found temporal and behavioral differences in pottery when comparing artifacts from a layer beneath the mound to artifacts from the refuse deposits along its edges. He determined that variability in the assemblage is a result of both temporal change and functional differences. The pre-mound layer represented a wider range of domestic activities, while the mound flank deposits represented discarded items from a ceremonial context. Temporally, the earlier artifacts were from hemispherical bowls and jars, showing complicated check-stamping with the most popular design being concentric circle stamping. The most popular design among the later artifacts was the filfot-cross

design, along with the use of plain and burnished surface treatments. Additionally, vessel decoration increased significantly in the later collection (Reid 1967:83; Ward and Davis 1999:125–127).

Overall, the pottery and mound construction style at Town Creek was similar to other South Appalachian Mississippian sites, especially the Irene wares from the Irene site near Savannah, Georgia. Many of the pottery materials, tempers, and surface treatments look like Savannah and Irene wares, except for a single unique style found only in the southern North Carolina Piedmont: textile-wrapped pottery. Potters produced this ware by wrapping an entire vessel, while still wet, in textile, then paddling it and peeling off the fabric. This is not found in the Irene or Savannah wares (Ward and Davis 1999:127, 129–130). Also found in the South Appalachian Mississippian is the "earth-lodge-to-mound" sequence of construction seen at Town Creek (Ward and Davis 1999:127).

Town Creek, and other towns like it (e.g., Irene), declined during the fourteenth century. People abandoned the mounds, their burials looked egalitarian, and their increased use of public council houses rather than temples or mounds suggests a return to government by public consensus. This shift may be related to prolonged drought throughout the Southeast, and coincides with an increased number of burials at Town Creek (Ward and Davis 1999:131).

By the end of the Late Woodland, evidence of the Pee Dee culture had fizzled to just a few surviving ceramic styles (Coe 1995; Reid 1967) and blended back in with the Piedmont Village Tradition (Ward and Davis 1999:134–137). This is categorized as the Caraway phase in the southern Piedmont (A.D. 1500–1600). The ceramics of this period represent a "culmination of the Badin, Yadkin, Uwharrie, and Dan River ceramic traditions with an overlay of some Pee Dee influence" (Ward and Davis 1999:137). The wares are brushed, corn-cob impressed, or net impressed, along with some later smoothing and burnishing (Coe 1964; Ward and Davis 1999:137).

3.2. Historic Period Overview

This section gives a general historical overview of North Carolina and the project areas. The history of the NCANG is presented in Section 3.3.

3.2.1. European Exploration to Settlement to Society (1500–1750)

European exploration of present-day North Carolina began in the sixteenth century, and contact between Native Americans and Europeans began with visits by the French, Spanish, and English. The Spanish expeditions of Hernando de Soto (1540–1542) and Juan Pardo (1566–1567) entered the Catawba-Wateree Valley and continued through to the Appalachian mountain range and into present-day Tennessee (North Carolina History Project Encyclopedia). Fort San Juan was established by the Spanish Captain Juan Pardo

in 1567 in present-day Burke County near Morganton. The Spanish presence in North Carolina lasted only 18 months. The French and Spanish attempted to establish settlements on the coast of South Carolina but failed. Despite establishing small outposts during the mid-sixteenth century, attempts by the Spanish to set up a permanent presence in the region ultimately failed, and by 1587 the Spanish withdrew to St. Augustine (O'Neal et al. 2002:13).

Near the present-day Charlotte region, European explorers encountered the Catawba Tribe. Their principal village lay on the east bank of the Catawba River at the Sugar Creek confluence (Kratt 2009:10).

In 1584, 1585, and 1587, Sir Walter Raleigh funded expeditions to Roanoke Island on the North Carolina coast. The settlement efforts were geared towards establishing an English presence to counter Spanish settlements further south on the Atlantic seaboard, and for economic gain. In 1587, the English settlement of Fort Raleigh was established on the North Carolina coast. However, the endeavor failed, and while a second attempt was made two years later in 1587, the settlement, which became known as the "Lost Colony," was inexplicably abandoned by 1590 (Drye 2004). The first successful undertaking by the English to establish a permanent settlement in the New World occurred in 1607 with the founding of Jamestown. The English King Charles I granted land south of Virginia to Sir Robert Heath in 1629. Charles named the region Carolina, or Carolana, after himself. English settlers did not begin to live in what became North Carolina until 1650, and their efforts were not related to military concerns (North Carolina History Project 2012).

King Charles II of England created the Carolina colony on 24 March 1663. He granted the land that became present-day North and South Carolina to eight loyal followers known as the Lords Proprietors. Charleston became the Carolina colony's government center. The English explorer Jon Lawson traveled through western North Carolina from Virginia in 1701, and was captured and killed by Native Americans. Lawson's expedition drew the interest of colonists towards the west edge of the frontier (North Carolina History Project 2012).

Tension between religious groups resulted in the Lords Proprietors dividing the colony in two—North and South Carolina—in 1712. North Carolina gained Royal Colony status in 1729. Permanent settlers coming into the southern Piedmont and North Carolina mountains arrived during the 1730s (North Carolina Museum of History 2012). They came from the coastal settlements and colonies to the north. Large numbers of Scots-Irish, German, and English settlers traveled from Pennsylvania and Virginia along an old Native American trading path that became known as the Great Wagon Road. It traversed the Valley of Virginia into the North Carolina Piedmont, into the lower Catawba Valley and beyond. Despite this, no European settlers resided in the study area until the 1750s. Thomas Polk constructed a residence

at the confluence of the Yadkin and Catawba Rivers in 1755—this location became the basis for present-day Charlotte (Public Library of Charlotte and Mecklenburg County 2012a).

Immigrant groups represented a wide array of individuals related by blood, religion, and/or ethnicity. In order to maintain these connections, the groups settled in distinct areas of the Piedmont. Those of English descent, moving from the coast, settled predominantly in the east and central Piedmont. Groups of enslaved Africans and those of African descent were settled on plantations located primarily in the northeastern and southern parts of the region. German groups—comprising Lutherans, Calvinists, Moravians, and some Baptists—settled in the central and western portions of the region (Bishir and Southern 2003:13). The largest groups were probably the Scots-Irish, Highland Scots, and other Scots, who settled throughout the Piedmont. Other Euro-American groups included Welsh, French Huguenots, and Irish (Bishir and Southern 2003:13).

While an elite class of planters emerged during the years following initial settlement, the majority of the population comprised poor yeoman farmers and freed black landowners who were barely able to break even. As compared to the elite class of planters—each of whom held 1,000-plus acres of land—farmers held on average between 100–500 acres at the most (Clayton 2003:262). The longevity of the small farm lifestyle was at least in part due to the limited access to transportation routes, which caused the North Carolina Piedmont to remain relatively isolated well into the nineteenth century. Oftentimes, the cost to transport a surplus to market outweighed the potential profit (Bishir and Southern 2003:18).

Settlement of the North Carolina backcountry spurred the establishment of new counties in the Piedmont and, in turn, small towns arose around each new county's courthouse. Often situated in a central locale within a county, the courthouse functioned as the place to conduct business, both public and private. Whereas these towns would often grow quite rapidly in the eastern counties of the state, they remained relatively small in the Piedmont region—usually featuring a courthouse, a tavern, and a few stores and residences. Other small towns were established at major road junctions, ferry sites, and river fords throughout the region and contained no more than a few hundred inhabitants (Bishir and Southern 2003:16).

3.2.2. Colony to Nation and Establishment of Charlotte (1750–1789)

Mecklenburg County was created in 1762 from the western section of Anson County. However, the current boundaries were not established until 1842, following several land annexations for the creation of surrounding counties (Tolonen 1998:35; May 2007:15). Settlement of the area that would later become Stanly County occurred during the 1750s. English, Scots-Irish, German, and French immigrant groups moved into to the region, each of which established their own close-knit communities (Tippett 2003:13).

Mecklenburg County is named for Queen Charlotte's homeland, Mecklenburg-Strelitz, a northern German realm of the Holy Roman Empire. Mecklenburg County has several other communities, including Cornelius, Mint Hill, Davidson, Huntersville, Matthews, Allen, Paw Creek, Pineville, Newell, and Caldwell (Public Library of Charlotte and Mecklenburg County 2012a).

Charlotte, presently the largest city in North Carolina and within Mecklenburg County, was established on 7 November 1768 and named after Charlotte Sophia, wife of King George III. British taxation of North Carolina residents led to armed skirmishes between various factions between 1773 and 1775. Mecklenburg County citizens formed a militia in 1775 to fight the British when they received news of the battles of Lexington and Concord in Massachusetts (Public Library of Charlotte and Mecklenburg County 2012a). The Revolutionary War against Britain began the following year and ended in 1781.

Charlotte prospered immediately after the Revolutionary War. The city became home to a flour mill, saw mill, and rifle factory. About 9,000 people resided in Mecklenburg County by 1786. By 1800, that number had doubled (Public Library of Charlotte and Mecklenburg County 2012a). The population of present-day Stanly County also swelled due to a gold mining boom that began in 1803 (North Carolina Museum of History 2012).

3.2.3. Early National and Antebellum Periods, Civil War, Reconstruction, and Economic Growth (1789–1900)

Following the American Revolution, increased population in the Piedmont caused the movement of the new state capitol to Raleigh in 1792. Though the capitol was situated in the Piedmont, legislators from the eastern portion of the state refused to support the improvement of road and river transportation systems within the backcountry. The cost of transporting surplus crops to market in other areas of the state—and even to neighboring states—led to increased economic hardship and an eventual migration of nearly 500,000 people out of North Carolina in search of better opportunities elsewhere (Bishir and Southern 2003:19). For those who chose to stay, the farming lifestyle changed little.

To address the issues of economic hardship and the outflow of a major portion of the population, a number of reforms focused on a revival of religious virtue and educational reform. While these movements succeeded in bringing people together and improving the standard of living, the increased political power of the Piedmont counties brought improvements in transportation—with the advent of the railroad and plank roads—and subsequently, access to markets, that the region had previously lacked (Bishir and Southern 2003:20; Clayton 2003:282–288).

The first passenger train arrived in Charlotte from Columbia, South Carolina, in 1852. Within four years, Charlotte's first telegraph office opened and the rail lines ran to Goldsboro. Both helped the growing

textile industry transport its goods across the region (Public Library of Charlotte and Mecklenburg County 2012a).

By the mid nineteenth century and up to the Civil War, there was a general increase in commercial farming throughout the Piedmont, with the southern portion of the region dealing in cotton cultivation and the northern part fixed predominantly on tobacco and grain. However, the improvements merely caused the divide between rich and poor to increase rather than facilitate growth throughout the region (Bishir and Southern 2003:24).

Developments in the surrounding area during this period included the formation of Stanly County in 1841 from western Montgomery County. The county was named in honor of John Stanly, a New Bern resident and representative in the North Carolina House of Commons. Albemarle was established in 1857 as the county seat and named in honor of George Monck, the duke of Albemarle and one of the first Lords Proprietors (North Carolina History Project Encyclopedia 2012). There are other communities within Stanly County including Locust, Misenheimer, Richfield, Badin, New London, Lambert, and Stanfield. Today, Stanly County is one of 16 counties comprising the greater Charlotte metropolitan area (Tippett 2003:14).

With tensions rising with the northern states over slavery, South Carolina seceded from the United States on 20 December 1860. In January, six other Southern states followed and formed the Confederate States of America. North Carolina joined the Confederacy on 20 May 1861, six weeks after the fall of Fort Sumter in Charleston, South Carolina. Charlotte directly supported the war effort via the Confederate Navy Yard, where workers manufactured ordnance. The navy yard moved from Norfolk, Virginia, to Mecklenburg County to be closer to local iron works. This operation ended in 1864 when an explosion destroyed the facility. General William T. Sherman's march through the Carolinas avoided Charlotte in favor of cutting east toward Fayetteville. General Robert E. Lee, commander of all Confederate armed forces, surrendered at the Appomattox Courthouse, Virginia, on 9 April 1865. The Confederate government collapsed shortly after, and fighting ended in North Carolina (North Carolina History Project 2012, Public Library of Charlotte and Mecklenburg County 2012a).

Union soldiers remained in the area until 1867. Throughout the Reconstruction Period (1865–1878) the institutions of sharecropping and tenancy gained importance. Agriculture was more reliant on small-scale farms, with former African-American slaves and poor whites sharecropping and tenant-farming the area. These small-scale farms continued to dominate the rural landscape, and as late as 1900, approximately 90 percent of North Carolina's population lived in rural conditions (Bishir and Southern 2003:42).

North Carolina also saw the growth of cotton textile manufacturing, with the first Charlotte-area mill established in 1880. Both Mecklenburg and Stanly Counties benefitted from this, and textile mills opened in Albemarle in the 1890s (North Carolina History Project Encyclopedia 2012). Chemical companies and the textile industry also located to the region, and contributed to Charlotte expanding into a rich finance and distribution center by the early 1900s. The network of railroad lines serving Charlotte grew as the Norfolk and Southern Railroad expanded south from Virginia. Rail lines extending in eight directions from Charlotte carried passengers, freight, and goods (Public Library of Charlotte and Mecklenburg County 2012a).

3.2.4. Twentieth Century (1900–Present)

Charlotte's electric-powered streetcar lines were extended from the city's downtown core by 1917 and helped to establish the beginning of the city's suburbs. After the war ended, the city experienced a period of economic prosperity that the nation enjoyed into the 1920s (Public Library of Charlotte and Mecklenburg County 2012b). This ended with the 1929 Black Friday stock crash, and economic hard times continued until the late 1930s. During this time, the Douglas Municipal Airport was established in the west portion of Charlotte in 1936 through the efforts of Mayor Ben Douglas (Public Library of Charlotte and Mecklenburg County 2012b).

In Charlotte, pilots and repairmen of the 29th Air Service Group began to train in April 1941 at Morris Field, which adjoined Charlotte's Douglas Airport. After the United States entered the war, military-related activity at the Douglas Airport picked up in intensity and saw the construction of new infrastructure there. When the war was over, the federal government turned Morris Field over to the city and it was made part of Charlotte's Douglas Airport (Public Library of Charlotte and Mecklenburg County 2012b).

The Charlotte-Mecklenburg area experienced an economic renaissance that continued during the post-war years. During the 1980s and 1990s the Charlotte-Mecklenburg area evolved into a major financial center. In 1991, the merger of National Bank and C&S Sovran created NationsBank—and soon after, Bank of America and Wachovia Corporation also relocated to Charlotte. Today, Charlotte is second only to New York City as a leading financial-banking center in the United States (Public Library of Charlotte and Mecklenburg County 2012a).

3.3. North Carolina Military, Aviation, and NCANG History

3.3.1. North Carolina National Guard

The roots of the North Carolina National Guard began in 1663, when the Carolina Charter granted eight Lords Proprietors the authority to levy, muster, and train men for a militia force. A series of wars with Native Americans, Spanish, French, and finally the British characterized the eighteenth century. The first military action by the North Carolina militia took place in 1711, when the North Carolina forces fought against Native Americans in the Tuscarora War (State Library of North Carolina). North Carolina militia forces battled with Spanish troops in King George's War in 1744. Fort Dobbs, located nearly 50 miles north of Charlotte, is the only site in North Carolina associated with the French and Indian War (1754–1763). In 1771 North Carolina militia forces defeated backcountry farmers, called Regulators, in Alamance County. The farmers had organized an armed rebellion against royal governor William Tryon's militia (North Carolina History Project 2012).

By 1775, North Carolina militia members joined the American Revolutionary War (1775–1783) against the British. Following the creation of the United States, Congress passed the Uniform Militia Act in 1792 to provide central direction and control over state militias (Global Security 2012a).

North Carolinians participated in four wars during the nineteenth century. The North Carolina state legislature established the Adjutant General's department in 1806 to manage the state militia. With renewed tension against the British, the North Carolina militia fought in the War of 1812 (Global Security 2012b). The North Carolina militia volunteers' first engagement on foreign land occurred during the Mexican-American War (1846–1848). The American Civil War (1861–1865) served as the most important and divisive nineteenth century war for North Carolina. North Carolina supported the Confederacy and contributed over 125,000 troops (North Carolina History Project). The 119th and 120th infantry battalions of the 30th Infantry brigade trace their heritage to the 1st North Carolina regiment of the Civil War (Global Security 2012b).

Following the Civil War, the North Carolina general assembly established the active and inactive militia in 1877. The active militia became the North Carolina state guard, consisting of 19 armed companies. For the first time, African-Americans joined the state guard, making up 10 of the 19 Companies. The North Carolina state guard's last nineteenth century military engagement involved volunteers serving in the 1898 Spanish-American War (Global Security 2012a).

Administrative changes during the twentieth century resulted in the maturation of the active militia into the modern-day North Carolina National Guard (NCNG). In 1903, the Dick Act exerted federal control over state militias. The North Carolina State legislature re-designated the active militia as the NCNG, in

time for mobilization for the 1916 campaign against Pancho Villa on the U.S-Mexico border following his raid into New Mexico. With the U.S. entry into World War I, most of the NCNG served in the 30th Division (Old Hickory) and fought in Belgium and France during 1918 (NCpedia 2012). In 1925, the 30th Division reorganized into the 30th National Guard Division consisting of units from North Carolina, South Carolina, Tennessee, and Georgia.

The NCNG mobilized in 1940 to train in anticipation of World War II although it did not deploy until 1944. The 30th Infantry participated in the D-Day Normandy landings. The guard troops remained in Europe for 11 months, and saw action in France, Belgium, the Netherlands, and Germany. They returned to North Carolina with the fall of Nazi Germany. The passage of the 1947 National Security Act created the Air Force as a separate service and gave the Secretary of Defense overall supervision over military forces. The National Guard was re-organized as the ARNG and a separate ANG (Global Security 2012a).

3.3.2. Morris Field and Development of the Charlotte Airport

Little early historic development of the area now occupied by the Charlotte-Douglas IAP occurred prior to the airport's construction. U.S. Geological Survey (USGS) maps dated 1905 and 1907 and a 1925 U.S. Postal Service map of the county show Dixie Road oriented northeast-southwest in proximity to the NCANG installation. This route later became Morris Field Road. Although there were some buildings present in the area, there is little information about them and none of the buildings are extant today.

In 1936 the Douglas Municipal Airport was established north and west of the current ANG installation largely through the efforts of Mayor Ben Douglas for whom the airport was named. The civilian airport was modest initially, consisting only of an administration/terminal building, one hangar constructed by the Works Progress Administration (WPA), a beacon tower, two 3,000-foot runways, and one 2,500-foot runway. Its 21 April 1936 airport dedication ceremony was attended by nearly 10,000 visitors. The first commercial flight into the airport was from Eastern Airlines on 17 May 1938. In the airport's first year of operation six flights per day took off from Charlotte (Carolinas Aviation Museum 2012).

In 1941 the Army Air Force took control of the civilian airport, and the War Department Procurement Division acquired it and a larger tract located southeast of the airport (Jansen 1982:2). Military officials established new facilities on the southeast side of the municipal airport and renamed it the Charlotte Army Air Base. The Army constructed barracks to house 1,800 enlisted men, along with typical World War II cantonment facilities including a church and mess halls. The Goode Construction Company built off-base officer apartments (Jansen 1982:3). The Army designed the new base to keep the civilian airport facilities, which lay to the north near the railroad line, intact and allow Eastern Airlines to continue service. The base trained pilots to fly P-36, P-39, and P-40 fighter aircraft (Jansen 1982:6). North Carolina Governor

James M. Broughton and other dignitaries dedicated the new army airfield on 21 April 1941. Nearly 10,000 visitors toured the airfield at its opening. A 1948 USGS topographic map depicts the civilian airport and runways to the north of the new ANG base and Morris Field (Figure 6).

Figure 4. An Invitation for the 21 April 1936 Douglas Airport Opening (Courtesy of Public Library of Charlotte and Mecklenburg County).

Figure 5. View of the New Douglas Municipal Airport as It Appeared in 1937. (Courtesy of Dolph Overton Aviation Library).

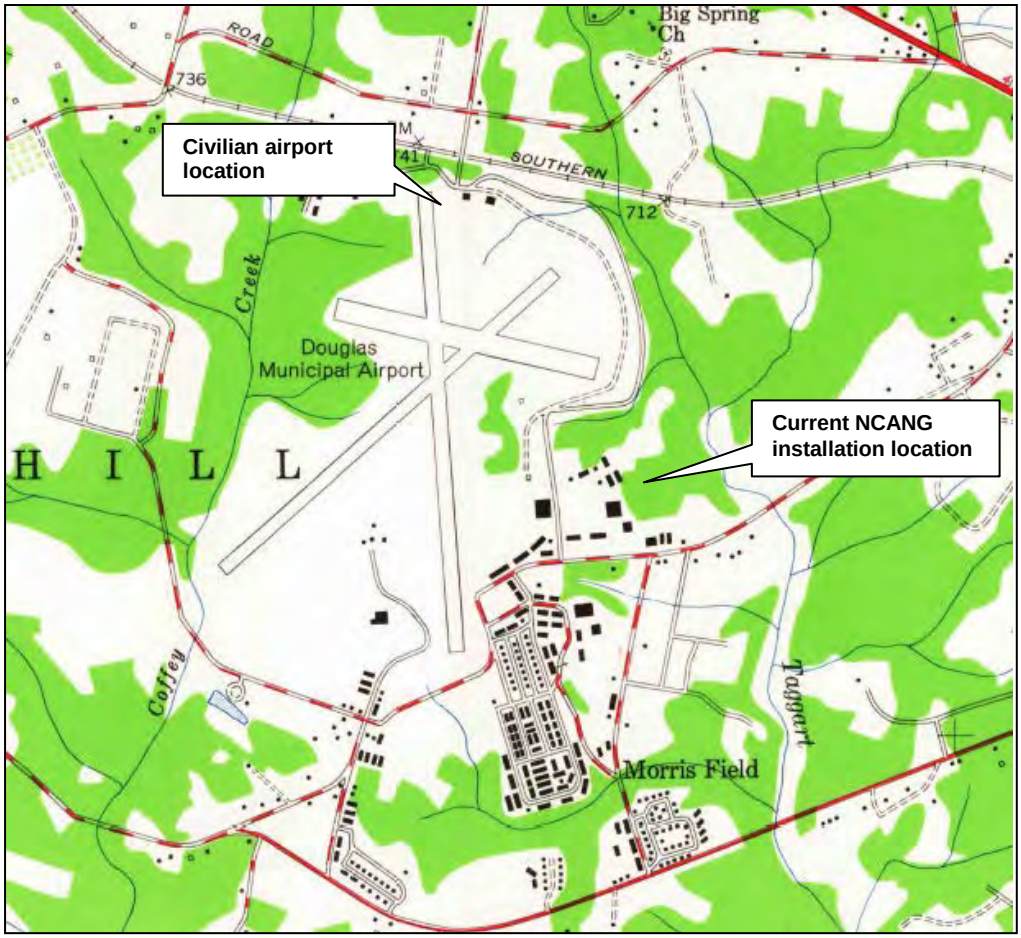


Figure 6. 1948 Charlotte West USGS 7.5' Topographic Quadrangle with the Location of Morris Field in Relationship to the Douglas Municipal Airport, Situated to the Northwest (USGS 1948).

Figure 7. This Army Air Corps Banner Celebrated the Establishment of the Morris Field Installation, Located South of the Douglas Municipal Airport (Courtesy of the Public Library of Charlotte and Mecklenburg County).

The federal government spent $6 million dollars to develop Morris Field into a pilot training base and maintained it in operational status for the next five years. On 14 May 1946 the Army returned portions of it to local officials. Some barracks and other structures were converted into apartments to help relieve the postwar housing shortage in the area. After the airport was returned to local officials, it was renamed the Charlotte Municipal Airport (Public Library of Charlotte & Mecklenburg County 2012b). In 1948 the ANG was established north of the former Morris Field in Charlotte to provide continental air defense. Figure 8 below shows how the portion of Morris Field that the NCANG installation is located on appeared in 1945 at the end of World War II.

Figure 8. 1945 Office of the Post Engineer Map with the Red Arrow Indicating the NCANG Installation Location (Courtesy of the Dolph Overton Aviation Library).

3.3.3. North Carolina Air National Guard and the Charlotte IAP ANGB

The formation of the NCANG can be traced to a discussion between Colonel Paul Younts of the North Carolina ARNG and Lieutenant Colonel William J. Payne in 1947 regarding the establishment of a North Carolina fighter squadron. The men then met with the NCNG Adjutant General J. Van B. Metts in Raleigh (Reid 1998:53). General Metts decided to form a fighter plane unit at the former Morris Field Army Base in Charlotte with Colonel Payne as the first NCANG Commander. Payne secured a contract with the City of Charlotte to establish a unit at the airport.

The NCANG 156th Fighter Squadron (FS) received federal recognition on 21 August 1948, as well as the 156th Utility Flight, 156th Weather Station (Type A), Detachment C, and the 218th Air Service Group.

The flying unit received 22 P-47 *Thunderbolt* fighter aircraft at the new base in Charlotte (Reid 1998:54-55). The unit's first official mission was to suppress a sawdust fire at the Peachland Lumber Company in Peachland, North Carolina, on 5 March 1949. Later that year, the 156 FS received P-51 *Mustang* fighters to replace the *Thunderbolt* aircraft (Reid 1998:55).

Figure 9. The Early NCANG Aircraft Inventory Included P-47 *Thunderbolts*, AT-6 *Texans*, and the C-47 *Skytrain* (NCANG Heritage Program 2012).

Figure 10. NCANG Personnel Take a Break from Working Maintenance on a P-47 *Thunderbolts* to Pose for This Picture (NCANG Heritage Program 2012).

Colonel Payne successfully lobbied to establish a second NCANG unit, the 15th Aircraft Control and Warning (AC&W) Squadron under the 154th Group. Subordinate units assigned to the 154th included the 116 AC&W Squadron in Marietta, Georgia; 117 AC&W Squadron, Savannah, Georgia; and the 129 AC&W Squadron, St. Simons Island, Brunswick, Georgia. Major Newton McCorkle, Jr., was appointed commander of the new unit, which was federally recognized on 10 August 1948 (Reid 1998:54).

The new squadron was organized at Morris Field to operate eight radar stations from a Ground Control Intercept Flight and Headquarters at the field. Colonel Payne worked to establish two Early Warning Radar Flights to form an outer defense perimeter. This effort resulted in the formation of three new units: Detachment A in Charlotte, Detachment B in Wadesboro, and Detachment C in Badin. Training began in January 1949 using temporary facilities provided by the Carolina Power and Light Company in Wadesboro and Aluminum Company of America (ALCOA) in Badin (Reid 1998:55).

Charlotte's airport saw important improvements beginning in the 1950s. The NCANG received its first fighter jet aircraft in 1953-1954. Both military and civilian jet aircraft required Charlotte's main runway be extended. On the civilian side of the airport, airport managers opened a new passenger terminal in 1954. In the following year, the City of Charlotte leased additional acreage to the ANG to allow it to expand and construct permanent buildings to replace the temporary World War II buildings. By the late 1960s the ANG had achieved its goal of new facilities at the Charlotte airport. In 1982, the airport was re-named the Charlotte-Douglas International Airport. Recent developments included demolition of one of the original hangars in March 2009, and construction of a third parallel runway.

Figure 11. This 1948 Image Shows One of the Former Morris Field Hangars Located at the Charlotte Installation (Reid 1998:58).
The structure in the foreground is a water tower that has been demolished.

The Korean Conflict began on 25 June 1950 when North Korean troops crossed the 38th Parallel into South Korea. All NCANG units were alerted and called to active duty by July (Gross and Gault 2000). The 156 FS and the 118 AC&W Squadron joined 12 other units from across the nation assigned to the Tactical Air Command (Reid 1998:67).

The 156 FS was transferred from Charlotte to Godman Air Force Base near Louisville, Kentucky, on 10 October 1950. Assigned to the 123rd Fighter Bomber Wing, some of the officers and airmen received assignments in Korea for the next 13 months. Others transferred with the 123rd Wing (which the 156th was part of) to Manston Royal Air Force Station in November 1951 where they supported F-84 fighter jets. The 156th returned to North Carolina in 1952 (Reid 1998:68).

The 118 AC&W Squadron was transferred to Stewart Air Force Base in Tennessee where it became part of the 154th Tactical Control Group. From there, the 118th traveled to Camp Kilmer, New Jersey, in December 1951 to cross the Atlantic on the USS *Henry Gibbons* for passage to French Morocco to support the North Atlantic Treaty Organization (NATO) at three Air Force bomber bases assigned to the Strategic Air Command (SAC). At the three SAC bases, the squadron mission installed, operated, and maintained tactical control radar and early warning radar (Reid 1998:67-68). Peace negotiations were initiated on 10 July, and some NCANG personnel began to be released from duty. On 9 July 1952 the activated NCANG was released from active duty and returned to state control. By October 1952, the 118th and 156th and their subordinate units returned to North Carolina, and the NCANG's role in the Korean conflict ended (Reid 1998:68).

3.3.4. Post-Korea North Carolina ANG Developments and Missions

Expansion of Air Defense Mission and Base Improvements (1953–1959)

Following the Korean War, the Air Force, and by proxy the ANG, expanded from 120 wings to 137 wings to help face the rapidly growing Soviet strategic bomber threat (Gross and Gault 2000). The ANG was bolstered by its performance during the war as well as by the aggressive new leadership at the NGB. The ANG's mission that had relied mainly on small tactical fighter aircraft was expanded to include units with new missions: heavy transport, troop transport, reconnaissance, and aeromedical evacuation missions. These new missions required the construction of new types of buildings and infrastructure. The ANG had previously been working mainly with discarded or obsolete equipment inherited from the Air Force.

Back at home, the NCANG focused on recruiting and training its personnel, primarily in Georgia, at Travis Field ANG Permanent Field Training Site and Robins Air Force Base (Reid 1998:69). The Wadesboro and Badin detachments were reorganized on 8 October 1952 as the 263rd Communications

Squadron (Operations), and received federal recognition on 3 November. Their mission was to provide communications support to Air Force organizations as assigned. The 123rd Air Base Group also was formed that same year, but received federal recognition on 4 January 1954 (Reid 1998:69-70).

The 156th Fighter Bomber Squadron was re-established at Morris Field. With growing concern about the Soviet's bomber superiority and possession of the atomic bomb, the ANG continental air defense mission was expanded. The 156th received an air defense mission in 1952 under the Air Defense Command (ADC) flying F-51D *Mustang* fighters. This duty was an early component of what became the ANG runway alert program (Reid 1998:69).

Jet capability required longer runway lengths to accommodate the more powerful aircraft (Gross 1985). The North American F-86A *Sabre* was the first swept-wing jet fighter aircraft, and entered service in 1948. North American designed the aircraft initially for high-altitude day fighter service. The Air Force had utilized the fighter in Korea against the Russian MiG fighter (National Museum of the Air Force 2012a and b). For the NCANG, the 156 FS gained its first jet, a Lockheed T-33 *Shooting Star* in October 1953.

By January 1954 the first of a series of F-86A *Sabre* jet fighters arrived in Charlotte (Reid 1998:71). Nationwide, eight ANG fighter-interceptor units took their place alongside regular U.S. Air Force units assigned to augment the ADC's runway alert program on 15 August 1954, and in October an additional nine ANG units joined the program (Gross 1985). The 156 FS officially changed to a fighter-interceptor role on 7 July 1955 (Reid 1998:72). The 156th began flying F-86 *Sabres* on dawn-to-dusk interceptor duty over the Atomic Energy Commission facilities at Oak Ridge, Tennessee, and the Savannah River Project, as part of the ADC mission (Reid 1998:73). In 1957, the *Sabre* models were upgraded to include all-weather and missile capabilities. They flew on the airport's new second runway, which was parallel to its first, completed in 1957 for a cost of $300,000. Figure 12 below shows two ANG pilots running to their fighters during an alert. In interviews, the pilots explained they were on alert duty in the now-demolished World War II hangar's upper floor and utilized a fireman's pole to reach the ground level more quickly (NCANG Heritage Program 2012).

Figure 12. Two NCANG Pilots Scramble during a Runway Alert Drill (Reid 1998:81).

Figure 13. F-86 Fighter Aircraft during the Runway Alert Program (NCANG Heritage Program 2012).

None of the buildings shown are extant.

During the 1950s, the Charlotte base expanded with larger and more permanent buildings to replace the World War II temporary buildings. A $231,000 allocation was made to upgrade the Charlotte ANG facilities (Reid 1998:71). Additional improvements included construction of a Warehouse (Building 1) in 1956 that still stands (Figure 14); a Motor Service Shop costing $58,000; and a new Operations and Training Building (Reid 1998:72). Construction of the Operations and Training Building began in 1959, and was completed in 1960. This building (Building 2) was later renamed the William Payne Headquarters in honor of the first NCANG commander. It housed a flight simulator in the southwest portion of the building (Colonel Walters pers. comm. 2012).

In 1959, the NCANG joined with the North Carolina ARNG to respond to a textile industry labor strike in the Harriet-Henderson area mills, and provided 300 personnel for law enforcement duty (Reid 1998:73).

Aeromedical and Transport Missions, and Base Improvements

In 1960, the major units at Charlotte's ANGB underwent a mission change, unit re-designation, and deployments. Charlotte's fighter-interceptor mission changed to air transport, specifically aeromedical transport, under the Military Air Transport Service (MATS) (Reid 1998:91). The 145th Fighter Group was redesignated the 145th Aeromedical Transport Group (ATG) flying medical evacuation missions. The NCANG announced the change in October 1960 and the first C-119C *Flying Boxcar* arrived at the Charlotte base in January 1961. The C-119s were quickly replaced by eight C-121 *Super Constellations* that were more appropriate for sick and wounded military personnel. This new medical mission required remodeling of the existing Charlotte ANG buildings, and construction of new ones. Housing and training buildings for the 30 flight nurses and 60 aeromedical technicians, all newly recruited, were added to the base (Reid 1998:91).

Figure 14. View to North, with Building 1 (1956) in the Foreground and Surplus Morris Field Army Buildings in the Background (NCANG Heritage Program 2012).
The *Flying Boxcar* aircraft help date this image to circa 1961.

Figure 15. This Circa 1960s Image Shows a NCANG C-121 Being Serviced inside a Charlotte ANGB Hangar (NCANG Heritage Program 2012).

Figure 16. These NCANG C-121s Are Parked inside the Charlotte ANGB Hangars; One of the Hangars Was Building 22, Constructed in 1965 (Reid 1998:104).

One hangar reportedly came from the Charleston AFB in an NCANG plane and the Air Guard staff re-assembled it at Charlotte. Both of these hangars have been demolished.

By the mid-1960s, the Vietnam conflict in French Indochina began to mature and continued into the 1970s. The Gulf of Tonkin attacks against U.S. Navy ships in August 1964 resulted in congressional approval for President Johnson to expand the military rules of engagement (Gross 1985). By March 1965, the United States sent the Marines into Vietnam. For the NCANG, involvement with Vietnam began in 1965 with the first of 70 medical transport missions. On 19 November 1965, the Charlotte-based NCANG crew set a one-day record for patient airlift (65 patients), primarily military personnel wounded in

Vietnam (Reid 1998:93). The same year also marked a turning point for the ANG when they began to take up many of the daily operational tasks of the Air Force to compensate for the regular duty units deployed to Southeast Asia (Gross 1985).

The Charlotte ANG's airlift mission was expanded with the 15 January 1964 announcement that the 145th ATG was redesignated 145th Military Air Transport Group (Heavy). Two years later, the 145th Military Air Transport Group became the 145th Military Airlift Group and was assigned to the newly re-designated MAC (Military Airlift Command) that increasingly turned to the ANG for support. The following year, the unit's C-124C *Globemaster* aircraft arrived at the Charlotte base (Reid 1998:93). The group's emphasis on aeromedical transport became secondary, and its primary role now involved heavy air transport under the Global Air Transport Mission. The flight traffic specialists had to be retrained as loadmasters, and the relatively new Aeromedical Evacuation Center was converted into the Airlift Command Post (Reid 1998:92). This aerial transport mission has remained with the NCANG since the 1960s. The 145th made its first C-124 flight to Cam Rahn Bay, Vietnam, in April 1967 and last C-124 flight on 14 June 1971. The NCANG made 23,028 cargo airlift flights to 51 countries during that time without an accident (Reid 1998:94).

In 1971, the 145th Military Airlift Group was advised they would transition from MAC to Tactical Air Command (TAC) using C-130B *Hercules* aircraft (Figure 17; Reid 1998:112). The Lockheed-Martin C-130 aircraft had come into service in 1956 to carry cargo. The plane has flexibility for missions ranging from tactical airlift carrying troops into combat theaters to dropping fire retardant on wildfires. This flexibility has allowed upgraded versions of the aircraft to remain in service for many years (National Museum of the Air Force 2012b). NCANG aircrews trained for the new role at the Little Rock Air Force Base in Arkansas. By 1972, the new tactical mission of airlifting and dropping personnel and equipment now took place on a worldwide basis.

Figure 17. This 1971 Image Shows a C-130 *Hercules* Flying over Charlotte with a Vietnam War Paint Scheme (NCANG Heritage Program 2012).

In 1973 as it celebrated its 25th anniversary, the NCANG saw a reorganization of the 145th Tactical Airlift Group. The public and NCANG enjoyed an air show by the U.S. Air Force Thunderbirds and an open house at the Charlotte base that April (Reid 1998:114). The Arab oil embargo impacted the ANG between December 1972 and January 1973, which resulted in a flying ban due to the fuel shortage (Reid 1998:114). The ANG increased its flying hours the following six months to catch up with the lost mission time. Training missions characterized the remainder of the early 1970s for the NCANG airlift and communications units. These took place at a variety of bases across the United States, and at the Badin and Wadesboro facilities (Reid 1998:115).

The 145th's conversion from the C-121 aircraft to C-124 *Globemasters* in late 1966 (Reid 1998:94) brought changes to the Charlotte ANGB. Contractors completed a million dollar construction project in 1967 for a C-124 nose dock (Building 3), a maintenance facility, a taxiway, and additional parking. A new hangar (Building 4) was designed by John Talbert & Associates of Charlotte and Wilmington, North Carolina, using a Naval Facilities Engineering Command (NAVFAC) Southeast Division Type II maintenance hangar design. The Navy also used this design at Marine Corps Air Station Beaufort, South Carolina, in 1956. The last example of this type of hangar was constructed at Naval Air Station (NAS) North Island, California, in 1993 (Air Combat Command 1999:5-30-5-31, 5-41; NCANG 145th Civil Engineering Squadron Building 3 construction drawings). Two years later, in 1968, the Air Force granted a license to the NCANG for 49.17 additional acres at the Douglas Municipal Airport (formerly Morris

Field). The addition of five tracts in 1982, 1992, and 2003 brought the installation's total to its present-day acreage (NCANG Real Property files, License No. DACA21-3-68-3870).

The Charlotte base received three additional C-130 *Hercules* cargo planes in April 1975 (Reid 1998:115) and saw further changes and facilities improvements. Figure 18 shows an aerial view of the installation in the mid-1970s. On the administrative level, Brigadier General J. Payne who organized the NCANG in 1948 retired as the state ANG commander in 1976. He had served as a senior officer from the inception of the NCANG. Brigadier General Jerry W. Cochrane assumed the NCANG command (Reid 1998:116).

Figure 18. This Circa 1975 Image Shows the Evolution of Charlotte ANG Installation (NCANG Heritage Program 2012).

At the Charlotte base, the food service building was renovated and a new composite Squadron Operations facility constructed (Reid 1998:115). By March 1977, the Charlotte base also constructed a new Operations Building. On 19 June 1979, the NCANG received its own new 10,000-foot runway that lay parallel to the existing Douglas Municipal Airport civilian runway (Reid 1998:116-117). Building 5 was constructed in 1982, and then supported the aerial firefighting training and support. Contractors

completed a new civil engineering facility in February 1986. Additionally, the NCANG gained 29 acres of leased land in 1987 (NCANG Real Property files, License No. DACA21-3-68-3870). Construction of a new Composite Support Facility (Building 45) began in 1988 to house security police, medical clinic, communications center, data communications, and a dining hall (Reid 1998:139, 141).

The ANG continued to fill an airlift function for the Air Force during the 1970s and 1980s, and this mission grew for the NCANG. In October of 1977 the ANG and Air Force Reserve initiated the "Volant Oak" mission from Howard Air Base in Panama. Their C-130 units were alternately responsible for providing aircraft and crews for United States Southern Command. The units involved in the mission were organized into 15-day rotations with four to six aircraft involved at a time. Usually about 110 personnel were deployed on a volunteer basis at a time (Gross 1998). The NCANG 145th Tactical Airlift Group began its first Volant Oak mission in spring 1978. They provided three aircraft and crews, and this became an annual NCANG mission. The units trained in Norway, Germany, and Greece in 1979 for this mission. This assignment continued into the mid-1980s (Reid 1998:116).

The NCANG also sent personnel to Latin America during the early 1980s as part of the military assistance to counter the Sandinista government in Nicaragua. The NCANG deployed 156th Aeromedical Evacuation personnel to Honduras in August 1987 (Reid 1998:141). Training for airlift and communications remained constant during the 1980s. NCANG C-130 aircraft and crews participated in the Red Flag Exercise in 1981 and in 1982 at Nellis Air Force Base, Nevada. The training provided real time operation under battlefield and air battle conditions.

The 145th repeatedly won awards for a safe flying record. In 1981, they won the "Best in the Military Airlift Command" award (Reid 1998:131-132). In 1980, the 145th Mobile Aerial Port Squadron (MAPS) attained a C-1 combat-ready status, the first MAPS unit in the ANG to achieve this (Reid 1998:130). That year, the 145th Tactical Airlift Group received a new gaining command under the 22nd Air Force based at Travis Air Force Base. It continued its airlift and medical evacuation missions, and gained the new mission of airborne firefighting, as described below. Affirming the continued viability of the NCANG, the 156th Airlift Group and the 156th Airlift Squadron received 12 new C-130H *Hercules* aircraft in 1994 for aeromedical evacuation and tactical airlift (Reid 1998:159).

Modular Airborne Firefighting System and Domestic Missions

The ANG has long been involved with testing and operating new aircraft, equipment, and new uses for both. One such function was the forest firefighting operation known as Volant Forest during the late 1970s and early 1980s (Gross 1995). The California 146th Tactical Airlift Wing (TAW) is credited with first integrating the Modular Airborne FireFighting System (MAFFS) in 1971. Developed by the Air

Force Weapons Laboratory at Kirtland Air Force Base, MAFFS was a forest fire retardant and water drop system designed for the C-130 aircraft. The California TAW tested the MAFFS at the Romero Canyon fire in the Los Padres National Forest in October 1971, and has used the system since that time. The Air Force purchased additional MAFFS units in 1974, with the Wyoming 153 TAW becoming the second ANG unit to take on the mission that year (Gross 2012). The airborne firefighting mission ultimately has become a standing ANG operation.

In 1983, the NCANG 145th Tactical Airlift Group was designated the third ANG MAFFS unit (Gross and Rosenfeld 2007:58-59). The group trained for this domestic firefighting mission in 1984, and officially received the mission in 1985. The 145th began dropping fire retardant on forest fires from C-130 aircraft to assist the U.S. Forest Service on wildfires. The joint missions typically took place during the spring to fall fire season. The first mission occurred that spring near Morganton and Valdese, North Carolina. The unit helped prevent the loss of hundreds of private residences from the fire. The next assignment occurred in the summer in Ventura County, California, which experienced some of the largest wildfires ever in California. Closer to home, the NCANG MAFFS planes responded to a North Carolina forest fire in May 1986, and provided fire retardant drops. In 1987, the NCANG activated to southern California to fight forest fires. The next year, the MAFFS units were called on to combat the Yellowstone National Park wildfires (Figure 19). The MAFFS units fought fires in Tucson, Arizona, and Van Nuys, California, during the 1989 fire season (Reid 1998:135, 141-142).

Figure 19. A NCANG MAFFS Plane in Action Dropping Fire Retardant during the 1988 Yellowstone Fire (Reid 1998:150).

Other domestic missions have occupied the unit from its early years. It was deployed locally to provide Anson County, North Carolina, residents with disaster relief following a February 1967 ice storm that produced major regional power failures (Reid 1998:95). An Eastern Airlines DC-9 carrying 82 people crashed approaching the Charlotte airport in September 1974. The ANG saved 10 survivors from the burning aircraft and suppressed the fire (Reid 1998:114). In 1978 and 1979, the NCANG responded to ice storm disasters. In 1978, the 263rd personnel provided emergency electrical power in Stanly County for dairy farmers (to operate milking machines), the Stanly Memorial Hospital, and county law enforcement agencies. The next year, they again provided electrical power for the hospital and law enforcement groups following a strong winter storm (Reid 1998:116-117).

Domestic missions during the 1980s included disaster response, aid provision, and forest fire suppression. The NCANG performed a humanitarian mission in 1980 when it airlifted three critically burned people injured in a fire at the Radiator Specialty Company in Mint Hill, North Carolina. The ANG flew them to a burn unit in Charleston, South Carolina (Reid 1998:131). The NCANG's 263rd provided assistance to the Stanly County Department of Social Services in 1984 when they distributed food to over 1,000 households and 2,700 individuals in April (Reid 1998:136). The 263rd communications unit became pre-positioned in September 1986 to provide disaster in anticipation of damage from Hurricane Gloria. The guard deployed to Kingston, North Carolina, with portable electrical generators. Fortunately, the hurricane veered away from the coast and no damage occurred. That same year, the NCANG took on a more unique mission: Operation Haylift. Five NCANG C-130s airlifted thousands of hay bales from New York to drought-stricken North Carolina farms to provide feed for animals (Reid 1998:139). The ANG provided recovery personnel for Hurricane Hugo in September 1989, the largest natural disaster the NCANG responded to in their history. The personnel had 40 disaster recovery missions within a two-week period. Members staffed a command post at the Badin ANGS and provided emergency electrical power, communications, and water (Reid 1998:143).

North Carolina ANG at Wadesboro and Badin

Changes also took place with the detached units at Wadesboro and Badin. The 263rd Communications Squadron (Operations) was redesignated the 263rd Mobile Communications Squadron (Tributary Teams) on 1 October 1960. The addition of nearly 125 personnel at Wadesboro led North Carolina Adjutant General Claude T. Bowers to relocate the 263rd headquarters to the Badin facility (Reid 1998:91). The unit participated in training exercises in 1961. In 1962, the United States learned that the Soviets had begun construction of missile sites in Cuba. President John F. Kennedy ordered a naval blockade of Cuba that resulted in a stand-off with Soviet Premier Nikita Khrushchev. The 263rd went on alert for the Cuban Missile Crisis in late October, which was cancelled after successful diplomatic efforts (Reid 1998:90).

Other NCANG units were deployed frequently, taking on military roles vacated by personnel assigned overseas in Vietnam. The 263rd underwent several changes in 1967–1968. In 1967, they flew to bases in Indiana, Ohio, Missouri, Oklahoma, and Illinois (Reid 1998:95). On 16 March 1968, the 263rd was redesignated the 263rd Mobile Communications Squadron (Contingency), and was assigned to the 251st Mobile Communications Group, Ohio ANG. In the late 1970s, the 263rd Mobile Communications Squadron (Contingency) was redesigned as the 263rd Combat Communications Squadron and its mission remained the same (Reid 1998:116). The installation at Badin also was expanded with an addition constructed on the motor vehicle building and a new ground power equipment maintenance shop.

The 263rd was redesignated the 263rd Combat Information System Squadron on 1 July 1985 (Reid 1998:137). The following year this changed to the Combat Communications Squadron. More significantly, the squadron was aligned under the U.S. Central Command in 1987 (Reid 1998:141). This ended the decades-long affiliation with the 251st Combat Communications Group based in Springfield, Ohio, and the associated NATO tasking. The unit came under control of the 281st Combat Communications Group based in Coventry, Rhode Island, and began taking on exercises in the Middle East. The final administrative change at the end of the decade involved reactivation of the 118 AC&W Squadron in 1989 into the 188th Communications Squadron based at Badin ANGS. The unit provided 10 satellite communications teams for NATO command centers and airfields (Reid 1998:142-143).

Post-Cold War North Carolina ANG

In 1981, the NCANG determined that it required additional facility space to conduct its growing mission and increase its personnel. A meeting with Stanly County commissioners was held to discuss developing new facilities. The commissioners assured the NCANG that if funds were made available by NGB for a new building, the county would purchase the land for the facility (Reid 1998:132). Establishment of new NCANG facilities during the 1990s focused on the Albemarle-Stanly Airport. Ground-breaking took place on 11 September 1994 (Reid 1998:158), as described in the following section.

In July 1995, the 118th and 263rd Combat Communications Squadron personnel installed and operated two communications operations sites at the airport as part of a joint North Carolina ARNG and ANG communications exercise. The 118th Combat Communications Squadron received a new home with the dedication of the new operational facilities by Congressman Bill Hefner on 5 November 1995. The installation included a Composite Support Facility (Reid 1998:160).

In 1990, the 156th Aeromedical Evacuation Flight and 263rd Combat Communications Squadron were activated and participated in Operation Desert Storm (Persian Gulf War). Improvements for Badin ANGS included construction of a new 263rd Operations and Maintenance facility in 1984 at the Badin

installation (Reid 1998:136). The Badin ANGS personnel deployed and provided telephone communication for the First Marine Expeditionary Force Headquarters. Hundreds of ANG personnel from the 145th Airlift Wing deployed to Germany and other locations. NCANG personnel returned to the Middle East in 1992 for Operation Restore Hope to provide aid to Somalia. They provided humanitarian aid to the Cuban refugees in 1994, to Rwandan refugees in Zaire, and participated as part of the U.S. Peacekeeping Force in Bosnia in 1996 (Reid 1998:155-158,161). Meanwhile, the NCANG continued its domestic natural disaster relief missions including evacuating hospital patients in the 1992 Hurricane Andrew response and flying food to Wilmington to Hurricane Floyd victims in 1999 (Reid 1998:156).

Improvements continued at the Charlotte installation. The current base layout took its present form during a 1990s construction campaign that altered the base topography. In 1991, a new tarmac at the northwest end of the installation was constructed, and contractors built the Composite Aircraft Maintenance/ Maintenance Headquarters (Building 51) in 1993. This large building now dominates the Charlotte installation. The ANG gained a 21-acre parcel in 2003. Two years later, the NCANG lease holdings expanded with a 4.05-acre tract that incorporated the former ARNG armory building. This brought the installation to its present 2012 configuration of 103 acres. The ANG converted the armory (Building 69) into a gymnasium (NCANG Real Property files, License No. DACA21-3-68-3870).

3.4. Stanly County Airport/Stanly County Air National Guard Station

Stanly County is located 42 miles northeast of Charlotte, and is one of the 16 counties that make up the Charlotte region with the city serving as the hub. The county seat is Albemarle. The Stanly County Airport is situated four miles northeast of Albemarle, in Stanly County.

Settlement in present-day Stanly County began in the 1740s along the Rocky and Pee Dee Rivers. The county formed in 1841 (Sharpe and Pepper 1990:291-292). The early economy focused on subsistence farming, sawmills, and molasses production until the twentieth century (Dodenhoff 1992:9). The region remained sparsely settled; a 1904 map that depicts the Palestine area (current Stanly County Airport location) shows no buildings located around the Stanly County Airport (1904 Miller map).

Early transportation in Stanly County proved difficult. County residents utilized ferry boats to cross the area's rivers. They also used wood plank roads to avoid muddy wagon roads. Travel improved when the Southern Railroad's Yadkin line entered the county in 1891 between Salisbury and Norwood (Dodenhoff 1992:12, 16, 29). This and other railroad lines established in the early 1910s helped communities such as Albemarle grow (Dodenhoff 1992:41; Miller 1904 map). Despite this, Stanly County only had 25 miles of graded roads by 1910; this changed with a 1920s road building campaign (Dodenhoff 1992:43).

Twentieth century commerce fostered by the railroads helped create new Stanly County industries such as flour and textile mills. One of the county's largest sources of income developed in 1915, when ALCOA began mining and processing bauxite around the company town of Badin. ALCOA dammed the Yadkin River with the Narrows Dam (completed in 1917) for hydroelectric power to enable bauxite processing. The Carolina Power and Light Company also established dams on the Pee Dee River (Dodenhoff 1992:42; Sharpe and Pepper 1990:26). Despite this, the county remained sparsely populated.

Following World War II, the need for additional Charlotte-region aviation facilities grew. Aviation needs for Albemarle and Stanly County were provided by the former Albemarle Airport constructed in 1946 (Figure 20) (Sharpe and Pepper 1990:270). In the early 1960s Stanly County citizens worked to establish a new airport with jet aircraft capability to replace the Albemarle facility. They formed the Stanly County Airport Authority on 21 May 1971, and selected a new site in Palestine, located between Albemarle and Badin. Construction began in 1976 on a 4,400-foot paved runway and terminal building, and the airport opened in 1979 (Stanly County Airport 2012).

Figure 20. The Original Albemarle Airport Shortly after Its 1946 Construction (Courtesy of the Albemarle Charlottesville Historical Society).

By 1987, discussions between the NCANG and airport authority resulted in a cooperative-use agreement signed in 1988. This resulted in the 145th Tactical Airlift Group adding a C-130 crew training facility to

its base in Charlotte. The Stanly County Airport secured funds from the ANG for installation of an Instrument Landing System and an Automated Weather Observation System. Federal funds covered approximately 50 percent of the cost to extend the existing runway to 5,500 feet, and increase its ability to accommodate the heavier C-130 aircraft. The Federal Aviation Administration (FAA) provided the remainder of the construction funds (Stanly County Airport 2012).

There have been many changes to the NCANG's facilities since it began using the Stanly County airport in 1988. The 118th Combat Communications Squadron was relocated from Badin Road to the Stanly County Airport and a 118th Squadron building was constructed. A regional training center for engineering squadrons and a 263rd Composite Dining Hall and Composite Maintenance Facility also were added. Contractors built a 3,500-foot parallel runway to support the NCANG C-130 operations and an aircraft parking ramp on the northeast side of the airport, large enough to accommodate three C-130s or one C-17 military aircraft. The 235th Air Traffic Control facility was erected to house the support staff and the crash/fire rescue vehicles and their personnel.

Further improvements since 2004 have been funded jointly by Stanly County, the FAA, and the NCANG. Those related to ANG-operations involved five projects: construction of taxi-lanes and access roads, a new concrete landing pad for multiple helicopter operations, a new radar facility to support all Stanly County aircraft operations, a new 263rd Combat Communications Squadron headquarters building, and an addition to this building for the 235th Air Traffic Control staff. Currently the 235th Air Traffic Control Squadron operates the airport control tower, and the 118th Air Support Operations Squadron, 156th Weather Flight, and the 263rd Combat Communications Squadron are based at Stanly County. The 145th Airlift Wing uses Runway 4R/22L for assault training with the C-130 aircraft (Stanly County Airport 2012).

3.5. Summary

The NCANG was first established in former World War II buildings at Morris Field in 1948 with an initial fighter mission. An AC&W squadron was soon added, and expanded to a subsidiary installation in Badin, North Carolina. In 1953 the 156 FS became part of the ADC Runway Alert program. It defended the North Carolina Atlantic coastline and airspace and protected critical nuclear weapon production at Oak Ridge and the Savannah River Project. The mission ended in 1960. This was the NCANG's most important NCANG Cold War mission at the Charlotte-Douglas IAP ANGB. In 1960, the 156 FS was reassigned to medical transport and airlift missions, receiving new aircraft in 1961. It undertook medical evacuation and transport and airlift support from 1965 to 1971 in support of the Vietnam War. Support missions following the Vietnam War included the Volant Oak Mission. The 156th provided worldwide

airlift, as did many other units in the ANG. With the addition of the ANG's third airborne firefighting unit to the Charlotte installation beginning in 1985, the NCANG gained this domestic assignment jointly carried out with the U.S. Forest Service. Throughout its history, the NCANG has ably served the National Guard's core duty of providing support in times of domestic disaster and emergency response as well as fulfilling military readiness and response. The NCANG has continued to provide airlift support for more than 50 years. Charlotte IAP ANGB has served as the NCANG's key installation throughout its 50-year plus history. Subsidiary NCANG installations were established at Wadesboro and Badin, and more recently at the Stanly County Airport.

This page intentionally left blank.

Figure 30. Charlotte Area 1 in the Vicinity of STP 1-a5, View to the East.

Figure 31. Charlotte Area 1 in the Vicinity of STP 1-e1, View to the West.

Figure 32. Charlotte Area 1 in the Vicinity of STP 1-d1, View to the North-Northeast.

Figure 33. Soil Profile of STP 1-a2, Charlotte Area 1.

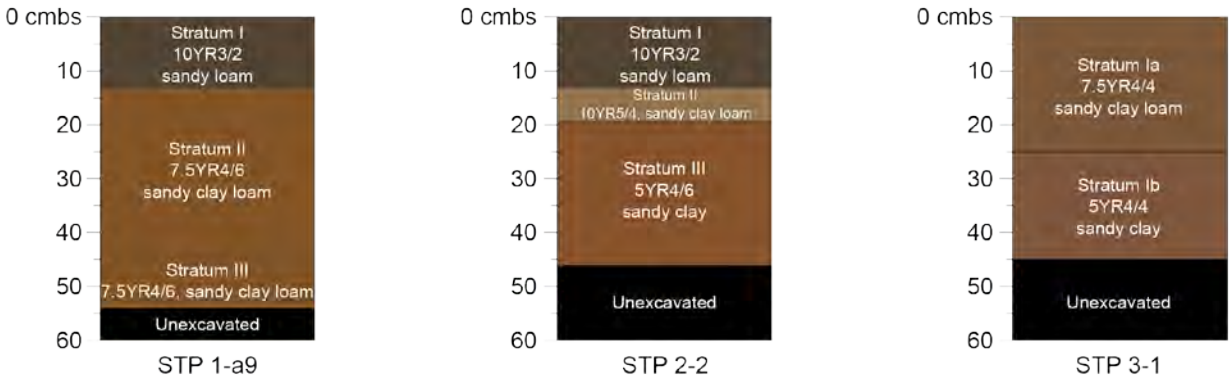


Figure 34. Representative Soil Profiles of the Charlotte IAP ANGB Shovel Test Pits.

Charlotte Area 2

The crew divided Charlotte Area 2 into three unnamed subsections, as it was not possible to investigate continuous transects across the full area. The area is 3.2 acres, moderately sloped (5–15 percent), and like Area 1 wooded with little undergrowth (Figures 35 through 37). Much of this area also has been subject to construction in the immediate vicinity, as reflected by the soil profiles of several STPs that lacked Be horizons. Crew members excavated 12 STPs in Charlotte Area 2, ranging from 40–64 cm in depth (see Table 3). STP 2-2 represented the typical undisturbed soil profile (Figure 38): Stratum I (0–13 cm), a sandy loam of color 10YR3/2; Stratum II (13–19 cm), a sandy clay loam of color 10YR5/4; and Stratum III (19–46 cm), a sandy clay of color 5YR4/6 (see Figure 34). STPs with disturbed fill were represented by a coarse sand/sandy loam/sandy clay loam profile before terminating at the 7.5YR5/6 or 5YR5/6 sandy clay substratum. All STPs in Charlotte Area 2 were negative for cultural materials.

Figure 35. Charlotte Area 2, in the Vicinity of STP 2-11, View North.

Figure 36. Charlotte Area 2, in the Vicinity of STP 2-5, View North.

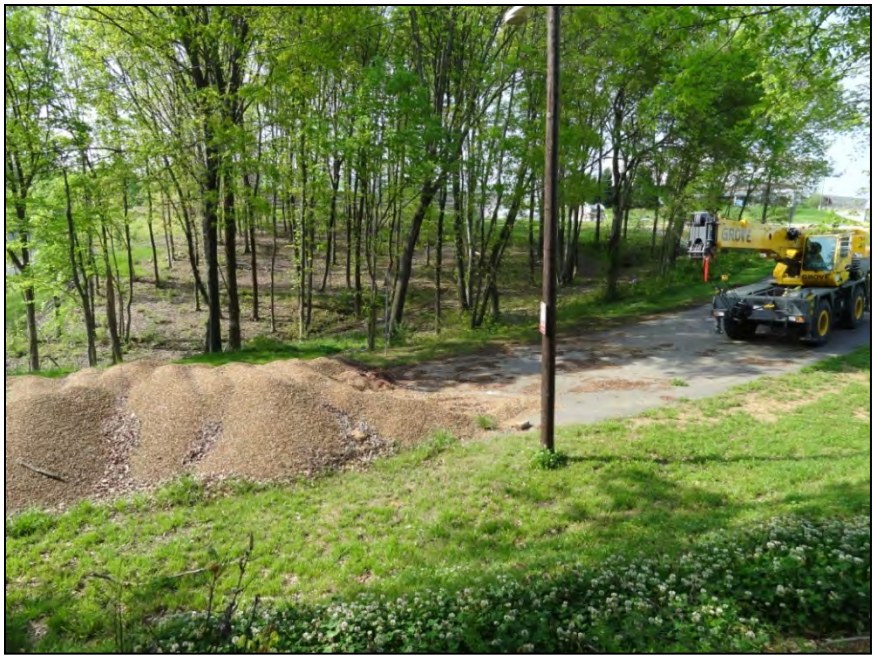


Figure 37. Southernmost Portion of Charlotte Area 2, from the Hillside at the North End of a Dead-End Road, View South.

Figure 38. Soil Profile of STP 2-2, Charlotte Area 2.

Charlotte Area 3

Charlotte Area 3 consisted of a 1.2-acre section of steeply sloped woods with a creek/drainage at the bottom and moderate undergrowth (Figures 39 through 41). Two STPs were placed judgmentally on the only portions of this area flat enough to accommodate testing (see Table 3). One STP was placed on either side of the creek/drainage. Both shovel tests consisted of a single stratum, Stratum I, a sandy clay loam (subdivided into Strata Ia and Ib in STP 3-1; see Figure 34) ranging in depth from 45–60 cm. The color varied between STPs: for STP 3-1, Stratum Ia was 7.5YR4/4 and Stratum Ib was 5YR4/4, while for STP 3-2, Stratum I was 7.5YR3/3. Both STPs were negative for cultural material.

Figure 39. North End of Charlotte Area 3, View South.

Figure 40. South End of Charlotte Area 3, View Northeast.

Figure 41. West Side of Charlotte Area 3, View East.

4.2. Built Resources

Seventeen buildings constructed between 1956 and 1991 were surveyed at the Charlotte-Douglas IAP ANGB and evaluated for NRHP eligibility. Table 3 lists the surveyed buildings by building number, year of construction, historic use (if known), and current use. Two static displays and a memorial also were documented but not evaluated. Figure 42 depicts the locations of the surveyed resources on Charlotte-Douglas IAP ANGB. In the sections below, the surveyed buildings, static displays, and memorial are described.

Table 4. Surveyed Charlotte-Douglas IAP ANGB Buildings by Building Number, Current Function, Year of Construction, and Original Use.

Building Number	Current Function	Year Built	Original Use
Building 1	Deployment Processing Facility	1956	Warehouse
Building 2	Reserve Forces OPL Training/William J. Payne Headquarters Building	1960	Operations and Training
Building 3	156th Airlift Squadron Operations	1977	Composite Squadron Operations
Building 4	Maintenance Dock/Fuel Systems Maintenance	1968	Nose Dock
Building 5	A/Port Training	1982	
Building 7	Composite Maintenance Facility	1974	Maintenance
Building 39	Petroleum Operations	1984	Petroleum, Oil, and Lubricants
Building 40	Fire Station No. 17	1985	Fire Station No. 17
Building 41	Traffic Check House (security)	1985	Guard House
Building 43	Base Civil Engineering Maintenance Facility	1986	Administration
Building 45	156th Aeromedical Evacuation Squadron Administration /Composite Support	1990	Composite Support
Building 48	Hazardous Storage BSE	1991	Hazardous Waste
Building 49	Hazardous Waste Pharmacy	1990	
Building 50	Reserve Forces Training	1958	Reserve Forces Training
Building 69	Gymnasium	1975	Former ARNG Armory
Building 131	LP Fil Std	1984	Aviation Fuel Pump
Building 132	LP STD Unload	1984	Aviation Fuel Pump
Static Displays/Memorials			
No Building number	NCANG Memorial	2012	NCANG Memorial
Building 144	Static Display F-86 *Sabre* fighter aircraft	2008	Monument/Memorial
Building 151	Static Display C-130B aero lift aircraft	2010	Monument/Memorial

Figure 42. Overvew Map of the Charlotte IAP ANGB showing Surveyed Buildings and Structures.

4.2.1. Building 1 – Deployment Processing Facility

Building 1, constructed in 1956, is a one-story warehouse building with a rectangular footprint. The building has exterior brick wall cladding, and a flat roof clad with single-ply asphalt membrane. The building is bound on the south and west by a paved parking area. Payne Boulevard is to the south with landscaping consisting of a linear tree row and grass lawn. A sloping retaining wall covered with stone for an adjacent parking area is located to the north and east.

Figure 43. Building 1 West and South Façades, View to Northeast.

The building's primary façade is its south elevation. It has an elevated concrete walkway/loading dock and a full-width, cantilevered metal flat porch roof. The south façade has metal awning sash windows with six-over-six fixed lights and a centrally located two-light awning sash unit and single-leaf metal entry doors along the west end of the façade. These original windows have concrete lintels. From the center of the façade to the southeast corner are three large loading bays. The loading bay centered on the south façade has been replaced with a single leaf metal door entrance flanked by divided sidelights with transom lights above. A metal-clad rectangular addition is on the southeast corner of the east façade. The west façade has two additions—a boiler room extending from the northwest corner of the west façade with a central brick chimney and a flat roof bathroom addition centered on the façade. A single window is on the southwest corner and the bathroom addition is of the same type described previously. Between the bathroom addition and the boiler room is a paired window offset to the eave, similar to those also found on the south façade. The boiler room south wall has original metal double doors with lower louver ventilation openings. The north façade has a series of 10 symmetrically spaced original windows. The east façade has a series of six original windows and the metal addition.

Building 1 has undergone alterations to its original design. All doors have been replaced on the south façade with modern metal frame single light doors. One of the loading bays on the south façade has been converted into an entrance with a modern metal frame single light door surrounded by sidelights and transom windows. A metal addition has been constructed on the southeast corner; it is a temporary structure that has not been fully incorporated into the building envelope. A restroom addition has been constructed on the west elevation; however, the addition was built using brick and identical windows (NCANG Heritage Program circa 1961 aerial; Colonel Walters pers. comm. 2012).

4.2.2. Building 2 – Reserve Forces OPL Training/William J. Payne Headquarters Building

Building 2, constructed in 1960 as the NCANG headquarters, is a single-story building with an irregular U-shaped footprint. The building has brick exterior walls, a seamed metal fascia, and a low-pitched, complex hipped roof clad in metal. The southwest block of the building has a taller 1½ story segment. The building is bound on the south by Payne Boulevard, formal landscaping, and paved parking lots. A large paved parking lot is to the west; a series of joined brick buildings are on the north. First Union Road is located to the east.

Figure 44. Building 2 South and East Façades, View to Northwest.

Figure 45. Building 2, West and North Façades, View to East.

Building 2's primary façade is its south elevation. It has five bays in the east portion with modern fixed metal-frame windows in the upper wall and brick below, each separated by a contrasting white concrete

pilaster. This wall configuration is continued throughout the entire building exterior. The central portion of the south façade has a projecting hipped roof porch entrance supported by four concrete columns. Centered under the porch is the main entrance with double-leaf metal and glass doors flanked by sidelights divided into three panes. The wall openings under the porch have double metal-glass windows surrounded by modern fixed metal picture windows. The west wall portion of the south façade has a similar series of four bays with adjoining fixed metal-frame windows above brick walls with each bay separated by concrete pilasters. The southwest corner of the south façade has a higher roof and originally served as a flight simulator room. This area has four bays that are smaller, each bay with a two-light modern fixed metal-frame window. An enclosed porch entrance is located on the north wall of the former flight simulator room and has metal-glass doors with fixed picture window surrounds.

The north façade contains the interior of the U-plan, forming a three-sided courtyard. The hipped roof extends and is supported by concrete columns to form a covered walkway along all three sides of the courtyard. The wall openings facing the courtyard are of the same configuration found on the south façade—bays with fixed metal-frame windows in the upper wall portion with brick below separated by concrete pilasters. Single metal and glass pedestrian doors are located at the wall junctions, and the central north façade has an enclosed entry porch with metal frame and glass walls. The east area of the courtyard has a heating, ventilating, and air-conditioning (HVAC) system that is enclosed with a concrete masonry lattice wall.

Civil engineering records indicate that Building 2 has undergone extensive alterations. In 1997, contractors replaced all of the original windows and doors, extensively reconfigured the interior, added the south and north enclosed porch entrances, and replaced the original roof with the current metal one (Colonel Walters pers. comm. 2012).

4.2.3. Building 3 – 156th Airlift Squadron Operations

Building 3 is an operations building constructed in 1977. Building 3 is located in the southwest portion of the installation. It is bound on the north by the flight line; by 1st Union Road to the east; the hangar (Building 4) and the brick-clad Building 61 constructed in 1997 to the immediate west; and the brick-clad headquarters (Building 2) to the south. The landscaping consists of concrete sidewalks, and a landscaped area with plants is on the north and west façades.

Figure 46. Building 3 East and North Façades, View to Southwest.

With a rectangular floor plan, Building 3 has brick exterior walls that are single story on its north side transitioning into a two-story configuration on the south façade. On its southeast corner is a four story, rectangular-shaped, metal-clad, parachute drying tower. The building and tower both have flat roofs clad with composition roofing, and a concrete panel fascia along the roofline.

The primary north façade has three bays with entrances on the east and west bays and fixed metal and glass windows in the central bay. Each bay is separated by brick walls. The west and east entrances have modern double glass-metal doors with wide sidelights and a transom window. The west façade has two fixed metal full height windows from the northwest corner with a brick wall between. From the second window the façade wall extends out slightly with another full height window on the north facing wall and three full height windows along the west facing portion of the extension. An exterior concrete stairwell is located on the southwest corner. The ground slopes from north to south with the concrete foundation walls forming the first story walls of the south ends of the east and west façades with brick walls above. The south façade has brick walls separated into panels by concrete pilasters and a concrete watercourse

between the first and second floors. The upper wall has two vertical metal ventilation louvers, and the lower walls have two modern double leaf metal doors on the west end, and a single leaf metal pedestrian door on the east end. The east façade is dominated by the metal-clad parachute drying tower that has a metal pedestrian door in the east façade. The remainder of this elevation mirrors the west façade.

Building 3 maintains its original integrity; civil engineering records do not indicate major alterations.

4.2.4. Building 4 – Maintenance Dock/Fuel Systems Maintenance

Building 4, constructed in 1968 as a nose dock maintenance dock hangar, is currently used as a fuel systems maintenance facility. The massive hangar faces north and has a rectangular footprint with a two-story office block with a low-pitch shed roof on the south façade.

Figure 47. Building 4 East and North (Primary) Façades, View to Southwest.
Building 137 is the tank containing fire suppression material.

Figure 48. Building 4 West and South Façades, View to Northeast.

The hangar is located in the south-central portion of the installation. It is bound on the north by the flight line, to the east by a fuel tank and Building 52 constructed in 1993, to the south by 1st Union Road and paved parking lots, and to the west by the brick-clad Building 3. There is no associated landscaping.

The building is supported by four vertical steel trusses that rise above the roofline at the north and south façades. The building has a metal frame and a steel trussed roof structure over the hangar bay that is clad with corrugated metal. Exterior sheathing also is corrugated metal.

Building 4's primary north façade has multi-leaved telescoping aircraft hangar doors that recess into side pockets. They have a massive frame that extends to the east and west beyond the side façade walls. A tail notch has been cut into the center door. The east façade has a nine-light fixed metal-frame window in the upper wall in the south office section, and the same fenestration in the lower wall to the north. A shed roofed, two-story rectangular extension stairwell is at the southeast corner with a nine-light fixed metal-frame window in the second story and a single-leaf pedestrian door on the north facing wall. A vehicle bay opening with a metal roll-up door is located between the stairwell and the northeast corner. The south façade has seven bays, with the lower wall characterized by a series of modern single- and double-leaf pedestrian metal doors with upper lights, a single vertical lift metal vehicle door, and a set of double metal doors with upper ventilation louvers. Three fixed metal multiple light windows are also at this level. The upper wall has either one or two of these metal-frame windows in each of the seven bays. Roughly centered on the façade is a shed roofed, two-story enclosed stairwell with a nine-light fixed window in the second story. The west façade has the same fenestrations as the east façade with the exception of five metal louver vents in the upper story.

Base civil engineering records indicate that Building 4 underwent a conversion from a nose dock hangar to a corrosion control hangar in 1998. Contractors also extensively renovated the administrative office area at that time.

4.2.5. Building 5 – A/Port Training

Building 5 is a training facility constructed in 1982. With an L-plan consisting of a two-story main block and a one-story block extending to the east, the brick-clad building is distinctive for its flush concrete pilasters and fascia and a flat roof.

Figure 49. Building 5, West (Primary) and South Façades of Two-Story Block, View to Northeast.

Figure 50. Building 5 East and North Facades, View to Southwest.

Building 5 is located on the southwest portion of the Air Guard base. It is bound on the north by the flight line, to the east by the brick-clad Building 61, and by paved parking lots to the south and west. There is no associated landscaping.

Building 5's west primary façade is two stories with a series of three adjacent vertical lift metal vehicle doors offset to the north end and a double metal pedestrian door to the south. The south façade of the two-story block has an elevated exterior concrete stairwell with access to a single-leaf metal pedestrian door in the upper wall and a single-leaf metal pedestrian door below the stairwell. The south façade of the one-story block has a single two-light metal frame fixed window. The east façade of the one-story block has, from south to north, a full-height fixed metal-frame window, a single-leaf metal pedestrian door in a recessed entry, and two full-height fixed metal-frame windows. The east façade of the two-story block has a single-leaf pedestrian door and vertical lift vehicle door in the north corner. The north façade of the one-story block has one full-height fixed metal-frame window and a set of double metal pedestrian doors. The north façade of the two-story block has no wall openings and a brick lattice wall encloses an HVAC system at the northeast corner.

Base civil engineering records are not available for Building 5; however, the building has no apparent exterior alterations and appears to maintain its physical integrity.

4.2.6. Building 7 – Composite Maintenance Facility

Building 7, constructed in 1974 as a maintenance facility, has an L-shaped footprint comprised of a two-story main block and a long one-story block extending to the north. The building has a flat roof and brick exterior walls with corrugated metal siding on the upper walls of the two-story block that transition to a fascia on the one-story block.

Figure 51. Building 7 South and East Façades, View to Northwest.

Figure 52. Building 7, West Façade of One-Story Block, View to Northeast.

Building 7 is surrounded by paved parking areas within the southeast portion of the installation. Building 1 is immediately to the west along with a concrete vehicle ramp retaining wall. A large paved parking lot is to the north, and Minuteman Way is located to the east. There is no associated landscaping.

The fenestration on the south primary façade from west to east consists of two window openings, a single-leaf metal pedestrian door, two window openings, and a tall vehicle bay opening with a metal roll-up door. Each window opening has a fixed metal-frame window, with exposed concrete masonry units beneath and metal louvers above. The east façade wall openings consist of nine window openings of the same type found on the south façade, two vehicle bays with metal roll-up doors, two single metal pedestrian doors, and a set of double metal pedestrian doors. The north façade of the one-story block has a single vehicle bay with metal roll-up door offset to the northeast corner. The north façade of the two-story block has a one-story flat roof with two double-leaf metal doors and an HVAC area enclosed by a brick lattice wall. The west façade of the one-story block consists of a series of openings similar to the east façade with four vehicle bays, interspersed by two double-leaf metal pedestrian doors, a single metal pedestrian door with an upper light, and three window openings of the same type as previously described. The west façade of the two-story block has from north to south a single-leaf metal pedestrian door, three window openings of the same type as previously described, and a tall vehicle bay with metal roll-up door at the southwest corner.

Base civil engineering records are not available for Building 7; however, the building has no apparent external alterations and appears to maintain its physical integrity.

4.2.7. Building 39 – Petroleum Operations

Building 39, constructed in 1984, is the base aviation fuels office. It is a single-story building with a rectangular footprint. The building has vertical grooved concrete panel exterior walls and a flat roof with a seamed metal projecting fascia. The north primary façade has a centrally-located single metal-glass pedestrian door that is flanked by metal-frame single-hung windows. Two additional metal-frame single-hung windows are located in the west and east corners of this wall. The west façade has a metal pedestrian door with an upper light, and is flanked to the north and south by metal-frame single-hung windows. The south façade has no wall openings. The east façade has a double metal pedestrian door and a single metal pedestrian door.

Figure 53. Building 39 East and North (Primary) Façades, View to Southwest.

Landscaping associated with the building includes concrete sidewalks and a linear row of hedges that borders the north façade. The area north of the building has undergone major landscaping since 1984, and currently consists of a series of rock terraces that buttress the adjacent slope to the south and west.

The building appears to have few alterations to its exterior. The north façade door has been replaced with a modern version.

4.2.8. Building 40 – Fire Station No. 17

Building 40 is a two-story Fire Crash Rescue Facility (Fire Station No. 17) constructed in 1985 according to a design by Middleton, McMillan, Architects, Inc. of Charlotte. It is in the southwest corner of the ANGB and is isolated from other ANG buildings. The airfield is to its west, and paved parking lots and grass lawn areas are to its east. An airport storage building is located immediately to the south.

The building has a complex roofline, predominantly composed of varying height flat roofs with a central non-peaked gable roof along the central axis with clerestory windows on the slopes. The west façade of the fire crash rescue building has seven fire engine bays that are oriented to the airfield to enable quick emergency response. The building is clad with metal panels, vertical grooved concrete panels, and textured concrete masonry units.

The east primary façade faces the street side and is characterized by the primary entrance at the northeast corner, a curved stairwell clad in metal panels, three adjacent vehicle bays with metal roll-up doors, and four four-light fixed windows between the bays and the southeast corner. The flat roof above the vehicle bays is elevated, as is the roof on the block composing the south façade. The south façade has a projecting portion on the southeast corner and exhibits two adjacent fixed metal-frame windows. The southwest portion of the wall is recessed to the north, and has a fixed metal-frame window and a single metal door with an upper light that allows access to the west fire engine bays.

The west façade faces the airfield and has a fire engine room consisting of a series of seven adjacent fire engine bays with metal roll-up doors under a low-pitch shed roof, and a single metal pedestrian door located on the north wall of the engine room. North of the engine bays is a two-story circular stairwell/observation tower clad with metal panels and of similar type to the one on the east façade. It has fixed curved metal-frame windows in the first and second stories. A flat roof one-room unit is located north of the observation tower, and has a lower-height flat roof and a recessed metal pedestrian door on the west wall and a metal pedestrian door and single-hung metal-frame window on the north wall.

The north façade has a projection with the same non-peaked gable roof as found along the axis of the building but at a lower height. The north wall of the projection has three single-leaf metal pedestrian doors. The east wall of the projection has the primary entrance located on the east primary façade.

Base civil engineering records and information from base personnel indicate that Building 40 had an addition constructed in 1994 to the east side, and a west side addition built in 2005 (Colonel Walters pers. comm. 2012). Both of these took place to accommodate larger fire engines.

Figure 54. Building 40, East Primary Façade with Primary Entrance and Three Adjacent Fire Engine Bays That Are Oriented to the Street, View to Southwest.

Figure 55. Building 40 North Façade and West Façade Oriented to the Airfield, View to Southeast.

4.2.9. Building 41 – Traffic Check House

Building 41 is a metal panel-clad traffic checkpoint station constructed in 1985. Building 41 is located in the southwest portion of the ANGB in the administrative building cluster. The building is strategically positioned on 1st Union Road with a south orientation towards Morris Field Drive as a security point for the headquarters (Building 2) and the administration building (Building 45) to the north. Large paved parking lots are to the east and west, and the Charlotte-Douglas Airport boundary is to the south on Morris Field Drive. The area directly to the south of the building has a planted landscaped strip that serves as a traffic island.

Figure 56. Building 41 West and South Façades, View to Northeast.

The checkpoint station is a small building with a rectangular floor plan and a flat metal panel roof with a metal curved fascia that wraps around the building and extends to form cantilevered porches over the south, west, and east façades. The primary south façade has a two-light, fixed metal-frame window. An east and west half-height curved wing wall with a curved cutout serves as a weather shelter on the west and east façades. The west façade has a metal and glass door with sidelights and a transom beneath the cantilevered porch. The north façade has a large metal-frame window. The east façade has two adjacent large fixed pane metal-frame windows on the north end of the wall and a single-leaf metal door with sidelights and transom beneath the cantilevered porch.

Building 41 appears to be unchanged from its original 1985 design.

4.2.10. Building 43 – Base Civil Engineering Maintenance Facility

Building 43 is the Base Civil Engineering Maintenance Facility constructed in 1986. The two-story building is situated in the northeast portion of the ANGB away from the administrative buildings. Formal landscaping consists of a raised planted area bordered by concrete masonry units that hold trees and grass along the paved parking lot that fronts the façade. Two landscaped parking islands with grass lawn and trees are located in the paved visitor parking area to the west. Minuteman Way is located to the east. A creek with native trees is located north of the building.

Figure 57. Building 43 East Façade, View to Northwest.

The block to the left is the 2012 training/briefing room addition,
the green roof building to the right is the 1986 north-south wing.

The building has a two-story training/briefing room addition completed in 2011-2012 extending southwest from the southwest corner of the north-south building block. The building is constructed of textured concrete masonry units. It has a metal clad hipped roof and a flat composition clad roof. The original 1986 configuration consists of a short rectangular block oriented north-south with a long rectangular block wing extending southwest from the southwest corner of the north-south block. A substantial remodel in 2011-2012 added the large two-story addition to the south end of the north-south block, a lobby and office area on the south façade at the junction of the two original wings, and an expansive addition with sawtooth skylights along the west façade of the southwest-oriented wing.

The original north-south wing has textured concrete masonry unit walls and a seamed metal fascia below a hipped roof clad in metal. The east façade of this wing has six bays separated by concrete masonry unit buttress walls. Each bay has three fixed pane metal-frame windows with concrete masonry units below, except for the northernmost bay with four fixed pane windows. The north façade of this wing has a raised concrete stairwell. The first story of the west façade of this wing has a single pedestrian door and the second story has five fixed pane windows and a metal louvered vent.

The 2011-12 addition along the west façade of the southwest-oriented wing begins at the juncture between the north-south wing and the southwest wing. The addition extends out from the previous façade with a two-story stairwell with a fixed metal-frame six-light window on the northeast facing wall and two fixed metal-frame windows on the northwest wall, one in each story. The northwest façade continues with a recessed wall composed of two stories of glass plate windows in metal frames.

Figure 58. Building 43, View to South.
Far left is the west façade of the 1986 north-south wing;
remainder is 2012 addition to northwest façade of 1986 southwest-oriented wing.

The southwest façade includes the walls of the 2012 addition and the original 1986 southwest-oriented wing, differentiated by a slight change in roof height and wall plane. The 2012 addition has a recessed entry and a single fixed pane window. The 1986 southwest façade has no fenestration. Along the south facing wall of the 1986 southwest wing are two vehicle bays with roll-up doors with two single-leaf pedestrian doors with transom lights between. A single-leaf pedestrian door with transom is located at the southwest corner, and to the north of the vehicle bays is a set of four transom windows with a single-leaf pedestrian door below the easternmost.

The 2012 lobby/office addition is an irregular shaped block that fills the former southeast corner of the southwest-oriented 1986 wing. Three fixed pane metal-frame windows are on the southwest façade of this block, and a recessed entry is on the south façade.

Figure 59. Building 43 Southwest and South Façades, View to East.
The block to the far left with sawtooth windows is 2012 addition, middle block is remodeled 1986 southwest-oriented wing, blocks to far right are 2012 lobby/office area and training/briefing room.

The 2012 training/briefing room addition extends from the south end of the 1986 north-south block and has a bank of floor-to-ceiling fixed pane windows with 16 lights on its west façade. The south façade of the training/briefing room has no fenestration. The east façade has two banks of floor-to-ceiling windows with 16 lights, a single-leaf pedestrian door with a sidelight and a transom beneath a flat awning porch roof, and another bank of floor-to-ceiling fixed pane windows with 16 lights. The addition ends at the south end of the 1986 north-south wing previously described.

Building 43 has undergone major alterations since its 1986 construction. Civil engineering records reveal that the building underwent a remodel in 2011-2012 according to a design by Gantt Huberman Architects of Charlotte, North Carolina. The only portion of the original building that was not extensively remodeled is the north-south wing, yet additions were added on its south end and junctions were added between it and the southwest-oriented wing. The southwest-oriented wing was extensively remodeled with the new additions.

4.2.11. Building 45 – 156th Aeromedical Evacuation Squadron Administration /Composite Support

Building 45 is the Aeromedical Evacuation Squadron headquarters constructed in 1990. It has an L-shaped footprint, brick exterior walls, and multiple flat roofs of varying heights. The building has three blocks forming an L-shaped plan, with two rectangular blocks to the north separated by an arcade, and a lower height block forming the southeast portion of the building. The building's red brick cladding contrasts with decorative black brick bands of varying width.

Figure 60. Building 45 South Façade and Brick Arch Leading to Interior Courtyard, View to North.

Figure 61. Building 45 South and East Façades, View to Northwest.

The south primary façade has a projecting one-story block with a lower height flat roof on the southeast corner and a recessed entryway with a double metal-glass door with fixed metal-frame window surrounds. The recessed second story of this block has a series of adjacent glass block windows. The west end of the south façade is recessed further and is separated from the east end by an exterior brick double-stairwell that ascends to a decorative brick arch leading to an interior courtyard. A set of glass-metal double doors are located under the stairwell. The west end is characterized by three bays with fixed metal-frame windows. The east bay has two upper and two lower windows, the central bay has three upper and three lower windows, and the west bay is identical to the east bay.

The west façade has three bays and two stories. The southernmost bay has double metal-glass doors in a recessed entryway on the first story and five adjacent fixed metal-frame windows in the second story. The central bay has four adjacent fixed metal-frame windows on the first story. The north bay has a single metal pedestrian door in a recessed entry. The grade slopes south to north and the north façade is one story on the same level as the second story of the west façade. The interior courtyard that runs north from the south façade separates the east and west portions of this façade. The west block has two metal pedestrian doors, and the east block has a single metal door.

Figure 62. View to East of Building 45 West Façade.

The east façade has a two-story height with a recessed third story. From the northeast corner are two adjacent metal double doors, a metal ventilation louver, and a recessed entryway with double metal-glass

doors. An east-west brick screening wall separates this service area from the landscaped area along the rest of the façade. A set of double glass-metal doors are south of the wall. The upper wall of the east façade has two adjacent glass block windows in the southeast corner. The third recessed floor has a metal screening wall shielding the building's HVAC system and has no wall openings.

Landscaped areas for Building 45 are located on the south, west, and east elevations. Paved parking lots are located to the south and east, the brick-clad Building 2 is to the west, and a brick-clad communications building is situated to the north. First Union Road is to the west and curves east behind the building, and the formally landscaped Payne Boulevard runs east-west in front of the building.

Building 45 does not appear to have any major alterations based on a review of base civil engineering records and an interview with the BCE (Colonel Walters pers. comm. 2012).

4.2.12. Building 48 – Hazardous Storage BSE

Building 48 is a single-story hazardous storage building constructed in 1991. The building is situated in the northwest portion of the installation inside a secured area surrounded by a metal chain link fence. To the east is Building 58, which is a series of storage lockers. A paved parking lot with an adjacent grass lawn and trees is to the south.

Figure 63. Building 48 North (Primary) and East Façades, View to Southwest.

Building 48 is a small, simple building with a rectangular floor plan, concrete panel walls, and a flat to low shed concrete roof. The primary north façade has a vehicle bay with a tilt-up metal vehicle door with two small fixed upper lights, and a single metal pedestrian door to the west. The west façade has an identical vehicle bay with the same tilt-up vehicle door. The south façade has two metal ventilation louvers each in the upper and lower walls. The east façade has no wall openings.

Building 48 does not appear to have any major alterations based on a review of civil engineering records and an examination of the building.

4.2.13. Building 49 – Hazardous Material Pharmacy

Building 49 is the installation hazardous material pharmacy constructed in 1990. The building is surrounded by a paved parking lot on all elevations. Building 63, a concrete clad building constructed in 2003, is immediately to the south. An east-trending slope has a grass lawn and extends to Minuteman Boulevard.

Figure 64. Building 49 North and West (Primary) Façades, View to the Southeast.

Building 49 is a one-and-a-half-story building with a rectangular floor plan. Its exterior walls are of coursed textured concrete masonry units below a decorative horizontal red block band also laid in a stack course. The upper wall area has a second red block band near the roofline. The roof is flat with a membrane surface.

The west primary façade has a single window opening with four fixed pane metal-frame windows with transom lights above and an adjacent metal pedestrian door with an upper light, both offset to the north end. The north façade has two window openings with paired fixed metal-frame windows with transom lights above. Offset to the east end of the north façade are two adjacent vehicle bays with metal roll-up vehicle doors. The east façade has two fixed metal-frame windows of the same type as found on the west façade, separated by a concrete masonry unit wall and sheltered by a metal shed roof. A single metal pedestrian door is located at the northeast corner of the east façade. The south façade exhibits a series of three vehicle bays with metal roll-up vehicle doors on the east end, and a single metal pedestrian door with an upper light is on the west end.

Building 49 does not appear to have any major alterations based on a review of civil engineering records and an examination of the building.

4.2.14. Building 50 – Reserve Forces Training

Building 50, constructed in 1958 for use as a Reserve Forces Training center, is a single-story building with an irregular T-plan. The building has brick exterior walls and a low-pitched, complex hipped roof clad in metal.

Figure 65. Building 50 North Primary Façade and East Façade.

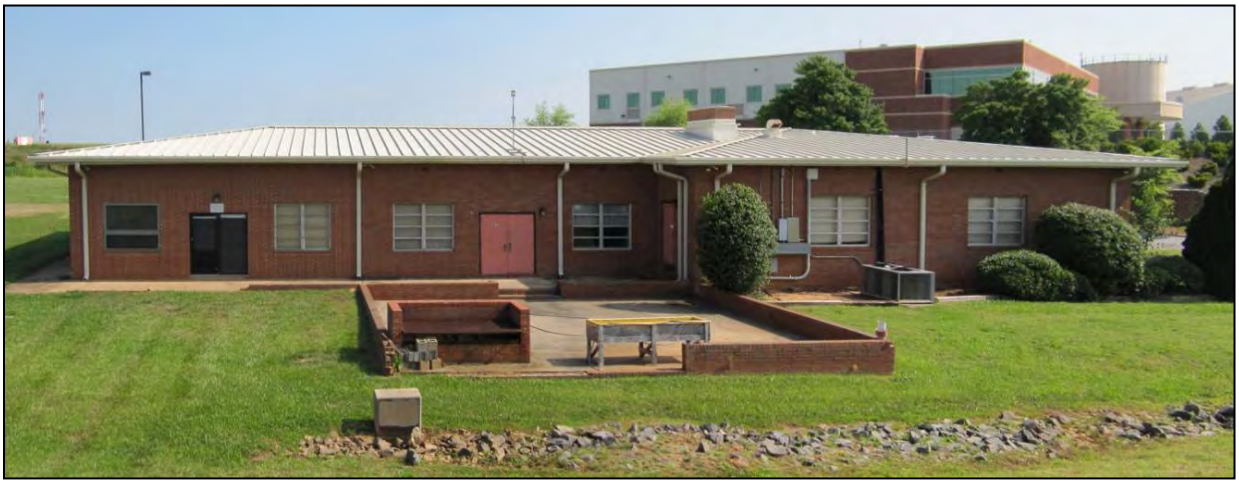


Figure 66. Building 50 South Façade, View to the North.

An interior chimney is centrally located on the south pitch of the roof. The north primary façade has three bays and the outer two bays are recessed. The easternmost bay on the north façade has a recessed entry beneath a modern metal porte cochere or pavilion extension that was likely added in the 1980s. Under the

pavilion extension are a set of double-leaf metal doors with fixed upper lights, a single awning window, and a concrete patio. Along the extension portion of the north façade is a metal awning window adjacent to the recessed entryway and a single-leaf metal pedestrian door located on the northwest corner. On the west façade is a single-leaf pedestrian door offset to the southwest corner. The south façade has four bays. The two westernmost bays have double-leaf pedestrian doors flanked by paired windows. The westernmost bay has modern double-leaf metal pedestrian doors flanked to the west by a modern metal frame fixed window and to the east by a paired metal-frame awning window. The next bay to the east has double-leaf metal pedestrian doors flanked on both sides by paired metal-frame awning windows. The two easternmost bays extend out from the wall plane, and each has a pair of metal-frame awning windows. A single-leaf pedestrian door is located on the west-facing wall of the extended bays. The east façade has no wall openings.

The building is isolated from the concentration of ANG buildings which are located to the south and east. The Charlotte-Douglas Airport runway is located to the west, modern brick-clad commercial buildings are situated to the north at a higher elevation, an ANG storage yard is to the east, and the ANG tarmac is to the south. The building is within a small depression that places it lower than the landing strip, tarmac, and nearby buildings. The landscaping consists of a grass lawn and concrete sidewalks. The south façade has a square brick patio enclosure with a brick barbeque.

Building 50 has undergone some alterations. A metal flat roof pavilion extension was first added in 1993 on the north façade at the recessed entry. The westernmost bay on the south façade has a modern replacement window and glass-metal door installed in the westernmost bay of the south façade, but otherwise all other doors and windows appear original. Base civil engineering records indicate that Building 50 was re-roofed and had its brick chimney extended in 1993, in addition to the pavilion extension, all according to a design by Doar Associates of Charlotte, North Carolina.

4.2.15. Building 69 – Gymnasium

Building 69 was constructed in 1975 by the ARNG as an armory, but was extensively remodeled in 2011 as a gymnasium. The building has a rectangular footprint with a one-story block on the primary west façade and an attached one-and-a-half story larger block to the east. The one-story block has a flat roof and the taller east block has a low-pitched, front gable, metal-clad roof.

Figure 67. Building 69 West (Primary) and South Façades, View to Northeast.

Building 69 is situated on flat terrain inside an oval paved running track. The building is bound on the north by a wooded area, by a memorial and a C-130 *Hercules* aircraft static display to the east, by Morris Field Drive to the south, and by Minuteman Drive to the west. Paved parking areas are located to the west of the building inside the running track perimeter.

The primary west façade has a modern metal-glass door on the north end, with a series of symmetrically spaced four-light fixed metal-frame windows to the south. On the other side of the series of windows is a single metal pedestrian door with an upper light that has a metal awning and is near a fixed metal-frame window. The south façade of the one-story block has a single four-light fixed metal-frame window. Along the taller section of the south façade are four bays of floor-to-ceiling, multiple-light, fixed metal-frame

windows. Three of the bays have 27 lights and glass-metal doors in the west corners. One bay has 30 lights. The east façade has no windows, and exhibits three decorative horizontal red brick bands on the lower wall. A single metal pedestrian door with an upper light is located in the southeast corner; three single-leaf metal pedestrian doors are located to the north. The north façade has the same four window banks located in the taller block, and the east and west units both have a set of double metal-glass doors. The one-story block of the north façade has two four-light fixed metal-frame windows.

Figure 68. Building 69 North Façade, View to South.

Building 69 has undergone major changes from its conversion to a gymnasium in 2011 by the ANG. All of the windows have been replaced, and the bays on the north and south walls that formerly held metal vertical lift vehicle doors have been filled in with modern window banks. The roofs of the two blocks have been replaced with metal. The setting has been altered to accommodate an oval running track around the building.

4.2.16. Building 131 – LP FiL Std-Aviation Fuel Pump

Building 131 is a concrete pad supporting a fuel pump sheltered by a low side-gabled metal roof. Constructed in 1984, the structure is in the fuel depot area of the installation. It consists of two aviation fuel pumps under the shelter roof in the fuel depot area. The roof is supported by four metal posts. The two pumps rest on the concrete slab pad. Building 131 is set in a paved area with fuel facilities. Two aviation fuel tanks are to the east. Building 51, a large hangar, is to the southwest on a hill above the fuel depot, and the installation tarmac is to the west.

Figure 69. Building 131 West and South Façades, View to Northeast.

A review of civil engineering records and examination of Building 131 suggests that the structure retains its integrity. It is possible that the pumps have been replaced; however, no records are available to confirm this.

4.2.17. Building 132 – LP STD Unload –Aviation Fuel Pump

Constructed in 1984, Building 132 is nearly identical to Building 131. The structure also consists of a concrete pad that supports two aviation fuel pumps sheltered by a low-pitch, metal-clad gable roof. The roof is supported by four metal posts. The two aviation fuel pumps carry fuel from two aboveground fuel tanks to the east.

Figure 70. Building 132 West and South Façades, View to Northeast.

A review of civil engineering records suggests that the structure has had no substantial changes although the pumps may have been replaced; however, no records are available to confirm this. The setting is identical to Building 131 discussed above.

4.2.18. Memorial (No Building Number)

This NCANG memorial was being constructed during the survey (2012). The concrete and marble circular base has a black outer ring, and a five point star with a black border. Four vertical black monoliths are positioned at the cardinal compass points. At the center of the star is a black marble memorial shaped like an airplane tail fin with a stainless steel world globe on its top. The globe has a model of the Wright Brothers' "Flyer" circling the globe. The east and west sides have names of ANG personnel who have lost their lives in service. The west side has the inscription "Dedicated to the memory of and with grateful appreciation of the North Carolina Air National Guard who have faithfully and proudly served their community, the state of North Carolina, and the United States of America."

The memorial is situated in a landscaped area on the southeast portion of the installation. The ground has pea gravel and is bordered by a grass lawn. Building 69 is located to the west and a C-130 static display aircraft is located immediately to the east.

Figure 71. NCANG Memorial View to West.

Figure 72. NCANG Memorial View to North.

4.2.19. F-86A Static Display (Building 144)

Building 144 is a static display F-86A *Sabre* fighter jet installed in 2011 on a metal pedestal above the installation east gate. The North American F-86A *Sabre* was the first swept-wing jet fighter aircraft that came into service in 1948. North American designed the aircraft initially for high-altitude day fighter service. It was utilized in Korea against the Russian MiG fighter (National Museum of the Air Force F-86A and F-86L Fact Sheets). The NCANG received the F-86A in 1954 for the continental defense Runway Alert program. They gained the F-86L interceptor that had all-weather capability in 1959 (Reid 1998:71, 73).

The aircraft has an east orientation within an earthen berm in the northwest corner of Minuteman Drive. It is bound by Minuteman Drive to the east, Building 67 to the west, the NCANG installation entrance to the south, and the earth berm is to the north. A floodlight is located to the west and east to illuminate the aircraft in the dark.

Figure 73. Building 144 F-86 *Sabre* Fighter Jet Static Display.

Figure 74. Building 151 C-130 *Hercules* Cargo Plane Static Display.

4.2.20. C-130 Static Display Aircraft (Building 151)

Building 151 is a C-130 *Hercules* static display aircraft located at the southeast area of the installation; Air Guard staff placed it there in 2010. It is positioned at the intersection of Morris Field Drive and Minuteman Drive. The aircraft is slightly elevated on metal posts located under the wheels. It has an east orientation. The aircraft is an E model painted as a Vietnam War-era B model, and has cockpit lighting from an H model (Colonel Walters pers. comm. 2012). The NCANG 145th Military Airlift Group began using C-130B *Hercules* aircraft in 1972 (Reid 1998:112). The new tactical mission involved airlifting and dropping personnel and equipment on a worldwide basis. The ANG installed a metal security fence to the east, and placed night-time accent lighting and tree and wood chip landscaping in 2012.

This page intentionally left blank.

Figure 79. West Side of Stanly Area 1, View Southeast.

Figure 80. East Side of Stanly Area 1 showing Stream and Marsh, View West.

Figure 81. Northeast of Stanly Area 1 showing Heavy Machinery Disturbance, View Southwest.

Figure 82. Soil Profile of STP 1-3, Stanly Area 1.

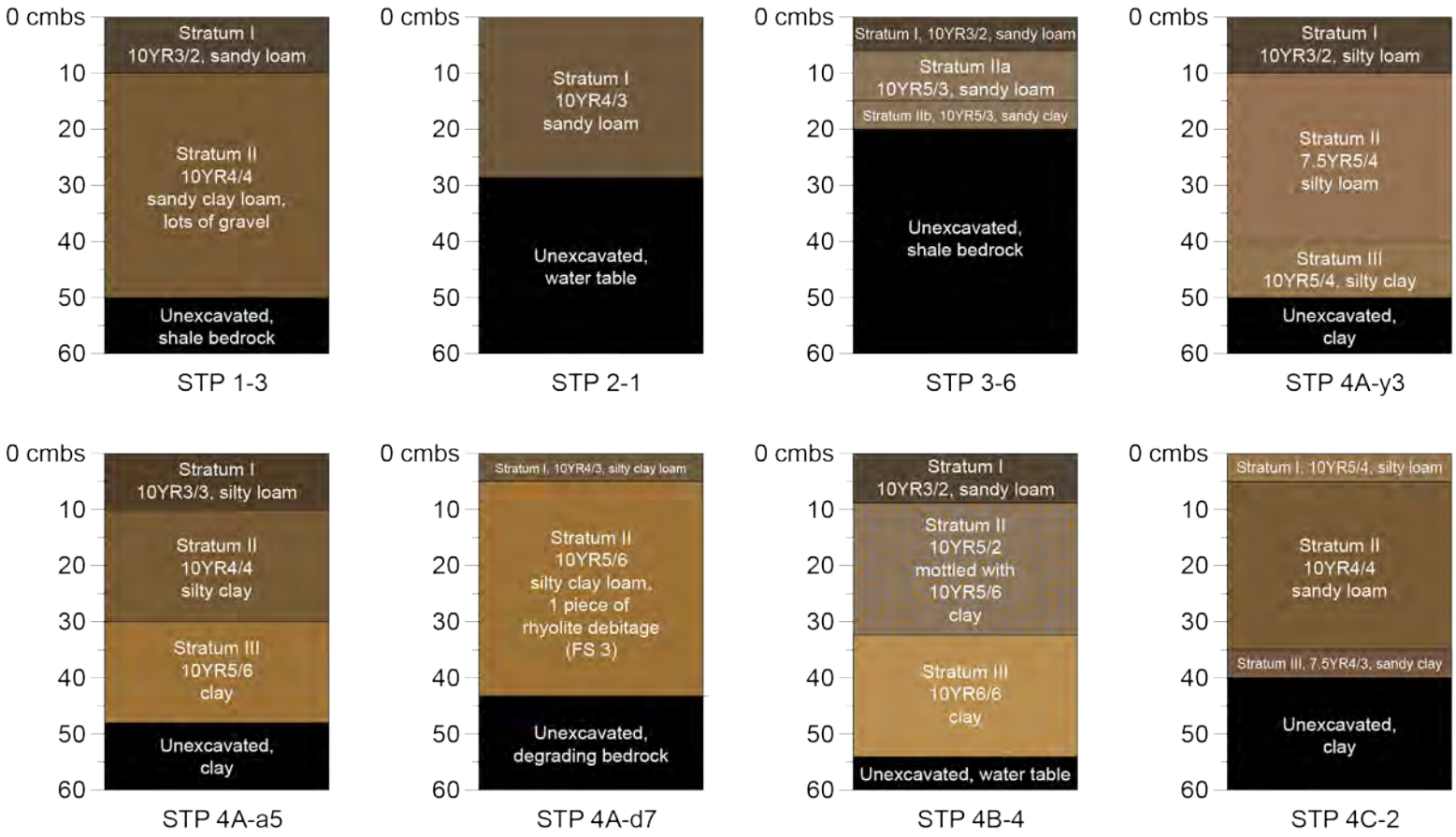


Figure 83. Representative Soil Profiles of the Stanly County Airport ANGS Shovel Test Pits.

Stanly Area 2

Stanly Area 2 consisted of a 4.2-acre area to the southwest of a large cluster of ANGS buildings. The majority of this area is open grassland. Shale bedrock is exposed across much of the surface, and a small wooded section occupies the land around a small stream and patch of wetland (Figures 84 and 85). Five STPs were excavated in this area: two within the wooded section at a 30-m interval and three to the southwest of the wooded section at 60-m intervals. No STPs were excavated northeast of the wooded section or at the southwest tip due to the exposure of shale bedrock at the surface (Figure 86). The test pits ranged in depth from 15–32 cm, terminating at bedrock (STPs 2-2 through 2-5) and the water table (STP 2-1). Other than STP 2-1, the STPs contained disturbed fill underlain by shale bedrock (see Figure 83). All STPs in Stanly Area 2 were negative for cultural material.

Figure 84. Wooded Section in Stanly Area 2, View South.

Figure 85. Southwest Portion of Stanly Area 2, View Southwest.

Figure 86. Northeast Portion of Stanly Area 2, View South-Southwest.

Figure 88. Stanly Area 3 from STP 3-7, View East-Northeast.

Stanly Area 4

The majority of testing for the project occurred in Stanly Area 4, where 63 of the 80 Stanly County Airport ANGS STPs were located. This area was divided into three sections—Areas 4A, 4B, and 4C—based on topography and the varying probability of identifying intact cultural deposits. Area 4A, the largest, was sampled using transects with 30-m intervals due to the expected moderate probability of cultural resources being present. Areas 4B and 4C were both considered low probability areas and were therefore sampled at 60-m intervals; Area 4B is geographically disjointed from Areas 4A and 4C. Little Mountain Creek flows northwest–southeast through Stanly Areas 4A and 4C. Soil profiles varied widely throughout Stanly Area 4; several representative profiles are illustrated in Figure 83.

Stanly Area 4A is a 13.7-acre wooded parcel divided roughly in half by Little Mountain Creek. The northern half is predominantly wetland/marsh (Figures 89 and 91), while the southern half is mostly flat with some modern infrastructure (access roads/sewer lines) including sewer culverts. A ridge runs along the southern border of the area (extending 30–50 m into the area), with the entire area sloping from the southwest down to the creek, in some places as steeply as 15 percent. The crew delineated the marsh using the track logging feature of the Trimble GeoXT; although this is an approximation (due to dense undergrowth and difficulties crossing streams and marsh in certain areas), it provides a graphic representation of the extent of shallow surface streams and marsh north of Little Mountain Creek in a way not visible in aerial photography due to the forest canopy. The wetland continues to the northwest into Stanly Area 4C. Eight judgmental STPs were placed north of Little Mountain Creek, spaced across two transects of slightly elevated dry zones within the wetland. These STPs were placed in two transects with 30-m spacing (transects 4A-x and 4A-y; Figures 92 and 93) and a third cluster at the far southeastern end of Area 4A (4A-z; Figure 94). The five STPs in the 4A-x and 4A-y transects ranged from 30–65 cm in depth and all contained at least two strata, some with a third as described here representing STP 4A-y3: Stratum I (0–10 cm), a silt loam of color 10YR3/2; Stratum II (10–40 cm), a silt loam of color 7.5YR5/4; and Stratum III (40–50 cm), a silty clay of color 10YR5/4 (see Figure 83). All five STPs in these two transects were negative for cultural material.

The cluster of STPs at the southeastern tip of Stanly Area 4A, the z cluster, began with STP 4A-z1. Very little surface area in the southeastern tip was accessible for testing due to the confluence of many small stream channels and wetland areas. In a small elevated patch of land with no slope, 4A-z1 was excavated to a depth of 60 cm. A single debitage flake (field specimen 2 [FS 2]), was recovered from Stratum II (5–30 cm deep). No other artifacts were recovered from this STP. Its soil profile is illustrated in Figure 83. Only two radial delineation test pits could be excavated around STP 4A-z1, one to the south and one to the east, due to the presence of marsh to the north and a stream to the west. Both of these STPs were

negative for cultural material after being excavated to a depth between 30 and 40 cm, terminating at a sterile clay substratum. This isolated occurrence was assigned state site number 31ST239 (Figure 95).

Figure 89. Wetland in Stanly Area 4A at Eastern End of Area, View East.

Figure 90. Wetland in Stanly Area 4A, Central Area, View Northwest.

Figure 91. Wetland in Stanly Area 4A, Central Area, View North.

Figure 92. Stanly Area 4A, Transect X, in Vicinity of STP 4A-x1, View Southeast.

Figure 93. Stanly Area 4A, Transect Y, in Vicinity of STP 4A-y3, View Southeast.

Figure 94. Stanly Area 4A, in Vicinity of STP 4A-z1, View Southeast.

South of Little Mountain Creek, STPs were excavated along five formal transects at 30-m intervals. The transects trended from northwest to southeast, following the general direction of the southern boundary of the survey area. These transects, denoted 4A-a through 4A-e, contained between 3 and 10 STPs and were numbered based on their location from the northwest boundary. Some STPs were skipped due to the presence of small streams, slopes, and a sewer line access road (and presumably the sewer line under the road) running throughout the survey area south of Little Mountain Creek (Figures 96 and 97). A total of 41 STPs were excavated south of the creek, 39 of which were negative for cultural material. Soil profiles were variable throughout these transects; representative profiles are illustrated in Figure 83 and shown in Figure 98. Note that STP 4A-a1 is actually located in the survey area denoted Stanly Area 4C. Generally, the soils consisted of a silt loam upper stratum, followed by a silt clay loam or silt clay substratum; the STPs terminated on a silty clay, bedrock, or the water table. Many of the STPs along the 4A-d and 4A-e transect, on a ridge and its slope, contained substantial gravel in all strata as well.

Figure 96. Cut Bank of Little Mountain Creek in Stanly Area 4A, View North.

Figure 97. Access Road and Sewer Line/Culvert (foreground) and Stream (background) Northeast of STP 4A-a9, View Northeast.

Figure 98. Soil Profile of STP 4A-a1, Stanly Area 4C.

Two STPs south of Little Mountain Creek in Stanly Area 4A were positive for cultural materials. STP 4A-a9 (see Figure 99) contained two chert debitage flakes (FS 1) in Stratum II, between 10–46 centimeters below surface (cmbs). The stratum was a silty clay loam of color 10YR5/3. The pit reached sterile substrate at 58 cmbs. It was located about 10 m from a sewer culvert, so only three radials were able to be excavated around the positive test (to the east, west, and south). These were similar in stratigraphic profile to 4A-a9, but were negative for cultural materials. This isolated occurrence was assigned the state site number 31ST238. STP 4A-d7 was also positive, and contained a single large rhyolite flake (FS 3) in Stratum II, between 5–43 cmbs. The stratum was a silty clay loam of color 10YR5/6, and terminated on bedrock (Figure 100). This STP was located at the base of a hill/ridge next to a small stream. Only two radials could be excavated at 10-m intervals around this STP for delineation—to the southeast and southwest—because STPs to the northeast and northwest would have been located in the bed of a small stream. Both delineation STPs were negative; one was excavated to the water table at 47 cmbs, the other to sterile silty clay at 36 cmbs. This isolated occurrence was assigned state site number 31ST237.

Figure 99. Soil Profile of STP 4A-a9, Stanly Area 4A.

Figure 100. Soil Profile of STP 4A-d7, Stanly Area 4A.

Figure 102. Stanly Area 4B, View Northwest.

Figure 103. Stanly Area 4B in Vicinity of STP 4B-1, View East-Southeast.

Figure 104. Stanly Area 4B in Vicinity of STP 4B-5, View Southwest.

Figure 105. Stanly Area 4B in Vicinity of STP 4B-5, View Southeast.

Stanly Area 4C is a 5.2-acre section adjoining Area 4A immediately to the west. Its northwest edge runs along the Stanly County Airport southeastern runway. This area was considered separately due to the indication of modern grading in addition to the existence of a sediment pond along a large portion of its northwest boundary (Figures 106 and 107). Six STPs were excavated in the northern portion of Stanly Area 4C, four of which were placed at a 30-m interval in an opening along the forested area adjacent to Little Mountain Creek (STPs 4C-1 through 4C-4). The other two (STPs 4C-5 and 4C-6) were placed at 60-m intervals in the remaining open area of Area 4C. These six STPs ranged from 30–50 cm in depth and contained either two or three strata. Typically they were a thin silt loam over a silty or sandy loam, followed in some units by a sandy clay before terminating at bedrock or clay. STPs 4C-5 and 4C-6 clearly contained disturbed fill (see Figure 83). Because the southernmost portion of Area 4C was separated from the rest of 4C by Little Mountain Creek (Figure 108), the single STP transect going through this section was included with the same transect continuing through Stanly Area 4A (transect 4A-a), discussed above.

Figure 106. Stanly Area 4C at Edge of Wooded Area, View Northwest toward Airport Runways.

Figure 107. Stanly Area 4C from Parking Area/Tarmac, View Southwest.

**Figure 108. Stanly Area 4C, from STP 4A-a1,
View Southeast. Stanly Area 4A Visible in Distance.**

6. EVALUATION, RECOMMENDATIONS, AND CONCLUSIONS

This chapter presents the evaluation of the NRHP eligibility of surveyed resources at the Charlotte IAP ANGB and Stanly County Airport ANGS, and conclusions and recommendations for future action.

6.1. Charlotte-Douglas IAP ANGB

6.1.1. Archaeology

A Phase I archaeological survey of 10.7 acres with the record of the least development and ground alteration at the Charlotte IAP ANGB (Mecklenburg County, North Carolina) was carried out. Test pit excavations at the Charlotte IAP ANGB failed to produce remains of past cultural activity, and no sites were identified. Therefore, there are no sites to evaluate for NRHP eligibility. Charlotte IAP ANGB is judged to have no to little probability of containing archaeological sites.

6.1.2. Built Resources

Seventeen buildings and structures constructed in 1991 or earlier were surveyed at the Charlotte IAP ANGB. All were evaluated for their NRHP eligibility, applying the methodology described in Section 2.2. In addition, two static displays were surveyed, but not evaluated, as they are owned by the National Museum of the U.S. Air Force at Wright-Patterson AFB (Colonel Walters pers. comm. 2012). An NCANG memorial was documented during the survey, but was not evaluated for NRHP eligibility per the methodology in the project program plan.

Under National Park Service guidelines, properties eligible for listing in the NRHP should be 50 years of age or older, be historically significant by meeting one or more NRHP eligibility Criteria for Evaluation A–D, and retain historic integrity that conveys this significance. Those resources constructed more recently than 50 years or since 1963 must meet one or more Criteria A–D and Criteria Consideration G which calls for the higher threshold of exceptional significance within the last 50 years. They also must retain historic integrity that conveys the significance. The sections below evaluate the NRHP eligibility of the surveyed built resources in two groups by the year of construction: those resources constructed in 1963 or earlier are considered under Criteria A–D, and those constructed more recently are considered under Criteria A–D and Criteria Consideration G. Within each group, the resources are evaluated by associated historic theme.

Buildings Constructed in 1963 or Prior

The NCANG was federally recognized in 1948 and flew propeller fighter aircraft at the former Morris Field Army Base in Charlotte. It played a minor role in the Korean Conflict. The NCANG was assigned a continental air defense mission in 1953 and flew fighter-interceptor jet aircraft. This mission ended in

1959 before the 1962 Cuban Missile Crisis, which often is considered one of the key events of the Cold War. In 1961, the NCANG took on a medical evacuation mission and then airlift mission that has remained to the present. The mission began initially with medical evacuation in the Vietnam War and then grew into traditional airlift for worldwide missions. In 1985, the installation gained an airborne firefighting unit to augment its medical evacuation and airlift units. Domestic assignments have included law enforcement for the 1959 textile industry strike and emergency response and relief.

The Charlotte-Douglas IAP ANGB has three buildings constructed in 1963 or earlier. These are Building 1, a deployment processing facility, constructed in 1956 as a warehouse; Building 2, Reserve Forces OPL Training/William J. Payne Headquarters Building, constructed in 1960; and Building 50, a training/club house, constructed in 1958. These buildings represent the first generation of buildings constructed specifically for the ANG. Prior to the construction of these buildings, the ANG occupied the World War II-era buildings of Morris Field. Only two buildings (Buildings 1 and 50) were in use during the alert mission and were only tangentially tied to this mission given their property types if at all. Building 2 was built for training and operations for the later airlift mission and was not associated with the air defense alert mission. It served as the training and operations headquarters when the mission changed to medical evacuation and airlift. The airlift mission was common across the ANG, and many ANG units provided such support to the Vietnam War. While all three buildings are generally associated with the early Cold War era, they did not make significant contributions to events important in history and so are not significant under Criterion A. Furthermore, all three buildings have incurred modifications that have compromised integrity and diminished their ability to convey their early history or associations.

None of the three buildings is directly associated with persons significant in history under Criterion B. Building 2 was re-named for Brigadier General William J. Payne, who is credited with founding the NCANG and served as its commander until his retirement in 1976. It served as the headquarters for training and operations for the later airlift mission and a portion of it housed a flight simulator. While General Payne commanded the NCANG in 1960 when Building 50 was constructed, he can be said to have been associated with the entire installation and NCANG and not specifically with this building. Furthermore, Building 2 has incurred modifications and remodeling that have compromised its integrity. Its ability to convey its early history or association is much diminished. No other buildings are associated with important persons significant in history.

Buildings 1, 2, and 50 are not architecturally distinctive. Defense logistic warehouses, training, and headquarter buildings, and multi-purpose former club-type buildings can be found in large numbers at military installations and ANG installations throughout the United States. These are not preeminent

architectural examples that set precedents across the ANG or military and are not significant works by important architects or builders. Therefore, they are not significant under Criterion C. Furthermore, the buildings have incurred modifications that have compromised their integrity of design, materials, workmanship, and association.

Lastly, the buildings are not likely to yield any important information regarding their design and construction or that of the base as a whole under Criterion D. That information can and has been captured by historical research about the various time periods when the base was occupied. As a result, the buildings are not significant under Criterion D. Although these buildings are more than 50 years old, they are not considered to be significant, and are not individually eligible for the NRHP.

Buildings Constructed 1964–1991 – Airlift and Domestic Missions

The 156th was redesignated for airlift in 1960, and initially flying medical airlift mission when it gained new aircraft in 1961. In 1964, it began to fly worldwide heavy air cargo transport missions as it has continued to the present. For the airlift missions, it received the C-124 *Globemaster* and then the C-130 *Hercules* aircraft in 1972. These larger aircraft required new, larger maintenance hangars. From 1965 to 1971, the NCANG flew Vietnam-related cargo airlift missions, followed by support for the Volant Oak mission beginning in 1978. During the early 1980s, it provided airlift support for military action against the Sandinista government in Honduras. Although the ANG supported missions important to Cold War events such as Vietnam War, these missions were support-based and carried out by many other units across the ANG and Air Force. The Charlotte IAP ANG units did have a role in the Cold War, but not one that would be considered exceptionally significant, as required under Criteria Consideration G.

Domestic missions for NCANG personnel involved response and relief to weather-related emergencies, predominantly ice storms and hurricanes. In 1985, the NCANG became one of three ANG units to provide aerial retardant drops to support the U.S. Forest Service wildland fire suppression program. This program, known as Operation Volant Forest, began in California with the 146 TAW in 1971, and then with the Wyoming 153 TAW in 1974 using the MAFFS system. The NCANG gained the fire-fighting mission in 1985. It received additional C-130 planes in 1986, likely related to the new firefighting mission. The Charlotte base was one of three units in the ANG participating in the MAFFS mission when it began in 1985. Although an important domestic mission, it also does not rise to the level of exceptional significance required under Criteria Consideration G.

Fourteen Charlotte-Douglas IAP ANGB buildings were constructed between 1964 and 1991 and subject to the survey. They are evaluated within the theme of the Cold War and the NCANG's domestic missions

under Criterion A and the exceptional significance threshold of Criteria Consideration G, and none is evaluated as eligible for the NRHP.

None of the 14 buildings constructed between 1964 and 1991 can be associated with a person who made a significant contribution to history under Criterion B, let alone who made an exceptional contribution as required by Criteria Consideration G.

None of the 14 buildings is exceptionally significant under Criterion C, for its architecture or as a significant type or method of construction. None is a significant or precedent setting example of Cold War-era military architecture or as an example of the work of an exceptionally significant architect. Furthermore, many of the buildings have incurred alterations and major remodeling that have compromised any historic integrity they might have had. Buildings 39, 49, 131, and 132 are recent fuel-related or hazardous materials storage facilities that do not have architectural significance. Building 69, originally an armory, was recently modified into a gymnasium and no longer retains any integrity related to its armory design. Building 43, the core of which was constructed in 1986, has undergone considerable modifications as to appear as a new building. The fire station, Building 40, while unusual in design, is not of exceptional significance or the work of an exceptionally significant architect. In conclusion, none is eligible for the NRHP under Criterion C and Criteria Consideration G.

Finally, the buildings are not likely to yield any important information regarding their design and construction or that of the NCANG base as a whole. That information has been secured by historical research about the various time periods the Charlotte base was occupied. As a result, the buildings do not qualify for listing in the NRHP under Criterion D and Criteria Consideration G.

In summary, none of the 14 buildings built between 1964 and 1991 at the Charlotte-Douglas IAP ANGB are exceptionally significance under Criteria A–D and Criteria Consideration G or retain historic integrity to be evaluated as eligible for the NRHP.

Table 6. Surveyed Charlotte-Douglas IAP ANGB Buildings by Building Number, Current Function, Year of Construction, and NRHP Eligibility Evaluation.

Building Number	Current Function	Year Built	NRHP Eligibility Evaluation
Building 1	Deployment Processing Facility	1956	Not NRHP eligible
Building 2	Reserve Forces OPL Training/William J. Payne Headquarters Building	1960	Not NRHP eligible
Building 3	156th Airlift Squadron Operations	1977	Not NRHP eligible
Building 4	Maintenance Dock/Fuel Systems Maintenance	1968	Not NRHP eligible
Building 5	A/Port Training	1982	Not NRHP eligible

Table 6. Surveyed Charlotte-Douglas IAP ANGB Buildings by Building Number, Current Function, Year of Construction, and NRHP Eligibility Evaluation.

Building Number	Current Function	Year Built	NRHP Eligibility Evaluation
Building 7	Composite Maintenance Facility	1974	Not NRHP eligible
Building 39	Petroleum Operations	1984	Not NRHP eligible
Building 40	Fire Station No. 17	1985	Not NRHP eligible
Building 41	Traffic Check House (security)	1985	Not NRHP eligible
Building 43	Base Civil Engineering Maintenance Facility	1986	Not NRHP eligible
Building 45	156th Aeromedical Evacuation Squadron Administration /Composite Support	1990	Not NRHP eligible
Building 48	Hazardous Storage BSE	1991	Not NRHP eligible
Building 49	Hazardous Waste Pharmacy	1990	Not NRHP eligible
Building 50	Reserve Forces Training	1958	Not NRHP eligible
Building 69	Gymnasium	1975	Not NRHP eligible
Building 131	LP Fil Std	1984	Not NRHP eligible
Building 132	LP STD Unload	1984	Not NRHP eligible
Static Displays/Memorials			
No Building number	NCANG Memorial	2012	Not evaluated
Building 144	Static Display F-86 *Sabre* fighter aircraft	2008	Not evaluated
Building 151	Static Display C-130B aero lift aircraft	2010	Not evaluated

Historic District Evaluation

A group of individual properties together may constitute a historic district that would not otherwise qualify for NRHP eligibility on an individual building basis. A historic district may be a significant concentration, linkage, or continuity of sites, buildings, structures, or objects historically or aesthetically united by plan or physical development. The 17 buildings and structures at the Charlotte IAP ANGB constructed in 1991 or earlier were evaluated collectively for NRHP eligibility as a historic district.

Since 1990, the installation has been transformed with an extensive building campaign. The original approximately 69-acre installation has grown to 103 acres with the addition of five new parcels since 1992. More than 23 new buildings have been constructed and additional earlier ones have been substantially remodeled. Building 51, a 69,000-plus square foot maintenance hangar constructed in 1993, now occupies the northeast corner of the apron, in front of some earlier aircraft-support buildings. Building 58, an operations building was added in 1997; and Building 61, a reserve forces training building was added in 1997; Building 62, an audio-visual facility was added in 1998; and Building 63, a 38,000-plus square foot base equipment and storage warehouse was added in 2003. The installation has

been extended to the east, and the former ARNG armory has been completely remodeled as a gymnasium. At the northwest corner of the installation, Building 45, the new base civil engineering facility, was under construction at the time of the survey, and that end of the installation has seen extensive grading that has altered its natural drainage and hilly topography. Intervening recent construction has diminished the spatial logic that underlies recognition of the installation's historic development, and blurred any linkages between early buildings or continuity of the historic plan. The integrity of the location, setting, feeling, and association of the installation and its built resources has been compromised. In conclusion, the Charlotte IAP ANGB does not convey its historic development or lend meaning to its individual buildings and structures. There is no NRHP-eligible historic district present at the Charlotte IAP ANGB.

6.2. Stanly County Airport ANGS

No built resources were surveyed at the Stanly County Airport ANGS because none met the age threshold of construction prior to 1992.

At the Stanly County Airport ANGS, the archaeological survey yielded three isolated occurrences, designated sites 31ST237, 31ST238, and 31ST239. Each site is composed of a single positive shovel test. Site 31ST237 contained a single banded-rhyolite debitage flake. Site 31ST238 contained two chert debitage flakes. Site 31ST239 contained a single, large rhyolite debitage flake. The positive tests are all greater than 70 m from each other, and the two tests containing rhyolite flakes are over 225 m from each other (in addition to the rhyolite being different colors). While it is possible that these flakes were associated with the same occupation or visitation of the area by prehistoric foragers and/or farmers, no direct evidence of association was observed. The positive STPs were located along active streams, near wetlands, or on a slope, suggesting that the landscape on which the flakes were deposited has been under constant change at least in modern times, and likely throughout the historic and much of the prehistoric past (i.e., Little Mountain Creek—the major stream passing through Stanly Area 4A—exists on all historic maps of the area, and clearly pre-dates A.D. 1900). Erosion by rainwater and flooding of the creek likely moved the flakes, redepositing them in secondary contexts.

The four debitage flakes reveal little information about how their manufacturers/users used the land. Two of the flakes (FS 1 [31MK238] were produced from a chert biface preform, while the other two flakes (FS 2 [31MK239] and FS 3 [31MK237] were produced from rhyolite. All were complete flakes with prepared single- or multi-faceted platforms, and showed no unequivocal use wear along the margins. The largest flake, FS 3, may represent a utilized flake, but the light irregular chipping along the margins more likely occurred as a result of natural post-depositional processes.

The three archaeological sites are considered isolated occurrences and evaluated as not eligible for listing in the NRHP. No additional archaeological investigation is recommended at the Stanly County Airport ANGS.

6.3. Conclusions and Recommendations

The NCANG survey and evaluation project consisted of archival research, research of records and data regarding previous surveys and cultural resource sites, development of a historic context, fieldwork to identify cultural resources at the two installations, and evaluation of the surveyed resources for National Register of Historic Places eligibility, preparation of this project report and North Carolina State Historic Preservation Office forms, and preparation of a GIS dataset.

At the 103-acre Charlotte IAP ANGB, information was gathered regarding the history of the development of the installation parcel, its environmental setting, information about cultural resources investigations at the Office of State Archaeology, and locations of current development. This information indicated that three areas totaling 10.7 acres appeared sufficiently undisturbed by previous development to warrant pedestrian archaeological survey and subsurface testing. Archaeological survey with shovel testing was carried out in April 2012. No cultural materials or archaeological sites were identified. Architectural historians surveyed 17 buildings and structures constructed in 1991 or prior and evaluated them for NRHP eligibility. In addition, two static displays and one memorial were surveyed. Three buildings were constructed prior 1963 were evaluated for NRHP eligibility by applying Criteria A–D, and 14 buildings constructed between 1964 and 1991 were evaluated for NRHP eligibility by applying Criteria A–D and Criteria Consideration G. None of the 17 buildings or structures was evaluated as eligible for the NRHP due to lack of significance and/or loss of historic integrity. Buildings and structures including landscape at the Charlotte IAP ANGB were evaluated as a potential historic district eligible for the NRHP. It was concluded that installation does not contain a historic district eligible for the NRHP due to the considerable recent development of the installation that has compromised any linkages, connections, or integrity of feeling of the pre-1992 buildings, structures, or landscape.

At the 111-acre Stanly County Airport ANGS, no built resources were surveyed because all such resources were constructed after 1991. Archaeologists assessed all areas under ANG control at the station for the potential to contain surface or subsurface historical or archaeological material. Four areas totaling 46.4 acres appeared sufficiently undisturbed by previous development to warrant pedestrian survey and subsurface testing. The four areas were subject to pedestrian survey with shovel testing. One area (Area 4a) was found to contain cultural material: two chert flakes and two rhyolite flakes. These were recorded

as individual isolated occurrences and assigned state site numbers by the Office of State Archaeology (31ST237, 31ST238, and 31ST239). None of the three sites is eligible for the NRHP.

Based on the results of the survey at Charlotte IAP ANGB and Stanly County Airport ANGS, no further archaeological investigations are recommended at the two ANG facilities. The probability that the two installations contain additional archaeological remains is judged low. The oldest ANG building or structure at the Stanly County Airport ANGS was constructed in 1995 and so will not need to be surveyed and evaluated for NRHP eligibility until it approaches 50 years of age in many years. Buildings and structures at the Charlotte IAP ANGB that were evaluated with the higher significance threshold of Criteria Consideration G should be re-evaluated for NRHP eligibility without this exceptional significance as they turn 50 years of age. The first of these buildings, Buildings 4 and 7, constructed in 1968 and 1974, respectively, will turn 50 years of age in 2018 and 2024.

7. REFERENCES CITED

Adovasio, James M., David Pedler, J. Donahue, and R. Stuckenrath

1999 No Vestige of a Beginning nor Prospect for an End: Two Decades of Debate on Meadowcroft Rockshelter. In *Ice Age Peoples of North America.* Oregon State University Press, Corvallis.

Air Combat Command.

1999 *Historical and Architectural Overview of Military Aircraft Hangars. A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*. United States Army Construction Engineering Research Laboratory, Champaign, Illinois.

Albemarle Charlottesville Historical Society

2012 "Photo gallery First Charlottesville-Albemarle Airport." Accessed 20 April 2012. http://albemarlehistory.org/index.php/Historical_Society/gallery_detail/photo-gallery_first_charlottesville-albemarle_airport/.

Anderson, David G.

1990 The Paleoindian Colonization of Eastern North America: A View from the Southeastern United States. In *Early Paleoindian Economies of Eastern North America*, edited by B. Isaac, and K. Tankersley, pp. 163–216. Journal of Economic Anthropology Supplement 5.

Anderson, David G., and Glen T. Hanson

1988 Early Archaic Settlement in the Southeastern United States: A Case Study from the Savannah River Basin. *American Antiquity* 53:262–286.

Anderson, David G., and J. W. Joseph

1988 Prehistory and History along the Upper Savannah River: Technical Synthesis of Cultural Resource Investigations, Richard B. Russell Multiple Resource Area. Interagency Archaeological Services Division, National Park Service, Russell Papers, Atlanta.

Anderson, David G., and J. Schuldenrein (assemblers)

1985 Prehistoric Human Ecology along the Upper Savannah River: Excavations at the Rucker's Bottom, Abbeville and Bullard Site Groups. Russell Papers, Archaeological Services, National Park Service, Atlanta.

Bishir, Catherine, and Michael T. Southern

2003 *A Guide to the Historic Architecture of Piedmont North Carolina*. The University of North Carolina Press, Chapel Hill.

Broyles, Bettye J.

1971 *Second Preliminary Report: The St. Albans Site, Kanawha County, West Virginia.* Report of Archaeological Investigations No. 3. West Virginia Geological and Economic Survey, Morgantown.

Butler, J. Robert, and Donald T. Secor, Jr.

1991 The Central Piedmont. In *The Geology of the Carolinas*, edited by J. Wright Horton, Jr. and Victor A. Zullo, pp. 59–78. The University of Tennessee Press, Knoxville.

Cable, John S.

1992 Prehistoric Adaptations to the Interior Uplands Environment of the Central South Carolina Coast: Test Excavations at Four sites (38BK769, 38BK1176, 38BK1045, and 38CH1189) in the Francis Marion National Forest. New South Technical Report No. 60, Stone Mountain Georgia. Francis Marion and Sumter National Forest Cultural Resource Management Report No. 91-34.

Caldwell, Joseph R.

1958 *Trend and Tradition in the Prehistory of the Eastern United States*. Memoir No, 88. American Anthropological Association, Washington, D.C.

Carolinas Aviation Museum

2012 "Morris Field History." Accessed 12 April 2012. http://www.carolinasaviation.org/about/history

Chapman, Jefferson

1977 *Archaic Period Research in the Lower Little Tennessee River Valley—1975: Icehouse Bottom, Harrison Branch, Thirty Acre Island, Calloway Island.* Report of Investigations No. 18. Department of Anthropology, University of Tennessee, Knoxville.

Claggett, Stephen R. and John S. Cable

1982 *The Haw River Sites: Archaeological Investigations at Two Stratified Sites in the North Carolina Piedmont*. Report R-2386. Commonwealth Associates, Inc., Jackson, Michigan.

Clausen, C. J., A.D. Cohen, C. Emeliani, J. A. Holman, and J. J. Stipp

1979 Little Salt Spring, Florida: A Unique Underwater Site. *Science* 203:609–614.

Clay, J. W., D. M. Orr, A. W. Stuart, and J. E. Holshouser, Jr.

1975 *North Carolina Atlas: Portrait of a Changing Southern State*. The University of North Carolina Press, Chapel Hill.

Clayton, Thomas H.

2003 Close to the Land: North Carolina,1820–1870. In *The Way We Lived in North Carolina*, edited by Joe A. Mobley, pp. 231–349. University of North Carolina Press, Chapel Hill.

Coe, Joffre L.

1952 The Cultural Sequence of the Carolina Piedmont. In *Archaeology of the Eastern United States*, edited by James B. Griffin, pp. 301–311. University of Chicago Press, Chicago.

1964 The Formative Cultures of the North Carolina Piedmont. *Transactions of the American Philosophical Society*, vol. 54. Philadelphia.

1995 *Town Creek Indian Mound: A Native American Legacy*. University of North Carolina Press, Chapel Hill.

Cooper, Peter P., II

1974 *An Archaeological Survey of a Portion of Stanly County, North Carolina*. Museum of Anthropology, Catawba College, Salisbury, North Carolina.

Daniel, I. Randolph, Jr.

1998 *Hardaway Revisited: Early Archaic Settlement in the Southeast.* University of Alabama Press, Tuscaloosa.

Daniel, I. Randolph, Jr., and J. Robert Butler

1991 Rhyolite Sources in the Carolina Slate Belt, Central North Carolina. *Current Research in the Pleistocene* 8:64–66.

Delcourt, Paul A., and Hazel R. Delcourt

1979 Late Pleistocene and Holocene Distributional History of the Deciduous Forest in the Southeastern United States. *Veroffentlichungen Geobotanischen Institutes der ETH, Stiftung Rubel (Zurich)* 68:79–107.

Dodenhoff, Donna.

1992 *Stanly County The Architectural Legacy of a Rural North Carolina County*. Ablemarle-Stanly County Historic Preservation Commission, Ablemarle, North Carolina.

Doerschuk, Herbert H.

1941 A Site on the Yadkin River in North Carolina. In *Society for American Archaeology Notebook* 2(1):18–20.

Drye, Willie

2004 America's Lost Colony: Can New Dig Solve Mystery? National Geographic News, National Geographic Society. <http://news.nationalgeographic.com/news/pf/78093955.html>

Dunbar, J. S., and S. D. Webb

1994 Bone and Ivory Tools from Submerged Paleoindian Sites in Florida In The *Paleoindian and Early Archaic Southeast*. Edited by D. G. Anderson and K.E. Sassaman. University of Alabama Press, Tuscaloosa.

Ferguson, Leland G.

1971 South Appalachian Mississippian. Ph.D. dissertation, Department of Anthropology, University of North Carolina, Chapel Hill.

First Flight Centennial

2012 "The First Flight Centennial. "Accessed 12 April 2012. http://www.firstflightcentennial.org/

Fischer, Fred W.

1978 Archeological Impact Assessment: Douglas Municipal Airport Facility Expansion, Mecklenburg County, North Carolina. Department of Sociology and Anthropology, University of North Carolina, Charlotte.

Funk, R. E., and D. W. Steadman.

1994 *Archaeological and Paleoenvironmental Investigations in the Dutchess Quarry Caves, Orange County, New York.* Persimmon Press, Buffalo, New York.

Funk, R. E., Walters, G. R., Ehlers, Jr., W. F., Guilday, J. E., and Connally, G. G.

1969 The Archeology of Dutchess Quarry Cave, Orange County, N.Y. *Pennsylvania Archaeologist* 39(1–4):7–22.

Gardner, W. M.

1978 Paleo-Indian Settlement Patterns and Site Distribution in the Middle Atlantic. Manuscript on File, Department of Anthropology, Catholic University, Washington, DC.

Gardner, William M., and R. Verrey

1979 Typology and Chronology of Fluted Points from the Flint Run Area. *Pennsylvania Archaeologist* 49:13–45.

Global Security

2012a "North Carolina Army National Guard and Air National Guard history." Accessed 12 April 2012. http://www.globalsecurity.org/military/agency/army/arng-nc.htm

2012b "North Carolina military installations." Accessed 20 April 2012. http://www.globalsecurity.org/military/facility/north-carolina.htm

Goodyear, A. C., III

1974 *The Brand Site: A Techno-Functional Study of a Dalton Site in Northeast Arkansas*. Arkansas Archeological Survey Research Series, No. 7. Arkansas Archeological Survey, Fayetteville.

1979 A Hypothesis for the Use of Cryptocrystalline Raw Materials Among PaleoindianGroups of North America. Research Manuscript Series 156. South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia.

Goodyear, A. C., III., J. H. House and N. W. Ackerly

1979 *Laurens-Anderson: An Archaeological Study of the Inter-Riverine Piedmont.* Anthropological Studies 4, Occasional Papers of the Institute of Archaeology and Anthropology, University of South Carolina, Columbia.

Goodyear, A. C. III, J. L. Michie, and T. Charles

1989 The Earliest South Carolinians. In *Studies in South Carolina Archaeology: Essays in Honor of Robert L. Stephenson*, edited by A. C. Goodyear, III, and G. T. Hanson. Anthropological Studies 9. South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia.

Griffin, James B.

1952 Culture Periods in Eastern United States Archeology. In *Archeology of Eastern United States*, edited by J. B. Griffin, pp. 352–364. University of Chicago Press, Chicago.

1967 Eastern North American Archaeology: A Summary. *Science* 156:175–191.

Gross, Charles J.

1985 *Prelude to the Total Force: The Air National Guard 1943-1969*. United States Air Force, Office of Air Force History, Washington, D.C.

1998 *Adapting the Force: Evolution of the Air National Guard's Air Mobility Mission*. National Guard Bureau, Alexandria.

2012 *Air Guard's airborne wildfire fighting role evolves*. Air National Guard History References. Accessed 10 September 2012. http://www.ang.af.mil/history/references.asp

Gross, Charles J., and Gary A. Gault

2000 *Korean War Chronology: Air National Guard (ANG)*. Air National Guard, Washington, D.C.

Gross, Charles J., and Susan Rosenfeld

2007 *Air National Guard at 60: A History*. Air National Guard, Washington, D.C.: 2007. Accessed 10 September 2012. www.ang.af.mil/shared/media/document/AFD-080527-040.pdf

Jansen, Chester

1982 *Palm Tree A Historical Record of the 29th Air Service Group 13th U.S. Army Air Force "The Jungle Air Force 1941-1945*. Franklin Printing Group, Grand Haven, Michigan.

Jefferies, Richard

1996 Ice Age Hunters and Gatherers. In *Kentucky Archaeology*, edited by R. B. Lewis, pp. 39–78. University Press of Kentucky, Lexington.

Kratt, Mary

2009 *Charlotte, North Carolina A Brief History*. The History Press, Charleston. Accessed 10 April 2012. Available at Google books. http://books.google.com/books?id=B_5XF7EnTsMC&printsec=frontcover&dq=Charlotte,+North+Carolina+A+Brief+History.&hl=en&sa=X&ei=Wk6HT57dJcOP8AGR9LiYCA&ved=0CEIQ6AEwAA#v=onepage&q=Charlotte%2C%20North%20Carolina%20A%20Brief%20History.&f=false

Mason, Ronald

1962 The Paleoindian Tradition in Eastern North America. *Current Anthropology* 3:227–283.

May, J. Alan

2007 Archaeological Data Recovery at 31MK811 and 31MK814 for the Charlotte-Douglas International Airport, Mecklenburg County, North Carolina. Report on file at Office of State Archaeology, Raleigh, North Carolina.

McNett, C. W., B. A. McMillan, and S. B. Marshall

1977 The Shawnee-Minisink Site. In *Amerinds and Their Paleo-environments in Northeastern North America*, edited by W. S. Newman and B. Salwen. Annals of the New York Academy of Sciences 288

Meltzer, David

1988 Late Pleistocene Human Adaptations in Eastern North America. *Journal of World Prehistory* 2:1–52.

Michie, J. L.

1977 The Late Pleistocene Human Occupation of South Carolina. Manuscript on file, South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia.

Miller, Calvin M.

1904 Map of Stanly County, NC. Accessed through North Carolina State Archives, Raleigh, NC.

National Museum of the U.S. Air Force

2012a Fact Sheet: North American F-86 (Interceptor D, K and L Models). Accessed 1 June 2012. http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=2297.

2012b Fact Sheet C-130 *Hercules*. Accessed 1 June 2012. http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=18724

NCANG Heritage Program

2012 Facebook page. Accessed 17 May 2012. http://www.facebook.com/NCANGHeritageProgram

NCpedia

2012 "North Carolina history." Accessed 17 May 2012. http://ncpedia.org/history

North Carolina Air National Guard

1966 *History and Traditions North Carolina National Guard.* Public Affairs Section Adjutant General's Department, Raleigh, North Carolina.

2012 "History 145th Airlift Wing." Accessed 10 April 2012. http://www.145aw.ang.af.mil/history/ .

North Carolina History Project

2012 Encyclopedia. Accessed 11 April 2012 http://www.northcarolinahistory.org/

North Carolina Maps Project

2012 "Maps of Mecklenburg County." Accessed 17 May 2012. http://www.lib.unc.edu/dc/ncmaps/?CISOROOT=/ncmaps

North Carolina Museum of History

2012 "History highlights." Accessed 23 April 2012. http://ncmuseumofhistory.org/nchh/index.html

O'Neal, Michael K., Julie Wilburn Peeler, Bobby Southerlin

2002 Archaeological Evaluation of the Stanly County Regional Airport Improvements, Stanly County, North Carolina. Brockington and Associates, Inc., Atlanta, Charleston, Raleigh.

Oliver, Billy L.

1992 Settlements of the Pee Dee Culture. Ph.D. dissertation, Department of Anthropology, University of North Carolina, Chapel Hill.

Public Library of Charlotte and Mecklenburg County

1961 *Hornets' Nest: The Story of Charlotte and Mecklenburg County*. Charlotte Chamber of Commerce, Charlotte. Accessed 12 April 2012. http://www.cmstory.org/history/hornets/content.htm

2012a "Charlotte-Mecklenburg Story History Timeline." Accessed 10 April 2012. http://cmstory.org/history/timeline/default.asp?tp=3&ev=21

2012b "History of Morris Field." Accessed 12 April 2012. http://www.cmstory.org/homefront/places/morrisField.htm

Reid, Billy J.

1998 *First In Flight and Communications: A commemorative history of the North Carolina Air National Guard 1948–1998*. Taylor Publishing Company, Dallas.

Reid, J. Jefferson

1967 Pee Dee Pottery from the Mound at Town Creek. Master's thesis, Department of Anthropology, University of North Carolina, Chapel Hill.

Ritchie, William A.

1932 *The Lamoka Lake Site: The Type Station of the Archaic Algonkin Period in New York*. Research and Transactions 7, No. 4. New York State Archaeological Association, Rochester.

Sassaman, K. E., M. J. Brooks, G. T. Hanson, and D. G. Anderson

1990 *Native American Prehistory of the Middle Savannah River Valley*. Savannah River Archaeological Research Papers 1. South Carolina Institute of Archaeology and Anthropology, University of South Carolina, Columbia.

Sharpe, Ivey Lawrence, and Edgar Fletcher Pepper.

1990 *Stanly County USA The Story of an Area and an Era (1841-1991)*. Media Press Incorporated, Greensboro, North Carolina.

Smith, Bruce D.

1986 The Archaeology of the Southeastern United States: From Dalton to De Soto, 10,500–500 B.P. In *Advances in World Archaeology*, edited by F. Wendorf and A.Close. Academic Press, New York.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture

2012 Official Soil Series Descriptions. Available online at http://soils.usda.gov/technical/classification/osd/index.html. Accessed 16 March 2012.

South, Stanley A.

1959 A Study of the Prehistory of the Roanoke Rapids Basin. Master's thesis, Department of Sociology and Anthropology, University of North Carolina, Chapel Hill.

1976 *An Archaeological Survey of Southeastern North Carolina*. Institute of Archaeology and Anthropology Notebook 8. University of South Carolina, Columbia.

Spratt, C. A.

1911 Map of Mecklenburg County, North Carolina. Accessed through North Carolina Collection, UNC Chapel Hill.

Stanly County Airport

2012 "Brief History of Albemarle-Stanly County Airport." Accessed 11 April 2012. http://www.stanlycountyairport.com/airhistory.asp

State Library of North Carolina

2012. "Military History." Accessed 23 April 2012. http://statelibrary.ncdcr.gov/colls/themes/july.html

Stephens, Ronald B.

1989 *Soil Survey of Stanly County, North Carolina.* USDA, Soil Conservation District. U.S. Government Printing Office, Washington, D.C.

Steponaitis, Vincas

1986 Prehistoric Archaeology in the Southeastern United States, 1970–1985. *Annual Review of Anthropology* 19(4):703–746.

Tippett, Lee

2003 Archaeological Survey and Evaluation of the Ridge Street Extention (SR 1542) from Mountain View Church Road (SR 1545) to Airport Road (SR 1549), Stanly County, North Carolina. The Louis Berger Group, Inc., Cary, North Carolina.

Tolonen, Anthony

1998 Phase I Cultural Resource Report, Proposed Charlotte-Douglas International Airport Expansion, Charlotte, Mecklenburg County, North Carolina. Environment and Archaeology, LLC, Verona, Kentucky.

USDA (United States Department of Agriculture)

1910 Mecklenburg County, NC. Bureau of Soils, Soil Map.

1916 Stanly County, NC. Bureau of Soils, Soil Map.

1980 Soil Survey of Mecklenburg County, North Carolina. USDA, Soil Conservation District. US Government Printing Office, Washington, D.C.

USGS (United States Geological Survey)

1905 Charlotte, NC Quadrangle. 15 Minute Series Topographic Map.

1907 Charlotte, NC Quadrangle. 15 Minute Series Topographic Map.

1948 Charlotte West, NC Quadrangle. 7.5 Minute Series Topographic Map.

1957 Albemarle, NC Quadrangle. 15 Minute Series Topographic Map.

1980 New London, NC Quadrangle. 7.5 Minute Series Topographic Map.

1993 Charlotte West, NC Quadrangle. 7.5 Minute Series Topographic Map.

1993 New London, NC Quadrangle. 7.5 Minute Series Topographic Map.

USPS (United States Postal Service)

1925 Mecklenburg County, NC, Rural Delivery Routes. USPS Blueline Map.

Ward, H. Trawick

1978 "The Archaeology of Whites Creek, Marlboro County, South Carolina." Manuscript on file, Research Laboratories of Archaeology, University of North Carolina, Chapel Hill.

Ward, H. Trawick, and R. P. Stephen Davis, Jr.

1999 *Time Before History: The Archaeology of North Carolina*. University of North Carolina Press, Chapel Hill and London.

Watson, Harry L.

2003 An Independent People: North Carolina, 1770–1820. In *The Way We Lived in North Carolina*, edited by Joe A. Mobley, pp. 105–230. University of North Carolina Press, Chapel Hill.

Wendland, Wayne M., and Reid A. Bryson

1974 Dating Climatic Episodes of the Holocene. *Quaternary Research* 4:9–24.

Williams, S., and J. B. Stoltman

1965 An Outline of Southeastern United States Prehistory with Particular Emphasis on the Paleo-Indian Era. In *Quaternary History of the United States*, edited by H. E. Wright, Jr., and D. G. Frey, pp. 669–683. Princeton University Press, Princeton.

Winters, H. D.

1968 Value Systems and Trade Cycles of the Late Archaic in the Midwest. In *New Perspectives in Archaeology*, edited by S. R. Binford and L. R. Binford, pp. 175–221. Aldine Publishers, Chicago.

7.1. Records

145th Civil Engineering Squadron real property files, Charlotte-Douglas IAP Air National Guard Base.

145th Civil Engineering Squadron construction drawings, Charlotte-Douglas IAP Air National Guard Base.

NCANG Real Property Files, License No. DACA21-3-68-3870

7.2. Interviews

Walters, Gregory, 2012. Personal communication between Lieutenant Colonel Gregory Walters, 145th Civil Engineering Squadron, Charlotte-Douglas IAP Air National Guard Base, and Lex Palmer, HDR. 21 May 2012.

7.3. Maps

Calvin M. Miller 1904 map of Stanly County, NC. Located in North Carolina State Archives, Raleigh, NC.

1905 Charlotte USGS 15’ Topographic Quadrangle

1907 Charlotte USGS 15’ Topographic Quadrangle

1925 Mecklenburg County USPS blueline map

1948 Charlotte West USGS 7.5’ Topographic Quadrangle

1945 Office of the Post Engineer Morris Field Charlotte, N.C. Location of All Buildings at Morris Field. Map files at Dolph Overton Aviation Museum.

8. LIST OF PREPARERS

Marjorie Nowick
M.Phil. Anthropology (History and Historical Archaeology)
M.S. Architectural History
Ms. Nowick is an architectural historian and historical archaeologist who meets the Secretary of the *Interior's Professional Qualification Standards* for architectural historian and (historical) archaeology. She has more than 25 years experience in historic preservation and cultural resources management including 17 years with the Advisory Council on Historic Preservation and with two municipal governments. Her experience also includes being project technical lead and project manager for many projects for the Air National Guard throughout the United States. These include Forbes Field ANGB, Tulsa and Oklahoma City ANGBs, Marin International Airport ANGB, Jacksonville ANGB, and many others. She also developed many Integrated Cultural Resources Management Plans for the ANG including Alpena CRTC, Fresno ANGB, Puerto Rico ANG, Des Moines ANGB, Washington state ANG, and many others. Ms. Nowick also has led cultural resources work for the Navy, U.S. Marine Corps, Army, and Air Force, as well as non-military clients.

Kevin (Lex) Palmer
M.A. Architectural History
Mr. Palmer has more than 22 years experience in cultural resource management and historic preservation. He has a background in architectural history and meets the Secretary of the Interior's *Professional Qualification Standards* as a historian and architectural historian. Mr. Palmer's recent work includes a condition assessment of buildings and landscape features at the Jefferson Barracks ANGS, Missouri, in coordination with the development of the station's Integrated Cultural Resources Management Plan, and research for the Washington state ANG Integrated Cultural Resources Management Plan.

Brandon M. Gabler
Ph.D. Anthropology
M.A. Anthropology
Dr. Gabler has 13 years of experience working on professional archaeological projects. He has conducted numerous projects in the eastern United States for the U.S. military and a variety of other clients. He is leading the archaeological survey of North Smithfield ANGS, Rhode Island. He led the multi-phase archaeological project of Defense Supply Center Richmond, Virginia, and the multi-phase archaeological investigation of Sea Girt National Guard Training Center in New Jersey. He has substantial experience with project management, budget oversight, quality control, database development and management, data analysis, GIS data collection and analysis, and cartographic production through all phases of a wide range of cultural resource projects, including Section 106 compliance as well as preservation-based projects. These projects range from Phase I surveys through Phase III data recovery efforts for both private and government clients.

This page intentionally left blank.

Appendix A: Artifact Catalog

This page intentionally left blank.

Appendix B: Charlotte-Douglas IAP ANGB Building Forms

(Submission to the State Historic Preservation Office)

This page intentionally left blank.

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3152** Blockface#

Quad: Charlotte West
PIN:
X: 0506412 **Y:** 3896792
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 001**
Street or 911 Address: **Payne Blvd. North side**
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1956**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Brick** Later Covering:
Height: **1 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **J.N. Pease & Company Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: **Not Specified** Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 1, constructed in 1956, is a one-story warehouse building with a rectangular footprint. The building has exterior brick wall cladding, and a flat roof clad with single-ply asphalt membrane. The building is bound on the south and west by a paved parking area. Payne Boulevard is to the south with landscaping consisting of a linear tree row and grass lawn. A sloping retaining wall covered with stone for an adjacent parking area is located to the north and east.

The building's primary façade is its south elevation. It has an elevated concrete walkway/loading dock and a full-width, cantilevered metal flat porch roof. The south façade has metal awning sash windows with six-over-six fixed lights and a centrally located two-light awning sash unit and single-leaf metal entry doors along the west end of the façade. These original windows have concrete lintels. From the center of the façade to the southeast corner are three large loading bays. The loading bay centered on the south façade has been replaced with a single leaf metal door entrance flanked by divided sidelights with transom lights above. A metal-clad rectangular addition is on the southeast corner of the east façade. The west façade has two additions: a boiler room extending from the northwest corner of the west façade with a central brick chimney and a flat roof bathroom addition centered on the façade. A single window is on the southwest corner and the bathroom addition is of the same type described previously. Between the bathroom addition and the boiler room is a paired window offset to the eave, similar to those also found on the south façade. The boiler room south wall has original metal double doors with lower louver ventilation openings. The north façade has a series of 10 symmetrically spaced original windows. The east façade has a series of six original windows and the metal addition.

Monday, October 07, 2013

Building 1 has undergone alterations to its original design. All doors have been replaced on the south façade with modern metal frame single light doors. One of the loading bays on the south façade has been converted into an entrance with a modern metal frame single light door surrounded by sidelights and transom windows. A metal addition has been constructed on the southeast corner; it is a temporary structure that has not been fully incorporated into the building envelope. A restroom addition has been constructed on the west elevation; however, the addition was built using brick and identical windows.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3153** Blockface#

Quad: Charlotte West
PIN:
X: 0506217 **Y:** 3896759
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 002**
Street or 911 Address: **Payne Blvd. North side**
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1960**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Brick** Later Covering:
Height: **1 story** Roof: **Hip** Plan: **Other** Core Form (Domestic):
Design Source and attribution: **B.O. Vannort Engineers Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 2, constructed in 1960 as the North Carolina Air National Guard headquarters, is a single-story building with an irregular U-shaped footprint. The building has brick exterior walls, a seamed metal fascia, and a low-pitched, complex hipped roof clad in metal. The southwest block of the building has a taller 1½ story segment. The building is bound on the south by Payne Boulevard, formal landscaping, and paved parking lots. A large paved parking lot is to the west; a series of joined brick buildings are on the north. First Union Road is located to the east.

Building 2's primary façade is its south elevation. It has five bays in the east portion with modern fixed metal-frame windows in the upper wall and brick below, each separated by a contrasting white concrete pilaster. This wall configuration is continued throughout the entire building exterior. The central portion of the south façade has a projecting hipped roof porch entrance supported by four concrete columns. Centered under the porch is the main entrance with double-leaf metal and glass doors flanked by sidelights divided into three panes. The wall openings under the porch have double metal-glass windows surrounded by modern fixed metal picture windows. The west wall portion of the south façade has a similar series of four bays with adjoining fixed metal-frame windows above brick walls with each bay separated by concrete pilasters. The southwest corner of the south façade has a higher roof and originally served as a flight simulator room. This area has four bays that are smaller, each bay with a two-light modern fixed metal-frame window. An enclosed porch entrance is located on the north wall of the former flight simulator room and has metal-glass doors with fixed picture window surrounds.

Monday, October 07, 2013

The north façade contains the interior of the U-plan, forming a three-sided courtyard. The hipped roof extends and is supported by concrete columns to form a covered walkway along all three sides of the courtyard. The wall openings facing the courtyard are of the same configuration found on the south façade bays with fixed metal-frame windows in the upper wall portion with brick below separated by concrete pilasters. Single metal and glass pedestrian doors are located at the wall junctions, and the central north façade has an enclosed entry porch with metal frame and glass walls. The east area of the courtyard has a heating, ventilating, and air-conditioning (HVAC) system that is enclosed with a concrete masonry lattice wall.

Civil engineering records indicate that Building 2 has undergone extensive alterations. In 1997, contractors replaced all of the original windows and doors, extensively reconfigured the interior, added the south and north enclosed porch entrances, and replaced the original roof with the current metal one.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3154** Blockface#

Quad: Charlotte West
PIN:
X: 0506251 **Y:** 3896876
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 003**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1977**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Brick** Later Covering:
Height: **2 story** Roof: **Flat** Plan: **Other** Core Form (Domestic):
Design Source and attribution: **J.N. Pease Associates Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 3 is an operations building constructed in 1977. Building 3 is located in the southwest portion of the installation. It is bound on the north by the flight line; by 1st Union Road to the east; the hangar (Building 4) and the brick-clad Building 61 constructed in 1997 to the immediate west; and the brick-clad headquarters (Building 2) to the south. The landscaping consists of concrete sidewalks, and a landscaped area with plants is on the north and west façades.

With a rectangular floor plan, Building 3 has brick exterior walls that are single story on its north side transitioning into a two-story configuration on the south façade. On its southeast corner is a four story, rectangular-shaped, metal-clad, parachute drying tower. The building and tower both have flat roofs clad with composition roofing, and a concrete panel fascia along the roofline.

The primary north façade has three bays with entrances on the east and west bays and fixed metal and glass windows in the central bay. Each bay is separated by brick walls. The west and east entrances have modern double glass-metal doors with wide sidelights and a transom window. The west façade has two fixed metal full height windows from the northwest corner with a brick wall between. From the second window the façade wall extends out slightly with another full height window on the north facing wall and three full height windows along the west facing portion of the extension. An exterior concrete stairwell is located on the southwest corner. The ground slopes from north to south with the concrete foundation walls forming the first story walls of the south ends of the east and west façades with brick walls above. The south façade has brick walls separated into panels by concrete pilasters and a concrete watercourse between the first and

Monday, October 07, 2013

second floors. The upper wall has two vertical metal ventilation louvers, and the lower walls have two modern double leaf metal doors on the west end, and a single leaf metal pedestrian door on the east end. The east façade is dominated by the metal-clad parachute drying tower that has a metal pedestrian door in the east façade. The remainder of this elevation mirrors the west façade.

Building 3 maintains its original integrity; civil engineering records do not indicate major alterations.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3155** Blockface#

Quad: Charlotte West
PIN:
X: 0506351 **Y:** 3896867
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 004**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1968**
Major Style Group(s) **Military**
Construction: **Steel Frame**
Ext. Material: **Metal Panels** Later Covering:
Height: **2 story** Roof: **Flat** Plan: **Other** Core Form (Domestic):
Design Source and attribution: **Navy Naval Facilities Type II Maintenance Hangar; John Talbert & Associ**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 4, constructed in 1968 as a nose dock maintenance dock hangar, is currently used as a fuel systems maintenance facility. The massive hangar faces north and has a rectangular footprint with a two-story office block with a low-pitch shed roof on the south façade.

The hangar is located in the south-central portion of the installation. It is bound on the north by the flight line, to the east by a fuel tank and Building 52 constructed in 1993, to the south by 1st Union Road and paved parking lots, and to the west by the brick-clad Building 3. There is no associated landscaping.

The building is supported by four vertical steel trusses that rise above the roofline at the north and south façades. The building has a metal frame and a steel trussed roof structure over the hangar bay that is clad with corrugated metal. Exterior sheathing also is corrugated metal.
Building 4's primary north façade has multi-leaved telescoping aircraft hangar doors that recess into side pockets. They have a massive frame that extends to the east and west beyond the side façade walls. A tail notch has been cut into the center door. The east façade has a nine-light fixed metal-frame window in the upper wall in the south office section, and the same fenestration in the lower wall to the north. A shed roofed, two-story rectangular extension stairwell is at the southeast corner with a nine-light fixed metal-frame window in the second story and a single-leaf pedestrian door on the north facing wall. A vehicle bay opening with a metal roll-up door is located between the stairwell and the northeast corner. The south façade has seven bays, with the lower wall characterized by a series of modern single- and double-leaf pedestrian metal doors with upper lights, a single vertical lift metal vehicle door, and a set of double metal doors with

Monday, October 07, 2013

upper ventilation louvers. Three fixed metal multiple light windows are also at this level. The upper wall has either one or two of these metal-frame windows in each of the seven bays. Roughly centered on the façade is a shed roofed, two-story enclosed stairwell with a nine-light fixed window in the second story. The west façade has the same fenestrations as the east façade with the exception of five metal louver vents in the upper story.

Base civil engineering records indicate that Building 4 underwent a conversion from a nose dock hangar to a corrosion control hangar in 1998. Contractors also extensively renovated the administrative office area at that time.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3156** Blockface#

Quad: Charlotte West
PIN:
X: 0506126 **Y:** 3896847
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 005**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1982**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Brick** Later Covering:
Height: **2 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **J.N Pease Associates Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 5 is a training facility constructed in 1982. With an L-plan consisting of a two-story main block and a one-story block extending to the east, the brick-clad building is distinctive for its flush concrete pilasters and fascia and a flat roof.

Building 5 is located on the southwest portion of the Air Guard base. It is bound on the north by the flight line, to the east by the brick-clad Building 61, and by paved parking lots to the south and west. There is no associated landscaping.

Building 5's west primary façade is two stories with a series of three adjacent vertical lift metal vehicle doors offset to the north end and a double metal pedestrian door to the south. The south façade of the two-story block has an elevated exterior concrete stairwell with access to a single-leaf metal pedestrian door in the upper wall and a single-leaf metal pedestrian door below the stairwell. The south façade of the one-story block has a single two-light metal frame fixed window. The east façade of the one-story block has, from south to north, a full-height fixed metal-frame window, a single-leaf metal pedestrian door in a recessed entry, and two full-height fixed metal-frame windows. The east façade of the two-story block has a single-leaf pedestrian door and vertical lift vehicle door in the north corner. The north façade of the one-story block has one full-height fixed metal-frame window and a set of double metal pedestrian doors. The north façade of the two-story block has no wall openings and a brick lattice wall encloses an HVAC system at the northeast corner.

Monday, October 07, 2013

Base civil engineering records are not available for Building 5; however, the building has no apparent exterior alterations and appears to maintain its physical integrity.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3157** Blockface#

Quad: Charlotte West
PIN:
X: 0506496 **Y:** 3896804
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 007**
Street or 911 Address: **Payne Blvd.**
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1974**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Other, standing metal seam** Later Covering:
Height: **2 story** Roof: **Flat** Plan: **Other, L-shape** Core Form (Domestic):
Design Source and attribution: **Odell Associates Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 7, constructed in 1974 as a maintenance facility, has an L-shaped footprint comprised of a two-story main block and a long one-story block extending to the north. The building has a flat roof and brick exterior walls with corrugated metal siding on the upper walls of the two-story block that transition to a fascia on the one-story block.

Building 7 is surrounded by paved parking areas within the southeast portion of the installation. Building 1 is immediately to the west along with a concrete vehicle ramp retaining wall. A large paved parking lot is to the north, and Minuteman Way is located to the east. There is no associated landscaping.

The fenestration on the south primary façade from west to east consists of two window openings, a single-leaf metal pedestrian door, two window openings, and a tall vehicle bay opening with a metal roll-up door. Each window opening has a fixed metal-frame window, with exposed concrete masonry units beneath and metal louvers above. The east façade wall openings consist of nine window openings of the same type found on the south façade, two vehicle bays with metal roll-up doors, two single metal pedestrian doors, and a set of double metal pedestrian doors. The north façade of the one-story block has a single vehicle bay with metal roll-up door offset to the northeast corner. The north façade of the two-story block has a one-story flat roof with two double-leaf metal doors and an HVAC area enclosed by a brick lattice wall. The west façade of the one-story block consists of a series of openings similar to the east façade with four vehicle bays, interspersed by two double-leaf metal pedestrian doors, a single metal pedestrian door with an upper light, and three window openings of the same type as previously described. The west façade of the two-story block

Monday, October 07, 2013

has from north to south a single-leaf metal pedestrian door, three window openings of the same type as previously described, and a tall vehicle bay with metal roll-up door at the southwest corner.

Base civil engineering records are not available for Building 7; however, the building has no apparent external alterations and appears to maintain its physical integrity.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3158** Blockface#

Quad: Charlotte West
PIN:
X: 0506365 **Y:** 3897157
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 039**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1984**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Concrete** Later Covering:
Height: **1 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Talbert, Cox and Associates**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 39, constructed in 1984, is the base aviation fuels office. It is a single-story building with a rectangular footprint. The building has vertical grooved concrete panel exterior walls and a flat roof with a seamed metal projecting fascia. The north primary façade has a centrally located single metal-glass pedestrian door that is flanked by metal-frame single-hung windows. Two additional metal-frame single-hung windows are located in the west and east corners of this wall. The west façade has a metal pedestrian door with an upper light, and is flanked to the north and south by metal-frame single-hung windows. The south façade has no wall openings. The east façade has a double metal pedestrian door and a single metal pedestrian door.

Landscaping associated with the building includes concrete sidewalks and a linear row of hedges that borders the north façade. The area north of the building has undergone major landscaping since 1984, and currently consists of a series of rock terraces that buttress the adjacent slope to the south and west.

The building appears to have few alterations to its exterior. The north façade door has been replaced with a modern version.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3159** Blockface#

Quad: Charlotte West
PIN:
X: 0506126 **Y:** 3896748
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 040**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1985**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Concrete** Later Covering:
Height: **2 story** Roof: **Flat** Plan: **Irregular** Core Form (Domestic):
Design Source and attribution: **Middleton, McMillian, Architects of Charlotte**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 40 is a two-story Fire Crash Rescue Facility (Fire Station No. 17) constructed in 1985 according to a design by Middleton, McMillan, Architects, Inc. of Charlotte. It is in the southwest corner of the Air National Guard Base and is isolated from other Air National Guard buildings. The airfield is to its west, and paved parking lots and grass lawn areas are to its east. An airport storage building is located immediately to the south.

The building has a complex roofline, predominantly composed of varying height flat roofs with a central non-peaked gable roof along the central axis with clerestory windows on the slopes. The west façade of the fire crash rescue building has seven fire engine bays that are oriented to the airfield to enable quick emergency response. The building is clad with metal panels, vertical grooved concrete panels, and textured concrete masonry units.

The east primary façade faces the street side and is characterized by the primary entrance at the northeast corner, a curved stairwell clad in metal panels, three adjacent vehicle bays with metal roll-up doors, and four four-light fixed windows between the bays and the southeast corner. The flat roof above the vehicle bays is elevated, as is the roof on the block composing the south façade. The south façade has a projecting portion on the southeast corner and exhibits two adjacent fixed metal-frame windows. The southwest portion of the wall is recessed to the north, and has a fixed metal-frame window and a single metal door with an upper light that allows access to the west fire engine bays.

Monday, October 07, 2013

The west façade faces the airfield and has a fire engine room consisting of a series of seven adjacent fire engine bays with metal roll-up doors under a low-pitch shed roof, and a single metal pedestrian door located on the north wall of the engine room. North of the engine bays is a two-story circular stairwell/observation tower clad with metal panels and of similar type to the one on the east façade. It has fixed curved metal-frame windows in the first and second stories. A flat roof one-room unit is located north of the observation tower, and has a lower-height flat roof and a recessed metal pedestrian door on the west wall and a metal pedestrian door and single-hung metal-frame window on the north wall.

The north façade has a projection with the same non-peaked gable roof as found along the axis of the building but at a lower height. The north wall of the projection has three single-leaf metal pedestrian doors. The east wall of the projection has the primary entrance located on the east primary façade.

Base civil engineering records and information from base personnel indicate that Building 40 had an addition constructed in 1994 to the east side, and a west side addition built in 2005. Both of these took place to accommodate larger fire engines.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3160** Blockface#

Quad: Charlotte West
PIN:
X: 0506365 **Y:** 3897157
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 041**
Street or 911 Address: **1st Union Road**
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1985**
Major Style Group(s) **Military**
Construction: **Steel Frame**
Ext. Material: **Metal** Later Covering:
Height: **1 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 41 is a metal panel-clad traffic checkpoint station constructed in 1985. Building 41 is located in the southwest portion of the ANGB in the administrative building cluster. The building is strategically positioned on 1st Union Road with a south orientation towards Morris Field Drive as a security point for the headquarters (Building 2) and the administration building (Building 45) to the north. Large paved parking lots are to the east and west, and the Charlotte-Douglas Airport boundary is to the south on Morris Field Drive. The area directly to the south of the building has a planted landscaped strip that serves as a traffic island.

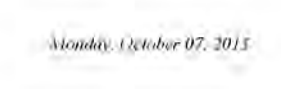
The checkpoint station is a small building with a rectangular floor plan and a flat metal panel roof with a metal curved fascia that wraps around the building and extends to form cantilevered porches over the south, west, and east façades. The primary south façade has a two-light, fixed metal-frame window. An east and west half-height curved wing wall with a curved cutout serves as a weather shelter on the west and east façades. The west façade has a metal and glass door with sidelights and a transom beneath the cantilevered porch. The north façade has a large metal-frame window. The east façade has two adjacent large fixed pane metal-frame windows on the north end of the wall and a single-leaf metal door with sidelights and transom beneath the cantilevered porch.

Building 41 appears to be unchanged from its original 1985 design.

Outbuildings/Features

Monday, October 07, 2013


Actions


Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3161** Blockface#

Quad: Charlotte West
PIN:
X: 0506535 **Y:** 3897262
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 043**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Low** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1986**
Major Style Group(s) **Military**
Construction: **Masonry**
Ext. Material: **Concrete Masonry Units** Later Covering:
Height: **2 story** Roof: **Flat, Hip** Plan: **Irregular** Core Form (Domestic):
Design Source and attribution: **Ferebee Walters Associates Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 43 is the Base Civil Engineering Maintenance Facility constructed in 1986. The two-story building is situated in the northeast portion of the ANGB away from the administrative buildings. Formal landscaping consists of a raised planted area bordered by concrete masonry units that hold trees and grass along the paved parking lot that fronts the façade. Two landscaped parking islands with grass lawn and trees are located in the paved visitor parking area to the west. Minuteman Way is located to the east. A creek with native trees is located north of the building.

The building has a two-story training/briefing room addition completed in 2011-2012 extending southwest from the southwest corner of the north-south building block. The building is constructed of textured concrete masonry units. It has a metal clad hipped roof and a flat composition clad roof. The original 1986 configuration consists of a short rectangular block oriented north-south with a long rectangular block wing extending southwest from the southwest corner of the north-south block. A substantial remodel in 2011-2012 added the large two-story addition to the south end of the north-south block, a lobby and office area on the south façade at the junction of the two original wings, and an expansive addition with sawtooth skylights along the west façade of the southwest-oriented wing.

The original north-south wing has textured concrete masonry unit walls and a seamed metal fascia below a hipped roof clad in metal. The east façade of this wing has six bays separated by concrete masonry unit buttress walls. Each bay has three fixed pane metal-frame windows with concrete masonry units below, except for the northernmost bay with four fixed pane windows. The north façade of this wing has a raised

Monday, October 07, 2013

concrete stairwell. The first story of the west façade of this wing has a single pedestrian door and the second story has five fixed pane windows and a metal louvered vent.

The 2011-12 addition along the west façade of the southwest-oriented wing begins at the juncture between the north-south wing and the southwest wing. The addition extends out from the previous façade with a two-story stairwell with a fixed metal-frame six-light window on the northeast facing wall and two fixed metal-frame windows on the northwest wall, one in each story. The northwest façade continues with a recessed wall composed of two stories of glass plate windows in metal frames.

The southwest façade includes the walls of the 2012 addition and the original 1986 southwest-oriented wing, differentiated by a slight change in roof height and wall plane. The 2012 addition has a recessed entry and a single fixed pane window. The 1986 southwest façade has no fenestration. Along the south facing wall of the 1986 southwest wing are two vehicle bays with roll-up doors with two single-leaf pedestrian doors with transom lights between. A single-leaf pedestrian door with transom is located at the southwest corner, and to the north of the vehicle bays is a set of four transom windows with a single-leaf pedestrian door below the easternmost.

The 2012 lobby/office addition is an irregular shaped block that fills the former southeast corner of the southwest-oriented 1986 wing. Three fixed pane metal-frame windows are on the southwest façade of this block, and a recessed entry is on the south façade.

The 2012 training/briefing room addition extends from the south end of the 1986 north-south block and has a bank of floor-to-ceiling fixed pane windows with 16 lights on its west façade. The south façade of the training/briefing room has no fenestration. The east façade has two banks of floor-to-ceiling windows with 16 lights, a single-leaf pedestrian door with a sidelight and a transom beneath a flat awning porch roof, and another bank of floor-to-ceiling fixed pane windows with 16 lights. The addition ends at the south end of the 1986 north-south wing previously described.

Building 43 has undergone major alterations since its 1986 construction. Civil engineering records reveal that the building underwent a remodel in 2011-2012 according to a design by Gantt Huberman Architects of Charlotte, North Carolina. The only portion of the original building that was not extensively remodeled is the north-south wing, yet additions were added on its south end and junctions were added between it and the southwest-oriented wing. The southwest-oriented wing was extensively remodeled with the new additions.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3162** Blockface#

Quad: Charlotte West
PIN:
X: 5056293 **Y:** 3896783
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 045**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1990**
Major Style Group(s) **Military**
Construction: **Masonry**
Ext. Material: **Brick** Later Covering:
Height: **3 story** Roof: **Flat** Plan: **L-shape** Core Form (Domestic):
Design Source and attribution: **Nakazawa Corporation Charlotte, NC**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 45 is the Aeromedical Evacuation Squadron headquarters constructed in 1990. It has an L-shaped footprint, brick exterior walls, and multiple flat roofs of varying heights. The building has three blocks forming an L-shaped plan, with two rectangular blocks to the north separated by an arcade, and a lower height block forming the southeast portion of the building. The building's red brick cladding contrasts with decorative black brick bands of varying width.

The south primary façade has a projecting one-story block with a lower height flat roof on the southeast corner and a recessed entryway with a double metal-glass door with fixed metal-frame window surrounds. The recessed second story of this block has a series of adjacent glass block windows. The west end of the south façade is recessed further and is separated from the east end by an exterior brick double-stairwell that ascends to a decorative brick arch leading to an interior courtyard. A set of glass-metal double doors are located under the stairwell. The west end is characterized by three bays with fixed metal-frame windows. The east bay has two upper and two lower windows, the central bay has three upper and three lower windows, and the west bay is identical to the east bay.

The west façade has three bays and two stories. The southernmost bay has double metal-glass doors in a recessed entryway on the first story and five adjacent fixed metal-frame windows in the second story. The central bay has four adjacent fixed metal-frame windows on the first story. The north bay has a single metal pedestrian door in a recessed entry. The grade slopes south to north and the north façade is one story on the same level as the second story of the west façade. The interior courtyard that runs north from the south

Monday, October 07, 2013

façade separates the east and west portions of this façade. The west block has two metal pedestrian doors, and the east block has a single metal door.

The east façade has a two-story height with a recessed third story. From the northeast corner are two adjacent metal double doors, a metal ventilation louver, and a recessed entryway with double metal-glass doors. An east-west brick screening wall separates this service area from the landscaped area along the rest of the façade. A set of double glass-metal doors are south of the wall. The upper wall of the east façade has two adjacent glass block windows in the southeast corner. The third recessed floor has a metal screening wall shielding the building's HVAC system and has no wall openings.

Landscaped areas for Building 45 are located on the south, west, and east elevations. Paved parking lots are located to the south and east, the brick-clad Building 2 is to the west, and a brick-clad communications building is situated to the north. First Union Road is to the west and curves east behind the building, and the formally landscaped Payne Boulevard runs east-west in front of the building.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3163** Blockface#

Quad: Charlotte West
PIN:
X: 0506280 **Y:** 3897264
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 048**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Fair** Location Integrity: **Original**

Architectural Data: Date(s): **1991**
Major Style Group(s) **Military**
Construction: **Concrete**
Ext. Material: **Concrete** Later Covering:
Height: **1 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 48 is a single-story hazardous storage BSE (base support element) building constructed in 1991. The building is situated in the northwest portion of the installation inside a secured area surrounded by a metal chain link fence. To the east is Building 58, which is a series of storage lockers. A paved parking lot with an adjacent grass lawn and trees is to the south.

Building 48 is a small, simple building with a rectangular floor plan, concrete panel walls, and a flat to low shed concrete roof. The primary north façade has a vehicle bay with a tilt-up metal vehicle door with two small fixed upper lights, and a single metal pedestrian door to the west. The west façade has an identical vehicle bay with the same tilt-up vehicle door. The south façade has two metal ventilation louvers each in the upper and lower walls. The east façade has no wall openings.

Building 48 does not appear to have any major alterations based on a review of civil engineering records and an examination of the building.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3164** Blockface#

Quad: Charlotte West
PIN:
X: 0506554 **Y:** 3897195
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 049**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1990**
Major Style Group(s) **Military**
Construction: **Masonry**
Ext. Material: **Concrete** Later Covering:
Height: **1 1/2 story** Roof: **Flat** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 49 is the installation hazardous material pharmacy constructed in 1990. The building is surrounded by a paved parking lot on all elevations. Building 63, a concrete clad building constructed in 2003, is immediately to the south. An east-trending slope has a grass lawn and extends to Minuteman Boulevard.

Building 49 is a one-and-a-half-story building with a rectangular floor plan. Its exterior walls are of coursed textured concrete masonry units below a decorative horizontal red block band also laid in a stack course. The upper wall area has a second red block band near the roofline. The roof is flat with a membrane surface.

The west primary façade has a single window opening with four fixed pane metal-frame windows with transom lights above and an adjacent metal pedestrian door with an upper light, both offset to the north end. The north façade has two window openings with paired fixed metal-frame windows with transom lights above. Offset to the east end of the north façade are two adjacent vehicle bays with metal roll-up vehicle doors. The east façade has two fixed metal-frame windows of the same type as found on the west façade, separated by a concrete masonry unit wall and sheltered by a metal shed roof. A single metal pedestrian door is located at the northeast corner of the east façade. The south façade exhibits a series of three vehicle bays with metal roll-up vehicle doors on the east end, and a single metal pedestrian door with an upper light is on the west end.

Building 49 does not appear to have any major alterations based on a review of civil engineering records and an examination of the building.

Monday, October 07, 2013

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3165** Blockface#

Quad: Charlotte West
PIN:
X: 0506164 **Y:** 3897275
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 050**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1958**
Major Style Group(s) **Military**
Construction: **Masonry**
Ext. Material: **Brick** Later Covering:
Height: **1 story** Roof: **Hip** Plan: **Irregular** Core Form (Domestic):
Design Source and attribution: **North Carolina Air National Guard**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 50, constructed in 1958 for use as a Reserve Forces Training center, is a single-story building with an irregular T-plan. The building has brick exterior walls and a low-pitched, complex hipped roof clad in metal.

An interior chimney is centrally located on the south pitch of the roof. The north primary façade has three bays and the outer two bays are recessed. The easternmost bay on the north façade has a recessed entry beneath a modern metal porte cochere or pavilion extension that was likely added in the 1980s. Under the pavilion extension are a set of double-leaf metal doors with fixed upper lights, a single awning window, and a concrete patio. Along the extension portion of the north façade is a metal awning window adjacent to the recessed entryway and a single-leaf metal pedestrian door located on the northwest corner. On the west façade is a single-leaf pedestrian door offset to the southwest corner. The south façade has four bays. The two westernmost bays have double-leaf pedestrian doors flanked by paired windows. The westernmost bay has modern double-leaf metal pedestrian doors flanked to the west by a modern metal frame fixed window and to the east by a paired metal-frame awning window. The next bay to the east has double-leaf metal pedestrian doors flanked on both sides by paired metal-frame awning windows. The two easternmost bays extend out from the wall plane, and each has a pair of metal-frame awning windows. A single-leaf pedestrian door is located on the west-facing wall of the extended bays. The east façade has no wall openings.

The building is isolated from the concentration of ANG buildings which are located to the south and east. The Charlotte-Douglas Airport runway is located to the west, modern brick-clad commercial buildings are

Monday, October 07, 2013

situated to the north at a higher elevation, an Air National Guard (ANG) storage yard is to the east, and the ANG tarmac is to the south. The building is within a small depression that places it lower than the landing strip, tarmac, and nearby buildings. The landscaping consists of a grass lawn and concrete sidewalks. The south façade has a square brick patio enclosure with a brick barbeque.

Building 50 has undergone some alterations. A metal flat roof pavilion extension was first added in 1993 on the north façade at the recessed entry. The westernmost bay on the south façade has a modern replacement window and glass-metal door installed in the westernmost bay of the south façade, but otherwise all other doors and windows appear original. Base civil engineering records indicate that Building 50 was re-roofed and had its brick chimney extended in 1993, in addition to the pavilion extension, all according to a design by Doar Associates of Charlotte, North Carolina.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3166** Blockface#

Quad: Charlotte West
PIN:
X: 0506732 **Y:** 3896876
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 069**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **Medium** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1975**
Major Style Group(s) **Military**
Construction: **Load Bearing Masonry**
Ext. Material: **Concrete** Later Covering:
Height: **1 1/2 story** Roof: **Side Gable** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - arms storage**

Written Summary

Building 69 was constructed in 1975 by the Army National Guard as an armory, but was extensively remodeled in 2011 as a gymnasium. The building has a rectangular footprint with a one-story block on the primary west façade and an attached one-and-a-half story larger block to the east. The one-story block has a flat roof and the taller east block has a low-pitched, front gable, metal-clad roof.

Building 69 is situated on flat terrain inside an oval paved running track. The building is bound on the north by a wooded area, by a memorial and a C-130 Hercules aircraft static display to the east, by Morris Field Drive to the south, and by Minuteman Drive to the west. Paved parking areas are located to the west of the building inside the running track perimeter.

The primary west façade has a modern metal-glass door on the north end, with a series of symmetrically spaced four-light fixed metal-frame windows to the south. On the other side of the series of windows is a single metal pedestrian door with an upper light that has a metal awning and is near a fixed metal-frame window. The south façade of the one-story block has a single four-light fixed metal-frame window. Along the taller section of the south façade are four bays of floor-to-ceiling, multiple-light, fixed metal-frame windows. Three of the bays have 27 lights and glass-metal doors in the west corners. One bay has 30 lights. The east façade has no windows, and exhibits three decorative horizontal red brick bands on the lower wall. A single metal pedestrian door with an upper light is located in the southeast corner; three single-leaf metal pedestrian doors are located to the north. The north façade has the same four window banks located in the taller block, and the east and west units both have a set of double metal-glass doors. The one-story block of

Monday, October 07, 2013

the north façade has two four-light fixed metal-frame windows.

Building 69 has undergone major changes from its conversion to a gymnasium in 2011 by the Air National Guard. All of the windows have been replaced, and the bays on the north and south walls that formerly held metal vertical lift vehicle doors have been filled in with modern window banks. The roofs of the two blocks have been replaced with metal. The setting has been altered to accommodate an oval running track around the building.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3167** Blockface#

Quad: Charlotte West
PIN:
X: 0506381 **Y:** 3897204
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 131**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1984**
Major Style Group(s) **Military**
Construction: **Metal**
Ext. Material: **Metal** Later Covering:
Height: **1 story** Roof: **Side Gable** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Unknown**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 131 is a concrete pad supporting a fuel pump sheltered by a low side-gabled metal roof. Constructed in 1984, the structure is in the fuel depot area of the installation. It consists of two aviation fuel pumps under the shelter roof in the fuel depot area. The roof is supported by four metal posts. The two pumps rest on the concrete slab pad. Building 131 is set in a paved area with fuel facilities. Two aviation fuel tanks are to the east. Building 51, a large hangar, is to the southwest on a hill above the fuel depot, and the installation tarmac is to the west.

A review of civil engineering records and examination of Building 131 suggests that the structure retains its integrity. It is possible that the pumps have been replaced: however, no records are available to confirm this.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3168** Blockface#

Quad: Charlotte West
PIN:
X: 0506333 **Y:** 3897200
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 132**
Street or 911 Address:
Location Description:
Town/vicinity: **Charlotte**
District: **Charlotte-Douglas Airport (None) Noncontributing Building**
District Dates: NRdate: SLdate: DOEdate:
Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **1984**
Major Style Group(s) **Military**
Construction: **Metal**
Ext. Material: **Metal** Later Covering:
Height: **1 story** Roof: **Side Gable** Plan: **Rectangular** Core Form (Domestic):
Design Source and attribution: **Unknown**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Constructed in 1984, Building 132 is nearly identical to Building 131. The structure also consists of a concrete pad that supports two aviation fuel pumps sheltered by a low-pitch, metal-clad gable roof. The roof is supported by four metal posts. The two aviation fuel pumps carry fuel from two aboveground fuel tanks to the east.

A review of civil engineering records suggests that the structure has had no substantial changes although the pumps may have been replaced; however, no records are available to confirm this. The setting is identical to Building 131 discussed above.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3169** Blockface#

Quad: Charlotte West
PIN:
X: 0506775 **Y:** 3896905
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building Memorial**

Street or 911 Address:

Location Description:

Town/vicinity: **Charlotte**

District: **Charlotte-Douglas Airport (None) Noncontributing Building**

District Dates: NRdate: SLdate: DOEdate:

Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **2012**
Major Style Group(s) **Not specified**
Construction: **Concrete**
Ext. Material: **Marble** Later Covering:
Height: Roof: **N/A** Plan: **circular** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

This North Carolina Air National Guard memorial was being constructed during the survey (2012). The concrete and marble circular base has a black outer ring, and a five point star with a black border. Four vertical black monoliths are positioned at the cardinal compass points. At the center of the star is a black marble memorial shaped like an airplane tail fin with a stainless steel world globe on its top. The globe has a model of the Wright Brothers' Flyer circling the globe. The east and west sides have names of Air National Guard personnel who have lost their lives in service. The west side has the inscription "Dedicated to the memory of and with grateful appreciation of the North Carolina Air National Guard who have faithfully and proudly served their community, the state of North Carolina, and the United States of America."

The memorial is situated in a landscaped area on the southeast portion of the installation. The ground has pea gravel and is bordered by a grass lawn. Building 69 is located to the west and a C-130 static display aircraft is located immediately to the east.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3170** Blockface#

Quad: Charlotte West
PIN:
X: 0506694 **Y:** 3897119
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 144**

Street or 911 Address:

Location Description:

Town/vicinity: **Charlotte**

District: **Charlotte-Douglas Airport (None) Noncontributing Building**

District Dates: NRdate: SLdate: DOEdate:

Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Original**

Architectural Data: Date(s): **2011**
Major Style Group(s) **Other**
Construction: **Metal**
Ext. Material: **Metal** Later Covering:
Height: Roof: **N/A** Plan: **N/A** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 144 is a static display F-86A Sabre fighter jet installed in 2011 on a metal pedestal above the installation east gate. The North American F-86A Sabre was the first swept-wing jet fighter aircraft that came into service in 1948. North American designed the aircraft initially for high-altitude day fighter service. It was utilized in Korea against the Russian MiG fighter. The North Carolina Air National Guard received the F-86A in 1954 for the continental defense Runway Alert program. They gained the F-86L interceptor that had all-weather capability in 1959.

The aircraft has an east orientation within an earthen berm in the northwest corner of Minuteman Drive. It is bound by Minuteman Drive to the east, Building 67 to the west, the Air National Guard installation entrance to the south, and the earth berm is to the north. A floodlight is located to the west and east to illuminate the aircraft in the dark.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina State Historic Preservation Office

Historic Property Survey Summary

County: **Mecklenburg**

SSN: **MK3171** Blockface#

Quad: Charlotte West
PIN:
X: 0506812 **Y:** 3896893
DOT Project #:
OSA#:

Update Mo: Yr:
☐ No Alt ☐ Alt ☐ Del ☐ Rehab
☐ **Removed** ☐ Outbldg Loss
☐ No Acc. ☐ Not Fnd ☐ FileMsg
☐ Newly ID'd ☐ Needs Resch.

Property Name: **Charlotte ANGB Building 151**

Street or 911 Address:

Location Description:

Town/vicinity: **Charlotte**

District: **Charlotte-Douglas Airport (None) Noncontributing Building**

District Dates: NRdate: SLdate: DOEdate:

Local District:

☐ Recommended for SL ☐ StudyList SLDate: ☐ NR NRDate: NR #: **None**
☐ DOE DOEDate:
DOE Type: Local Status: Ownership: **Public - federal**

Principal Resource Material Integrity: **High** Condition: **Good** Location Integrity: **Moved**

Architectural Data: Date(s): **2010**
Major Style Group(s) **Military**
Construction: **Metal**
Ext. Material: **Metal** Later Covering:
Height: Roof: **N/A** Plan: **N/A** Core Form (Domestic):
Design Source and attribution: **Not specified**

Major Theme: **Military** 2nd Theme:
Group Association: Religious Affiliation
Historic Function: **Defense - air facility**

Written Summary

Building 151 is a C-130 Hercules static display aircraft located at the southeast area of the installation; Air Guard staff placed it there in 2010. It is positioned at the intersection of Morris Field Drive and Minuteman Drive. The aircraft is slightly elevated on metal posts located under the wheels. It has an east orientation. The aircraft is an E model painted as a Vietnam War-era B model, and has cockpit lighting from an H model. The North Carolina Air National Guard 145th Military Airlift Group began using C-130B Hercules aircraft in 1972. The new tactical mission involved airlifting and dropping personnel and equipment on a worldwide basis. The ANG installed a metal security fence to the east, and placed nighttime accent lighting and tree and wood chip landscaping in 2012.

Outbuildings/Features

Actions

Monday, October 07, 2013

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

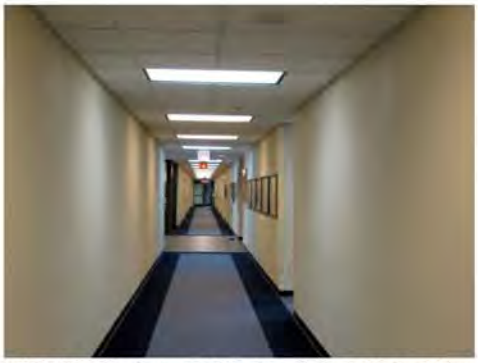
MK3152_CharlotteANGB_Bldg001_5-12_lp-01.jpg
West and South facades

MK3152_CharlotteANGB_Bldg001_5-12_lp-02.jpg
Interior

MK3153_CharlotteANGB_Bldg002_5-12_lp-01.jpg
West and North façades

MK3153_CharlotteANGB_Bldg002_5-12_lp-02.jpg
South and East façades

MK3153_CharlotteANGB_Bldg002_5-12_lp-03.jpg
South and East façades in 1960 photograph



MK3153_CharlotteANGB_Bldg002_5-12_lp-04.jpg
Interior

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3154_CharlotteANGB_Bldg003_5-12_lp-01.jpg
North and East façades

MK3154_CharlotteANGB_Bldg003_5-12_lp-02.jpg
West and South façades

MK3154_CharlotteANGB_Bldg003_5-12_lp-03.jpg
Interior

MK3155_CharlotteANGB_Bldg004_5-12_lp-01.jpg
East and North façades

MK3155_CharlotteANGB_Bldg004_5-12_lp-02.jpg
West and South façades

MK3155_CharlotteANGB_Bldg004_5-12_lp-03.jpg
Interior

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3156_CharlotteANGB_Bldg005_5-12_lp-01.jpg
West and South façades

MK3156_CharlotteANGB_Bldg005_5-12_lp-02.jpg
East and North façades

MK3156_CharlotteANGB_Bldg005_5-12_lp-03.jpg
Interior

MK3157_CharlotteANGB_Bldg007_5-12_lp-01.jpg
South and East façades

MK3157_CharlotteANGB_Bldg007_5-12_lp-02.jpg
West façade

MK3157_CharlotteANGB_Bldg007_5-12_lp-03.jpg
Interior

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3158_CharlotteANGB_Bldg039_5-12_lp-01.jpg
East and North façades

MK3158_CharlotteANGB_Bldg039_5-12_lp-02.jpg
West and North façades

MK3158_CharlotteANGB_Bldg039_5-12_lp-03.jpg
1984 photograph

MK3158_CharlotteANGB_Bldg039_5-12_lp-04.jpg
Interior

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3159_CharlotteANGB_Bldg040_5-12_lp-01.jpg
East façade

MK3159_CharlotteANGB_Bldg040_5-12_lp-02.jpg
North and West façades

MK3159_CharlotteANGB_Bldg040_5-12_lp-03.jpg
Interior

MK3160_CharlotteANGB_Bldg041_5-12_lp-01.jpg
West and South façades

MK3160_CharlotteANGB_Bldg041_5-12_lp-02.jpg
East and North façades

MK3160_CharlotteANGB_Bldg041_5-12_lp-03.jpg
West and South facades in 1985 photograph

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3161_CharlotteANGB_Bldg043_5-12_lp-01.jpg
East façade

MK3161_CharlotteANGB_Bldg043_5-12_lp-02.jpg
North façade

MK3161_CharlotteANGB_Bldg043_5-12_lp-04.jpg
Photograph ca. 1980s

MK3161_CharlotteANGB_Bldg043_5-12_lp-03.jpg
South and Southwest façades

MK3161_CharlotteANGB_Bldg043_5-12_lp-05.jpg
Interior

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3162_CharlotteANGB_Bldg045_5-12_lp-01.jpg
South façade

MK3162_CharlotteANGB_Bldg045_5-12_lp-02.jpg
South and East façades

MK3162_CharlotteANGB_Bldg045_5-12_lp-03.jpg
West façade

MK3162_CharlotteANGB_Bldg045_5-12_lp-04.jpg
Interior

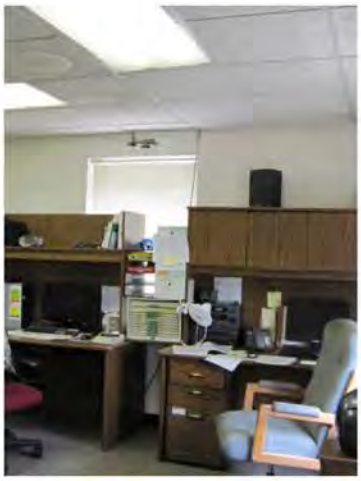
MK3163_CharlotteANGB_Bldg048_5-12_lp-01.jpg
East and North façades

MK3163_CharlotteANGB_Bldg048_5-12_lp-02.jpg
West and South façades

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3164_CharlotteANGB_Bldg049_5-12_lp-01.jpg
North and West façades

MK3164_CharlotteANGB_Bldg049_5-12_lp-02.jpg
South façade



MK3164_CharlotteANGB_Bldg049_5-12_lp-03.jpg
Interior

MK3165_CharlotteANGB_Bldg050_5-12_lp-01.jpg
North and West façades

MK3165_CharlotteANGB_Bldg050_5-12_lp-02.jpg
South façade

MK3165_CharlotteANGB_Bldg050_5-12_lp-03.jpg
Interior of West room

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3166_CharlotteANGB_Bldg069_5-12_lp-01.jpg
West and South façades

MK3166_CharlotteANGB_Bldg069_5-12_lp-02.jpg
North facade

MK3166_CharlotteANGB_Bldg069_5-12_lp-03.jpg
Interior

MK3167_CharlotteANGB_Bldg131_5-12_lp-01.jpg
South and West façades

MK3168_CharlotteANGB_Bldg132_5-12_lp-01.jpg
West and South façades

North Carolina Air National Guard Base Cultural Resources Survey
Lex Palmer
May 2012

MK3169_CharlotteANGB_Memorial_5-12_lp-01.jpg
View to the West

MK3169_CharlotteANGB_Memorial_5-12_lp-02.jpg
View to the North

MK3170_CharlotteANGB_Bldg144_5-12_lp-01.jpg
View to the South

MK3170_CharlotteANGB_Bldg144_5-12_lp-01.jpg
View to the West

North Carolina Air National Guard Base Cultural Resources Survey
Charlotte Air National Guard Base, Mecklenburg County
Lex Palmer
May 2012

Appendix C: State Historic Preservation Office Correspondence

This page intentionally left blank.

North Carolina Department of 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

July 22, 2013

Major Samuel Ingram
Department of the Air Force
145th Environmental Management Office
4930 Minuteman Way
Charlotte, NC 28208

Re: Cultural Resource Survey for Charlotte Air National Guard Station, Mecklenburg County, ER 13-1453

Dear Major Ingram:

Thank you for your letter of May 13, 2013, transmitting the Section 110 cultural resource survey files for the Charlotte Air National Guard Station.

As shown in the survey files, only Buildings 001 (MK 3152) and 002 (MK 3153) are more than fifty (50) years old. We concur that due to previous alterations, both of these buildings are not eligible for listing in the National Register of Historic Places at this time. We also concur that the following buildings that are less than fifty (50) years old do not meet Criteria Consideration G for exceptionally significant properties, and thus are also not eligible for listing in the National Register at this time.

- Building 003 (MK 3154);
- Building 004 (MK 3155);
- Building 005 (MK 3156);
- Building 007 (MK 3157);
- Building 039 (MK 3158);
- Building 040 (MK 3159);
- Building 041 (MK 3160);
- Building 043 (MK 3161);
- Building 045 (MK 3162); and,
- Building 048 (MK 3163).

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 renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

Location: 109 East Jones Street, Raleigh NC 27601 **Mailing Address**: 4617 Mail Service Center, Raleigh NC 27699-4617 **Telephone/Fax**: (919) 807-6570/807-6599

North Carolina Department of 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

July 22, 2013

Major Samuel Ingram
Department of the Air Force
145th Environmental Management Office
4930 Minuteman Way
Charlotte, NC 28208

Re: Cultural Resource Survey for Stanly County Airport Air National Guard, Stanly County, ER 13-0970

Dear Major Ingram:

Thank you for your letter of May 13, 2013, transmitting the above reference report.

The report authors note that three archaeological resources (31ST237-31ST239) were identified during the above noted investigation; all three were classified as not eligible for listing in the National Register of Historic Places and that no further archaeological investigations are necessary or warranted. We concur with this assessment.

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 renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Ramona M. Bartos

Location: 109 East Jones Street, Raleigh NC 27601 **Mailing Address**: 4617 Mail Service Center, Raleigh NC 27699-4617 **Telephone/Fax**: (919) 807-6570/807-6599